

| #                          | DATE RECEIVED | REFERENCE | CLARIFICATION REQUIRED/QUERY/REQUEST  | TNPA RESPONSE DATE | TNPA RESPONSE  |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
|----------------------------|---------------|-----------|---|--------------------|--|----------------------------|--|--|---|--|--|----------|---|---|----------|---|---|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|---|------------|----------|----|------------|----------|---|------------|----------|----|------------|----------|---|------------|----------|----|------------|----------|---|------------|----------|----|------------|----------|---|------------|----------|----|------------|----------|---|------------|----------|--|--|--|
| 1.                         | 13 – Nov – 25 |           | Bill of Quantities item <a href="#">3.4.1.1</a> refers. Please can you provide a drawing of the stainless steel handrailing.  | 03-Dec-25          | <br>4126515-1-001-S-SE-0002-01-02-TD.pdf  |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| 2.                         | 16- Nov- 25   |           | Will you please provide a longitudinal section of the southern breakwater.  | 20-Nov-25          | Section F (in South Breakwater Plan and Sections Drawing) shows a long section through the South Breakwater roundhead. A long section for the remaining 1km landward of the would simply show the concrete capping, layer works and core (as indicated in South Breakwater Demolition of Capping Drawing). Please may you request that M&D clarify what details they are looking for in a long section that are not currently shown in the drawing pack, and we can provide these.   |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| 3.                         | 16- Nov- 25   |           | In the document it mentions that the contractor should provide a temporary jetty on the southern breakwater for personnel access, but it does not mention the exact position of the jetty. Please provide us a drawing indicating the position.   | 20-Nov-25          | <p>We envisage the most practical position for the jetty is in the lee of one of the groynes below, close to the contractors South Breakwater laydown area. This image is from the general arrangement drawing. The exact position can be finalised by the contractor on site. (TNPA to confirm if this is correct or if there are any constraints on the jetty location)</p>  <table border="1"> <thead> <tr> <th colspan="3">SITE BOUNDARY CO-ORDINATES</th> <th colspan="3">M</th> </tr> <tr> <th>LOCATION</th> <th>X</th> <th>Y</th> <th>LOCATION</th> <th>X</th> <th>Y</th> </tr> </thead> <tbody> <tr><td>A</td><td>+3 188 536</td><td>-105 349</td><td>Q</td><td>+3 187 513</td><td>-106 796</td></tr> <tr><td>B</td><td>+3 188 489</td><td>-105 362</td><td>R</td><td>+3 187 465</td><td>-106 847</td></tr> <tr><td>C</td><td>+3 188 590</td><td>-105 502</td><td>S</td><td>+3 187 501</td><td>-106 885</td></tr> <tr><td>D</td><td>+3 188 518</td><td>-105 515</td><td>T</td><td>+3 187 550</td><td>-106 833</td></tr> <tr><td>E</td><td>+3 188 562</td><td>-105 623</td><td>U</td><td>+3 187 570</td><td>-106 832</td></tr> <tr><td>F</td><td>+3 188 570</td><td>-105 619</td><td>V</td><td>+3 187 668</td><td>-106 924</td></tr> <tr><td>G</td><td>+3 188 664</td><td>-105 882</td><td>W</td><td>+3 187 665</td><td>-106 939</td></tr> <tr><td>H</td><td>+3 188 667</td><td>-105 934</td><td>X</td><td>+3 187 980</td><td>-107 316</td></tr> <tr><td>I</td><td>+3 188 943</td><td>-106 476</td><td>Y</td><td>+3 188 079</td><td>-107 213</td></tr> <tr><td>J</td><td>+3 188 944</td><td>-106 892</td><td>Z</td><td>+3 187 720</td><td>-106 916</td></tr> <tr><td>K</td><td>+3 188 801</td><td>-107 189</td><td>AA</td><td>+3 187 706</td><td>-106 918</td></tr> <tr><td>L</td><td>+3 188 927</td><td>-107 293</td><td>AB</td><td>+3 187 578</td><td>-106 806</td></tr> <tr><td>M</td><td>+3 189 021</td><td>-107 024</td><td>AC</td><td>+3 187 588</td><td>-106 737</td></tr> <tr><td>N</td><td>+3 189 029</td><td>-106 739</td><td>AD</td><td>+3 187 575</td><td>-106 736</td></tr> <tr><td>O</td><td>+3 188 595</td><td>-105 608</td><td>AE</td><td>+3 187 545</td><td>-106 769</td></tr> <tr><td>P</td><td>+3 188 616</td><td>-105 598</td><td></td><td></td><td></td></tr> </tbody> </table> | SITE BOUNDARY CO-ORDINATES |  |  | M |  |  | LOCATION | X | Y | LOCATION | X | Y | A | +3 188 536 | -105 349 | Q | +3 187 513 | -106 796 | B | +3 188 489 | -105 362 | R | +3 187 465 | -106 847 | C | +3 188 590 | -105 502 | S | +3 187 501 | -106 885 | D | +3 188 518 | -105 515 | T | +3 187 550 | -106 833 | E | +3 188 562 | -105 623 | U | +3 187 570 | -106 832 | F | +3 188 570 | -105 619 | V | +3 187 668 | -106 924 | G | +3 188 664 | -105 882 | W | +3 187 665 | -106 939 | H | +3 188 667 | -105 934 | X | +3 187 980 | -107 316 | I | +3 188 943 | -106 476 | Y | +3 188 079 | -107 213 | J | +3 188 944 | -106 892 | Z | +3 187 720 | -106 916 | K | +3 188 801 | -107 189 | AA | +3 187 706 | -106 918 | L | +3 188 927 | -107 293 | AB | +3 187 578 | -106 806 | M | +3 189 021 | -107 024 | AC | +3 187 588 | -106 737 | N | +3 189 029 | -106 739 | AD | +3 187 575 | -106 736 | O | +3 188 595 | -105 608 | AE | +3 187 545 | -106 769 | P | +3 188 616 | -105 598 |  |  |  |
| SITE BOUNDARY CO-ORDINATES |               |           | M   |                    |  |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| LOCATION                   | X             | Y         | LOCATION  | X                  | Y  |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| A                          | +3 188 536    | -105 349  | Q   | +3 187 513         | -106 796   |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| B                          | +3 188 489    | -105 362  | R   | +3 187 465         | -106 847   |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| C                          | +3 188 590    | -105 502  | S   | +3 187 501         | -106 885   |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| D                          | +3 188 518    | -105 515  | T   | +3 187 550         | -106 833   |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| E                          | +3 188 562    | -105 623  | U   | +3 187 570         | -106 832   |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| F                          | +3 188 570    | -105 619  | V   | +3 187 668         | -106 924   |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| G                          | +3 188 664    | -105 882  | W   | +3 187 665         | -106 939   |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| H                          | +3 188 667    | -105 934  | X   | +3 187 980         | -107 316   |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| I                          | +3 188 943    | -106 476  | Y   | +3 188 079         | -107 213   |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| J                          | +3 188 944    | -106 892  | Z   | +3 187 720         | -106 916   |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| K                          | +3 188 801    | -107 189  | AA  | +3 187 706         | -106 918   |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| L                          | +3 188 927    | -107 293  | AB  | +3 187 578         | -106 806   |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
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| N                          | +3 189 029    | -106 739  | AD  | +3 187 575         | -106 736   |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| O                          | +3 188 595    | -105 608  | AE  | +3 187 545         | -106 769   |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| P                          | +3 188 616    | -105 598  |   |                    |  |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |
| 4.                         | 16- Nov- 25   |           | The current closing date is 8 December 2025, with the site visit scheduled for 18 November 2025. This is a large-scale project with a 9CE CIDB grading, and it presents significant technical challenges due to the size of the elements, logistics, and environmental conditions, including weather and ocean factors. The tender also | 20-Nov-25          | Addendum No.1 to be issued extending the closing date to 30 January 2026.  |                            |  |  |   |  |  |          |   |   |          |   |   |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |    |            |          |   |            |          |  |  |  |



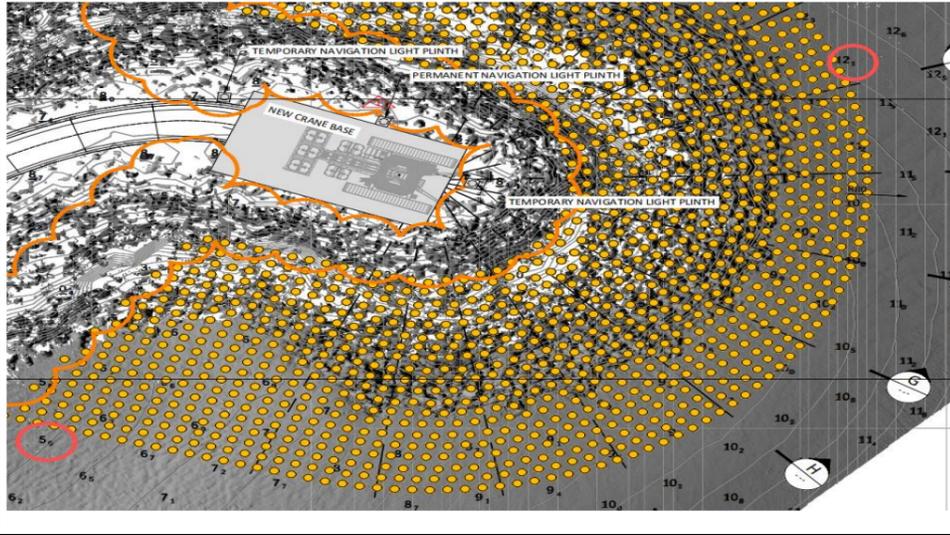
CLARIFICATION REGISTER: **TNPA/2025/05/0010/95183/RFP**: CONSTRUCTION OF THE MARINE WORKS FOR THE UPGRADE OF BREAKWATER (NEW DOLOSSES) PROJECT AT THE PORT OF RICHARDS BAY

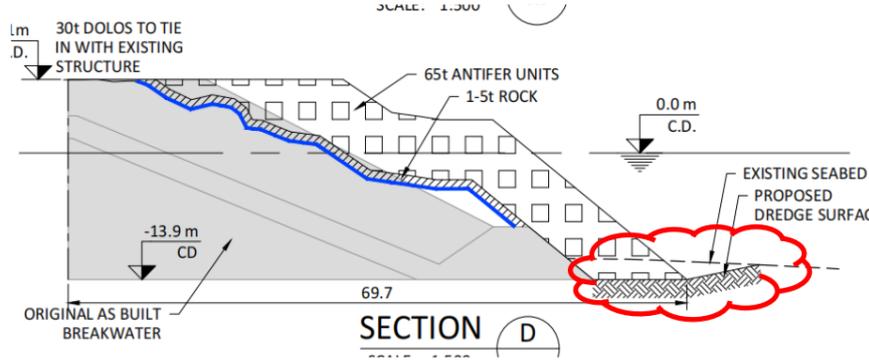
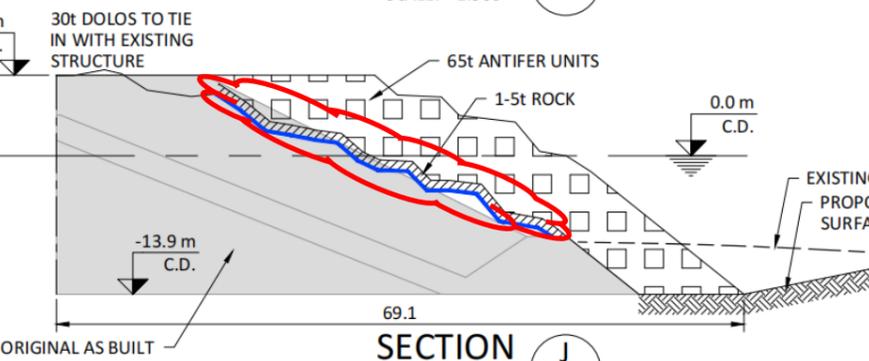
|    |             |  |  |           |   |
|----|-------------|--|--|-----------|---|
|    |             |  | carries substantial administrative and documentation requirements, including compliance with EME/QSE criteria. The existing tender period is too short for a project of this nature. To properly engage with EME/QSE's, suppliers and subcontractors, sufficient time is needed to accommodate their inputs. Furthermore, we are approaching the South African annual builder's break, during which the construction industry—including suppliers and subcontractors—traditionally shuts down over December and January. Based on our experience, suppliers and subcontractors are already beginning to scale down operations and are generally not responsive to RFQs during this period. We therefore respectfully request a two-month extension to the submission date, moving it to 8 February 2026                                    |           |   |
| 5. | 19 -Nov -25 |  | We hereby request an extension to the closing date in order to enable us to prepare a comprehensive and competitive quote.   | 20-Nov-25 | Addendum No.1 to be issued extending the closing date to 30 January 2026. |
| 6. |             |  | To ensure that the tender documents could fully meet the client's requirements and guarantee the tender quality, we, Sinohydro Corporation Limited, hereby would like to request extending the tender submission deadline by <b>2 (two) months, to 6th February 2026.</b>  | 20-Nov-25 | Addendum No.1 to be issued extending the closing date to 30 January 2026. |
| 7. | 11-Nov-25   |  | <p>Would like to request for an extension for the tender by 2weeks for the current closing date.</p> <p>Due to the nature and quality of the returnables required, we request additional time to complete the necessary preparations and submit a fully compliant bid.</p> <p>Considering this, we respectfully request that the submission deadline be extended by 10 calendar days to close on 18 December 2025 at 16h00. This extension will enable us to ensure that our proposal meets all the requirements outlined in the tender document.</p> <p>We understand the importance of adhering to the original schedule and appreciate your consideration of this request. We remain committed to participating in this procurement process and look forward to the possibility of working with your organisation.</p>                  | 20-Nov-25 | Addendum No.1 to be issued extending the closing date to 30 January 2026. |
| 8. | 11-Nov-25   |  | <p>We refer to the above-mentioned subject and confirm our interest in submitting a tender for this project, which currently has a submission deadline of 8th December 2025.</p> <p>Due to the extensive time required for the preparation of the tender documents, we kindly request an extension of the submission deadline to 27 February 2026. Our request is based on the following reasons:</p> <ol style="list-style-type: none"> <li>1. Time consuming preparation for the Approach Paper and Construction Schedule/Activity Schedule with Basis of Schedule;</li> <li>2. Preparation of project specific SHEQ documentation;</li> <li>3. Sourcing of prices from material suppliers, EMEs/QSEs and specialist subcontractors/suppliers/resource providers, given that the December Shutdown is already approaching and</li> </ol> | 20-Nov-25 | Addendum No.1 to be issued extending the closing date to 30 January 2026. |

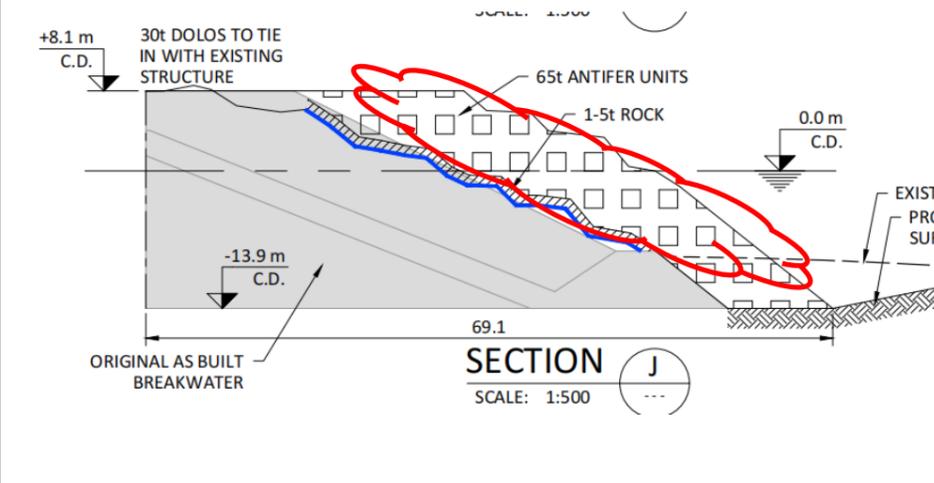


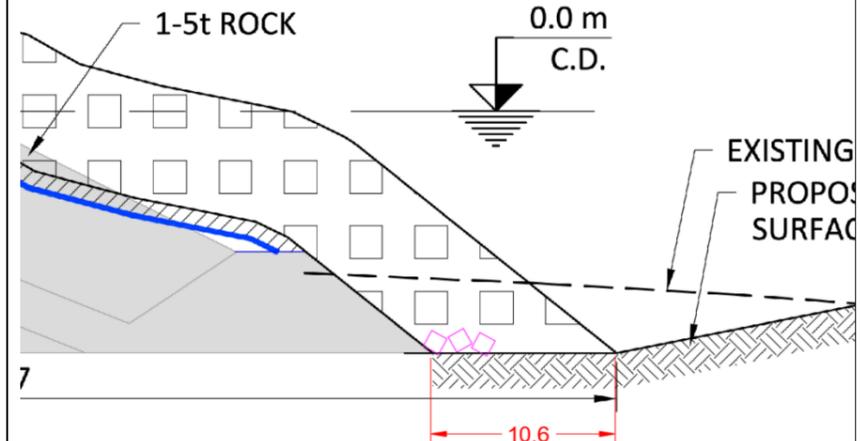
CLARIFICATION REGISTER: **TNPA/2025/05/0010/95183/RFP**: CONSTRUCTION OF THE MARINE WORKS FOR THE UPGRADE OF BREAKWATER (NEW DOLOSSES) PROJECT AT THE PORT OF RICHARDS BAY

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|     |             |   | <p>4. To price the works and prepare the distribution schedule for 30% value of the Contract with supporting evidence like executing subcontract agreements with various EMEs/QSEs after careful adjudication of their competency and capacity to execute the works.</p> <p>Given the above, we require sufficient time to properly review the tender requirements and prepare a technically and financially compliant bid.</p> <p>We thank you in advance for your consideration of this request and await your kind confirmation.</p>  |           |  |
| 9.  | 24-Nov-25   |   | <p>We request an extension of closing date as we are still trying to formalize our consortium/joint venture, also due to the complexity of this specific tender a standard 3 weeks would not be sufficient</p>   | 20-Nov-25 | Addendum No.1 to be issued extending the closing date to 30 January 2026.  |
| 10. |             |   | <p>Kindly find attached letter from Holobye Trading 2 (Pty) Ltd requesting for the extension of closing date for the tender for : CONSTRUCTION OF THE MARINE WORKS FOR THE UPGRADE OF BREAKWATER(NEW DOLOSSES) PROJECT AT THE PORT OF RICHARDS BAY</p>   | 20-Nov-25 | Addendum No.1 to be issued extending the closing date to 30 January 2026.  |
| 11. | 24 – Nov-25 |   | <p>We are in the process of obtaining competitive quotations from various suppliers and subcontractors to ensure that our submission is comprehensive, cost-effective, and aligns with the project’s technical and quality requirements. An extension would allow us sufficient time to finalize and consolidate our pricing, confirm the availability of key materials and services, and ensure that our tender submission meets the expected standards of accuracy and competitiveness.</p> <p>We therefore kindly request that the closing date be extended at least to the 02nd of February 2026.</p> <p>Your consideration of this request will be highly appreciated, and we remain committed to submitting a complete and compliant proposal within the extended timeframe.</p> | 20-Nov-25 | Addendum No.1 to be issued extending the closing date to 30 January 2026.  |
| 12. | 24 -Nov-25  |   | <p>As very large crane has to be utilized for this job and it is not available in local market, and 30% of contract work is to be subcontracted to EME or QSE, which is preferably to be sourced from local community.</p> <p>Thus we need more time to find out the competitive offers from outside sources for the very large crane, and definitely need more time to identify and engage with the proper EME and QSEs.</p> <p>You are humbly requested to grant an extension of 30 days to the original closing date in 8 December 2025. The requested new closing date is 7 January 2026.</p> <p>Thank you in advance for your cooperation.</p>  | 20-Nov-25 | Addendum No.1 to be issued extending the closing date to 30 January 2026.  |
| 13. |             | 3.1.30<br>Underground services, other existing services, cable and pipe trenches and covers | <p>With reference to RFP Section 3.1.30 in Page 304, could the location or route map of public facilities (such as cables and pipe trenches) in the construction area (including coordinates, elevations and other relevant information) be provided to us to facilitate the formulation of more appropriate construction protection measures?</p>   |           | No existing or accurate as built drawings. Bidders to make an allowance for detection of services and proof trenching prior to excavations |
| 14. |             | 3.1.38 The Contractor complies with   | <p>With reference to RFP Section 3.1.38 in Page 307, could the Employer provide safe areas for the parking of Contractor's construction vessels/equipment in case of severe storm weather for the Contractor to select?</p>  |           | Contractor's land-based equipment can be parked in contractor's yard.  |

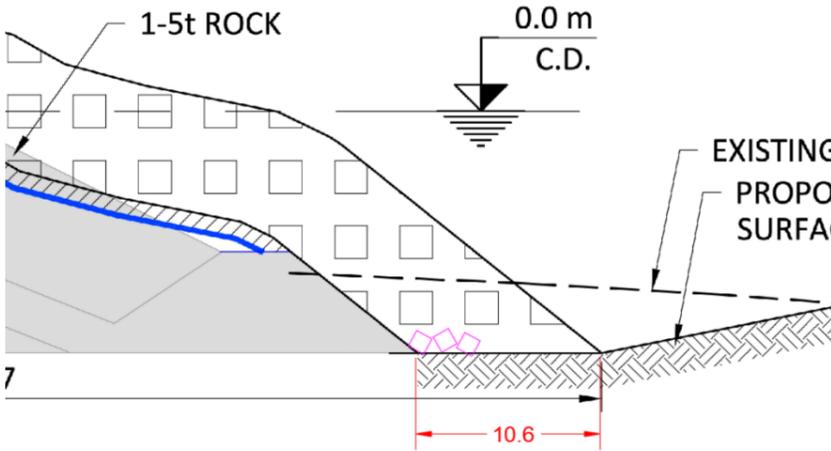
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|     |  | the following constraints in the execution of the <i>Works</i> : |  |  | Bidders can use the Naval island slipway ( 28°47'54.74"S, 32° 4'51.51"E) to park construction vessels during severe storm weather   |
| 15. |  | 3.2.6 Materials facilities and samples for tests and inspections | With reference to RFP Section 3.2.6 in Page 310 regarding the independent laboratory for material testing, could the Employer provide the list of acceptable ones?   |  | It is the contractor's responsibility to find accredited laboratories that can conduct the certified tests. Only SANAS accredited laboratories to be used.  |
| 16. |  | General  | Could the Employer provide free wharf berths for the Contractor's temporary use, or designate a location near the South Breakwater for the Contractor to construct a temporary wharf, and provide necessary assistance with the relevant construction formalities?                 |  | See attached layout with proposed areas for the Bidder to use.  |
| 17. |  | Technical  | Could the geological survey data of the project area be provided?  |  | We do not have geological survey data for the project areas. How is this relevant to the project?   |
| 18. |  | Technical  | Regarding the prefabrication works of the 20t/30t Dolosse and 65t Antifer units mentioned in this project, is it necessary to pay specific patent fees for these three types of special concrete blocks? Could the Employer provide information on the relevant patent holders?    |  | No patent fees apply to Dolosse or Antifers   |
| 19. |  | Dredging   | During the dredging construction of the South Breakwater, is it mandatory to install silt curtains?  |  | No  |
| 20. |  | 2025-07-17 IFC Drawings R1                                       | For the data "1~12m" circled in red on the general layout drawing of the South Breakwater does this data refer to the actual water depth or the current seabed surface elevation? clarify.<br> |  | The circled area indicates -12.1m CD. All levels are relative to Chart Datum and based on the 2014 multibeam survey. Refer to drawing notes for clarification<br><br><b>NOTES</b><br>1. CO-ORDINATE SYSTEM BASED ON GAUSS CONFORM CLARKE 1880 LO31<br>2. ALL LEVELS ARE IN METRES AND RELATIVE TO CHART DATUM.<br>3. ALL DIMENSIONS ARE IN METRES.<br>4. ALL LEVELS AND DIMENSIONS ARE APPROXIMATE, TO BE REVISED FOLLOWING IN-SURVEY.<br>5. AS BUILT INFORMATION AND ARMOUR UNIT LOCATIONS ARE APPROXIMATE, AND BASED ON AVAILABLE INFORMATION. UNIT LOCATION AND QUANTITIES TO BE REVISED FOLLOWING IN-SURVEY.<br>6. MULTIBEAM SURVEY SOURCED FROM CSIR 2014. |

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| <p>21.</p> | <p>2025-07-17<br/>IFC Drawings<br/>R1</p> | <p>After dredging the toe area of the South Breakwater, is it necessary to fill it with corresponding stones and level the surface before installing the 65t Antifer units? Furthermore, the Employer provide the cross-sectional as-built drawings of the South Breakwater to the Contractor's understanding of the relevant information in the apron area marked with red cloud line?</p>   | <p>Levelling is not required prior to placing the toe Antifers. The contractor must comply with the dredging specification and achieve the specified levels and tolerances. Once achieved and verified by a multibeam survey, the antifer units must immediately be placed in the dredged area to avoid sediment being washed back into the dredged pocket.</p> <p>The survey undertaken in 2014 only shows the structure above the seabed level at the time. No information below the sand level at the time of the survey (2014) is available. The only available as-built data is indicated on the sections shown on the left.</p> |
| <p>22.</p> | <p>2025-07-17<br/>IFC Drawings<br/>R1</p> | <p>The surface of the existing Dolosse is highly irregular. Maintaining the current state will affect the slope surface flatness after the installation of the 1-5t underlayer rock blocks even significantly increase the difficulty of installing the 65t Antifer units. Does the Employer require the Contractor to renovate the existing slope surface before proceeding with subsequent construction? Renovating the original slope surface will inevitably result in substantial increase in construction costs. Please the Employer provide clear instructions.</p>  | <p>No. The contractor is not required to renovate the existing slope. The contractor is only required to place the 1-5t rock and then the Antifers, as described in the scope of work.</p>  |

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| <p>23.</p> | <p>2025-07-17<br/>IFC Drawings<br/>R1</p> | <p>Regarding the installation of the 65-ton Antifer units, what are the specific requirements Employer for the number of layers, installation attitude, and installation angle during the process? What are the specific requirements for the slope gradient and flatness of the surface? Could the Employer provide the detailed installation or layout drawings of the 65-ton Antifer units?</p> |    | <p>23.</p>              | <p>A double layer of Antifers will be placed.</p> <p>Placement of the Antifer Units should comply with the Specifications (refer to "Coastal structures particular technical specifications"). The Antifers will be placed on the 1-5t rock surface. The contractor is not required to achieve a specific slope for the rock surface as this will be governed by the slope of the existing dolosse. The Antifers will be placed on a coordinate grid provided by the engineer. This will only be finalised once the in-survey has been conducted by the contractor. The placement grid will include coordinates for each Antifer unit.</p> <p>Unit attitudes should be random without any specific requirements apart from avoiding regular face to face contact (which would result in increased placement densities).</p> <ul style="list-style-type: none"> <li>Place double layer of 65-tonne Antifer cubes;</li> <li>Place 30-tonne dolos units to tie-in new Antifer layer with the existing structure;</li> </ul>  |
| <p>24.</p> | <p>26-Nov-25</p>                          | <p>DREDGING PARTICULAR TECHNICAL SPECIFICATION and PART C2: PRICING DATA</p>   | <p>The specification anticipates that refusal may be reached while dredging, which will then determine the end of dredging in a particular area. It is critical to ensure alignment on what constitutes refusal. Will a minimum pump capacity and configuration (e.g. minimum jetting-water power) be specified and is there an operating method specified that ensures that the pump is upright while engaging the seabed? Once all the agreed parameters are achieved in the field, will refusal be defined as the point where progress slows below a certain predefined value?</p> | <p>2 &amp; 8 Dec-25</p> | <p>No minimum pump capacity, configuration or operating method is specified.</p> <p>A trench extending more than 10 m seaward relative to the original design section is required. It is considered unlikely that any obstructions will be encountered at this point. Dredging down to the required level at this point should therefore be possible for all sections. Dredging can then proceed towards the toe of the original design profile.</p> <p>Refusal is defined as the point at which dredging operations are prevented by exposing an area of hard material /rubble that is too extensive to be lowered by dredging along its edges. Typically, this is not expected to extend to the seaward edge of the trench where dredging down to the required level should be possible. Once exposed, such an area must be surveyed and submitted to TNPA to decide how to proceed. The survey should clearly show the deepest area dredged along the seaward edge and the exposed rubble area. The level difference between these two surfaces needs to be considered in potentially modifying the proposed toe and Antifer placement grid. The image below indicates the size of 3 t rock (average rock size) as purple squares relative to typical dredge sections.</p> |

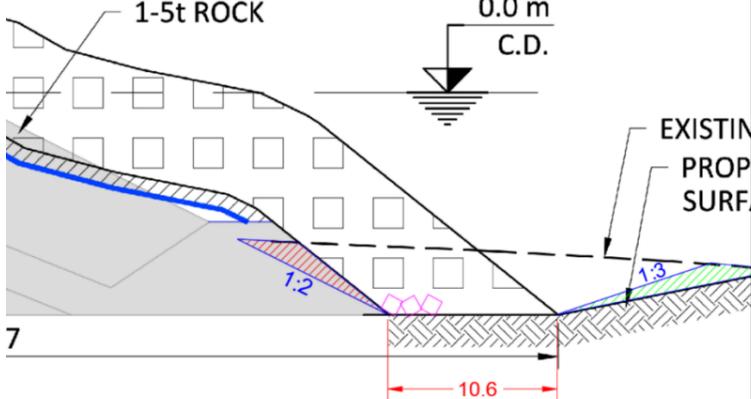
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|     |  |   |  <p>Essentially, dredging the toe trench will reveal where the actual position of the breakwater toe is (which may differ from the design position). The design intent is to place toe Antifers at the actual toe level just seaward of the toe. Exposing the toe will require dredging the sand down to the top of the toe as well as determining the seaward extent and bottom level of the toe by dredging down to this point. When the Contractor has reached a point where he believes the seaward bottom point of the rock toe has been defined, a survey should be submitted for evaluation. Some additional dredging may be required along the toe line to confirm that it does represent the actual toe line. Payment for such dredging will be in terms of the normal dredging rate.</p> <p>In the unlikely event that the actual toe extends further seaward than the design toe, a design adjustment will be made to avoid placing Antifer units beyond the crane reach.</p> |
| 25. |  | <p>It is commonly understood that the littoral drift of sand bypassing Richards Bay is in the order of 500 000 m<sup>3</sup> per year. The mechanism for sand transport is mainly by TNPA dredging in the sand trap and maintenance dredging of the channel. It can reasonably be assumed that the volume of material which reaches the channel has bypassed the sand trap and rounded the breakwater. Kindly provide all data about the volumes of dredging removed from the sand trap and the channel per year. Also please advise if a seasonal variation in the sand migration rates has been observed.</p> | <p>2 &amp; 8 Dec-25</p> <p>The appropriate procedure for dredging is an in-survey, dredging and out-survey, followed by a quick evaluation/approval and placement of toe Antifers. To avoid the risk of sand migrating into the trench while dredging/after dredging, a window of relative calm should be identified from wave predictions. For this operation average littoral drift should not be a concern.</p>  |
| 26. |  | <p>It appears that the drawings were prepared more than 4 years ago (2021) and are based on a CSIR survey of 2014. Kindly advise if a more recent survey exists which can be referenced for assessing the actual extent of the sand build up.</p>   | <p>2 &amp; 8 Dec-25</p> <p>No surveys exist after 2014. An in-survey before dredging will be used to quantify dredge volumes</p>  |
| 27. |  | <p>It is envisaged that dredged material will be side cast. The documents refer to a disposal site or "disposal offshore". Kindly elaborate where the dredged material may be disposed.</p>   | <p>2 &amp; 8 Dec-25</p> <p>Dredge material may be disposed on the seaward side of the South Breakwater trunk. See snip from Part C3: Scope of Work -&gt; C3.1. It is in the contractors interest to dispose of dredged material a sufficient distance away from the roundhead to prevent the disposed material washing back into the dredge area.</p> <ul style="list-style-type: none"> <li>• Dredge in front of the existing breakwater toe in the area of repair to receive armour units;</li> <li>• dredged material to be disposed of on the seaward side of the south breakwater;</li> </ul>  |
| 28. |  | <p>A payment line is defined at a 1:5 slope on the offshore side of the trench. A similar dredging slope will form within the armoring on the breakwater side of the trench. Will this volume be measured for payment with a void ratio factor applied for the sand inside the layer? Can a void ratio be agreed upon prior to tender submission?</p>   | <p>2 &amp; 8 Dec-25</p> <p>Sand inside the breakwater will not flatten much since it is protected by surrounding rock that significantly reduces flow velocities. There is no practical means to survey the dredge slope inside the breakwater. In the sketch below an assumed slope 1:2 is shown as an example. This red</p>   |

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|     |            |   |   |              | <p>hatched area will consist of only (approximately) 30% sand. The 1:5 slope can likely be steepened to 1:3 under relatively calm conditions. This saving (green hatching) is significantly more than a 1:2 slope extending into the breakwater. The Contractor should make his own assessment of likely slopes and allow for this in his dredging rate.</p>  |
| 29. |            |   | <p>Please provide a drawing with the limits of the site in terms of compliance with Port Control requirements and restrictions, showing areas which may be occupied by the contractor's vessels without restriction, and areas that may be subject to temporary restrictions including areas where use of port pilots may be required in relation to towing or movement of a barge.<br/>All water-based activities are to be coordinated with Port control.</p>   | 2 & 8 Dec-25 | <p>Bidders shall ensure full compliance with the approved Port of Richards Bay Berthing Guidelines, as provided in the attached <i>Berthing Guidelines</i> document.</p> <p>Furthermore, Bidders shall ensure alignment with all applicable requirements of the South African Maritime Safety Authority (SAMSA) and the Merchant Shipping Act, 1951 (as amended), including any associated regulations and marine operational standards.</p> <p>All water-based activities are to be coordinated with Port control</p> <p style="text-align: center;"> <br/>           Berthing Guidelines<br/>           PoRcB-23-24.pdf         </p>   |
| 30. | 30.11.2025 | DREDGING PARTICULAR TECHNICAL SPECIFICATION and PART C2: PRICING DATA | <p>The specification anticipates that refusal may be reached while dredging, which will then determine the end of dredging in a particular area. It is critical to ensure alignment on what constitutes refusal. Will a minimum pump capacity and configuration (e.g. minimum jetting-water power) be specified and is there an operating method specified that ensures that the pump is upright while engaging the seabed? Once all the agreed parameters are achieved in the field, will refusal be defined as the point where progress slows below a certain predefined value?</p> | 2 & 8 Dec-25 | <p>No minimum pump capacity, configuration or operating method is specified.</p> <p>A trench extending more than 10 m seaward relative to the original design section is required. It is considered unlikely that any obstructions will be encountered at this point. Dredging down to the required level at this point should therefore be possible for all sections. Dredging can then proceed towards the toe of the original design profile.</p> <p>Refusal is defined as the point at which dredging operations are prevented by exposing an area of hard material /rubble that is too extensive to be lowered by dredging along its edges. Typically, this is not expected to extend to the seaward edge of the trench where dredging down to the required level should be possible. Once exposed, such an area must be surveyed and submitted to TNPA to decide how to proceed. The survey should clearly show the deepest area dredged along the seaward edge and the exposed rubble area. The level difference between these two surfaces needs to be considered in potentially modifying the proposed toe and Antifer placement grid. The image below indicates the size of 3 t rock (average rock size) as purple squares relative to typical dredge sections.</p> |

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|     |  |  |   |              |  <p>Essentially, dredging the toe trench will reveal where the actual position of the breakwater toe is (which may differ from the design position). The design intent is to place toe Antifers at the actual toe level just seaward of the toe. Exposing the toe will require dredging the sand down to the top of the toe as well as determining the seaward extent and bottom level of the toe by dredging down to this point. When the Contractor has reached a point where he believes the seaward bottom point of the rock toe has been defined, a survey should be submitted for evaluation. Some additional dredging may be required along the toe line to confirm that it does represent the actual toe line. Payment for such dredging will be in terms of the normal dredging rate.</p> <p>In the unlikely event that the actual toe extends further seaward than the design toe, a design adjustment will be made to avoid placing Antifer units beyond the crane reach.</p> |
| 31. |  |  | <p>It is commonly understood that the littoral drift of sand bypassing Richards Bay is in the order of 500 000 m<sup>3</sup> per year. The mechanism for sand transport is mainly by TNPA dredging in the sand trap and maintenance dredging of the channel. It can reasonably be assumed that the volume of material which reaches the channel has bypassed the sand trap and rounded the breakwater. Kindly provide all data about the volumes of dredging removed from the sand trap and the channel per year. Also please advise if a seasonal variation in the sand migration rates has been observed.</p> | 2 & 8 Dec-25 | <p>The appropriate procedure for dredging is an in-survey, dredging and out-survey, followed by a quick evaluation/approval and placement of toe Antifers. To avoid the risk of sand migrating into the trench while dredging/after dredging, a window of relative calm should be identified from wave predictions. For this operation average littoral drift should not be a concern.</p>  |
| 32. |  |  | <p>It appears that the drawings were prepared more than 4 years ago (2021) and are based on a CSIR survey of 2014. Kindly advise if a more recent survey exists which can be referenced for assessing the actual extent of the sand build up.</p>   | 2 & 8 Dec-25 | <p>No surveys exist after 2014. An in-survey before dredging will be used to quantify dredge volumes</p>  |
| 33. |  |  | <p>It is envisaged that dredged material will be side cast. The documents refer to a disposal site or "disposal offshore". Kindly elaborate where the dredged material may be disposed.</p>   | 2 & 8 Dec-25 | <p>Dredge material may be disposed on the seaward side of the South Breakwater trunk. See snip from Part C3: Scope of Work -&gt; C3.1. It is in the contractors interest to dispose of dredged material a sufficient distance away from the roundhead to prevent the disposed material washing back into the dredge area.</p> <ul style="list-style-type: none"> <li>• Dredge in front of the existing breakwater toe in the area of repair to receive armour units;</li> <li>• dredged material to be disposed of on the seaward side of the south breakwater;</li> </ul>  |
| 34. |  |  | <p>The description of the dredged material in the specification is inconsistent with that of the BoQ. Kindly clarify. Will additional payment be made for proving refusal and if so what means are required to prove the presence of an obstruction</p>   | 2 & 8 Dec-25 | <p>The descriptions in the BOQ are indicative and the tenderer is referred to item 3.3 of the General Pricing Assumptions in this regard.</p>   |



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|  |  |  |  | <p><i>3.3. The Bill of Quantities contains only brief descriptions to identify the salient items required and the Contractor is referred to the Conditions of Contract, Works Information and drawings for the full requirements.</i></p> <p>Particular Pricing Assumption E.3.1.1 states:<br/> <i>"The rate shall include for all costs of dredging in materials other than rock as described in the Works Information, including re-dredging and mop-up dredging of any recharge and for the transport and disposal of dredged or excavated material. The rate shall include for all necessary, hydrographic and other surveys for the purposes of control and measurement at both the dredge and disposal sites and for all requirements as specified in the Environmental Monitoring Requirements and all in accordance with the Works Information. The rate shall also include for dealing with obstructions such as rocks or concrete pieces from the existing Breakwater."</i></p> <p>Dealing with obstructions means dredging sand along the edge/s of an obstruction to lower it to the required level.</p> <p>The material to be dredged is specified as particles with size <math>\leq 20</math> mm (refer to dredging specification snip below). This allows for land-based dredging using a DOP pump (or equivalent).</p> <p><i>The Contractor must dredge all materials with a particle size of <math>\leq 20</math> mm until refusal or until achieved lines and levels shown on the drawings. Materials with larger particle sizes do not need to be dredged. Employer's reason for limiting the particle size of dredge material is so that the Contractor can carry out dredging with a DOP pump, or equivalent Equipment.</i></p> <p>As-built surveys of the breakwater are not available. Therefore, any information shown on the drawings that is below the 2014 seabed has been inferred from the original design sections. There is a risk that rocks or pieces of dolosse exist seaward of the design toe and allowance should be made for dealing with such obstructions during dredging. It is envisaged that such elements will be relatively isolated.</p> <p>Dealing with rocks within the dredge trench may simply require dredging around them to ensure that the specified dredge depth is achieved. If extensive areas of rock are identified during dredging this should be surveyed and presented to the employer for a decision on how to proceed.</p> <p>If dolosse or large pieces of dolosse (<math>&gt; 10t</math>) are encountered within the dredge trench it may be easier to remove these objects rather than dredging along their edges to achieve their required level. A provisional item will be added to the BOQ to allow for removal of objects larger than 10t to cover this event. The removed objects may be disposed higher up along the slope (above water), targeting areas with the most existing damage.</p> |
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| 35. |           |  | <p>A payment line is defined at a 1:5 slope on the offshore side of the trench. A similar dredging slope will form within the armoring on the breakwater side of the trench. Will this volume be measured for payment with a void ratio factor applied for the sand inside the layer? Can a void ratio be agreed upon prior to tender submission?</p>  | 2 & 8 Dec-25 | <p>Sand inside the breakwater will not flatten much since it is protected by surrounding rock that significantly reduces flow velocities. There is no practical means to survey the dredge slope inside the breakwater. In the sketch below an assumed slope 1:2 is shown as an example. This red hatched area will consist of only (approximately) 30% sand. The 1:5 slope can likely be steepened to 1:3 under relatively calm conditions. This saving (green hatching) is significantly more than a 1:2 slope extending into the breakwater. The Contractor should make his own assessment of likely slopes and allow for this in his dredging rate.</p>  |
| 36. |           |  | <p>Please provide a drawing with the limits of the site in terms of compliance with Port Control requirements and restrictions, showing areas which may be occupied by the contractor's vessels without restriction, and areas that may be subject to temporary restrictions including areas where use of port pilots may be required in relation to towing or movement of a barge.</p>        | 8 Dec-25     | <p>Bidders shall ensure full compliance with the approved Port of Richards Bay Berthing Guidelines, as provided in the attached <i>Berthing Guidelines</i> document.</p> <p>Furthermore, Bidders shall ensure alignment with all applicable requirements of the South African Maritime Safety Authority (SAMSA) and the Merchant Shipping Act, 1951 (as amended), including any associated regulations and marine operational standards</p> <p>All water-based activities are to be coordinated with Port control.</p>  <p>Berthing Guidelines<br/>PoRcB-23-24.pdf</p>   |
| 37. | 03-Dec-25 |  | <p>Due to the technical nature of this project, we humbly request an extension of time to the 28th of February 2026 in order for us to submit a compliant and complete bid.</p> <p>I look forward to your haring from you.</p>   | 03-Dec-25    | <p>Please note that the closing date has been extended to 30 January 2026. At this point, the allowed time is sufficient for bidders to prepare, price, and submit compliant and competitive bids. Therefore, your request cannot be accommodated.</p>  |
| 38. | 04-Dec-25 |  | <p><b>Re: Construction of the Marine Works for the upgrade of the Breakwater (New Dolosses) project at the Port of Richards Bay</b><br/>– Outstanding Environmental documentation.</p> <p>We did not receive t6he following documents that is required to compile this tender.</p> <ul style="list-style-type: none"> <li>• Transnet Integrated Management System Policy Statement.</li> </ul> | 04 Dec- 2025 | <p>Please find the</p> <ul style="list-style-type: none"> <li>• Transnet Integrated Management System Policy Statement.</li> <li>• The Transnet Construction Environmental Management Standard Operating Procedure (CEM SOP)</li> </ul> <p>Please not that the Project Environmental Specification (PES) is not attached because there are currently no specific environmental standards (i.e. EA/Permits) for the Upgrade Breakwater Project. Should the PES be</p>  |



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|     |           | <ul style="list-style-type: none"> <li>The Transnet Construction Environmental Management Standard Operating Procedure (CEM SOP)</li> <li>The Project Environmental Specification (PES)</li> </ul> <p>We highlighted the only document that was included in the tender pack. If possible, may you kindly request for the outstanding documents.</p> <p><b>5. MINIMUM ENVIRONMENTAL REQUIREMENTS FOR CONSTRUCTION</b></p> <p><b>5.1 Tender Documents</b></p> <p>Any construction-related tender issued to the market must include:</p> <ul style="list-style-type: none"> <li>Transnet Integrated Management System Policy Statement;</li> <li>The Transnet Construction Environmental Management Standard Operating Procedure (CEM SOP);</li> <li>The Contractor Environmental &amp; Sustainability Specification Guideline; and</li> <li>The Project Environmental Specification (PES).</li> </ul> <p>Any construction-related tender must be recommended for issue by the Transnet Project Environmental Resource/s before it is released to the market.</p> |           | available during the execution of the project, this document will be shared with the preferred bidder   |
| 39. | 04-Dec-25 | <p><b>Re: Construction of the Marine Works for the upgrade of the Breakwater (New Dolosses) project at the Port of Richards Bay – Further extension to date of submission.</b></p> <p>Due to the SDL&amp;I requirements and the large number of EME’s and QSE’s required with the further substantial amount of official back-up documentation required we hereby apply for further extension to the tender submission date.</p> <p>With the festive season approaching and the associated disruption to the national administration system we hereby apply for further extension to assure that we will be able to secure all necessary registrations and back-up documentation to meet the Contract specific goals supported by acceptable evidence.</p>   | 04-Dec-25 | <p>Please note that the closing date has been extended to 30 January 2026. At this point, the allowed time is sufficient for bidders to prepare, price, and submit compliant and competitive bids. Therefore, your request cannot be accommodated.</p> <p>Regards</p>                       |
| 40. | 09-Dec-25 | <p>It was mentioned during the clarification meeting that the project duration is 28 months, while the Contract Data indicates an expected duration of 23–24 months. Please confirm the correct project duration for the works.</p>  | 10-Dec-25 | <p>The dates stated in the Contract Data takes precedence over the dates stated during the briefing sessions unless a change is effected by means of an addendum.</p> <p>Accordingly, the contract data states the start date of 28 November 2025 and Completion date of 28 March 2028.</p> |
| 41. | 13-Jan-26 | <ol style="list-style-type: none"> <li>The above referenced tender, which is currently scheduled to close on 30 January 2026 at 16h00 bears reference.</li> <li>Due to the nature and quality of the returnables required, we request for additional time to complete the necessary preparations and submit a fully compliant bid.</li> <li>Considering this, we respectfully request that the submission deadline be extended by 17 calendar days to close on 16 February 2026 at 16h00.</li> <li>Not only will this extension enable us to ensure that our proposal meets all the requirements outlined in the tender document but also to give us enough time to conclude the necessary subcontractor agreements which could not happen due to the just ended builders break.</li> <li>Due to the nature of scope of work, we need more time to conduct site visits so that we can be able to produce a reliable cost estimate to perform this contract.</li> </ol>   | 26-Jan-26 | Addendum No. 3 issued extending the closing date 13 February 2026   |



CLARIFICATION REGISTER: **TNPA/2025/05/0010/95183/RFP**: CONSTRUCTION OF THE MARINE WORKS FOR THE UPGRADE OF BREAKWATER (NEW DOLOSSES) PROJECT AT THE PORT OF RICHARDS BAY

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|     |            |                       | <p>6. We understand the importance of adhering to the original schedule and appreciate your consideration of this request.</p> <p>7. We remain committed to participating in this procurement process and look forward to the possibility of working with your organisation.</p>   |              |   |
| 42. | 15-Jan-26  |                       | With regards to the attached drawing indicating the Contractor Laydown areas, in particular the South Breakwater side, additional areas that are available were indicated at the site inspection. Could we please get confirmation of what additional areas are available.   | 19-Jan-26    | Please see attached Laydown area diagram  |
|     |            |                       | It was also noted at the site inspection, that there is electrical power available at the South Breakwater, that the contractor can tap into. Could we please get confirmation of this.  | 19 – Jan- 26 | Yes, the winning bidder will be allowed to tap into the electrical power in the South Breakwater.   |
| 43. | 15-Jan-26  | Layout                | <p>Please could you advise on the following :</p> <ol style="list-style-type: none"> <li>With regards to the attached drawing indicating the Contractor Laydown areas, in particular the South Breakwater side, additional areas that are available were indicated at the site inspection. Could we please get confirmation of what additional areas are available.</li> <li>It was also noted at the site inspection, that there is electrical power available at the South Breakwater, that the contractor can tap into. Could we please get confirmation of this.</li> </ol>  | 19-Jan-26    | <br>Layouts.pdf<br><br>Kindly receive the layout with the information requested in 1 below. Yes, the winning bidder will be allowed to tap into the electrical power in the South Breaker.   |
| 44. | 15-Jan-206 | page 13 of 375 states | <p>With reference to tender document TNPA/2025/05/0010/95183/RFP, page 13 of 375 states that "Ensure that the email you use to sign in is the same as the email that you received from the tender invite on the email, otherwise you will not see the tender."</p> <p>We have registered our company details on the portal; however, the above-mentioned tender is not visible. We suspect this may be due to a mismatch between the registered email address and the email address to which the tender invitation was sent.</p> <p>Could you please advise which email address should be used when signing in, or alternatively assist us in linking the correct email address to our company profile so that we may access the tender?</p> <p>Your assistance in this matter would be greatly appreciated.</p> | 26-Jan 26    | <p>Please be advised that Transnet has two e-Tender Supplier Portals which are currently running. The old portal (<a href="https://transnetetenders.azurewebsites.net/">https://transnetetenders.azurewebsites.net/</a>) and a new portal (<a href="https://esupplierportal.transnet.net/">https://esupplierportal.transnet.net/</a>)</p> <p><b>TNPA/2025/05/0010/95183/RFP</b> is available on the <b>old portal</b> (<a href="https://transnetetenders.azurewebsites.net/">https://transnetetenders.azurewebsites.net/</a>)</p> |
| 45. | 22-Jan-26  | Tender portal         | <p>Please see attached email from us to the TNPA portal support. It seems like the tender is not yet active on the new portal. Will you please assist</p>  | 26-Jan-26    | <p>Please be advised that Transnet has two e-Tender Supplier Portals which are currently running. The old portal (<a href="https://transnetetenders.azurewebsites.net/">https://transnetetenders.azurewebsites.net/</a>) and a new portal (<a href="https://esupplierportal.transnet.net/">https://esupplierportal.transnet.net/</a>)</p> <p><b>TNPA/2025/05/0010/95183/RFP</b> is available on the <b>old portal</b> (<a href="https://transnetetenders.azurewebsites.net/">https://transnetetenders.azurewebsites.net/</a>)</p> |
| 46. | 23-Jan-26  | Tender Closing date   | <p>We urgently request a further extension of time to submit our proposal on TNPA/2025/05/0010/95183/RFP.</p> <p>We hereby apply for an extension up to 28 February 2025 to submit our proposal.</p>   | 27-Jan-26    | Addendum No. 3 issued extending the closing date 13 February 2026   |



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|     |           |   | <p>We are of the opinion that the bespoke crane design that we are offering as a complete, competitive, and technically competent solution on placing the 65t antifer unites requires additional design and modelling time.</p> <p>The limited straight length of breakwater for boom erection and restricted crane footprint at end of south breakwater restrict slew capacity.</p> <p>Without additional time we would not be in a position to offer our solution</p> <p>We apply on behalf of both us and our proposed local subcontractors for additional time to enable us to prepare and submit a complete proposal.</p> |           |  |
| 47. | 23-Jan-26 | Tender Portal and excel BOQ                     | <ol style="list-style-type: none"> <li>I notice that the excel boq was never shared with us, will ths still happen.</li> <li>Transnet e-tender website refers me to the New E-Supplier Portal. This will however not accept my login details. Will we be submitting the tender on the old link?</li> </ol>   | 26-Jan 26 | <p>On the excel BoQ it was decided that it will be not shared. Please be advised that Transnet has two e-Tender Supplier Portals which are currently running.</p> <p>The old portal (<a href="https://transnetetenders.azurewebsites.net/">https://transnetetenders.azurewebsites.net/</a>) and a new portal (<a href="https://esupplierportal.transnet.net/">https://esupplierportal.transnet.net/</a>)</p> <p><b>TNPA/2025/05/0010/95183/RFP</b> is available on the <b>old portal</b> (<a href="https://transnetetenders.azurewebsites.net/">https://transnetetenders.azurewebsites.net/</a>)</p> |
| 48. | 26-Jan-26 | Tender Closing date                             | <p>This is a request for consideration of a further 2 weeks' extension on the tender submission date.</p> <p>Most of our suppliers need additional time to assist with pricing that meets the specifications required.</p> <p>Without an extension, they may not be able to price, leaving us with no option but to cancel the tender, which we've already put in so much time and resources into, as we're giving it our all to submit a competitive and compliant bid.</p>   | 27-Jan-26 | Addendum No. 3 issued extending the closing date 13 February 2026  |
| 49. | 17-Feb-26 | Drawing Number 4126515-1-001-S-DE-0005-01-00-TD | <p>Drawing Number 4126515-1-001-S-DE-0005-01-00-TD references an Antifer unit weight of 65 t. A review of the drawing particulars has produced an antifer unit volume of 30m3 which has a calculated weight of 72 t (Specified concrete unit weight of 2400kg/m3). Please confirm if the Antifer geometry will be adjusted to achieve a final weight of 65 t based on the final contractor mix design.</p>   |           |  <p>4126515-1-001-S-DE-0005-01-01-TD.pdf</p> <p>It seems the unit height had been drawn incorrectly. We have amended that in the attached drawing, which shows the correct sizing for the 65t Antifer cube.</p> <p>Addendum no.5 issued.</p>  |