



## T2.2-11: RECORD OF ADDENDA TO TENDER DOCUMENTS

This schedule as submitted confirms that the following communications received from the *Employer* before the submission of this tender offer, amending the tender documents, have been taken into account in this specific tender offer:

	<b>Tenderer's questions</b>	<b>TNPA responses</b>
1	Please clarify which fenders would be required by TNPA in below contracts section point 30.1 (page 128 of 209) in accordance with TNPA's delivery schedule. Or will supplier stipulate delivery based on manufacturing schedule?	Sizes are not indicated on the scope of work the tenderer is expected to detail the delivery information on their programme / schedule. It is up to the tenderer to decide on what size do they deliver and when will they be delivered. The employer will work according to the tenderers schedule that will be submitted and accepted. Penalties will also be in line with the accepted schedule.
2	With regards to the disposal of the TNPA Fenders that would need to be removed from the site, can you confirm if TNPA will be working to a removal schedule? What the tenderer is trying to determine is the number of fenders that would need to be removed at given time, so basically if we supply 6 fender are we removing 6 fenders at the same time?	Yes, as from the second delivery.
3	TNPA details 3 year Liability date after supply as well a 10 year Warrantee, which period will it be?	<p>Liability period: liability insurance is required by the bidder during the execution of the scope of work and set period of time after a scope of the work has been completed. During this period the bidder is liable for correcting defects related to scope of work as per the contract agreement.</p> <p>Warrantee Period: This more related to the product and its functionality after TNPA has taken ownership thereof. This period warrants the bidder to repairs defects should the product not function as intended.</p> <p>Liability period refers to defects as per scope of work applicable. The warrantee period relates to the product functionality. Application could be as a result of numerous factors relating to the</p>



		<p>design or manufacture of the product that does not support the expected life of the product in circumstances used.</p> <p>Noting the request to consider revised period of warrantee of suggested timeframe 26 months – this would normally refer to an ageing resistance period as per the specific product details.</p> <p>TNPA remain with periods specified in the tender document and advise tenderers to qualify any alternative period included in tender. Final adjudication will consider any revision in terms if applicable.</p>
4	<p>With regards to payment terms it was mentioned that payment will be effected on the 25<sup>th</sup> of the month should the invoice be supplied prior the 15<sup>th</sup> of the same month or are these terms negotiable?</p>	<p>TNPA will do assessment for the work done from the 16th to the 25th of every month. Assessment/ site measurements happens between the 16th to 22<sup>nd</sup> of every month. All necessary approvals should be obtained thereafter, invoice should be submitted by the 25th. Payment reflects the following month on the 25<sup>th</sup></p> <p>Different payment conditions may apply for international companies, thus negotiable.</p>
5	<p>There is much detail about the rubber components of the fenders but very little on the steel work (chains etc) in that no grade of steel is specified and if ferrous if it should be galvanised and to what specification? No welding specifications.</p>	<p>No welding is required, all components to be galvanised and to manufacturer’s specification.</p>
6	<p>The old fenders, will they be out of the water and on the “hard” ready for removal?</p>	<p>Yes</p>
7	<p>No mention is made of any tyres which are to be attached to the chain set, I therefore assume that this is excluded from the tender. Am I correct?</p>	<p>No, the fender is supplied with chain &amp; tyre mat as per manufacturer’s specification. The fender mat should be as per Manufacturer’s specification as we might be affecting the design/warrantee if we specify.</p>
8	<p>Our understanding of the scope is as follows: Manufacture, delivery and commissioning of 32 new pneumatic fenders with tyre/chain nets. Disposal of 32 existing pneumatic fenders at an approved facility. This scope does not include any construction works and should not require a CIDB grading. Can you confirm what Returnable T2.2-16 CIDB SFU Compulsory Enterprise Questionnaire refers to? And if this tender has a minimum CIDB grading?</p>	<p>CIDB grading is not applicable for this work. However, declaration forms SBD 4, 6.1, 8 and 9 are applicable and must be completed for each tender and be attached as a tender requirement.</p>



9	Will the existing fenders be removed from the hanging position on the quay face by TNPA and moved to a lay down area for transport or will the bidder need to remove the fender from the quay face?	TNPA will do the change outs. The old fender balls will be placed on the lay down area.
10	<p>Due to the current global supply chain bottle necks, obtaining a fixed and firm shipping price will not be possible as prices fluctuate on an almost daily basis based on supply and demand. We believe all bidders will face a similar challenge and would therefore like to propose the following solution to ensure all bids are comparable and is fair to both Transnet and the successful bidder. The proposal is as follows:</p> <p>Have all bidders quote on a manufactured FOB price for the supply of the 32 fenders. Shipping prices to be dealt with on a cost +10% basis for the successful bidder.</p>	Refer to Clause Z3 in the contract document
11	Item 1.1.1 in the Bill of Quantities makes reference to contractual requirements. One such requirement in the contract between the bidder and the international fender supplier which includes the payment of a manufacturing deposit. We would like to confirm that this line item can be used to price for the payment of such contractual deposits to begin the manufacturing process.	It is for the bank/transaction fees you pay to secure the payment bank guarantee.
12	Once the new fenders are delivered to site, the commissioning process includes the inflating and assembly of the fenders. Part of this would be to secure the tyre/chain	TNPA will not be supplying labour. Fender chain mat is usually supplied with the fender by the Manufacturer.



	net around the fender which is a labour intensive process. We would like to confirm whether the labour will be provided by the TNPA fender team or by bidder.	
13	Does TNPA have a list of approved insurers in term of 84.1, if so please provide.	TNPA is not prescriptive in terms of Insurers to be appointed. The bidder however needs to ensure that it provides for the insurance cover as listed and that it's appointed insurers complies with all applicable legislative requirements related to such insurance cover.
14	We unfortunately only found this tender on the 9/10/2021, and did not attend the voluntary briefing, may I kindly request any additional information provided during that session. This includes any questions and answers which were provided during the session and any email clarifications which were distributed after the site clarification meeting.	Minutes and addenda sent to all tenderers who showed interest, both those who attended and not attended the briefing session.
15	In order to put a complete and competitive bid together for TNPA, we would like to request a 1 week extension to the closing date. We propose a revised closing date 07 December 2021.	<p>Extension granted.</p> <p><b>RFP No:</b> TNPA 807</p> <p><b>Description:</b> Supply, delivery, offloading, inflating, testing and handover of thirty two (32) pneumatic fenders in the Port of Saldanha, Western Cape, South Africa.</p> <p><b>Closing date and time:</b> <b>06 December 2021</b> at 10:00 (CAT).</p> <p><b>Closing Address:</b> The Secretariat, Divisional Acquisition Council                      Transnet National Ports Authority, Port of Saldanha                      Tender Box, Bayvue Centre                      Marine Drive                      Saldanha Bay                      Western Cape                      South Africa                      7395</p>



16	Delivery at small Craft Harbour. Do we inflate where we deliver at the proposed site and leave for Transnet to move or must we move it to a new position at the key side and inflate at the key side.	Offloading and commissioning will be done in the same area.
17	The existing eye bolt brackets in the key side wall will they be used again for the new Fender chains to mount onto.	Yes.
18	Is there electricity on site?	Tenderer to make provision for own electricity source if required.
19	Page 137 of the Tender to be sent to us as the print is not clear.	Contract Data attached.
20	After delivery and inflating will they be installed immediately? Is there a time frame?	Yes, that is the plan. However, tenderers must take note that the site is situated in an operational area. Installation will be done as conditions allow.
21	Are the Fenders required for the Small Craft Harbour or at another key side.	No, the fenders are used at the Iron Ore and Oil quays.
22	After inflating and test we hand over and do we leave the Fender on the key side or site where delivered first?	Yes.
23	Our Schedule will determine the size of Fender to be delivered as the Tender does not make mention of the size Fender required for which delivery date. Will this be accepted?	Yes.
24	The testing we assume is only for a pressure test.	Refer to page 10 of minutes.

Signed

Date

Name

Position

Company name