

PRE-FEASIBILITY STUDIES FOR THE ENTRANCE CHANNEL WIDENING & DEEPENING, ISLAND VIEW BASIN, PIER 1 CONTAINER TERMINAL, INFILL DCT BASIN AND NEW MAYDON WHARF CONTAINER TERMINAL FOR THE PORT OF DURBAN



Appendix

Tender Number:	TNPA/2024/01/0007/54253/RFP		
Tender Title:	PRE-FEASIBILITY STUDIES FOR THE ENTRANCE CHANNEL WIDENING & DEEPENING, ISLAND VIEW BASIN, PIER 1 CONTAINER TERMINAL, INFILL DCT BASIN AND NEW MAYDON WHARF CONTAINER TERMINAL FOR THE PORT OF DURBAN		
Date:	19.04.2024	Clarification No.:	02

Item No.	Reference	Date Received	Clarification Required	TNPA's Answer
1.	Item T2.2-03 Evaluation Schedule: Management & CVs of Key Persons.	15.04.2024	There is a discrepancy between Key Persons identified in the submission schedule on p.53/225 and the evaluation schedule on p.28/225, in comparison with '5. Required Resources' on p.204/225. Please clarify which takes preference.	Page 28 only lists resources that will be evaluated, and page 204 is referring to all the minimum resources required for this project. All bidders will be expected to submit CV's for all resources in the organogram.
2.	Item T2.2-04 Project team Organogram	15.04.2024	Please confirm how organogram will be assessed for functionality, particularly with respect to 'relevant years of experience for the following (CV)' and 'education, training, skills (qualification	The organogram should show all key personnel and how they fit into the company structure. T2.2-04 to be amended by removing

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			certificates)? Would these items not have been evaluated already under item 'T2.2-03 Management and CV of Key Persons'?	Experience, and education. Organogram structure & Roles and responsibilities to each have a score of 5. Changes will be included in Addendum 2.
3.	Item 30.3 p/160/225. Key Dates	15.04.2024	Task 'Present Engineering Design and Reports for All Projects'. Start Date indicated as 3 July 2024 (same as project starting date) and End Date given as 31 July 2025. Should Start Date for this item not be 3 July 2025?	Start date should be 3 July 2025 to 31 July 2025. Changes will be included in Addendum 2.
4.	Item p.197/225 Scope of Services	15.04.2024	Please clarify what is meant by 'Conduct Vessel Traffic Assessment for the Port of Durban with reference to standard operating procedures (SOP)'	Vessel Traffic assessment assesses Movement of the vessels within the port and the Harbour Master has a SOP which guides the prioritisation of vessel movements.
5.	Item p.201/225 Scope of Services	15.04.2024	Vessel Mooring Studies. The document states that 'Mooring studies are essential for every berth within the port.' Please confirm the number of berths to be modelled for mooring studies.	Design Container Vessels Vessel Size: 24 000 TEU LOA: 400m Draft: 16.5m Beam: 60m Vessel Size: 5 000 TEU LOA: 300m Draft: 13.0m Beam: 30m Vessel Size: 12 000 TEU LOA: 350m Draft: 14.5m Beam: 50m Point Container Terminal 1 x 12 000 TEU 2 x 24 000 TEU

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				<p>Pier 1 Container Terminal 2 x 5 000 TEU 3 x 24 000TEU</p> <p>Pier 2 Container Terminal 3 x 12 000 TEU 3 x 24 000 TEU</p> <p>Maydon Wharf Container Terminal 4 x 5 000 TEU</p> <p>DCT Infill 1 x 24 000 TEU</p> <p>Harbour Entrance Widening 24 000 TEU</p> <p>Island View Channel 2 x 24 000 TEU 2 x 5 000 TEU</p>