

TRANSNET PIPELINES

SUBJECT	BID BRIEFING SESSION Meeting
TITLE	TPL/2024/03/0003/60234/RFP
	SUPPLY, DELIVERY, INSTALLATION, COMMISSIONING, AND ONCE-OFF MAINTENANCE OF THREE (X3) FIREFIGHTING DIESEL ENGINES FOR HILLTOP, HOWICK, QUAGGASNEK AND ONE (X1) CONTAINERISED PUMPSET FOR AIRPORT
VENUE	AIRPORT DEPOT, 2 DECEMBER 2025, 10:00am HILLTOP DEPOT, 3 DECEMBER 2025, 09:30am HOWICK DEPOT, 3 DECEMBER 2025, 12:00pm QUAGGASNEK DEPOT, 4 DECEMBER 2025, 09:00am
DATE	2, 3, 4 DECEMBER 2025
ATTENDEES	<p>TPL Representatives: Mbalenhle maBhengu Petersen (MBP) Pieter Jacobs (PJ) Mazwi Ndebele (MN)</p> <p>Tenderers: As per attendance registers</p>
APOLOGIES	None

MINUTE	DESCRIPTION OF DISCUSSION
1.	INTRODUCTION OF TPL TEAM MEMBERS MBP welcomed all to the meeting and confirmed attendance for the Supply, delivery, Installation, Commissioning and Once-off Maintenance of three (3) Firefighting Diesel Engines for Hilltop, Howick, Quaggasnek and one (1) Containerised Pumpset for Airport. Transnet Pipeline Team members were introduced to the Attendees.
2.	SAFETY TALK PJ provided the Safety brief and advised of the PPE requirements. One bidder did not have the relevant PPE and was advised they could attend the first part of the briefing but could not go on the walkabout as it was a risk. Induction was also conducted for all the bidders in attendance at Airport Depot.
3.	COMMERCIAL TENDER PROCESS: TENDERING PROCEDURE AND CLARIFICATION OF RETURNABLES MBP went through the Tender document. There were four (4) sites and only one bidder was to be appointed for all the work, hence why the attendance was compulsory at each site. T1.1 Invitation to Tender: Briefing details – MBP advised that there were four (4) sites and therefore 4 briefings and all were compulsory to attend. The duration differed for each site. Required PPE for the walkabout: flame retardant full length overalls – 1 or 2 piece, safety boots, hard hats. Bidders to ensure that the T2.2-02 was signed at each briefing session. Also ensure Attendance Register was signed at each site as non-attendance would result in disqualification. The signed T2.2-02 needed to be returned as part of the bidders submission pack.

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	<p>Clarification deadline – 12th December 2025. MBP advised this early date was set so as to allow TPL sufficient time to respond to the queries.</p> <p>Tender submission was only online eTender Portal. There were no emailed documents that would be accepted. The online portal was the only manner of submission of proposals. There was a new system being rolled out. The current bid will be on the eTender portal where the bidders saw the advert on.</p> <p>Bid closing date – 16 January 2026 at 15:00. This was to allow time for the December closure and for companies to re-open in January. Bidders to ensure submissions were made on the company profile and not any other bidder.</p> <p>T1.2 Tender Data</p> <p>C.1.4 Communication – The bidders were advised to only contact Mbelenhle maBhengu Petersen for any and all queries. No other TPL officials could be contacted.</p> <p>Evaluation:</p> <p>Step 1: Attendance of compulsory briefing sessions</p> <p>Step 2: CIDB grading – 5SF or higher</p> <p>Check JV requirements, all bidders must be CIDB registered and lead partner cannot have grading of less than 4SF. Must ensure a signed copy of JV agreement is submitted, signed by all parties of the JV. Also ensure combined CIDB grading and not individual companies.</p> <p>Stage 3: Eligibility</p> <p>Compliance to Specifications: Signed and Completed Equipment Specification Document (Datasheet)</p> <p>Copy of valid welder certificate that is accredited by SAQA</p> <p>Minimum of two ASIB listed Certificate of Competent person (either I or C)</p> <p>Stage 4: Functionality</p> <p>Must score min 75 points to progress</p> <p>Validity: 12 weeks. The bidders were advised that should the evaluation take longer than the 12 weeks. Prices must be valid for 12 weeks from the date of closing – not date of submission. Should TPL not be able to complete the evaluations within the 12 weeks, MBP would contact all bidders who had responded and request an extension. Bidders were at liberty to deny the extension but should there be one bidder who was willing to continue, TPL may then continue with the process with those that have accepted the request for an extension.</p> <p>T2.2-08: Authority to submit a Tender – need to ensure the person signing the documents on behalf of the company has the capacity to do so</p> <p>T2.2-09: Addendums</p> <p>T2.2-10: Letter of Good standing for Workmens Compensation. If don't have it now that is fine however it would be required at the time of appointing.</p> <p>T2.2-11: Risk Elements – ensure to complete where risks are identified and how they will be mitigated. MBP stressed though that notwithstanding the risks, the all costs related to risk elements are at the Contractors risk and are deemed to be included in the bidders offered pricing.</p> <p>T2.2-12: Availability of Equipment and other resources – Bidders to list the equipment they foresee they would be using.</p> <p>T2.2-13: Schedule of Proposed Subcontractors – What do you require in order to be functioning on site? However it's one of those projects where you're not on site for many, many days, so TPL not expecting much for these requirements.</p> <p>T2.2-14: ANNEX G Compulsory Enterprise Questionnaire</p> <p>Indicate the company information required</p> <p>SBD 6.1 – Form utilised for scoring preference points. Expecting bid to be way below R50 million and therefore 80/20 principle being utilised. Specific goals being targeted are BBBEE Level 1 or 2</p>

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	<p>and Company majority owned by black women (30%). Company with highest total points will be the recommended bidder. Documents to be submitted in order score the points.</p> <p>SBD 4 – Bidders disclosure – employment of the state, relationship with TPL employee, interest in other entities whether bidding or not</p> <p><u>T2.2-15:</u> Non-disclosure Agreement Confidentiality. Expecting each bidder to be quoting on own intellect and no collusion unless if part of JV. Bidders can only submit one Option. Cannot be part of JV and still submit bid in individual capacity as still competing with yourself.</p> <p><u>T2.2-19</u> Service Provider Integrity Pact – confidentiality, no colluding with other prospective bidders, no bribes etc</p> <p>T2.2-20 Supplier Code of Conducts – policies and acts that bidder must be familiar with and which include prevention of corrupt activities, bribery etc.</p> <p>T2.2-21 Domestic Prominent Influential Persons (DPIP) or Foreign Prominent Public Officials (FPPO) – bidders to declare if connected with persons in high level positions as those people could hold influence on the contract.</p> <p><u>T2.2-22:</u> Insurance provided by the Contractor – ensure have sufficient insurances as required. List was not an exhaustive list. The bidders being the ones in the industry were better placed to know which insurances are further required.</p> <p><u>T2.2-23</u> Agreement in terms of Protection of Personal Information Act, 4 of 2013 ("POPIA") – information to be utilised only for the purposes of this bid. Also, any information given by TPL to be the bidders are only to be utilised for this bid and nothing else.</p> <p><u>T2.2-24</u> Supplier Declaration Form – if already a Transnet vendor, no need to complete if all details are still the same and up to date. Must ensure all is still in order.</p> <p>MBP highlighted that bidders should submit earlier rather than later, at least by the day before so if there are any issues there will still be time to assist.</p>
4.	<p>TECHNICAL SPECIFICATION</p> <p>MN went through the Scope of Works. He advised that he wouldn't go through the document word for word however would highlight some of the important information.</p> <p>One contractor would be appointed to work on all four (4) sites. After the Supply, delivery, installation and commissioning, the bidder would be required to come and do maintenance a year later. The bidder should include the costs of all equipment and spares required for the maintenance. The maintenance would be once-off and will take place at the end of the defect period for each site.</p> <p>The sites operate from Monday to Sunday. Once started, the bidder cannot stop until the site is back fully operational. There would be no overtime claimed as it would be 24-hour operation.</p> <p>There would be one Safety file for all sites, not four different safety files. TPL would only be providing ablution facilities and electricity. There would be no containers provided for office space.</p> <p>Defects period = 52 weeks per site.</p> <p>Airport depot</p> <p>Everything should fit inside the Container. Must make provision for moving space inside the</p>

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	<p>container. Container will be in temporary position as Fire system upgrade will be done in the future but under different contract. Rerouting of the existing discharge and suction pipes to the new pump set will be required. All wiring to be done to ensure containerised pump set is functional with existing equipment. The design, drawing and layout of the container will have to be approved by TPL before any manufacturing. TPL will visit the bidder's site – at TPL cost. Diesel tank – make sure of capacity. If there's no space for it inside the container, this should be indicated.</p> <p>Timeframe – 24 weeks/6 months have been allocated for the Airport depot. MBP queried if the time allocated was sufficient and the bidders indicated it was sufficient. PJ advised that if not sufficient or for any other queries, bidders must raise these now before the 12th December 2025 so they could be addressed.</p> <p>A reminder of the PPE to access the site for the duration of the works. PJ advised PPE required as part of entrance and also forms part of Safety File with issue dates etc.</p> <p>Discussion was had on the start of the contract whether from Letter of Award or from granting on site access. TPL advised they would discuss internally and then advise.</p> <p>Base plate position is dependent on the design due to the space constraints inside the container.</p> <p>Colours as required are visible in the other Depots. Cooling system to be Radiator cooled.</p> <p>The container pump set Shop testing was requested to be conducted at the bidder's premises/ASIB approved testing facility or SABS premises before being brought to TPL premises.</p> <p>Drawings – please peruse as indicated for each site.</p>
5.	<p>TECHNICAL EVALUATION CRITERIA</p> <p>MBP and MN went over the technical evaluation criteria.</p> <p>T2.2-01 needs to be up to date at the date of evaluation</p> <p>T2.2-02 attendance registers – have gone through the importance of the attendance at each site</p> <p>T2.2-03 Compliance to Specification – to ensure all data sheets completed. Must attach supporting documents to confirm what was stated in the issued data sheet. MBP reiterated to not rely on "see attached", rather duplicate the information as the data sheet produced by the manufacturer might not have all the information required by TPL.</p> <p>T2.2-03B Certification of Key Personnel – copy of welder certificate accredited by SAQA. Must be SAQA accredited and not by own bidding company.</p> <p>T2.2-03C Certification of Key Personnel – minimum of two valid ASIB listed Certificates of Competent Person (Either I or C), or two I's or two C's.</p> <p>MN reiterated that all prequals must be met in order to progress to the Technical scoring.</p> <p>MBP informed that according to research conducted, the ASIB certification of individuals was aligned to companies so bidders must ensure they comply with this. It will be verified against the staff list of people to be working on site.</p> <p><u>T2.2-04 Previous experience in Supplying, Installing and commissioning of Firefighting Diesel Engines in the past 10 years. Breakdown of the scoring indicated with a total score of 25 points</u></p>

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	<p>out of the total 100 points.</p> <p>T2.2-05 Previous experience in Supplying, Installing and commissioning of Containerised Pump Set in the past 10 years. Maximum score of 30 points out of the total 100 points.</p> <p>MBP emphasized that bidders should submit proof of references. It was not sufficient to state they have the experience without providing proof of it. PJ also emphasized the producing/filing of the documents in the criteria being evaluated. MBP further emphasized that only produced proof would be evaluated and knowledge of projects outside of what was indicated on the documents. MN requested to utilise the table on the documents as a guide of how information should be presented. MBP indicated that the 10 years of the experience, only projects completed from Jan/Feb 2016 would be evaluated. Projects completed in 2015 would fall outside of the 10 years being evaluated.</p> <p>T2.2-06 Method Statement – total weight indicated as 20 points out of the total of 100 points. MBP requested for bidders to be project specific and not provide generic statements. Limit on pages to be kept to 10 pages. PJ requested to not utilise AI as this will be easily picked up.</p> <p>T2.2-07 Project Schedule – total weight of 25 points out of the total of 100 points.</p> <p>To progress to next phase of evaluation bidders must score 75 points or more.</p> <p>MBP reminded the bidders to send through their questions by the 12th December 2025. This was including the questions raised today, during the other briefings or any other time.</p>
6.	PRICING INSTRUCTION AND PRICING SCHEDULE
	<p>MN went through the Pricing. Indicated that Activity based pricing option was being utilised. Can only invoice once work has been completed.</p> <p>Discussion was had on Retention from time of handover to time of maintenance. PJ advised TPL would discuss and if required bidders would be made aware through an Addendum.</p> <p>Discussion was also had on spares. MN indicated that recommended spares list was indicated on the Scope of Works.</p>
7.	QUESTIONS
	<p>Q: Foam pump flow?</p> <p>A: 3% only acceptable, not 3 to 6% or 1 to 3%</p>
8.	CLOSING
	The briefing was declared closed at 12:03pm and thereafter the walkabout at Airport depot commenced.

	AIRPORT WALKABOUT
	<ul style="list-style-type: none"> - Proposal is to have container 1m away from water tap. PJ indicated which way it should face in order to be able to take out the radiator. Motor facing one way, container another way. - Container will need to be brought in by crane. Bidder would need to organise their own crane. - Have push start button. - Idle must be for 3 minutes. - Must allow for cabling

	<ul style="list-style-type: none"> - Stripping is not in the scope - 63amps should be available - If need a frame then must indicate it, otherwise the container is the frame.
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HILLTOP BRIEFING SESSION AND WALKABOUT	
	<ul style="list-style-type: none"> - PJ conducted the safety brief. - MN went through the scope. - Scope is for Supply, delivery and Installation of Firefighting Diesel Engine in sync with the existing baseplate etc. - There was no engine currently so no dismantling required. - TPL had Cummins QSX15-G6 installed previously, and preferred same engine however can accept others with same performance standards and outputs. - Heat exchanger cooling system utilised for cooling and not radiator. - No equipment would be supplied by TPL so bidder must quote for all equipment required (eg pulley belt)

HOWICK BRIEFING SESSION AND WALKABOUT	
	<ul style="list-style-type: none"> - PJ conducted the safety brief - MN went through the scope. - Scope for this depot includes dismantling and installation of new firefighting diesel engine. The new diesel engine would need to use a radiator cooling system with a fan to cool the engine. The radiator should be suitably sized for the cooling required and made of suitable corrosion resistant materials for the current existing location. - Works at this site to not exceed 1 week or 7 days. - Some modification might be required depending on the flywheel, exhaust system, engine mounting system etc. Doubtful that current engine would still be available. - Discussion was had about batteries. Scope indicated that bidder needed to validate the existing batteries and advise if new ones are needed. After discussion and for uniformity, it was agreed that engines should come with new batteries. Addendum to be issued to reflect this. Batteries needed to suit the engine being supplied.

QUAGGASNEK BRIEFING SESSION AND WALKABOUT	
	<ul style="list-style-type: none"> - PJ conducted the safety brief - PJ went through the scope, advised the same as at Howick. - Scope for this depot includes dismantling and installation of new firefighting diesel engine. The new diesel engine would need to use a radiator cooling system with a fan to cool the engine. The radiator should be suitably sized for the cooling required and made of suitable corrosion resistant materials for the current existing location. - Area more complicated than Howick in terms of getting the engines out and in due to current structure. - Not likely to find same engine so don't need to worry about matching it. - Works at this site to not exceed 1 week or 7 days.

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