

TRANSNET PIPELINES

SUBJECT	BID BRIEFING SESSION Meeting
TITLE	TPL/2025/03/0002/92552/RFP PROVISION OF INLINE INSPECTION SERVICES: ULTRASONIC WALL MEASUREMENT AND CRACK DETECTION SURVEY OF THE 12-inch DJP: AVIATION TURBINE FUEL (AVTUR) ONSHORE PIPELINE FROM ALRODE TO AIRPORT
VENUE	ONLINE ON MS TEAMS
DATE	09 APRIL 2025
ATTENDEES	<u>TPL Representatives:</u> Mbalenhle maBhengu Petersen (MBP) Stix Mzila (SM) Sabelo Hadebe (SH) <u>Tenderers:</u> As per attendance register
APOLOGIES	None

MINUTE	DESCRIPTION OF DISCUSSION
1.	SAFETY TALK
	Ms maBhengu Petersen (MBP) advised there would be no safety talk since its online meeting. Hoped that everyone knew their safety protocols for their respective locations.
2.	INTRODUCTION OF TPL TEAM MEMBERS
	MBP welcomed all to the meeting and confirmed attendance for the Provision of Inline Inspection Services: Ultrasonic Wall Measurement and Crack Detection Survey of the 12-inch DJP: Aviation Turbine Fuel (AVTUR) Onshore Pipeline from Alrode to Airport.
	Transnet Pipeline Team members were introduced to the Attendees.
3.	COMMERCIAL TENDER PROCESS: TENDERING PROCEDURE AND CLARIFICATION OF RETURNABLES
	MBP went through the purpose of the contract in that Transnet Pipelines regularly conducts in-line inspection, maintenance, and refurbishment of underground pipelines. The monitoring of the structural condition of the pipeline is performed by employing in-line inspection tools. The contractor shall perform pre-inspection cleaning, bore proving and condition monitoring of the pipeline. The contractor shall provide their own tools.

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	<p>Transnet was therefore calling for proposals from experienced suppliers/service providers with a proven track record for the provision of Inline Inspection Services: Ultrasonic Wall Measurement and Crack Detection Survey of the 12-inch DJP: Aviation Turbine Fuel (AVTUR) Onshore Pipeline from Alrode to Airport.</p> <p>MBP advised that this was a re-advertisement of the bid. There could be some bidders who had tendered previously and they were most welcome to bid again. The issue with the previous bid was the confusion in bid numbers on the RFP document vs the Transnet eTender portal submission link. The bid had to be cancelled based on this and no bids were opened or looked at.</p> <p>MBP went through the Tender document.</p> <p>MBP highlighted the issue date being 02 April 2025, briefing date being 09 April 2025 and the closing date being 30 April 2025 at 15:00. She emphasized the requirement for 180 working days bid validity as the evaluation process could delay due to multiple approvals required.</p> <p>She then highlighted the other requirements of Tax clearance pin, CSD registration, Letter of good standing from Compensation insurer, BBBEE document.</p> <p>MBP advised electronic submission of documentation. Documents were not to be emailed to her but rather uploaded on the system. Instructions on how to upload documents were contained in the RFP document. She further requested that bidders do not wait till the last hour to submit their proposal but to rather upload maybe the previous day. This would ensure that there would be sufficient time for the documents to go through and reflect before the closing time. Also, since this system was utilised throughout all of Transnet, there could be systematic traffic due to high volumes of submissions close to the closing time.</p> <p>Communication – MBP was the only point of contact. Any and all queries were to be sent to her and she would forward to project manager. All queries to be received before communication deadline of Thursday 17 April 2025. This would be to ensure that TPL has sufficient time to investigate and respond to the queries. All queries and responses would be published on both Transnet and National Treasury eTender Portals.</p> <p>Evaluation methodology – MBP indicated the steps to be followed. Service providers were requested to ensure they comply with the Prequalification requirements in order to be further evaluated.</p> <p>Closing date – MBP stressed the closing date of 30th April 2025 at 15:00. MBP indicated that late submissions would not be accepted by the system.</p>
4.	SCOPE OF WORK
	<p>SM advised the line to be inspected was very short. It was less than 25kms. The line commenced in Alberton and ended just outside OR Tambo International Airport. SM went through the Scope of services required – para 4 of the Scope. Prefer bi-directional pig. Uni-directional was fine as well. Expect service provider to conduct pre-inspection cleaning. Also require geometry survey/deformation survey.</p> <p>Q: is the flow in the pipeline continuous or interrupted? Continuous being flowing everyday. Interrupted being only some days of the week.</p> <p>A: this section of Pipeline is only utilised when receiving Jet fuel from the coast. When it is used, it is used for 2/3 days. On average this is every week or two weeks. This could change at the time of the works. There is a window of ten (10) weeks to complete the works. The flow does change toward the end of the line to remove the dirty product into a road tanker since TPL does not have</p>

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	<p>tanks. This is performed at slower flow to mitigate risk.</p> <p>Q: Cleaning – is the pipeline cleaned on a periodic, has it been cleaned before? A: There has not been any pig since the line was broken off so that's in about a year. No issues have been identified so far, jet fuel A1 is naturally a clean product so can assume the pipeline is clean.</p> <p>Q: Is there coordinates available for the pipeline or DGPS survey is required? A: There are above-ground route markers. DGPS can be done but not really required. The Route markers have been surveyed.</p> <p>Q: Are there magnetic markers on this section of pipeline? A: No, TPL doesn't have on any of its pipelines.</p> <p>Q: Since the line has been cut, does TPL still have the permanent pig traps or will temporary pig traps be utilised for this work? A: The permanent pig traps would be utilised.</p>
5.	PRICING INSTRUCTION AND PRICING SCHEDULE
	<p>SM highlighted that there was no space provided by Transnet for workshop so this would be at the expense of the service provider.</p> <p>Bidders to take note of the payment milestones as indicated on the pricing schedule. SM further highlighted that the percentages indicated would be the maximum paid irrespective of the ratio of the bidders pricing.</p> <p>Q: How long would it usually take for Transnet Pipelines to accept the final report? A: It will not be more than 10 days.</p>
6.	TECHNICAL EVALUATION CRITERIA
	<p>SH went over the Technical evaluation criteria.</p> <p>Prequalification:</p> <ul style="list-style-type: none"> • Tool requirement – Bidder must indicate the measurements in the box indicated. MBP added that data sheets for the tool were also required to verify the information. Non-submission of the data sheet would result in elimination • Team leader requirements – qualification and experience • Data Evaluation/Analysis and Evaluation Analyst – NDT 1A Level 3 <p>Q: are these requirements for all the tools meaning they need to indicate three (3) rows for the different tools? A: Yes that is correct – where applicable per tool</p> <p>Technical evaluation:</p> <ul style="list-style-type: none"> • Tool specification • Method Statement • Evaluation Final Reporting (Assessment) • Company experience - The bidders were advised that they were required to submit proof of their experience.

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7.	QUESTIONS
	<p>Q: Does TPL have drawings of the pig traps or drawings? A: These will be shared with the successful bidder. There are details of them on the documents though.</p> <p>Q: Drawings of the Pipeline? A: Also won't be given out but they will be made available to the appointed bidder.</p> <p>Q: The pricing schedule referred to MFL survey. Can this be edited by the bidder? Also at Total Loss Value A: TPL will respond formally in the form of an Addendum being issued.</p>
8.	CLOSING
	<p>MBP reminded the bidders of communication deadline being 17th April 2025 and the closing date of the bid being 30th April 2025.</p> <p>The briefing was declared closed at 10:53am.</p> <p><u>Recap: BRIEFING SESSION - 12 INCH INLINE INSPECTION Wednesday, April 9</u></p>

Compiled by:



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