TRANSNET

CLARIFICATION QUESTIONS AND ANSWERS

TENDER DESCRIPTION	**THE SUPPLY OF REFINED BULK FUEL, NATIONALLY, FOR A PERIOD OF FIVE (5) YEARS**
RFP NUMBER	**TCC/2025/09/0002/106003/RFP**

CLARIFICATION QUESTIONS AND TRANSNET RESPONSES

BATCH 1

No:	CLARIFICATION QUESTIONS	TRANSNET RESPONSE
1.	I do not know what I am reading because there seems to be a document missing, the actual RFP. I am seeing a contract document, annexures and addenda, but I do not see the actual scope of work which is what I need to view in order to determine whether we are eligible to bid.	The scope of requirements is contained in the RFP document under **Section 3: Background, Overview and Scope of Requirements**, commencing from **Page 12** of the RFP. Bidders are advised to ensure that all tender documents and annexures have been downloaded in full from the National Treasury e-Tender Portal or the Transnet e-Tender Portal.
2.	Kindly provide the Teams link and attendance requirements for the non-compulsory briefing session scheduled for 17 August 2026 at 10h00.	A non-compulsory pre-proposal briefing session will be conducted via **Microsoft Teams on 17 August 2026 at 10h00**. No registration is required. Bidders are, however, encouraged to confirm their attendance with the Transnet representative identified in the RFP. Bidders are referred to **Section 2: Notice to Bidders – Briefing Session (Page 5)** and **Section 2: Formal Briefing (Page 6)** of the RFP, where the meeting details and Microsoft Teams joining link are provided. Bidders are requested to join the briefing session using the Microsoft Teams link contained in the RFP. Alternatively, the session may be accessed using the following details: **Meeting ID: 349 330 081 473 896** and **Passcode: UC28P8m3**. The Microsoft Teams joining link is available on **Page 6 of the RFP**.

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3.	When orders are placed, would Transnet require credit facilities or will payment be made upfront prior to delivery?	No, Transnet does not envisage upfront payment arrangements under this RFP. Fuel will be supplied against official Transnet Purchase Orders issued on an as-and-when-required basis, with payment being made in accordance with the resultant agreement.
4.	May you please explain why Richards Bay (TNPA) and Newcastle are included under Area D?	Transnet has determined the corridor and site allocations for purposes of this RFP. In establishing the corridor structure, various operational and procurement considerations were taken into account, including the objective of achieving a reasonably balanced distribution of estimated fuel volumes across the four corridors, while supporting security of supply, business continuity, operational resilience and effective contract management. The corridor structure, estimated annual volumes and site allocations are reflected in **Section 3, Paragraph 5: Site Allocation, Corridor Structure and Bidder Preference (Pages 16 to 17)** of the RFP, and the detailed site listing is provided in **Annexure C: Transnet Site Information**. Bidders are requested to submit proposals and pricing based on the corridor allocations as published in the RFP documentation.
5.	Regarding the 30% subcontracting requirement, does the requirement apply to 30% of the contract value or 30% of the fuel volumes supplied?	Bidders are referred to **Section 2, Clause 4.3 of the RFP**, which provides that the successful bidder will be required to subcontract a minimum of **30% of the total value of the contract**. Bidders are further referred to **Section 9: Specific Goals Points Claim Form**, as well as the Specific Goals requirements discussed during the briefing session. The requirement relates to **contract value** and not fuel volumes supplied.

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		As this is an as-and-when-required contract, compliance will be monitored against the actual value of work executed under the contract during the contract period.
6.	The experience criterion refers to a seven-year period. Must the experience be consecutive, or may it be accumulated across different contracts and periods?	Bidders are referred to **Annexure B, Criterion 2.1: Company Experience in Supplying Bulk Fuel**. The criterion provides that Transnet will calculate the cumulative period of experience based on the submitted reference letters and that overlapping periods will not be counted more than once. The seven-year period represents the period within which bidders may demonstrate relevant experience and does not require seven consecutive years of service delivery. Transnet will calculate the cumulative period during which the bidder has supplied bulk fuel based on the submitted reference letters. For example, where a bidder has three separate contracts running during the same 12-month period, those contracts will collectively be regarded as one year of experience and not three years. The evaluation is based on the period during which the services were rendered and not simply the number of contracts held during the same period.
7.	Will Transnet make the briefing presentation available to bidders?	Bidders are referred to **Section 2: Notice to Bidders - Communication** of the RFP, as well as the communication requirements presented during the briefing session. The RFP provides that clarifications, addenda and tender-related communications will be published through the prescribed tender communication channels. Transnet confirms that the presentation utilised during the non-compulsory briefing session will be published together with the clarification questions and responses on the

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		National Treasury e-Tender Publication Portal (www.etenders.gov.za) and the Transnet e-Tender Portal. Bidders are encouraged to monitor both platforms regularly for any additional clarifications or addenda issued in respect of this RFP.
8.	If a bidder was awarded a five-year contract but has only completed one year of service delivery to date, how will the bidder be scored under the experience criterion?	Bidders are referred to **Annexure B, Criterion 2.1: Company Experience in Supplying Bulk Fuel**. The criterion measures actual experience demonstrated through reference letters submitted by the bidder. Accordingly, where a bidder has been awarded a five-year contract but has only performed one year of the contract at the time of bid submission, Transnet will evaluate the completed year of service delivery that can be demonstrated through the submitted supporting documentation. In this example, the bidder would receive a score based on the one year of completed service delivery and not the full duration of the awarded contract. Future contract periods that have not yet been performed will not be considered for scoring purposes.
9.	In the case of a Joint Venture, may one JV partner provide the required licences or certifications on behalf of the Joint Venture?	Bidders are referred to **Annexure A, Criterion 1: Legal Authority to Trade Bulk Fuel**, as well as **Annexure B, Criteria 3.1, 3.2 and 3.3**. These provisions identify circumstances where documentation may be submitted in the name of one JV partner in the case of an unincorporated Joint Venture. For example, Annexure A specifically provides that a Wholesale Petroleum Licence may be issued in the name of one JV partner. Similarly, certain compliance certifications may be submitted in the name of one JV partner where the relevant criterion expressly permits this. Bidders are

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		therefore requested to refer to the wording of each individual criterion and ensure full compliance with the applicable requirements. Bidders should note that this position applies only where the applicable criterion expressly permits submission by one JV partner. Where a criterion requires documentation in the name of the bidding entity, that requirement must still be complied with.
10.	May bidders still submit clarification questions after the briefing session?	Bidders are referred to **Section 2, Clause 7.1 of the RFP** and **Section 8: RFP Clarification Request Form**. The RFP allows bidders to submit clarification questions using the prescribed form before the clarification deadline. Accordingly, bidders may submit clarification questions to **Mthokozisi.Nkosi@transnet.net** until **23h00 on 19 August 2026**. All clarification questions received before the deadline, together with the corresponding responses, will be consolidated and published on the National Treasury e-Tender Publication Portal and the Transnet e-Tender Portal for the benefit of all bidders.
11.	If a bidder supplies fuel to multiple sites under one contract for the same client, how should the reference letter be structured?	Bidders are referred to **Annexure B, Criterion 2.2: Company Experience in Supplying Fuel (Cumulative Volumes in Litres)**. The criterion requires reference letters to reflect, amongst other things, the average monthly fuel volumes supplied and the duration of the contract. Where a single contract covers multiple sites belonging to the same client, the bidder may consolidate the fuel volumes supplied across those sites into one reference letter, provided that the letter clearly reflects the total average monthly volumes delivered and includes all information required under the applicable criterion.

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12.	Are electronic signatures acceptable?	Transnet confirms that electronic signatures will be accepted. Bidders must nevertheless ensure that all returnable documents are properly completed and signed by a duly authorised representative of the bidding entity. Where electronic signatures are utilised, bidders must ensure that the authenticity of the document can be verified if requested by Transnet. Transnet reserves the right to verify the authenticity of any electronic signature submitted as part of the bid response.
13.	Clause 3.5 of the SLA states that if the Service Provider does not achieve the required service level target, Transnet will receive a 1.5% rebate on quarterly sales. For example, if quarterly sales amount to R100 million, would the rebate payable to Transnet amount to R1.5 million?	Bidders are referred to **Section 4, Clause 3.5 of the RFP** and **Annexure F: Service Level Agreement**. These provisions state that where the Service Provider does not achieve an average service level of 95% over the relevant quarter, Transnet will receive a rebate equal to 1.5% of the quarterly sales value, payable in the subsequent quarter. Accordingly, where quarterly sales amount to R100 million and the supplier fails to achieve the required service level target, the rebate payable to Transnet would amount to R1.5 million. This interpretation is based on Clause 3.5 of the RFP and Annexure F and remains subject to the final contractual implementation provisions contained in the resulting agreement.
14.	Can Company A form a Joint Venture with another Company that is already participating in a different Joint Venture arrangement within the same tender?	Bidders are referred to **Annexure H: Supplier Integrity Pact**, specifically the provisions dealing with independent bidding, fair competition and anti-collusion requirements. Transnet expects all bidders to participate independently and in a manner that protects the integrity of the procurement process. Arrangements that create an actual or

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		perceived risk of collusion between bidders participating in the same tender will be assessed against the requirements of the Supplier Integrity Pact and applicable procurement legislation. Where such arrangements compromise the principles of independent bidding and fair competition, Transnet reserves the right to reject the arrangement.
15.	Must the ISO certification be linked to the manufacturer, or may it be held by the bidding entity?	Bidders are referred to **Annexure B, Criterion 3.2: Compliance with Environmental Regulations** and **Criterion 3.3: Compliance with Safety Regulations**. Both criteria require the certification to be applicable to the bidder's operations and relevant to the scope of the tender. Accordingly, the certification must be in the name of the bidding entity and must relate to the operations of that entity. In the case of an unincorporated Joint Venture, the certification may be submitted in the name of one JV partner where specifically permitted by the applicable criterion
16.	Where a bidder relies on a logistics provider, will a Memorandum of Understanding be accepted, or does Transnet require a formal agreement?	Bidders are referred to **Annexure B, Criterion 4.1: Confirmation of Logistics and Transportation Capability for Fuel Delivery**. The criterion requires the submission of a signed and valid logistics agreement where the bidder does not have its own transportation capability. Accordingly, bidders should submit a signed agreement that clearly demonstrates access to the required logistics and transportation capability. A Memorandum of Understanding that does not constitute a valid and binding agreement between the parties will not satisfy the requirements of the criterion.
17.	Can Transnet provide estimated annual volumes and tank capacities for individual sites listed in Annexure C?	Bidders are referred to Section 3, Clause 5: Site Allocation, Corridor Structure and Bidder Preference and Annexure C: Transnet Site Information. The RFP currently provides estimated annual volumes at corridor level only and does

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18.		not provide estimated annual volumes or tank capacities for individual sites. Bidders are requested to prepare their proposals using the information contained in the published RFP documentation. Should Transnet determine that additional site-specific operational information can be released, such information will be communicated through a formal clarification and published on the National Treasury e-Tender Publication Portal and the Transnet e-Tender Portal in accordance with the communication provisions of the RFP. Bidders are further referred to Annexure D (Price Template), in which bidders are required to populate the applicable rebate prices. For purposes of evaluation and contracting, Transnet will apply the pricing methodology set out in the RFP, including the averaging of rebates submitted across the applicable pricing ranges.
18.	Under the technical evaluation criteria relating to fuel volumes, must each Joint Venture partner demonstrate the required volumes individually, or may one JV partner satisfy the requirement on behalf of the Joint Venture?	Bidders are referred to **Section 2, Clause 6: Joint Ventures or Consortiums** of the RFP, as well as **Annexure B: Technical Evaluation Criteria**. The RFP provides that an unincorporated Joint Venture will be evaluated as a single bidding entity for purposes of evaluation. Accordingly, Transnet will evaluate the Joint Venture as one bidder. The Joint Venture may therefore rely on the resources, experience and capabilities of its constituent members where permitted by the applicable evaluation criterion and supported by the required documentation.
19.	For purposes of Criterion 3.2, will a valid ISO 14001 certificate satisfy the Environmental Management System requirement?	Bidders are referred to **Annexure B, Criterion 3.2: Compliance with Environmental Regulations**.

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		The criterion requires bidders to submit a valid ISO 14001 Environmental Management System certificate issued by an accredited certification body. The certificate must be applicable to the bidder's operations, relevant to the scope of the tender and valid at the closing date of the RFP. In the case of an unincorporated Joint Venture, the certificate may be submitted in the name of one JV partner. Accordingly, a valid ISO 14001 certificate that complies with the above requirements will satisfy this criterion.
20.	Where a bidder is an importer and does not hold long-term supply contracts, but regularly imports fuel into South Africa and supplies significant volumes to customers, how will Transnet evaluate such a bidder?	Bidders are referred to **Annexure B: Technical Evaluation Criteria**, particularly the requirements relating to capacity, experience and supporting evidence. Transnet will evaluate bidders based on the documentation submitted in response to each criterion. It is therefore the bidder's responsibility to provide sufficient documentary evidence demonstrating compliance with the applicable requirements, including capacity to supply, experience and any other relevant criterion. Importers that do not have long-term supply contracts may rely on other qualifying evidence required by the applicable criterion, provided that the documentation submitted demonstrates the bidder's capacity to supply and relevant experience in accordance with Annexure B. Points will be allocated in accordance with the evidence submitted and the scoring methodology prescribed in Annexure B.
21.	Will pricing evaluation be affected by fuel pricing zones?	Bidders are referred to **Section 4: Pricing and Delivery Schedule**, **Section 4, Clause 1.3** and **Annexure D: Pricing Schedule**.

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		For evaluation purposes, bids will be evaluated based on the rebates submitted in Annexure D for the applicable corridor and volume bands. The pricing evaluation methodology does not directly evaluate fuel pricing zones. Transnet acknowledges that bidders may consider a number of commercial factors when determining their rebates, including transportation costs, delivery volumes, logistics arrangements, delivery locations and the applicable fuel pricing zones within a corridor. These factors are therefore expected to be reflected in the rebate submitted by the bidder. Bidders are further referred to Section 4, Clause 1.3 of the RFP, which provides that the contract price payable during execution of the contract will be based on the applicable regulated wholesale fuel price prevailing in the relevant delivery zone on the date of delivery, adjusted by the bidder's contracted rebate. Accordingly, bidders are required to submit pricing strictly in accordance with Annexure D, taking into account all commercial and operational considerations applicable to the corridor for which they are bidding.
22.	Delivering 2 000 litres is significantly different from delivering 80 000 litres. Will transportation cost differences be catered for?	Bidders are referred to **Section 4, Clauses 1.1 and 3(f)** of the RFP and **Annexure D: Pricing Schedule**. The RFP provides that prices must be quoted on a delivered basis and further states that the rebate may include transportation costs, logistics arrangements, operational efficiencies and other related cost considerations. Accordingly, bidders are required to take volume differences, delivery distances, transport requirements and other

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		operational considerations into account when determining the rebates submitted in Annexure D
23.	The pricing model refers to an average price being used for invoicing. Will that be the price applied from Day 1 of the contract?	Bidders are referred to Section 4, Clauses 1.3, 1.4 and 1.5 of the RFP. The RFP provides that the price charged to Transnet will be based on the applicable regulated wholesale fuel price prevailing on the date of delivery at the relevant price zone, adjusted by the bidder's contracted rebate. The net price payable by Transnet will therefore be determined using the regulated fuel price applicable at the time of delivery and not a fixed fuel price established at contract commencement. Bidders are advised that the average rebate calculated from the pricing schedule is utilised solely for evaluation purposes in order to facilitate a like-for-like comparison of bids. The average rebate used during evaluation will not constitute the rebate applicable during contract execution. Upon contract award, the applicable rebate shall be the rebate offered by the successful bidder for the relevant volume threshold reflected in Annexure D. Accordingly, from commencement of the contract, the rebate applicable to the **1 million to 33 million litre volume band** shall apply and not the average rebate utilised during evaluation. As cumulative volumes increase and the applicable volume thresholds are achieved, the corresponding rebate offered for those volume bands shall become applicable in accordance with the pricing schedule submitted by the successful bidder. Accordingly, from Day 1 of the contract, invoicing will be based on the applicable regulated wholesale fuel price for

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		the relevant delivery zone on the date of delivery, less the rebate applicable to the relevant volume threshold and not the average rebate utilised during bid evaluation.
24	The pricing methodology does not differentiate between petrol and diesel. Will Transnet reconsider this approach?	Bidders are referred to **Section 4: Pricing and Delivery Schedule**, **Annexure D: Pricing Schedule** and **Section 3, Clause 4.1 Product Requirements** of the RFP. For purposes of the evaluation, bidders are required to complete **Annexure D** based on the **diesel rebate structure**, as diesel constitutes approximately **98% of the estimated contract requirement**. Transnet will, during the contract transition phase, determine the appropriate servicing model for the approximately **2% petrol requirement**. Accordingly, bidders are required to complete and submit **Annexure D** strictly in accordance with the prescribed diesel rebate methodology.
25.	Can Transnet provide a recording of the briefing session?	Bidders are referred to the communication requirements contained in the RFP and the briefing session. Transnet will publish the briefing presentation together with the clarification questions and responses. However, the recording of the briefing session will not be distributed. Bidders should rely on the published RFP documentation, clarification responses and any addenda issued by Transnet.
26.	Can Transnet provide fuel pricing zones for each site listed in Annexure C, as pricing is influenced by fuel zones and delivery volumes?	Bidders are referred to **Section 4: Pricing and Delivery Schedule**, **Annexure C: Transnet Site Information** and **Annexure D: Pricing Schedule**. Transnet acknowledges that fuel pricing zones may be a commercial consideration for bidders when determining the rebates to be submitted in response to this RFP.

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		For evaluation purposes, bidders are required to submit rebates strictly in accordance with the pricing structure contained in Annexure D. Bids will be evaluated based on the rebates submitted for the applicable corridor and volume bands. Bidders are further referred to **Section 4, Clause 1.3 of the RFP**, which provides that the price payable during contract execution will be based on the applicable regulated wholesale fuel price prevailing in the relevant delivery zone at the date of delivery, adjusted by the successful bidder's contracted rebate. Bidders should note that **Annexure C contains the site information and location details for the respective Transnet sites. Bidders may utilise this information to determine the applicable fuel pricing zones for purposes of preparing their submissions and pricing assumptions.**
27.	The requirement relating to import capability and storage terminals may disadvantage black-owned importers who do not own terminal facilities. Will Transnet reconsider this requirement?	Bidders are referred to **Annexure B, Criterion 1.1: Capacity to Supply**. The requirement seeks to provide assurance regarding security of supply and the bidder's ability to support a national fuel supply contract. Where a confirmation letter is provided by a licensed importer, the criterion requires the importer to demonstrate historical importing capability, including ports of entry utilised and storage terminals through which imports have been conducted. The criterion was included to verify supply capability and supply continuity and not to require ownership of terminal infrastructure. Bidders must therefore comply with the published requirements of Criterion 1.1.

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28.	Given the size and complexity of the tender, will Transnet consider extending the closing date?	Bidders are referred to **Addendum 1**. Transnet confirms that the closing date for RFP No. TCC/2025/09/0002/106003/RFP has been extended from **28 August 2026 at 23h00** to **07 September 2026 at 23h00**. Transnet further confirms that the deadline for the submission of clarification questions has been extended from **19 August 2026 at 23h00** to **26 August 2026 at 23h00**. The extension has been approved to allow bidders additional time to consider the clarification responses issued by Transnet, submit outstanding clarification questions and finalise responsive submissions. Bidders are requested to continue monitoring the National Treasury e-Tender Publication Portal and the Transnet e-Tender Portal for any further notices, clarifications or addenda issued in respect of this RFP.
29.	If electronic signatures are accepted, how should company stamps be accommodated?	Bidders are referred to the clarification provided during the briefing session and the returnable document requirements contained in the RFP. Where electronic signatures are utilised, bidders should ensure that the signatory is duly authorised and that the authenticity of the document can be verified if requested by Transnet. Where an electronic company stamp is available, bidders may include it as part of the submission. The absence of a physical stamp will not in itself invalidate an electronically signed document, provided the document is

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		otherwise properly authorised and compliant with the requirements of the RFP. Even though bidders would sign their submissions electronically, there are certain governance related documentations such as the Affidavit which will still need to comply with the relevant legislations in terms of how they are signed off.
30.	Will delivery be undertaken by road only, or are other delivery methods envisaged	Bidders are referred to **Section 3: Scope of Requirements**. For the purposes of this RFP, deliveries relating to Home Base, Traction and Marine fuel requirements will be undertaken by **road tanker** in accordance with the operational requirements described in the RFP. In relation to Marine fuel requirements, bidders should note that the supplier's responsibility is limited to the delivery of fuel to the designated Transnet delivery point. Any subsequent movement, distribution or utilisation of fuel through marine infrastructure, including barges, hydrant systems, bunkering facilities or other port-related systems, forms part of **Transnet's internal operational processes and infrastructure arrangements**. Accordingly, bidders are required to demonstrate the capability to deliver fuel by road tanker in accordance with the requirements of the applicable corridor and the Scope of Requirements.
31.	How are payment terms applied? Is payment made 30 days from delivery or 30 days from statement date?	Transnet's standard payment terms are **30 days from invoice date**, subject to receipt of a valid invoice and supporting documentation. Bidders should price and submit proposals on this basis.

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32.	Will Transnet consider alternative pricing models?	Bidders are referred to **Section 4: Pricing and Delivery Schedule** and **Annexure D: Pricing Schedule**. At this stage bidders are required to submit pricing strictly in accordance with the pricing methodology and format prescribed in the RFP and Annexure D. While bidders may provide additional information separately should they wish to do so, Transnet's evaluation will be conducted using the prescribed pricing schedule. Any amendment to the pricing methodology would be communicated through a formal addendum.
33.	Can bidders indicate corridor preferences within the pricing schedule?	Bidders are referred to **Section 3, Clause 5: Site Allocation, Corridor Structure and Bidder Preference** and **Section 4, Clause 2.1 of the RFP**. Yes. Bidders are required to indicate the corridors for which they are bidding and must rank those corridors in order of preference as part of their submission. This ranking should be done on the pricing schedule. These rankings will be applied in accordance with the corridor allocation methodology described in the RFP
34.	If the bidding entity is a subsidiary company and transportation services are provided by its parent company or another related entity within the same group, will Transnet still require a formal logistics agreement?	Bidders are referred to **Annexure B, Criterion 4.1: Confirmation of Logistics and Transportation Capability for Fuel Delivery**. The criterion requires bidders who do not have their own transportation capability to submit a valid and signed logistics agreement with the entity providing the transportation services. Accordingly, where the transportation capability resides in a separate legal entity, including a parent company, subsidiary, affiliate, subcontractor or JV partner, the bidder

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		must submit a valid and signed agreement demonstrating access to the required transportation resources. The fact that the entities form part of the same group structure does not remove the requirement to demonstrate logistics capability through the prescribed supporting documentation.
35.	For purposes of the capacity to supply requirement, does the required volume need to be supported by one supplier, or may multiple supporting letters be combined?	Bidders are referred to **Annexure B, Criterion 1.1: Capacity to Supply**. The criterion requires a signed confirmation letter from an oil company, licensed importer or manufacturer confirming the bidder's supply capability. The evaluation will be conducted based on the documentary evidence submitted in support of the criterion. Where multiple supporting letters are submitted, Transnet reserves the right to evaluate the evidence collectively in order to determine whether the bidder has demonstrated the required supply capability contemplated in the criterion. All supporting documentation must clearly demonstrate the bidder's ability to meet the stated requirement.
36.	For purposes of the experience criteria, must the reference letters relate specifically to diesel, petrol and other fuel types separately, or may fuel volumes be combined?	Bidders are referred to **Annexure B, Criteria 2.1 and 2.2**, which relate to the supply of bulk fuel products falling within the scope of this RFP. Transnet's objective is to evaluate the bidder's experience in supplying fuel products that form part of the requirements of this RFP. Accordingly, reference letters should clearly indicate the fuel products supplied, the contract duration and the average monthly volumes delivered.

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		Bidders should note that reference letters must relate to fuel products falling within the scope of this RFP, namely the diesel and petrol products contemplated under the procurement requirement. Experience relating to fuel products outside the scope of this RFP, such as aviation fuels or other non-applicable petroleum products, will not be considered for purposes of evaluation under the applicable criterion. Where multiple qualifying fuel products were supplied under the same contract, bidders may reflect the combined volumes supplied, provided that the supporting documentation clearly substantiates the volumes claimed and relates to products falling within the scope of this RFP.
37.	Must the minimum volume requirement be demonstrated separately for diesel and petrol, or may the volumes be combined?	Bidders are referred to **Section 3, Clause 4.1: Product Requirements**, **Section 4: Pricing and Delivery Schedule**, and **Annexure D: Pricing Schedule**. For purposes of the evaluation, bidders are required to complete **Annexure D** based on the **diesel rebate structure**, as diesel constitutes approximately **98% of the estimated contract requirement**. Transnet will, during the contract transition phase, determine the appropriate servicing model for the approximately **2% petrol requirement**. Accordingly, bidders are required to complete and submit **Annexure D** strictly in accordance with the prescribed diesel rebate methodology.
38.	Can Transnet indicate the value of the performance guarantee that may be required at award stage?	Bidders are referred to the published RFP documentation. The RFP does not presently prescribe a specific performance guarantee value. Should a performance guarantee be required as part of the award or contracting process, the

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		successful bidder(s) will be advised of the applicable requirements during the contract finalisation stage. Should Transnet determine that any amendment or additional requirement is necessary, such information will be communicated through a formal addendum and published on the National Treasury e-Tender Publication Portal and the Transnet e-Tender Portal.
39.	When Purchase Orders are issued, what tank capacities are generally available at Transnet sites, as this impacts vehicle utilisation and transport costs?	Bidders are referred to **Section 3.1: Home Base Fuel** of the RFP, which states that bulk fuel orders may range from approximately 2 000 litres to 80 000 litres depending on the storage facilities available at the relevant site. Transnet operates a range of storage facilities across its national network. As discussed during the briefing session, many sites have multiple tanks available, with tank capacities varying depending on the operational requirements of the specific site. Monthly demand planning is undertaken in advance and the successful supplier will be provided with the necessary information to support delivery planning and execution. Bidders are therefore expected to make provision for varying delivery quantities when developing their pricing and logistics solutions.
40.	Where fuel is imported, certificates of origin are often issued in the name of the producer or exporter and not necessarily in the name of the bidder. How will Transnet assess such documentation?	Bidders are referred to **Section 3: Scope of Requirements**, specifically the provisions dealing with fuel quality, compliance and fuel source disclosure requirements, as well as the product quality requirements contained in **Annexure B, Criterion 3.1**. Transnet's primary objective is to verify the origin, quality, compliance and traceability of the fuel supplied under the contract. Accordingly, bidders should submit documentation

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		that clearly demonstrates the origin of the fuel and the linkage between the bidder, the supplier and the imported product. Supporting documentation will be assessed against the applicable requirements of the RFP and the bidder's ability to demonstrate a transparent and traceable supply chain.
41.	Since pricing is submitted in the form of a rebate, where are transportation costs catered for?	Bidders are referred to **Section 4, Clause 1.1 of the RFP**, which defines the rebate and explains the pricing methodology applicable to this tender. The RFP specifically provides that the rebate represents the bidder's commercial offering and may include, amongst other things, logistics arrangements, transportation costs, operational efficiencies, supply chain efficiencies and any other cost advantages available to the bidder. The RFP further requires prices to be quoted on a delivered basis. Accordingly, transportation costs are expected to form part of the bidder's pricing model and should be taken into account when determining the rebates submitted in Annexure D
42.	I would appreciate to receive a RFP clarification request form for Tender TCC/2025/09/0002/106003/RFP.	Bidders are referred to **Section 8: RFP Clarification Request Form** contained in the RFP document. The RFP Clarification Request Form forms part of the published tender documentation and is available together with the RFP and annexures on the National Treasury e-Tender Publication Portal and the Transnet e-Tender Portal. Bidders may download the form directly from the published tender pack.
43.	May I kindly request elaboration and clarity on the below: Annexure D – Pricing Schedule	Bidders are referred to **Section 3: Scope of Requirements**, specifically **Clauses 3.1, 3.2 and 3.3**,

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	Under the volume range of metric tonnes, it states the three options. Please clarify: Traction - ? Homebase - ? Marine - ? (does this include bunkering)	together with **Annexure D: Pricing Schedule**. For purposes of this RFP: ▪ **Home Base** relates to fuel supplied to Transnet-owned storage tanks and fuelling facilities used for operational vehicles and equipment. ▪ **Traction** relates to diesel fuel supplied to locomotive fuelling facilities and traction sites. ▪ **Marine** relates to the supply of marine diesel to TNPA harbour craft, dredgers and other marine operations. For purposes of the evaluation, bidders are required to complete **Annexure D** based on the **diesel rebate structure**, as diesel constitutes approximately **98% of the estimated contract requirement**. Transnet will, during the contract transition phase, determine the appropriate servicing model for the approximately **2% petrol requirement**. Accordingly, bidders should calculate and submit the rebates applicable to the relevant corridor and volume bands in Annexure D using the prescribed diesel rebate methodology, taking into account all commercial and operational considerations relevant to their proposed solution.
44.	I'm getting in contact with you as I'd like to request if I can get an extension for submitting my documents for the Transnet tender.	Bidders are referred to **Clarification Question 28** and **Addendum 1**. Transnet confirms that the closing date for RFP No. TCC/2025/09/0002/106003/RFP has been extended from **28 August 2026 at 23h00** to **07 September 2026 at 23h00**.

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		Transnet further confirms that the deadline for the submission of clarification questions has been extended from **19 August 2026 at 23h00** to **26 August 2026 at 23h00**. Bidders are encouraged to utilise the additional time provided to finalise and submit responsive proposals
45.	The 30% subcontracting required from a QSE or EME. Is this 30% based on the Rand value of the contract or the Volume of the contract. Please provide an example of the above.	Bidders are referred to **Section 2, Clause 4.3 of the RFP** and **Section 9: Specific Goals Points Claim Form**. The subcontracting requirement applies to **30% of the contract value** and not to 30% of fuel volumes supplied. For example, if work to the value of R10 million is executed under the contract, a minimum of R3 million worth of work would need to be subcontracted in accordance with the applicable subcontracting requirements. Compliance will be assessed against the value of work executed under the contract and not the number of litres supplied.
46.	Is a SQAS certificate a viable substitute for an ISO 14001?	Bidders are referred to **Annexure B, Criterion 3.2: Compliance with Environmental Regulations**. The criterion specifically requires the submission of a valid **ISO 14001 Environmental Management System certificate** issued by an accredited certification body.
47.	I would like to confirm that one cannot combine pricing for diesel and petrol. The rebates are structured differently. **Pricing: Annexure D – Pricing Schedule**	Bidders are referred to **Section 3, Clause 4.1: Product Requirements**, **Section 4: Pricing and Delivery Schedule**, and **Annexure D: Pricing Schedule** of the RFP. For purposes of the evaluation, bidders are required to complete **Annexure D** based on the **diesel rebate**

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	ULP Petrol pricing is governed by CEF, which does not allow high rebate structures. Diesel pricing is not governed and therefore rebates are healthier than ULP petrol.	**structure**, as diesel constitutes approximately **98% of the estimated contract requirement**. Transnet will, during the contract transition phase, determine the appropriate servicing model for the approximately **2% petrol requirement**. Accordingly, bidders are required to complete and submit **Annexure D** strictly in accordance with the prescribed diesel rebate methodology. Separate pricing schedules for diesel and petrol will not be considered for evaluation purposes.
48.	Your corridors are widely spread across various zones implicating the pricing (rebates).	Bidders are referred to **Section 4, Clause 1.3 of the RFP**, **Annexure C: Transnet Site Information**, and **Annexure D: Pricing Schedule**. Transnet acknowledges that fuel pricing zones may be a commercial consideration for bidders when determining the rebates to be submitted in response to this RFP. For evaluation purposes, however, bids will be evaluated based on the rebates submitted in Annexure D for the applicable corridor and volume bands. While bidders may take into account factors such as fuel pricing zones, transportation costs, delivery locations, logistics arrangements and other commercial considerations when determining their rebates, the evaluation methodology will be applied in accordance with the pricing structure prescribed in Annexure D. Bidders are further referred to **Section 4, Clause 1.3**, which provides that the contract price payable during execution of the contract will be based on the applicable regulated wholesale fuel price prevailing in the relevant

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		delivery zone on the date of delivery, adjusted by the successful bidder's contracted rebate. Accordingly, bidders are required to submit pricing strictly in accordance with Annexure D, taking into account all commercial and operational considerations applicable to the corridor for which they are bidding
49.	I am seeking clarity on how we factor-in our transport and other overhead costs looking at how Annexure D is structured.	Bidders are referred to **Section 4, Clause 1.1 of the RFP** and **Annexure D: Pricing Schedule**. The RFP defines the rebate as the bidder's commercial offering and specifically provides that the rebate may include transportation costs, logistics arrangements, operational efficiencies, supply chain efficiencies, overhead costs and any other cost advantages available to the bidder. Bidders are further referred to the requirement that pricing must be submitted on a delivered basis. Accordingly, bidders are expected to take all transportation costs, delivery distances, overheads, logistics costs, fuel zone considerations and any other commercial or operational costs into account when determining the rebates submitted in Annexure D. The rebates submitted should therefore reflect the bidder's complete commercial offering for the applicable corridor and volume band.
50.	If possible, can there be room for Closing date extension?	Bidders are referred to **Addendum 1**. Transnet confirms that the closing date for RFP No. TCC/2025/09/0002/106003/RFP has been extended from **28 August 2026 at 23h00** to **07 September 2026 at 23h00**. Transnet further confirms that the deadline for the submission of clarification questions has been extended from

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		19 August 2026 at 23h00 to **26 August 2026 at 23h00**. The extension has been approved to provide bidders additional time to consider clarification responses, submit clarification questions and prepare responsive submissions. Bidders are requested to continue monitoring the National Treasury e-Tender Publication Portal and the Transnet e-Tender Portal for further communications relating to this RFP
51.	In terms of Pricing: 1. Fuel does not incur VAT however 2. Transport incurs VAT but The requirement is that we provide a flat rebate throughout the tender contract period on the various volume categories (which also does not specify which products). How do we factor in the VAT and transport cost component in the C/L required rebate? Let alone that the transport cost is distance dependent.	Bidders are referred to **Section 4, Clause 1.1**, **Clause 1.2**, **Clause 1.3**, and **Annexure D: Pricing Schedule** of the RFP. The RFP defines the rebate as the bidder's commercial offering and specifically provides that the rebate may include transportation costs, logistics arrangements, operational efficiencies, supply chain efficiencies, margin considerations and any other cost advantages available to the bidder. The pricing schedule further requires bidders to submit rebates expressed in South African cents per litre (c/l), inclusive of VAT. Accordingly, bidders are expected to take into account all relevant commercial considerations, including transportation costs, delivery distances, fuel pricing zones, operating costs, overhead costs and any VAT implications relevant to their business model, when determining the rebates submitted in Annexure D. Bidders are required to submit pricing strictly in accordance with Annexure D and the pricing methodology prescribed in the RFP.

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52.	In terms of ISO certification: If the systems are in place inline with the ISO requirements and covers the scope of work of this tenders will that suffice?	Bidders are referred to **Annexure B, Criterion 3.2: Compliance with Environmental Regulations** and **Criterion 3.3: Compliance with Safety Regulations**. The relevant criteria require bidders to submit valid **ISO 14001** and **ISO 45001** certificates issued by accredited certification bodies. The certificates must be applicable to the bidder's operations, relevant to the scope of the tender and valid at the closing date of the RFP. Accordingly, the existence of systems, procedures or management practices aligned to ISO requirements, without the required accredited ISO certification, will not satisfy the requirements of these criteria. Bidders must submit the prescribed ISO certificates in order to be considered compliant with the applicable criteria.
53.	I would like to get more clarity on how do we calculate the price attached is the page I need assistance with.	Bidders are referred to **Section 4: Pricing and Delivery Schedule**, **Clause 1.1 to Clause 1.6**, and **Annexure D: Pricing Schedule**. For purposes of this RFP, bidders are required to submit a rebate expressed in South African cents per litre (c/l), inclusive of VAT, in accordance with Annexure D. The rebate represents the bidder's commercial offering and should include all relevant commercial considerations such as transportation costs, logistics costs, operational costs and any other cost elements applicable to the bidder's supply model. The price payable during contract execution will be determined by taking the applicable regulated wholesale fuel price prevailing at the relevant delivery zone on the date of delivery and deducting the successful bidder's contracted rebate. The rebate offered by the successful bidder will

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		remain fixed for the duration of the contract unless otherwise agreed by the parties, while the regulated fuel price component will continue to change in accordance with the applicable fuel pricing framework. Accordingly, bidders should calculate and submit the rebates applicable to the relevant corridor and volume bands in Annexure D, taking into account all commercial and operational considerations relevant to their proposed solution.
54.	**Experience of Directors/Key Personnel** For purposes of the **Company Experience** technical criterion, is Transnet assessing exclusively the historic experience of the bidding legal entity, or may relevant petroleum-sector experience accumulated by the bidder's **directors and/or key personnel while previously employed by other petroleum companies** also be recognized?	Bidders are referred to **Annexure B, Criteria 2.1, 2.2 and 2.3**, which relate to Company Experience and require the submission of client reference letters demonstrating the experience of the bidding entity. The evaluation methodology measures the experience of the bidding entity as supported by the prescribed documentary evidence contained in Annexure B. Accordingly, Transnet will evaluate Company Experience based on the experience of the bidding entity and the supporting documentation prescribed in Annexure B. Experience accumulated by directors, shareholders, employees or key personnel whilst employed by another organisation will not, on its own, constitute Company Experience for purposes of scoring under Criteria 2.1, 2.2 and 2.3
55.	**Evidence of Prior Individual Experience** If such prior experience of directors/key personnel is recognised, what documentary evidence will Transnet accept, for example, CVs, employment confirmation letters, previous employer references, client references, contracts managed or other independently verifiable evidence?	Bidders are referred to **Annexure B, Criteria 2.1, 2.2 and 2.3**. The experience criteria prescribe the specific supporting documentation that must be submitted for evaluation purposes. These criteria do not provide for scoring based on CVs, employment records, employment confirmation letters

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		or contracts managed by individuals in their personal capacity. Transnet will therefore evaluate these criteria based on the documentary evidence expressly required under Annexure B and in accordance with the applicable scoring methodology.
56.	**Customer Reference Evidence** Where one comprehensive customer reference confirms the **nature of the services/products supplied, duration of experience, historic volumes and customer satisfaction/performance**, may that single reference be relied upon across the relevant Annexure B scoring criteria, or must separate supporting documents be provided for each criterion?	Bidders are referred to **Annexure B**, specifically the note preceding Criteria **2.1, 2.2 and 2.3**, which states that bidders may submit **one (1) reference letter from a current or previous client for use across one or more sub-criteria**, provided that the reference letter clearly and separately addresses the requirements of each applicable criterion. Accordingly, a single comprehensive reference letter may be relied upon across multiple experience criteria, provided that it contains all information required for each applicable criterion, including contract duration, monthly volumes supplied and customer satisfaction information where applicable. Where a required element is not reflected in the reference letter, Transnet reserves the right to score only those criteria for which sufficient supporting information has been provided
57.	**ISO Certification – Direct Certification vs Contracted Capability** For the ISO 14001 and ISO 45001 requirements, please confirm whether maximum technical points require the relevant certification to be held **directly in the name of the bidding entity**, or whether the bidder may demonstrate the required capability through an appropriately qualified/accredited contracted specialist.	Bidders are referred to **Annexure B, Criterion 3.2: Compliance with Environmental Regulations** and **Criterion 3.3: Compliance with Safety Regulations**. The relevant criteria require bidders to submit valid **ISO 14001** and **ISO 45001** certificates issued by accredited certification bodies. The certificates must be applicable to the operations relating to the scope of this tender and valid at the closing date of the RFP. In the case of an unincorporated Joint Venture, the certificate may be

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		submitted in the name of at least one JV partner where permitted by the applicable criterion. Transnet's interpretation of these criteria is that the certification should relate to the bidding entity's operations and the activities that will be performed in terms of the resulting contract. Accordingly, the submission of a certificate belonging solely to an external consultant, ISO specialist or other third party providing advisory or support services will not satisfy the requirements of the criterion. Accordingly, scoring under these criteria will be based on the submission of the prescribed ISO certificates and not on the qualifications, experience or capabilities of a contracted ISO specialist or consultant.
58.	**ISO Implementation Plan / Letter of Intent** Where the bidder has appointed an appropriately qualified ISO practitioner to implement and maintain the required environmental and occupational health and safety management systems, will Transnet accept a **signed appointment/agreement or Letter of Intent together with a detailed implementation/management plan**? If so, please confirm the scoring treatment of such evidence relative to an existing ISO certificate.	Bidders are referred to **Annexure B, Criteria 3.2 and 3.3**. The applicable criteria require valid ISO 14001 and ISO 45001 certificates issued by accredited certification bodies. A consultant appointment, implementation plan, management plan, Letter of Intent or similar arrangement does not constitute ISO certification and will not be evaluated as equivalent to the required certification. Accordingly, bidders must submit the prescribed ISO certificates in order to satisfy the applicable criteria
59.	**Contracted Transport Fleet** Where the bidder subcontracts or appoints a bulk petroleum transportation to a specialist Dangerous Goods transporter, may the bidder rely upon the transporter's **fleet, qualified drivers, operational systems and demonstrated petroleum transportation capacity**	Bidders are referred to **Annexure B, Criterion 4.1: Confirmation of Logistics and Transportation Capability for Fuel Delivery**. The criterion permits bidders that do not possess their own transportation capability to submit a valid and signed

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	for purposes of obtaining the maximum applicable Deliveries score, or must the fleet be owned directly by the bidder?	logistics agreement with an outsourced logistics provider, subcontractor or JV partner. Accordingly, a bidder may rely on the transportation capability of a contracted transporter, provided that the required agreement and supporting documentation are submitted and all requirements of Criterion 4.1 are satisfied
60.	**Dangerous Goods – Drivers and Vehicles** Where transportation is subcontracted or appointed, please confirm that the mandatory Dangerous Goods compliance evidence for **drivers and vehicles may relate to the appointed transporter's drivers and tanker fleet**, provided the relevant certificates, licences, PrDPs, vehicle compliance documentation and supporting schedules are submitted with the bid.	Bidders are referred to **Annexure A, Criterion 2: Dangerous Goods Compliance – Drivers** and **Criterion 3: Dangerous Goods Compliance – Vehicles**, together with the transportation requirements contained in **Annexure B, Criterion 4.1**. Where transportation capability is provided through a contracted transporter, the relevant Dangerous Goods compliance documentation may relate to that transporter's drivers and vehicles, provided that the contractual arrangement is demonstrated and all supporting documentation required by the RFP is submitted.
61.	**Transporter Supporting Evidence** For maximum technical scoring, please confirm whether a signed transporter capability and commitment letter supported by the applicable **fleet register, driver register, Dangerous Goods certificates, licences/PrDPs, vehicle compliance documents, tanker technical/calibration evidence and operational capability evidence** will constitute acceptable proof of contracted transportation capability.	Bidders are referred to **Annexure B, Criterion 4.1**. Transportation capability will be evaluated based on the supporting documentation required by the criterion. Where transportation capability is provided through a contracted transporter, bidders should submit sufficient documentary evidence demonstrating access to the required transportation capability together with the prescribed contractual arrangements. The sufficiency of the documentation submitted will be assessed against the requirements of Criterion 4.1 and the RFP as a whole.
62.	**Bidder Insurance vs Transporter Insurance** Where transportation is performed by an appointed	Bidders are referred to **Annexure A, Criterion 4: Insurance Cover**, as well as the insurance requirements

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	specialist transporter, please clarify which insurance requirements must be maintained **directly in the bidder's name** and which transportation-related insurance policies may be provided through the appointed transporter or if an Insurance is required from both the bidder and Transporter.	contained in **Section 5: Proposal Form and List of Returnable Documents**. The RFP specifically requires the bidder to provide proof of third-party liability insurance in accordance with the requirements set out in Annexure A. Where transportation services are performed by a contracted transporter, bidders may submit supporting insurance documentation maintained by the transporter where relevant to the transportation services being provided. However, compliance with the mandatory insurance requirements prescribed in the RFP will be assessed against the requirements applicable to the bidder. Bidders remain responsible for ensuring that all required insurance arrangements applicable to their proposed operating model are in place and sufficient for the performance of the contract.
63.	**Annexure A Insurance Requirements** More specifically, where applicable insurance relating to the tanker fleet, Goods-in-Transit, Dangerous Goods transportation, public liability, environmental/spillage risk or motor fleet risk is maintained by the transporter, may that insurance be submitted by the bidder as supporting evidence, or is Transnet requiring duplicate/equivalent cover to be held directly by the bidder?	Bidders are referred to **Annexure A, Criterion 4: Insurance Cover**, together with the insurance requirements contained in the RFP. The mandatory insurance requirements expressly prescribed in the RFP must be complied with by the bidder. Where transportation-related insurance is maintained by a contracted transporter, such supporting insurance documentation may be submitted as part of the bidder's supporting evidence where relevant to the services being provided. Transnet is not prescribing duplicate insurance policies beyond those specifically required by the RFP. Compliance will be assessed against the insurance requirements expressly set out in the tender documentation.

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64.	**Marine Capability Through Specialist Providers** Where a corridor includes Marine requirements, may specialist capabilities, including **marine/bunkering services, SANAS-accredited laboratory testing, product sampling and other specialised marine services**, be provided through appropriately qualified subcontractors/service providers, while the principal bidder retains contractual responsibility to Transnet?	Bidders are referred to **Section 3.3: Marine Fuel**, **Section 2, Clause 6: Joint Ventures or Consortiums**, and the applicable subcontracting provisions contained in the RFP. Where specialist marine-related services are provided through appropriately qualified subcontractors or specialist service providers, bidders may rely on such resources provided that the arrangement is supported by the necessary contractual documentation and the bidder remains fully responsible and accountable to Transnet for the performance of all contractual obligations. Any supporting specialist service providers should possess the relevant qualifications, accreditations and capabilities required to perform the services contemplated under the marine scope of work.
65.	**Third-Party Capability and Maximum Technical Scoring** Where a technical capability is lawfully provided through a contractually committed third party, including an Oil Major, specialist petroleum transporter, SANAS-accredited laboratory, ISO specialist or qualifying EME/QSE subcontractor, will Transnet recognise such capability for the same technical scoring purposes as capability held directly by the bidder, provided that the bidder remains fully accountable to Transnet and submits adequate binding supporting evidence? If not, we would appreciate Transnet identifying which specific Annexure B criteria must necessarily be demonstrated directly by the bidding legal entity and cannot be satisfied through third-party contractual capability.	Bidders are referred to **Annexure B: Technical Evaluation Criteria**, as well as the specific requirements applicable to each individual criterion. Transnet confirms that it is not a requirement for a bidder to participate through a Joint Venture in order to access supply, logistics, technical or operational capability. Where the applicable evaluation criterion expressly permits reliance on a contractually committed third party, subcontractor, logistics provider, laboratory, specialist service provider, oil company, licensed importer or other supporting entity, such capability may be considered for evaluation purposes, provided that the bidder submits the supporting documentation required by the RFP and remains fully responsible and accountable for the performance of the contract.

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		However, where a criterion specifically requires documentation to be submitted in the name of the bidder, or otherwise prescribes how compliance must be demonstrated, bidders must comply with those requirements. Each criterion will therefore be evaluated strictly in accordance with its wording, supporting documentation requirements and scoring methodology. Accordingly, bidders are requested to refer to the specific requirements of each criterion when determining whether reliance on third-party capability is permissible for that criterion.
66.	Would Transnet accept a subcontracting draft contract that can only be signed at appointment? Or strictly, Transnet is looking for a signed contract? We would appreciate Transnet's written clarification on the above to enable Capricorn Petrochemicals to ensure that its submission is **fully responsive and supported by the precise documentary evidence contemplated by the RFP**, and to avoid any differing interpretation of the technical evaluation requirements.	Bidders are referred to **Annexure B, Criterion 4.1: Confirmation of Logistics and Transportation Capability for Fuel Delivery**, as well as any other criteria that specifically require a signed and valid agreement. Where the RFP requires a signed and valid agreement, bidders should submit a signed agreement that demonstrates the relevant contractual arrangement. A draft agreement that has not been executed by the applicable parties will not be regarded as equivalent to a signed and valid agreement where such documentation is expressly required by the RFP.
67.	What are the exact payment terms ▪ 30 days ▪ 60 days Can the closing date be extending by at least a week	Bidders are referred to Clarification Question 31 in relation to payment terms and Clarification Question 28 in relation to the extension of the closing date. Transnet's standard payment terms are **30 days from invoice date**, subject to receipt of a valid invoice and supporting documentation. Transnet further confirms that the closing date for RFP No. TCC/2025/09/0002/106003/RFP has been extended from 28

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		August 2026 at 23h00 to 07 September 2026 at 23h00 and that the deadline for the submission of clarification questions has been extended from 19 August 2026 at 23h00 to 26 August 2026 at 23h00, as reflected in Addendum 1.
68.	What are the exact credit terms and payment terms the supply into this tender	Bidders are referred to Clarification Question 31. Transnet's standard payment terms are **30 days from invoice date**, subject to receipt of a valid invoice and supporting documentation.
69.	Kindly advise regarding the **Inland Core – Corridor**, I require the following: • Estimated monthly volumes per site • Split volumes for required products (ULP 93, ULP 95 & Diesel 50 ppm) • Tank sizes for each site • Delivery addresses & GPS coordinates' • Do you own the equipment, or will we have to pay for the take-over? (If it's a take-over, we will require the book value & the age of the tanks & pumps)	Bidders are referred to **Clarification Question 17**, **Section 3, Clause 5: Site Allocation, Corridor Structure and Bidder Preference**, and **Annexure C: Transnet Site Information**. The RFP currently provides estimated annual volumes at corridor level and does not provide site-specific monthly volumes, product splits, tank capacities, GPS coordinates, equipment ownership arrangements, asset values or equipment age information. Bidders are therefore requested to prepare their proposals using the information contained in the published RFP documentation. Should Transnet determine that additional site-specific operational information can be released, such information will be communicated through a formal clarification or addendum and published on the National Treasury e-Tender Publication Portal and the Transnet e-Tender Portal in accordance with the communication provisions of the RFP. There is no requirement in the RFP for bidders to take over the equipment and pay for it. Transnet owns the equipment.

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70.	Please advise what pricing will be utilised for " relief deliveries " as such will be out of awarded corridor	Bidders are referred to **Section 3, Clause 7: Non-Sequential Relief Arrangement Between Appointed Bidders** of the RFP. The RFP provides that where relief is required, Transnet will formally approach the remaining appointed bidders and request pricing for the provision of relief services within the affected corridor. Relief services will therefore be procured in accordance with the relief arrangement process contained in the RFP and will not automatically be performed at the pricing applicable to the bidder's awarded corridor. Accordingly, pricing applicable to relief deliveries will be determined through the relief process prescribed in **Section 3, Clause 7** of the RFP.
71.	Please clarify i.r.o Annexure A : - DG Vehicles Licensing and DG Drivers Licensing and Training ; bid indicated ALL licenses should be included, clarification meeting indicated 3 x min. Which one is it ALL or 3 of each ?	Bidders are referred to **Annexure A, Criterion 2: Dangerous Goods Compliance – Drivers** and **Criterion 3: Dangerous Goods Compliance – Vehicles**. For purposes of bid submission, bidders are required to submit Dangerous Goods training certificates for a minimum of **three (3) drivers** and Dangerous Goods compliance certificates for a minimum of **three (3) vehicles/tankers** in accordance with Annexure A. Bidders should further note that the successful bidder will be required to ensure that all drivers and vehicles assigned to the contract comply with the applicable Dangerous Goods requirements for the duration of the contract.
72.	Technical Returnables : -Do we need medicals for drivers or is it assumed that if you have your DG License you have passed your medicals.	Bidders are referred to **Annexure A, Criterion 2: Dangerous Goods Compliance – Drivers**. The RFP requires bidders to submit the Dangerous Goods training certificates prescribed in Annexure A. The RFP does

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		not require driver medical certificates to be submitted as part of the bid returnables. Accordingly, bidders should submit the documentation specifically required by Annexure A. Transnet reserves the right to verify compliance with all applicable legislative and regulatory requirements during contract execution.
73.	I.R.O. Transporters that are EME / QSE will a Affidavit suffice or does the entity need to require a SANAS approved certificate	Bidders are referred to **Section 9: Specific Goals Points Claim Form**, particularly the provisions dealing with acceptable proof of B-BBEE status. For Qualifying Small Enterprises (QSEs) bidders may submit either: ▪ A B-BBEE Certificate issued by a SANAS-accredited verification agency; or ▪ A Sworn Affidavit (for only entities that are 51% to 100% black-owned QSEs) For Exempted Micro Enterprise (EMEs) bidders may submit a Sworn affidavit or a CIPC Certificate The affidavit must be signed by the authorised representative, attested by a Commissioner of Oaths, and comply with the prescribed DTI format. Bidders should ensure that any affidavit submitted complies with the applicable legislative requirements and remains valid at the closing date of the RFP. Where an EME or qualifying QSE is permitted to use a sworn affidavit in accordance with the applicable B-BBEE Codes of Good Practice and DTIC requirements, a valid sworn affidavit may be submitted as proof of B-BBEE status.

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		Bidders should ensure that any affidavit submitted complies with the applicable legislative requirements and remains valid at the closing date of the RFP.
74.	Please can Transnet assist with historical volume breakdown per site	Bidders are referred to **Clarification Question 17**, **Section 3, Clause 5: Site Allocation, Corridor Structure and Bidder Preference**, and **Annexure C: Transnet Site Information**. The RFP currently provides estimated volumes at corridor level and does not include historical volume consumption per individual site. Bidders are therefore requested to prepare their submissions using the information contained in the published RFP documentation. Should Transnet determine that additional historical site-specific information may be released, such information will be communicated through a formal clarification or addendum and published on the National Treasury e-Tender Publication Portal and the Transnet e-Tender Portal.
75.	**Refer to Annexure A (Insurance Cover), which states:** *"The bidder must be insured against third party risks arising from fuel transportation."* As part of our operational model, fuel transportation services will be executed via a third-party logistics/transport provider. The appointed transporter maintains full Third-Party Liability, Goods in Transit (GIT), and Environmental/Spill Cover for all fuel transportation risks. Kindly clarify the following:	Bidders are referred to **Annexure A, Criterion 4: Insurance Cover**. The mandatory insurance requirement prescribed in Annexure A requires the bidder to submit proof of third-party liability insurance in accordance with the requirements stated in the criterion. Compliance with this requirement will be assessed against the wording of Annexure A and the supporting documentation submitted by the bidder. Where transportation services are performed by a contracted transporter, bidders may submit supporting insurance documentation maintained by the transporter where relevant to the transportation services being

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	a) Subcontractor Insurance: Is it acceptable for the bidder to submit the third-party transportation insurance policy held directly by our subcontracted transporter ? b) 2. Primary Bidder Policy: Is the primary bidder independently required to hold a separate Contingent Liability or General Public Liability policy in its own name, over and above the transporter's cover? If so our insurer has indicated this is not possible	provided. However, such documentation will not replace any insurance requirement that the RFP specifically requires to be held by the bidder. Accordingly, bidders are required to ensure compliance with the insurance requirements expressly prescribed in Annexure A. Supporting insurance arrangements maintained by transporters may be submitted as supplementary supporting documentation where applicable, but compliance will be assessed against the mandatory insurance requirements contained in the RFP.
76.	Do we complete Section 10; Job Creation or do we leave it blank?	Bidders are referred to **Section 10: Job Creation Schedule** of the RFP. Section 10 forms part of the returnable documents and bidders are required to complete and submit the schedule with their bid submission. The schedule requires bidders to indicate the number of jobs that may be created should they be awarded the contract and to provide the relevant information requested therein. Where a bidder does not anticipate creating any new jobs as a result of the contract, the bidder should indicate this accordingly in the schedule rather than leaving the section blank. Bidders are reminded that the RFP specifically states that the Job Creation Schedule is a returnable document forming part of the bid submission requirements
78.	Please kindly note that we attended the above-mentioned tender briefing yesterday, where we were advised that the presentation and Q&A transcript would be shared with attendees. Could you please urgently assist by forwarding the relevant materials?	Bidders are referred to Section 2 of the RFP. The briefing presentation together with all clarification questions and responses will be published on the National Treasury e-Tender Portal and the Transnet e-Tender Portal.

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79.	Please advise why Lydenburg is not listed on any of the corridors. Has the site been excluded from the tender?	Bidders are referred to **Addendum 1** and the revised **Annexure C: Site List and Corridor Allocations**, which reflect the updated Corridor allocations, site assignments and estimated volumes applicable to this RFP. Lydenburg has not been excluded from the tender. Bidders are requested to refer to the updated Annexure C issued through Addendum 1 for the revised site allocations, Corridor allocations and associated volume distribution. Bidders are required to prepare and submit their proposals based on the latest version of the RFP documentation, including Addendum 1 and the updated Annexure C.
80.	Please clarify with regards to Marine Diesel, previously standard Diesel 50 ppm with SANS was accepted by Transnet via truck.	Bidders are requested to submit proposals based on the Marine Diesel requirements contained in the RFP documentation.
81.	For traction sites, would it be possible to explore an alternative pricing model should Transnet collect fuel from our Durban terminal using rail cars?	Bidders are referred to Annexure D: Pricing Schedule. Pricing must be submitted on a delivered basis and in accordance with the prescribed pricing schedule. Alternative pricing models are therefore not applicable to this RFP.
82.	I am unable to submit my intent to bid as the tender does not appear on the Transnet tender portal.	Bidders are referred to Annexure K: e-Tender Guide. Bidders must ensure that they are registered and logged into the Transnet e-Tender Portal using the same email address to which the tender invitation was issued.
83.	Please assist with our e-submission. We cannot log an intent to submit.	Bidders are referred to Annexure K: e-Tender Guide. Once the tender has been identified on the portal, bidders are required to select the "Submit Intent" option to register their intention to bid.
84.	Clarification is required regarding the volumes, tank sizes and addresses of the different corridors.	Bidders are referred to Annexure C: Site List and Annexure D: Pricing Schedule. Bidders are requested to submit proposals based on the information provided in the RFP and its annexures.

<table>
<tr><th>No:</th><th>CLARIFICATION QUESTIONS</th><th>TRANSNET RESPONSE</th></tr>
<tr><td>85.</td><td>If more than one supplier delivers to the same location, Bidder A will not be able to provide a warranty for the product delivered.</td><td>Noted. Bidders are required to submit proposals in accordance with the requirements of the RFP and the Draft Master Agreement.</td></tr>
<tr><td>86.</td><td>What is the standard procedure for fuel testing?</td><td>Bidders are referred to the RFP requirements relating to product quality and compliance. The successful supplier will be required to comply with all testing, certification and quality assurance requirements contained in the RFP and the resulting contract.</td></tr>
<tr><td>87.</td><td><table>
<tr><th colspan="4">D. INLAND Core Corridor (Marine, Traction, HomeBase)</th></tr>
<tr><td>Transnet Engineering</td><td>Capital Park</td><td>GP</td><td>HomeBase</td></tr>
<tr><td>Transnet Engineering</td><td>Sentrarand ELD</td><td>GP</td><td>HomeBase</td></tr>
<tr><td>Transnet Engineering</td><td>Germiston</td><td>GP</td><td>HomeBase</td></tr>
<tr><td>Transnet Engineering</td><td>Koedoespoort</td><td>GP</td><td>HomeBase</td></tr>
<tr><td>Transnet Freight Rail</td><td>City Deep</td><td>GP</td><td>HomeBase</td></tr>
<tr><td>Transnet Freight Rail</td><td>Karserne</td><td>GP</td><td>HomeBase</td></tr>
<tr><td>Transnet Freight Rail</td><td>Pretoria Terminal</td><td>GP</td><td>HomeBase</td></tr>
<tr><td>Transnet Freight Rail</td><td>Salvokop</td><td>GP</td><td>HomeBase</td></tr>
<tr><td>Transnet Freight Rail</td><td>Vaalcon</td><td>GP</td><td>HomeBase</td></tr>
<tr><td>Transnet Property</td><td>Koedoespoort</td><td>GP</td><td>HomeBase</td></tr>
</table>
Request for monthly volumes, product splits, tank sizes, GPS coordinates, asset ownership and equipment details.</td><td>Bidders are referred to Annexure C: Site List and Annexure D: Pricing Schedule. The RFP does not provide site-specific monthly volumes, product splits, tank sizes, GPS coordinates, asset ownership information or equipment details. Bidders are requested to submit proposals based on the information provided in the RFP and its annexures.</td></tr>
<tr><td>88.</td><td>Please advise if it is required for the witness to initial every page or just where a witness signature is indicated.</td><td>Bidders are referred to the returnable documents contained in the RFP.

Where a document specifically provides for witness signatures, witnesses are only required to sign in the designated witness signature sections. There is no requirement for witnesses to initial every page unless expressly stated in the relevant document.

Bidders must nevertheless ensure that all documents requiring signature are properly completed, signed and submitted by duly authorised persons in accordance with the requirements of the RFP.</td></tr>
</table>

No:	CLARIFICATION QUESTIONS	TRANSNET RESPONSE
89.	Is the actual BCP and DRP required or just acknowledgement of a BCP and DRP? The tender refers to both scenarios.	Bidders are referred to the List of Returnable Documents contained in the RFP. The RFP requires bidders to submit a letter confirming the existence of a Business Continuity Plan (BCP) and Disaster Recovery Plan (DRP). The full BCP and DRP documents are not required to be submitted as part of the bid response unless specifically requested by Transnet. Transnet reserves the right to verify the existence and adequacy of such plans during evaluation, due diligence or contract implementation.
90.	Does Transnet require the transport agreements to be specific to TCC/2025/09/0002/106003/RFP or proof that a prior transport agreement is in place?	Bidders are referred to Annexure B, Criterion 4.1: Confirmation of Logistics and Transportation Capability for Fuel Delivery. The RFP requires the submission of a valid and signed logistics agreement demonstrating access to the required transportation capability. The agreement does not necessarily need to reference this specific RFP, provided that it clearly demonstrates the bidder's contractual access to the transportation resources required to perform the services contemplated under this tender. The sufficiency and relevance of the agreement will be assessed against the requirements of Criterion 4.1.
91.	As a Generic Enterprise, are we able to submit an In-Process Letter from our verification agency confirming that we are currently undergoing our annual verification audit?	Bidders are referred to the B-BBEE requirements contained in the RFP. An In-Process Letter from a verification agency will not be accepted as proof of B-BBEE status for scoring purposes. Bidders are required to submit a valid B-BBEE certificate or affidavit, as applicable, that is valid at the closing date of the RFP.

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		Where a valid certificate or affidavit is not submitted, the bidder may score zero points for the applicable specific goal relating to B-BBEE.
92.	May you kindly send the presentation as promised at the briefing session on Monday?	Bidders are referred to Clarification Question 7 and Clarification Question 78. The briefing presentation together with the clarification questions and responses will be published on the National Treasury e-Tender Publication Portal and the Transnet e-Tender Portal. Bidders are encouraged to monitor both portals regularly for updates relating to this RFP.
93.	We would like to request an extension of the closing date by at least 14 days. This request is made to allow sufficient time for the thorough preparation and submission of all required documentation necessary to ensure a comprehensive and competitive proposal.	Transnet acknowledges the request for an extension of the closing date. Bidders are referred to **Addendum 1**. Transnet confirms that the closing date for RFP No. TCC/2025/09/0002/106003/RFP has been extended from **28 August 2026 at 23h00** to **07 September 2026 at 23h00**. Transnet further confirms that the deadline for the submission of clarification questions has been extended from **19 August 2026 at 23h00** to **26 August 2026 at 23h00**. The extension has been approved to allow bidders additional time to consider clarification responses, submit clarification questions where necessary and finalise responsive proposals. Bidders are requested to utilise the additional time afforded by the extension when preparing their submissions.

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94.	Does Transnet require a JV B-BBEE certificate?	Bidders are referred to **Section 2, Clause 6: Joint Ventures or Consortiums** of the RFP and the B-BBEE requirements discussed during the briefing session. In the case of an unincorporated Joint Venture, bidders are required to submit a **consolidated B-BBEE Status Level Verification Certificate** in accordance with the applicable DTIC Codes of Good Practice. Accordingly, where a bid is submitted in the name of an unincorporated Joint Venture, the Joint Venture must submit the prescribed consolidated B-BBEE verification certificate applicable to that Joint Venture.
95	If the JV is between a Generic 51% black-owned company and a QSE, how do you score this JV on the Price/B-BBEE scorecard?	Bidders are referred to the Joint Venture and B-BBEE provisions contained in the RFP and presented during the briefing session. An unincorporated Joint Venture will be evaluated based on its **consolidated B-BBEE Status Level Verification Certificate**. Preference points will therefore be allocated based on the B-BBEE status level reflected in the consolidated certificate submitted by the Joint Venture and not on the individual B-BBEE status levels of the constituent members. Accordingly, bidders should obtain a consolidated verification certificate in accordance with the applicable DTIC requirements, which will be used for purposes of B-BBEE scoring.
96.	As a Generic Enterprise, are we able to submit an In-Process Letter from our verification agency confirming we are currently undergoing our annual verification audit?	Bidders are referred to the B-BBEE requirements contained in the RFP and Clarification Question 91. An In-Process Letter from a verification agency will not be accepted as proof of B-BBEE status for scoring purposes.

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		Bidders must submit a valid B-BBEE certificate or affidavit, where applicable, that is valid at the closing date of the RFP. Where a valid B-BBEE certificate or affidavit is not submitted, the bidder may score zero points for the applicable specific goal criteria.
97	Please confirm whether rail loading and/or offloading forms part of the scope of this tender.	Bidders are referred to **Section 3: Scope of Requirements** of the RFP. This RFP relates primarily to the supply and delivery of refined bulk fuel to Transnet facilities nationally. Home Base and Traction requirements are generally delivered by road, whilst Marine requirements may include the delivery methods specifically identified under the marine scope. Rail loading and/or offloading services do not form part of the primary scope of this RFP unless specifically required under the operational requirements of the resulting contract.
98.	Marine Volume/Barging: Please confirm whether any of the required volumes will be transported via marine barging services. If so, please advise the anticipated volumes and applicable requirements.	Bidders are referred to **Section 3.3: Marine Fuel** of the RFP. The marine scope includes the supply of marine fuel to support Transnet's port and marine operations. The RFP does not allocate anticipated volumes to specific delivery methodologies and does not provide a separate volume allocation for barging services. Bidders should note that their responsibility under this RFP is to deliver fuel to the designated Transnet delivery points in accordance with the Scope of Requirements. Any subsequent movement, distribution or utilisation of fuel through marine infrastructure, including barges, hydrant systems, bunkering facilities or other port-related systems, forms part of Transnet's internal operational arrangements.

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		Accordingly, bidders are required to demonstrate their ability to supply and deliver fuel in accordance with the requirements of the RFP and comply with all applicable quality, safety and regulatory requirements.
99.	Existing Service Provider: Please confirm whether Transnet allows bidders to subcontract with the current service provider for their business.	Bidders are referred to the subcontracting provisions contained in the RFP and **Annexure H: Supplier Integrity Pact**. Transnet does not prohibit bidders from entering into lawful subcontracting arrangements, provided that such arrangements comply with the requirements of the RFP, applicable procurement legislation and the provisions of the Supplier Integrity Pact. The bidder will remain fully responsible and accountable to Transnet for the performance of the contract irrespective of any subcontracting arrangements entered into.
100.	Letter of Support: Where a bidder is submitting directly for the RFP, are they allowed to give letters of support to other suppliers to supply for this tender?	Bidders are referred to **Annexure H: Supplier Integrity Pact**, particularly the provisions relating to independent bidding, fair competition and anti-collusion. Bidders must ensure that any support arrangements entered into do not compromise the principles of independent bidding, fair competition or the integrity of the procurement process. Any such arrangements must be lawful, transparent and compliant with the requirements of the RFP and applicable procurement legislation. Transnet reserves the right to assess any arrangement that may create an actual or perceived risk of collusion or unfair competitive advantage.
101.	Please confirm if the tender can be completed digitally or in ink?	Bidders are referred to Clarification Questions 12 and 29. Transnet confirms that electronic signatures will be accepted. Bidders may therefore complete and sign the

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		tender documents electronically, provided that the documents are properly completed, signed by a duly authorised representative and capable of authentication should verification be required. Manual ink completion of and signing off of the RFP will also be accepted.
102.	Company A respectfully requests that Transnet consider extending the closing date by 21 calendar days, from 23:00 on Friday, 28 August 2026 to 23:00 on Friday, 18 September 2026. We submit this request within the clarification period and in the interest of a competitive and fully responsive process. Our reasons are as follows: 1. Clarification responses. The briefing was held on 17 August and responses to written clarifications will be published close to the closing date. Several go to the pricing basis and the scope of the marine requirement. Bidders cannot responsibly finalise pricing or technical submissions before those responses are available. 2. Third-party documents govern the timeline. Annexures A and B require evidence only third parties can issue — DMRE licence confirmations, certificates of analysis from SANAS-accredited laboratories dated within three months, supply capacity confirmations from oil companies or licensed importers, B-BBEE verification and SARS tax compliance. These turnaround times sit	Bidders are referred to **Clarification Questions 28, 44, 50 and 93**, as well as **Addendum 1**. Transnet acknowledges the motivations submitted regarding clarification responses, third-party documentation, subcontracting arrangements and pricing complexity. Transnet confirms that the closing date for RFP No. TCC/2025/09/0002/106003/RFP has been extended from **28 August 2026 at 23h00** to **07 September 2026 at 23h00**. Transnet further confirms that the deadline for the submission of clarification questions has been extended from **19 August 2026 at 23h00** to **26 August 2026 at 23h00**. Bidders are encouraged to utilise the additional time afforded by the extension to finalise their submissions.

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	outside any bidder's control and do not fit within the 21 calendar days between issue and closing. 3. The 30% subcontracting condition. Identifying, conducting due diligence on and contracting qualifying 51% black-owned EMEs and QSEs is substantive work, and Transnet rightly reserves the right to test those arrangements for fronting. A compressed window works against the transformation outcome the condition is designed to achieve. 4. Pricing complexity. Annexure D requires rebates for each corridor across five volume bands and two volume scenarios, delivered and fixed for five years. Underpinning that with firm supply and logistics quotations takes longer than the current period allows. An extension would, we believe, materially increase the number of fully compliant and competitively priced bids Transnet receives, and reduce the risk of capable bidders being declared non-responsive on documentation that was not obtainable in time. Company A will submit by the current deadline should Transnet decide not to extend. We would be grateful for your guidance at your earliest convenience.	
103.	Where two companies have formed a Joint Venture for the purpose of submitting a bid, would the JV submission be affected or potentially disqualified if one of the JV partners also submits an independent bid for the same tender?	Bidders are referred to **Annexure H: Supplier Integrity Pact**, particularly the provisions dealing with independent bidding, fair competition and anti-collusion requirements. Transnet expects all bidders to participate independently and in a manner that preserves the integrity of the

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		procurement process. Arrangements where an entity participates in multiple bidding structures within the same tender may create actual or perceived risks relating to independent bidding and fair competition. Such arrangements will be assessed on their merits and against the requirements of the Supplier Integrity Pact and applicable procurement legislation. Transnet reserves the right to reject any arrangement that compromises the principles of independent bidding and fair competition
104.	Where the bid is submitted by a Joint Venture and one of the JV partners holds the required ISO certification, while the other partner does not, may the JV submit the ISO certification of the qualifying JV partner?	Bidders are referred to **Annexure B, Criteria 3.2 and 3.3**. The relevant criteria specifically provide that, in the case of an unincorporated Joint Venture, the ISO certificate may be submitted in the name of at least one JV partner. Accordingly, where one JV partner holds a valid ISO 14001 and/or ISO 45001 certificate that complies with the requirements of the applicable criterion, such certification may be submitted for purposes of the Joint Venture response.
105.	Depot/Site Volumes: Would it be possible to obtain individual site volumes per product type, for example Diesel 50 (D50), ULP, etc.?	Bidders are referred to **Annexure C: Transnet Site Information**, **Annexure D: Pricing Schedule**, and Clarification Questions 17, 69, 74 and 87. The RFP provides estimated annual volumes at corridor level and does not currently include individual site volumes or product-specific volume allocations for each location. Accordingly, bidders are requested to prepare their proposals and pricing submissions based on the information contained in the published RFP documentation. Should Transnet determine that additional site-specific volume information can be released, such information will be

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		communicated through a formal clarification or addendum and published on the National Treasury e-Tender Publication Portal and the Transnet e-Tender Portal.
106.	Price Adjustment Mechanism: Given the requirement to fix the rebate for the duration of the contract, please advise how inflation, labour cost increases, and transport cost adjustments will be addressed over the contract period.	Bidders are referred to **Section 4, Clauses 1.1 to 1.5**, **Annexure D: Pricing Schedule**, and Clarification Questions 21, 23, 41, 49, 51 and 53. The RFP requires bidders to submit a rebate that represents their commercial offering and which should take into account all applicable commercial and operational costs, including transportation costs, labour costs, overheads, logistics costs, inflationary considerations and other foreseeable business risks. The regulated fuel price component will continue to fluctuate in accordance with the applicable fuel pricing framework during contract execution. However, the rebate submitted by the successful bidder will remain fixed for the duration of the contract unless otherwise agreed by the parties in accordance with the contractual provisions. Accordingly, bidders are expected to consider and make provision for anticipated cost escalations and business risks when determining the rebates submitted in response to this RFP.
107.	Clarification Responses: When will bidders be able to view the responses to these clarification questions?	Bidders are referred to **Section 2: Communication**, **Section 8: RFP Clarification Request Form**, and the briefing session presentation. Clarification questions received before the stipulated deadline will be consolidated together with Transnet's responses and published on the National Treasury e-Tender Publication Portal and the Transnet e-Tender Portal.

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		Bidders are encouraged to monitor both portals regularly for clarification responses, addenda and any further communication relating to this RFP.
108.	I am writing to respectfully enquire about the process for obtaining access to the briefing meeting minutes relating to the Transnet tender. Kindly advise as to where these minutes may be accessed, and whether there are any specific requirements or procedures that must be followed to obtain them.	Bidders are referred to Clarification Questions 7, 25, 78 and 92. Transnet will publish the briefing presentation together with the clarification questions and responses on the National Treasury e-Tender Publication Portal and the Transnet e-Tender Portal. Formal briefing meeting minutes will not be issued separately. Bidders should rely on the published RFP documentation, clarification responses and any formal addenda issued by Transnet. There are therefore no additional procedures required to obtain the briefing information beyond monitoring the prescribed tender communication platforms
109.	In the case of a joint venture between a South African company and a foreign company, is it mandatory to obtain a consolidated B-BBEE verification certificate for the tender submission?	Bidders are referred to **Section 2, Clause 6: Joint Ventures or Consortiums** of the RFP and the Joint Venture requirements presented during the briefing session. In the case of an unincorporated Joint Venture, a consolidated B-BBEE Status Level Verification Certificate is required in accordance with the applicable DTIC Codes of Good Practice. Accordingly, where a Joint Venture wishes to claim points relating to B-BBEE status, the Joint Venture must submit the prescribed consolidated B-BBEE verification certificate applicable to that Joint Venture.

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110.	Is it compulsory to disclose and submit the details of a subcontractor at the time of tender submission, or may a subcontractor be appointed and disclosed after the tender has been awarded?	Bidders are referred to the subcontracting provisions contained in the RFP, **Section 9: Specific Goals**, and **Annexure H: Supplier Integrity Pact**. Where a bidder intends relying on a subcontractor for purposes of satisfying requirements of the RFP, claiming specific goal points, or demonstrating technical capability, the relevant subcontracting arrangements and supporting information must be disclosed and submitted as part of the bid response. Any appointment of additional subcontractors after contract award will remain subject to the terms and conditions of the resulting agreement and any approval requirements that may be applicable. Bidders are encouraged to disclose all contemplated subcontracting arrangements at tender stage in order to facilitate the evaluation process.
111.	I am writing to express my interest in submitting a proposal for RFP TCC/2025/09/0002/106003/RFP. I have attempted to locate the documentation for this request on both the Transnet online portal and the eTenders portal; however, I have been unable to find the relevant files. Could you please assist by providing the documentation for this RFP, or advise on where I may access it to ensure my submission is prepared correctly?	Bidders are referred to **Section 2: Notice to Bidders**, **Annexure K: e-Tender Guide**, and Clarification Questions 1, 42, 82 and 83. The RFP documentation is available on the National Treasury e-Tender Publication Portal and the Transnet e-Tender Portal. Bidders experiencing difficulties accessing the documentation are advised to ensure that they are registered on the applicable portal and that they are logged in using the same email address associated with the tender invitation where applicable.

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		Should technical difficulties persist, bidders are encouraged to follow the guidance contained in Annexure K and to engage the relevant portal support channels.
112.	Does Transnet have storage facilities in all the corridors?	Bidders are referred to **Section 3: Scope of Requirements**, particularly the Home Base, Traction and Marine fuel requirements, as well as **Annexure C: Transnet Site Information**. Transnet operates a range of fuel storage and fuel receiving facilities across its national operations. The nature, configuration and storage capacity of facilities differ depending on the operational requirements of the relevant site. Bidders should therefore familiarise themselves with the scope of requirements and site information contained in the RFP documentation when preparing their proposals.
113.	Please advise whether bidders are permitted to use a digital company stamp for the submission of documents relating to Tender No. TCC/2025/09/0002/106003/RFP. We are concerned that printing, manually stamping, and re-scanning the tender documents may significantly increase file sizes and potentially impact the efficiency of our electronic submission. Kindly confirm whether the use of a digital company stamp will be acceptable for compliance purposes.	Bidders are referred to Clarification Questions 12, 29 and 101, as well as the submission requirements discussed during the briefing session. Transnet confirms that the use of a digital company stamp will be acceptable for purposes of this electronic tender submission process. Where digital signatures and digital company stamps are utilised, bidders must ensure that the documents are duly authorised, properly completed and that the authenticity of the documents can be verified if requested by Transnet. The absence of a physical company stamp will not in itself render an electronically signed document non-responsive, provided that the document is otherwise compliant with the requirements of the RFP.

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114.	We signed an NDA in 2022, which is valid for five years. Do we need to sign the NDA again, or should we return the document unsigned?	Bidders are referred to **Annexure I: Non-Disclosure Agreement** and the List of Returnable Documents contained in the RFP. The NDA forms part of the returnable documents for this specific procurement process. Accordingly, bidders are required to complete and return the NDA included in the tender documentation as part of their bid submission. The existence of a previously executed NDA with Transnet does not remove the requirement to submit the returnable documentation prescribed for this RFP.
115.	For the returnable documents that do not have a designated signature section, should these be returned as is, or are we required to sign them?	Bidders are referred to the submission requirements contained in the RFP and the instructions provided during the briefing session. Documents that contain designated signature sections must be signed accordingly. Where a document does not contain a designated signature section, bidders may return the document as part of their submission without inserting additional signature blocks. Bidders must nevertheless ensure that all declarations, forms and returnable documents requiring execution are properly completed and signed by a duly authorised representative of the bidding entity.
116.	Is Transnet currently using 50ppm additised diesel or base diesel?	Bidders are referred to **Section 3: Scope of Requirements**, particularly the Product Requirements section of the RFP. The RFP specifies the fuel products required under this procurement process and sets out the applicable quality and compliance requirements. Bidders are required to submit

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		proposals based on the product specifications, standards and quality requirements stipulated in the RFP. The operational procurement and utilisation of specific fuel formulations at individual sites falls within operational requirements and does not alter the requirements of this RFP.
117.	Are your sites currently equipped with automatic tank gauging systems?	Bidders are referred to **Annexure C: Transnet Site Information** and the Scope of Requirements contained in the RFP. Transnet operates a variety of facilities across its national network, with infrastructure configurations differing from site to site depending on operational requirements. The RFP does not provide site-specific information relating to tank gauging systems. Bidders are therefore requested to prepare their submissions using the information provided in the published RFP documentation. Should Transnet determine that additional operational information can be released, such information will be communicated through a formal clarification or addendum.
118.	We are unable to find RFP No. TCC/2025/09/0002/106003/RFP on the Transnet portal using the link provided on the Tender document. However, we managed to find the intent to submit on the old Transnet e-Tender portal, where we submitted the intent. Kindly confirm if submitting the intent on the old Transnet e-Tender portal is in order.	Bidders are referred to **Annexure K: e-Tender Guide** and Clarification Questions 82 and 83. Where a bidder has successfully located the RFP and submitted an intent to bid through the Transnet e-Tender Portal applicable to this procurement process, such submission will be recognised for purposes of the tender process. Bidders must, however, ensure that the final proposal is submitted through the prescribed e-Tender Portal in

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		accordance with the submission requirements contained in the RFP and Annexure K.
119.	One of the Essential Returnable Documents on the tender document is the latest Signed Financial Statements or latest Audited Financial Statements plus two previous years. In cases where an audit was not required due to the Company's PI Score, will the signed AFS suffice?	Bidders are referred to the Essential Returnable Documents section of the RFP. Where a bidder is not legally required to produce audited financial statements due to its applicable Public Interest Score or other statutory requirements, signed Annual Financial Statements may be submitted. Transnet reserves the right to request additional supporting financial information, explanations or documentation where required as part of the evaluation or due diligence process
120.	With reference to the Company Experience criterion under Annexure B: Technical Submission (Technical Questionnaire), forming part of the 40% Company Experience weighting under the Technical/Functionality evaluation (Section 10.3), we request clarification on the following: Where a bidder is part of a group of companies, may reference letters and supply history from a subsidiary or related entity within that group be submitted as evidence of the bidding entity's own experience, for purposes of meeting the requirement of cumulative supply experience?	Bidders are referred to **Annexure B, Criteria 2.1, 2.2 and 2.3**, which require reference letters demonstrating the experience of the bidding entity. The Company Experience criteria are intended to evaluate the experience of the bidding entity based on the prescribed supporting documentation submitted in response to the applicable criteria. Accordingly, reference letters and supply history relating solely to separate legal entities within a group structure will not automatically be regarded as the experience of the bidding entity unless such experience is being relied upon through an arrangement expressly permitted by the RFP, such as a Joint Venture or other qualifying structure contemplated in the tender documentation. Evaluation will be conducted in accordance with the wording and documentary requirements of the applicable criteria.

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121.	With reference to the Company Experience criterion under Annexure B: Technical Submission (Technical Questionnaire), forming part of the 40% Company Experience weighting under the Technical/Functionality evaluation (Section 10.3), we request clarification on the following: Where the bid is submitted by a Joint Venture / Consortium comprising two or more companies, may the cumulative years of supply experience be calculated by combining the supply periods of each JV partner company, as long as those periods do not overlap (i.e. are sequential or non-concurrent)?	Bidders are referred to **Section 2, Clause 6: Joint Ventures or Consortiums**, **Annexure B**, and Clarification Question 18. The RFP provides that an unincorporated Joint Venture will be evaluated as a single bidding entity for purposes of evaluation. Accordingly, where a Joint Venture submits reference letters and supporting documentation from its constituent members, Transnet may evaluate the Joint Venture based on the collective experience demonstrated through the submitted documentation, subject to the requirements of the applicable evaluation criterion. Where cumulative experience is calculated, overlapping periods will not be counted more than once, in accordance with the methodology applicable to Criterion 2.1.
122.	The company intending to submit the bid is a holding company. The wholesale fuel licence is held by its subsidiary, which is a separate legal entity from the holding company. Please could Transnet confirm whether this structure would be acceptable for purposes of satisfying the Legal Authority to Trade Bulk Fuel requirement in Annexure A, or whether the bid must be submitted by the licence-holding entity itself.	Bidders are referred to **Annexure A, Criterion 1: Legal Authority to Trade Bulk Fuel**, as well as Clarification Question 9. The Legal Authority to Trade Bulk Fuel criterion requires bidders to demonstrate compliance with the licensing requirements prescribed in Annexure A. Where the wholesale fuel licence is held by a separate legal entity, including a subsidiary company, such licence does not automatically constitute compliance by the bidding entity merely by virtue of being part of the same group structure. Accordingly, bidders must ensure that the legal entity submitting the bid complies with the requirements of Annexure A or participates through a structure expressly

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		contemplated by the RFP, such as a Joint Venture arrangement where permitted by the applicable criterion. Compliance will be evaluated strictly in accordance with the requirements and supporting documentation prescribed in Annexure A
123.	Kindly be advised that the above tender does not reflect on your Transnet e-Tender Portal. As such, I am unable to upload documents downloaded from the National Treasury e-Tender Portal. I kindly request your assistance in this regard. Please also note that documents cannot be uploaded on the National Treasury e-Tender Portal.	Bidders are referred to **Annexure K: e-Tender Guide**, as well as Clarification Questions 82, 83 and 111. The National Treasury e-Tender Publication Portal serves as a platform for the publication and download of tender documentation and does not facilitate the submission of bid responses. Bid submissions must be uploaded through the applicable Transnet e-Tender Portal in accordance with the submission instructions contained in the RFP. Bidders experiencing difficulties locating the tender on the portal are advised to ensure that they are registered on the Transnet e-Tender Portal and logged in using the same email address associated with the tender invitation, where applicable. Should technical difficulties persist, bidders are encouraged to follow the guidance contained in Annexure K and engage the relevant portal support channels.
124.	Please advise if the ISO certificates can be provided by the large oil companies that are issuing letters of supply and support, or whether the ISO certificates must be those of the Tenderer.	Bidders are referred to **Annexure B, Criterion 3.2: Compliance with Environmental Regulations** and **Criterion 3.3: Compliance with Safety Regulations**, as well as Clarification Questions 15, 57, 58 and 65. The relevant criteria specifically require the submission of valid **ISO 14001** and **ISO 45001** certificates that are applicable to the bidder's operations and relevant to the scope of the tender. In the case of an unincorporated Joint Venture, the certificate may be submitted in the name of at

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		least one JV partner where expressly permitted by the applicable criterion. Accordingly, the submission of ISO certificates belonging solely to an oil company that is providing a supply confirmation letter, support letter or product supply arrangement will not satisfy the requirements of Criteria 3.2 and 3.3 where that entity is not part of the bidding structure recognised by the RFP. Bidders are therefore required to comply with the certification requirements prescribed in Annexure B and ensure that the ISO certification submitted aligns with the requirements of the applicable evaluation criterion
125.	Is it a prerequisite to have a Joint Venture, or can a company tender on its own and seek the assistance of Oil Majors for supply?	Bidders are referred to **Section 2, Clause 6: Joint Ventures or Consortiums**, **Annexure B, Criterion 1.1: Capacity to Supply**, and Clarification Question 65. It is not a prerequisite for a bidder to submit a response through a Joint Venture or Consortium. A company may submit a bid in its own name, provided that it complies with all mandatory, technical, commercial and evaluation requirements contained in the RFP. Where a bidder intends to rely on an Oil Major, licensed importer or other qualifying supplier for product availability and security of supply, the bidder may submit the relevant supporting documentation contemplated by the applicable evaluation criteria, including supply confirmation letters where required. Accordingly, bidders may participate independently and are not required to establish a Joint Venture solely for purposes of obtaining fuel supply support from an Oil Major or other supplier. The bidder must, however, demonstrate

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		compliance with the relevant RFP requirements and remain fully responsible and accountable for the performance of the resulting contract
126.	What is the average monthly volume in litres per corridor?	Bidders are referred to **Section 3, Clause 5: Site Allocation, Corridor Structure and Bidder Preference** of the RFP, which provides the estimated annual volumes applicable to each Corridor. The RFP does not prescribe estimated monthly volumes per Corridor. Bidders are therefore requested to utilise the estimated annual Corridor volumes provided in the RFP and determine their own indicative monthly volume assumptions for purposes of pricing, logistics planning, resourcing and operational solution development. Bidders should further note that the volumes reflected in the RFP are estimates only and have been provided for planning and evaluation purposes. Actual volumes may increase or decrease depending on Transnet's operational requirements, business requirements and future Corridor rebalancing initiatives. Transnet does not guarantee minimum, fixed or monthly volumes under the resulting contract.
127.	Would you please share distribution sites per corridor?	Bidders are referred to **Annexure C: Transnet Site Information**. The distribution sites allocated to each corridor have already been provided in the published tender documentation. Accordingly, bidders are requested to utilise Annexure C when preparing their submissions. Annexure C forms the basis of corridor allocation, pricing and evaluation for this RFP.
128.	What is the minimum local content % for this bid ?	Bidders are referred to the published RFP documentation.

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		The RFP does not prescribe a minimum local content threshold for this procurement process. Bidders are, however, required to comply with all transformation, subcontracting and specific goal requirements contained in the RFP, including the minimum 30% subcontracting requirement applicable to qualifying entities.
129.	In Annexure E - Draft Master Agreement, must the points which are not applicable to this tender scope of deliverables be deleted on tender submission or will this be deleted when the bid is awarded to the successful bidder/s?	Bidders are referred to **Annexure E: Draft Master Agreement** and the returnable document requirements contained in the RFP. The Draft Master Agreement should be returned substantially in the format issued by Transnet. Bidders are not required to amend, delete or rewrite clauses that may ultimately not apply to the final scope of work. Any contract-specific refinements required following award will be addressed during contract finalisation with the successful bidder(s).
130.	Must the bidder provide samples of the weekly/monthly report in the tender submission?	Bidders are referred to **Annexure F: Service Level Agreement**. The RFP does not require the submission of sample weekly or monthly reports as part of the bid response. The successful bidder will be required to provide reports in accordance with the reporting requirements prescribed in the Service Level Agreement and the resulting contract.
131.	In terms of the service records, how long must the bidder keep these records on file after the tender term has lapsed?	Bidders are referred to the Draft Master Agreement and all applicable legislative and regulatory requirements. The successful bidder will be required to retain records in accordance with the record-retention provisions of the resulting agreement and any applicable statutory requirements. Transnet reserves the right to request access to such records where required in terms of the contract or applicable legislation

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132.	Must the bidder submit a full CSD report or the summary CSD report?	Bidders are referred to the CSD requirements contained in the RFP. Transnet will verify supplier registration directly on the Central Supplier Database. Where bidders elect to include supporting CSD documentation, a CSD Summary Report will be acceptable
133.	Must the bidder provide the CSD unique registration number on their letterhead or post a screenshot of the CSD Unique Registration Number from the CSD website?	Bidders are referred to the submission requirements contained in the RFP. The bidder's CSD Registration Number should be clearly reflected where requested in the bid documentation. A CSD report or screenshot reflecting the supplier's registration details may be submitted as supporting documentation where considered necessary by the bidder.
134.	Must the Board Resolution be certified by a Commissioner of Oaths or a resolution on company letterhead will suffice with no Commissioner of Oaths?	Bidders are referred to the authorisation requirements contained in the RFP. A Board Resolution or equivalent authority document on the bidder's official letterhead, duly signed by the authorised officials of the entity, will be acceptable. Certification by a Commissioner of Oaths is not required unless specifically required by law or expressly stated in the relevant document.
135.	Must sample test reports for fuel be submitted in the bid submission?	Bidders are referred to **Annexure B, Criterion 3.1: Product Quality Compliance**. The criterion requires bidders to submit the prescribed Product Quality Certificate and/or Certificate of Analysis issued by a SANAS-accredited laboratory in accordance with the requirements of the RFP. Additional sample fuel test reports are not required unless specifically requested by Transnet.

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136.	Must the bidder provide the Business Continuity Plan (BCP) and Disaster Recovery Plan (DRP) on bid submission or just confirm that the documents exist?	Bidders are referred to **Clarification Question 89** and the List of Returnable Documents contained in the RFP. The RFP requires a letter confirming the existence of a Business Continuity Plan (BCP) and Disaster Recovery Plan (DRP). The full BCP and DRP documents are not required at submission stage unless specifically requested by Transnet.
137.	In relation to the reference letters, can the reference letters received from the client include all three categories or must we get three separate reference letters?	Bidders are referred to **Annexure B** and **Clarification Question 56**. A single comprehensive reference letter may be relied upon across Criteria 2.1, 2.2 and 2.3, provided that it clearly contains all the information required for each applicable criterion, including contract duration, volumes supplied and customer satisfaction ratings where applicable.
138.	We would like to request a minimum of a one-week extension on the closing date.	Bidders are referred to **Clarification Questions 28, 44, 50, 93 and 102**, as well as **Addendum 1**. Transnet confirms that the closing date for RFP No. TCC/2025/09/0002/106003/RFP has been extended from **28 August 2026 at 23h00** to **07 September 2026 at 23h00**. Transnet further confirms that the deadline for the submission of clarification questions has been extended from **19 August 2026 at 23h00** to **26 August 2026 at 23h00**. Bidders are encouraged to utilise the additional time provided to finalise their submissions.
139.	Given the significant scale and complexity of this tender, major fuel suppliers may require approximately two to three weeks to develop accurate pricing. Smaller suppliers	

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	that rely on major suppliers for product sourcing may require even more time. Would Transnet consider extending the tender submission period for at least 21 days to allow bidders sufficient time to obtain competitive and accurate pricing?	Bidders are referred to **Clarification Questions 28, 44, 50, 93, 102 and 138**, as well as **Addendum 1**. Transnet acknowledges the request and motivations regarding the time required for bidders to obtain pricing and supporting documentation. Transnet confirms that the closing date for RFP No. TCC/2025/09/0002/106003/RFP has been extended from **28 August 2026 at 23h00** to **07 September 2026 at 23h00**. Transnet further confirms that the deadline for the submission of clarification questions has been extended from **19 August 2026 at 23h00** to **26 August 2026 at 23h00**. The extension is intended to provide bidders with additional time to consider clarification responses and prepare responsive submissions.
140.	Is a formal logistics contract required, or will an MOU/LOI be sufficient between the bidder and logistics supplier?	Bidders are referred to **Annexure B, Criterion 4.1: Confirmation of Logistics and Transportation Capability for Fuel Delivery**, as well as Clarification Questions 16 and 66. The criterion specifically requires a **signed and valid logistics agreement** where the bidder does not possess its own transportation capability. Accordingly, bidders must submit a binding agreement demonstrating access to the required logistics and transportation capability. A Memorandum of Understanding (MOU), Letter of Intent (LOI), draft agreement or any document that does not constitute a binding contractual arrangement between the parties will not satisfy the requirements of the criterion.

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141.	Can Transnet provide tank capacity, monthly volumes and tank type (above/below ground) per site?	Bidders are referred to **Annexure C: Transnet Site Information** and Clarification Questions 17, 69, 74, 87 and 105. The RFP currently provides estimated volumes at corridor level and does not include site-specific tank capacities, monthly volumes or tank configuration details. Transnet operates a variety of storage facilities across its national network and infrastructure configurations differ from site to site. Accordingly, bidders are requested to prepare their submissions based on the information contained in the published RFP documentation. Should Transnet determine that additional site-specific information can be released, such information will be communicated through a formal clarification or addendum.
142.	For an unincorporated JV, shouldn't a MOU be accepted on submission day, whilst the parties work on a consolidated BEE profile?	Bidders are referred to **Section 2, Clause 6: Joint Ventures or Consortiums** of the RFP and the Joint Venture requirements discussed during the briefing session. The RFP requires bidders submitting as an unincorporated Joint Venture to comply with the Joint Venture requirements contained in the tender documentation. This includes submission of the required Joint Venture documentation and, where applicable, a consolidated B-BBEE Status Level Verification Certificate in accordance with the applicable DTIC requirements. Accordingly, bidders must submit the documentation required by the RFP at bid closing. A non-binding MOU will not replace documentation specifically required by the RFP.

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143.	Can suppliers receive daily tank levels during the period of supply to manage supply into the tanks; to prioritize sites or even reduce "Left On Board" product?	Bidders are referred to **Section 3: Scope of Requirements** and **Annexure F: Service Level Agreement**. The successful supplier(s) will be provided with the operational information reasonably required to support demand planning, delivery scheduling and contract execution. The availability of site-specific operational information, including tank level information where available, will be subject to Transnet's operational systems, business requirements and information governance protocols. Transnet's objective is to ensure efficient fuel supply planning and continuity of operations throughout the contract period.
144.	Will invoicing be based on the product price on the delivery date rather than order date?	Bidders are referred to **Section 4, Clause 1.3**, **Clause 1.4**, **Clause 1.5** and Clarification Question 23. The RFP provides that the contract price payable will be based on the applicable regulated wholesale fuel price prevailing at the relevant delivery zone on the **date of delivery**, adjusted by the successful bidder's contracted rebate. Accordingly, invoicing will be based on the applicable product price on the date of delivery and not the date on which the Purchase Order was issued
145.	Does the 30% EME/QSE requirement apply to product, logistics, or both?	Bidders are referred to **Section 2, Clause 4.3**, **Section 9: Specific Goals Points Claim Form**, and Clarification Question 5.

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		The requirement relates to a minimum of **30% of the total contract value** and is not linked exclusively to either product supply or logistics services. Accordingly, bidders may determine the most appropriate subcontracting model, provided that the minimum subcontracting requirement is achieved and all applicable RFP requirements are satisfied. Compliance will be assessed against the value of work executed under the contract.
146.	Can Transnet provide Marine Diesel volumes and truck-delivery receiving infrastructure details?	Bidders are referred to **Section 3.3: Marine Fuel**, **Annexure C**, and Clarification Questions 17, 69, 98 and 105. The RFP does not currently provide site-specific marine diesel volumes or detailed receiving infrastructure information. However, the marine scope includes supply to TNPA harbour craft, dredgers and other marine operations across the national ports environment. The RFP further provides that delivery methodologies may include barge delivery, hydrant systems, direct vessel fuelling and road tanker backup arrangements. Bidders are therefore requested to prepare their submissions based on the published RFP requirements.
147.	For land deliveries, can Transnet provide tank capacity above/below-ground status per land delivery site?	Bidders are referred to Clarification Questions 17, 69, 74, 87, 141 and Annexure C. The RFP does not currently provide site-specific tank capacities or infrastructure configuration details. Storage infrastructure varies across the Transnet network and is dependent on the operational design of the relevant facility. Accordingly, bidders should prepare their proposals using the information currently contained in the published tender documentation.

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148.	What are the Operating hours at the offloading sites?	Bidders are referred to **Section 3: Scope of Requirements** of the RFP. Operating hours vary between sites and operating divisions depending on business and operational requirements. As this is a national contract covering multiple sites across several operating divisions, no single operating-hours profile applies across all delivery locations. The successful supplier(s) will be provided with the necessary site-specific delivery arrangements and operational requirements during contract implementation.
149.	Does Marine deliveries require bunkering licenses?	Bidders are referred to **Section 3.3: Marine Fuel** of the RFP and the applicable legislative and regulatory requirements governing marine fuel operations. Bidders remain responsible for ensuring compliance with all statutory, regulatory, licensing and permitting requirements applicable to the services they propose to perform. Where marine deliveries require specific permits, licences, approvals or authorisations in terms of applicable legislation, the successful supplier will be required to obtain and maintain such authorisations for the duration of the contract.
150.	Are tanks at delivery sites located above or below ground?	Bidders are referred to Clarification Questions 17, 69, 74, 87, 141 and 147. Transnet operates a combination of storage facilities across its national network. The RFP does not currently provide site-specific information regarding whether tanks are located above or below ground. Accordingly, bidders are requested to prepare their submissions using the information contained in the RFP and annexures. Should Transnet determine that additional

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		information can be released, such information will be communicated through a formal clarification or addendum.
151.	We refer to the Technical Pre-Qualification requirement for Legal Authority to Trade Bulk Fuel (Annexure A).	Noted. Bidders are referred to **Annexure A, Criterion 1: Legal Authority to Trade Bulk Fuel** as well as Clarification Questions 9 and 122. The specific requirements applicable to this criterion are addressed in the clarification responses below and must be read together with the provisions of Annexure A
152.	Will Transnet accept a bid submitted by a holding company where the required wholesale fuel licence is held by its subsidiary, which is a separate legal entity? For purposes of meeting the Legal Authority to Trade Bulk Fuel requirement in Annexure A, can a subsidiary's wholesale fuel licence be relied upon by the holding company submitting the bid? Alternatively, is it mandatory that the bid be submitted directly by the entity that holds the wholesale fuel licence?	Bidders are referred to **Annexure A, Criterion 1: Legal Authority to Trade Bulk Fuel** and Clarification Question 122. The criterion requires the bidding entity to demonstrate compliance with the licensing requirements prescribed in Annexure A. Where a wholesale fuel licence is held by a separate legal entity, including a subsidiary, such licence does not automatically constitute compliance by the holding company solely by virtue of the group relationship. Accordingly, bidders must ensure that the legal entity submitting the bid complies with the licensing requirements of Annexure A or participates through a structure expressly permitted by the RFP, such as a qualifying Joint Venture arrangement where applicable. Compliance will be evaluated strictly in accordance with the requirements of Annexure A.
153.	We are unable to find RFP No. TCC/2025/09/0002/106003/RFP on the Transnet portal using the link provided in the tender document. However, we managed to find and submit our intent on the old Transnet e-Tender Portal. Kindly confirm whether	Bidders are referred to **Annexure K: e-Tender Guide** and Clarification Questions 82, 83 and 118. Where a bidder has successfully located the RFP and submitted an intent to bid through the applicable Transnet e-Tender Portal for this procurement process, such

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	submitting the intent on the old Transnet e-Tender Portal is acceptable.	submission will be recognised for purposes of the tender process. Bidders must, however, ensure that their final bid submission is uploaded on the prescribed Transnet e-Tender Portal in accordance with the submission requirements contained in the RFP and Annexure K.
154.	One of the Essential Returnable Documents requires the submission of the latest Signed Financial Statements or the latest Audited Financial Statements plus two previous years. In cases where an audit is not required due to the company's Public Interest (PI) Score, will signed Annual Financial Statements (AFS) suffice?	Bidders are referred to the **Essential Returnable Documents** contained in the RFP and Clarification Question 119. Where a bidder is not legally required to produce audited financial statements due to its applicable Public Interest Score or other statutory requirements, signed Annual Financial Statements may be submitted. Transnet reserves the right to request additional supporting financial information, explanations or documentation where required as part of the evaluation, due diligence or contract award process.
155.	May we price petrol and diesel separately, and submit two pricing sheets, one for diesel and one for petrol?	Bidders are referred to **Section 4: Pricing and Delivery Schedule**, **Annexure D: Pricing Schedule**, and Clarification Questions **24** and **47**. For purposes of the evaluation, bidders are required to complete **Annexure D** based on the **diesel rebate structure**, as diesel constitutes approximately **98% of the estimated contract requirement**. Transnet will, during the contract transition phase, determine the appropriate servicing model for the approximately **2% petrol requirement**.

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		Separate pricing schedules for diesel and petrol will not be considered for evaluation purposes. Accordingly, bidders are required to complete and submit **Annexure D** strictly in accordance with the prescribed diesel rebate methodology.
156.	Could Transnet please provide an indication of the minimum order quantities per Purchase Order (PO) that suppliers can expect throughout the duration of the contract?	Bidders are referred to **Section 3.1: Home Base Fuel** of the RFP and the briefing presentation. The RFP indicates that typical fuel orders may range between approximately **2 000 litres and 80 000 litres**, depending on the operational requirements and storage capacity available at the relevant site. As this is an as-and-when-required contract, Transnet cannot guarantee minimum order quantities per Purchase Order. Actual order quantities will vary depending on site requirements, operational demand and business requirements at the time of ordering.
157.	Kindly confirm the statement, invoicing, and payment process, including the payment cycle and applicable timeframes.	Fuel will be supplied against authorised Transnet Purchase Orders and invoiced in accordance with the resulting agreement. Transnet's standard payment terms are **30 days from invoice date**, subject to receipt of a valid invoice and supporting documentation.
158.	Kindly provide the estimated value of the guarantee that will be required at contract award stage.	Bidders are referred to **Clause 24: Securities** of the Transnet General Bid Conditions and Clarification Question 38. The RFP does not currently prescribe a specific performance guarantee amount or security value for this procurement process.

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		Should a performance guarantee be required from the successful bidder(s), the applicable value and requirements will be communicated during the contract finalisation stage, taking into account the scope, value and risk profile of the resulting contract.
159.	Is a supplier permitted to participate directly as a bidder and simultaneously provide product backing to another bidder?	Bidders are referred to **Annexure H: Supplier Integrity Pact**, particularly the provisions dealing with independent bidding, fair competition and anti-collusion requirements, as well as Clarification Questions 14 and 100. Transnet does not prohibit legitimate commercial supply arrangements. However, bidders must ensure that any product support arrangement does not compromise the principles of independent bidding, fair competition or the integrity of the procurement process. Any arrangement that creates an actual or perceived risk of collusion, information sharing, bid manipulation or unfair competitive advantage may be assessed in terms of the Supplier Integrity Pact and applicable procurement legislation. Transnet reserves the right to reject any arrangement that compromises the principles of independent bidding and fair competition.
160.	The RFP requires bidders to submit their latest financial statements signed by their Accounting Officer, or their latest audited financial statements together with the financial statements for the two preceding years. Would Transnet consider accepting a formal letter confirming the bidder's financial capability in lieu of the required three years' financial statements? Such a letter would be issued by the bidder's Accounting Officer, banking institution, recognised financial institution, or a committed trade-finance provider, and would confirm the	Bidders are referred to the **Essential Returnable Documents** section of the RFP, which specifically requires the submission of the bidder's latest signed financial statements or latest audited financial statements together with the financial statements for the two preceding years, where applicable. The financial statement requirement forms part of the prescribed returnable documentation and enables Transnet

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	bidder's financial capacity and access to sufficient working capital to successfully execute the contract.	to assess the financial standing and sustainability of bidders using a consistent and objective approach. Accordingly, a financial capability letter, bank comfort letter, trade-finance support letter or similar document will not be accepted as a substitute for the financial statements expressly required by the RFP. Such supporting documentation may, however, be submitted as additional information should a bidder wish to further demonstrate its financial capability.