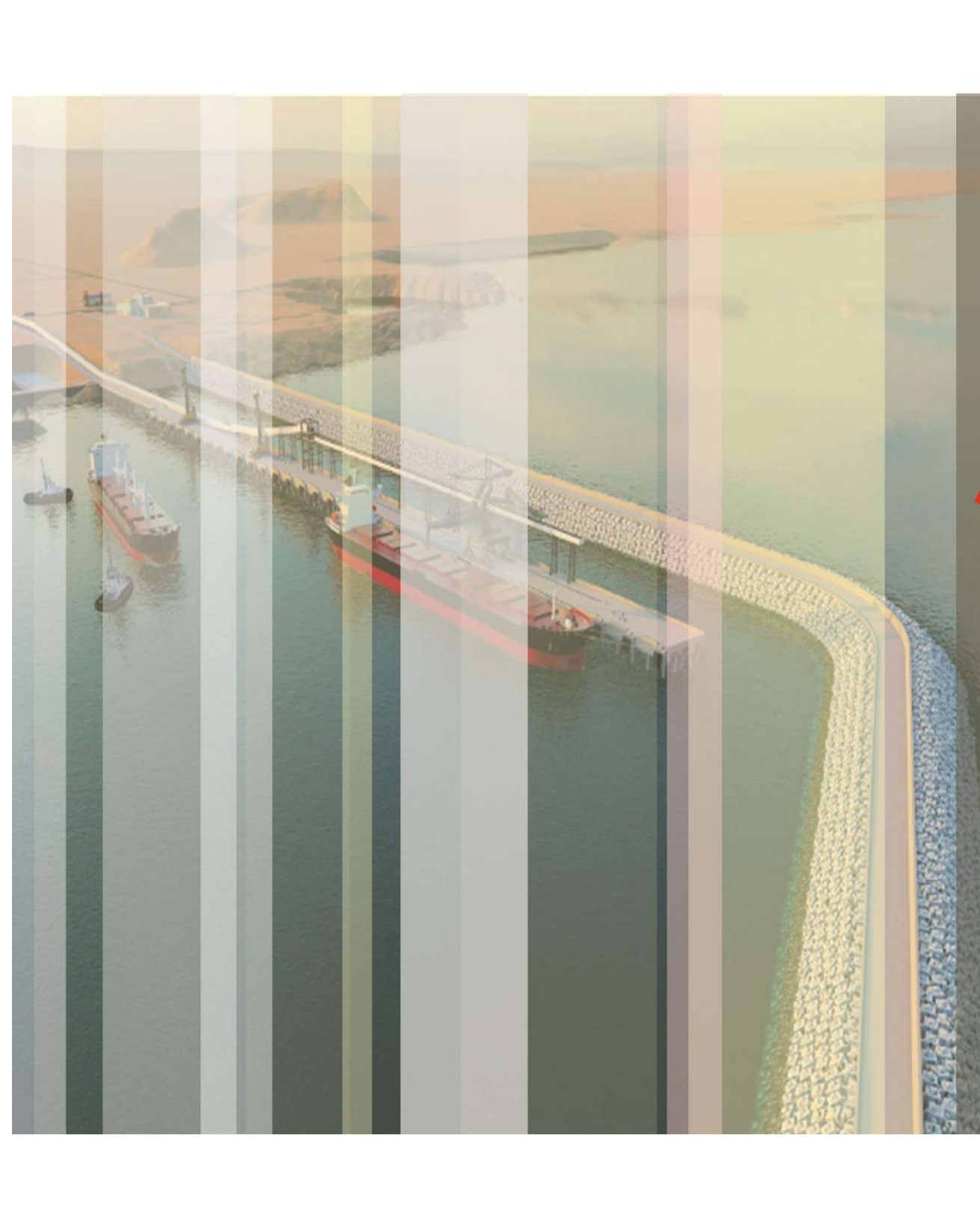


The background of the slide is a large, semi-transparent image of a port. It shows a long pier extending into the water, with several large cargo ships docked. In the distance, there are hills and a clear sky. The image is overlaid with a series of vertical, semi-transparent colored bars in shades of green, yellow, and orange.

CLARIFICATION MEETING

RFQ to potentially appoint a Developer to design, fund and construct a new, greenfield, deep-water port and associated infrastructure in the Northern Cape as well as a new rail link connecting the port to the mining & industrial hubs in the Northern Cape.

RFQ NUMBER:
TNPA/2022/08/0821/9083/RFQ

2022/08/16



AGENDA

	AGENDA ITEM	RESPONSIBLE PERSON
1	Safety Induction	Sinaye Mgolombane
2	Welcome, Introductions & Transnet Overview	Shamina Krishnaswamy
3	Project Background	Magenthran Ruthenavelu
4	Transnet's Project Objectives	Magenthran Ruthenavelu
5	Scope of Project Work	
	5.1 Port	Thulisa Zukulu
	5.2 Rail	Shraveen Ramdhar
6	Technical Evaluation - Quality (Functionality) Criteria:	
	6.1 T2.2-01 Company Previous Experience	Kelvin Byrne
	6.2 T2.2-04 Traceable References	Kelvin Byrne

CONTENTS

	AGENDA ITEM	RESPONSIBLE PERSON
	6.3 T2.2-03 Qualification & Experience of Key Persons	Sinaye Mgolombane
	6.4 T2.2-04 Approach Paper	Thulisa Zukulu
	6.5 T2.2-05 Project Programme	Takatso Maputle
	6.6 T2.2-06 Funding Capability	Olebogeng Marakalla
	6.7 T2.2-07 Project Organogram	Sinaye Mgolombane
7	Tender Documents and Tendering Procedures	Shamina Krishnaswamy
8	Questions and Answers	
9	Closing	

WELCOME, INTRODUCTIONS & TRANSNET OVERVIEW



WELCOME AND INTRODUCTION

1. SAFETY INDUCTION

2. MEETING PURPOSE AND OBJECTIVE

- This meeting is to clarify the Request for Qualification (RFQ) to potentially appoint a Developer to design, fund and construct a new, greenfield, deep-water port and associated infrastructure in the Northern Cape as well as a new rail link connecting the port to the mining & industrial hubs in the Northern Cape.
- The RFQ was issued on the 3rd August 2022 on National Treasury Website and Transnet Tender Management Portal.
- The purpose of the meeting is to:
 - ensure that the Transnet's objectives are well understood; and
 - build an environment for business (and project) success for all Parties.

*To report any fraud, tip-offs anonymous: 0800 003 056 or **transnet@tip-offs.com***



TRANSNET OVERVIEW



Transnet Freight Rail

- Owns the largest railway in Africa and is among the top 10 freight railways in the world
- Provides strategic links between ports, terminals and production hubs in the SADC region
- Maintains 30 400km of railway track (80% of Africa's total rail)
- 1 500km dedicated heavy haul lines
- Runs 1 200 trains per day
- Operates the award-winning luxury Blue Train



Transnet Engineering

- Manufacturing division of Transnet, with 143 depots and six main factories
- Core capabilities in research, design, testing, manufacturing, remanufacturing, assembly and maintenance of railway rolling stock, including locomotives, freight wagons, passenger coaches and port equipment
- Expanded its products offerings not just locally, but also in the continent and the world



Transnet National Ports Authority

- 8 Commercial seaports along 2 798km of coastline
- Plans, provides, maintains and improves port infrastructure
- Provides marine-related services, including dredging, aids to navigation, ship repairs and marine operations



Transnet Port Terminals

- 16 sea cargo terminals across 7 commercial ports
- 3 inland terminals in KZN, Northern Cape and North West
- Cargo handling across four sectors namely: containers, mineral and agricultural bulk, break bulk and automotive (roll-on roll-off/RORO)



Transnet Pipelines

- Owns, operates and maintains a 3 116km network of crude, gas and multi-product pipelines in South Africa

Pipelines market share:

- Transports 65% of the total inland demand of refined petroleum products
- More than 70% of all jet fuel requirements for OR Tambo Airport
- 100% crude requirements for Natref
- 100% methane-rich gas from Secunda to KZN



Transnet Property

- One of South Africa's most significant property owners with a national footprint
- Manages a portfolio of properties used for core operations and investment properties generating revenue from external tenants
- Provides specialised property services including valuations, municipal valuations, roll analysis, land surveys, drawing of plans and deeds management



TRANSNET OVERVIEW

Mandate

- Assist in lowering the cost of doing business in South Africa, enabling economic growth and ensuring security of supply through providing appropriate (port, rail and pipeline) infrastructure in a cost-effective and efficient manner
- Strategic objectives are aligned with national plans and the SSI



Enabling production and trade

Catalyst for economic growth

Driving exports & ensuring rural access to markets

Creation of strategic transport infrastructure

Regional & global connectivity & integration

Job creation and skills development

Development of world class port & rail technologies

PROJECT BACKGROUND





GEO-LOCATION

❑ Distance from the mining houses in Hotazel in relation to the Ports.

Route (from Hotazel)	Land Distance (km)
Port of Walvis Bay	1258
Port of Cape Town	1117
Port of Durban	1030
Port of Saldanha	1024
Port of Ngqura	968
Port of Luderitz	865
Port of Boegoebaai	862

Based on google search



❑ Port of Boegoebaai is located approximately 20km south of the border between Namibia and South Africa.

PROJECT BACKGROUND

The Northern Cape has an industrial trajectory that warrants the development of a new deep-sea commercial port. In response, the Boegoebaai Port, Rail and Infrastructure Development Project was envisaged as a preferred greenfield, deep-water port development supported by a new rail link of approximately 550km.

The initial commodity mix for the port includes dry bulk, break-bulk and containerized products with subsequent market developments positioning the port as a green hydrogen hub.

This investment will stimulate regional and provincial socio-economic development by:

a) Expanding the Mining and Industrial base

In specific, provision of a cost-effective logistics solution for manganese, iron ore and green hydrogen exports amongst the major commodities in this region. In specific it is a catalyst for emerging miners - currently constrained by high transportation costs and unable to secure capacity on already oversubscribed export channels.

b) Enabling the Northern Cape's Provincial Economic Development strategy including the Green Hydrogen Strategy.

PROJECT BACKGROUND (2)

In 2019, the Northern Cape Department of Transport, Safety and Liaison (NCDTSL) conducted a separate feasibility study with cost estimates at a pre-feasibility level of confidence for the port and back of port development. The NCDTSL utilised a Public-Private Partnership (PPP) procurement mechanism to initiate the study. The outcome of the feasibility study was presented to National Treasury (NT) by NCDTSL and received a conditional Treasury Approval 1 (TA1). The conditions of the TA1 required the NCDTSL to:

- a) Illustrate how the proposed port development would impact existing ports.
- b) Establish the impact of the COVID-19 pandemic on projected volumes (at that stage).
- c) Secure the land required for the port development.
- d) Ensure that issues of port ownership are addressed in accordance with the National Ports Act, 2005.
- e) Benchmark cost estimates against Transnet's cost of building ports and related infrastructure.

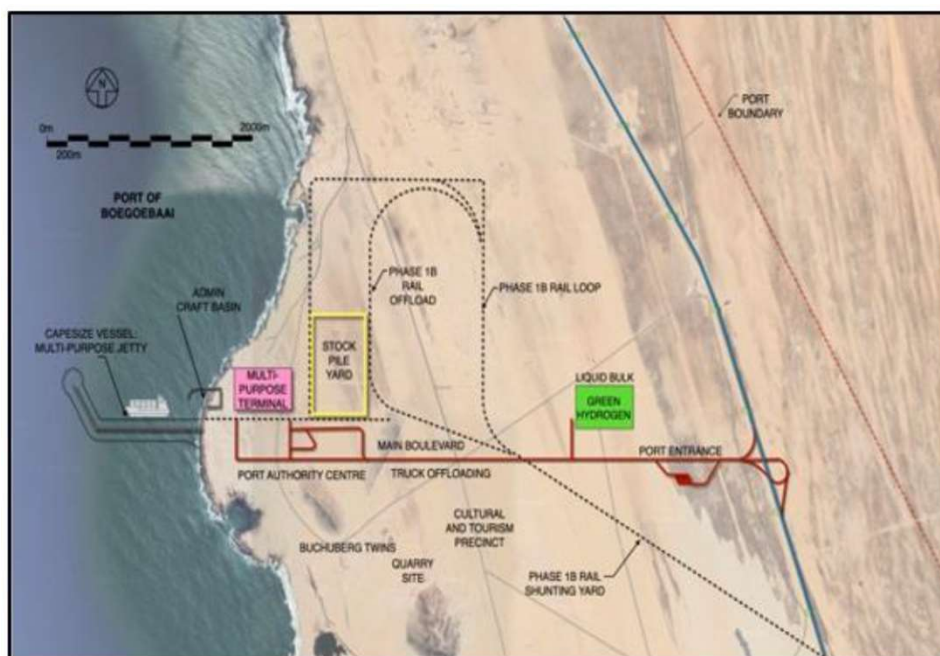
There have been several engagements between the Northern Cape Provincial Government and TNPA on the development of the Boegoebaai port as per the TA1 directive. TNPA has received various study reports from the NCDTSL that included the proposed port development layouts.



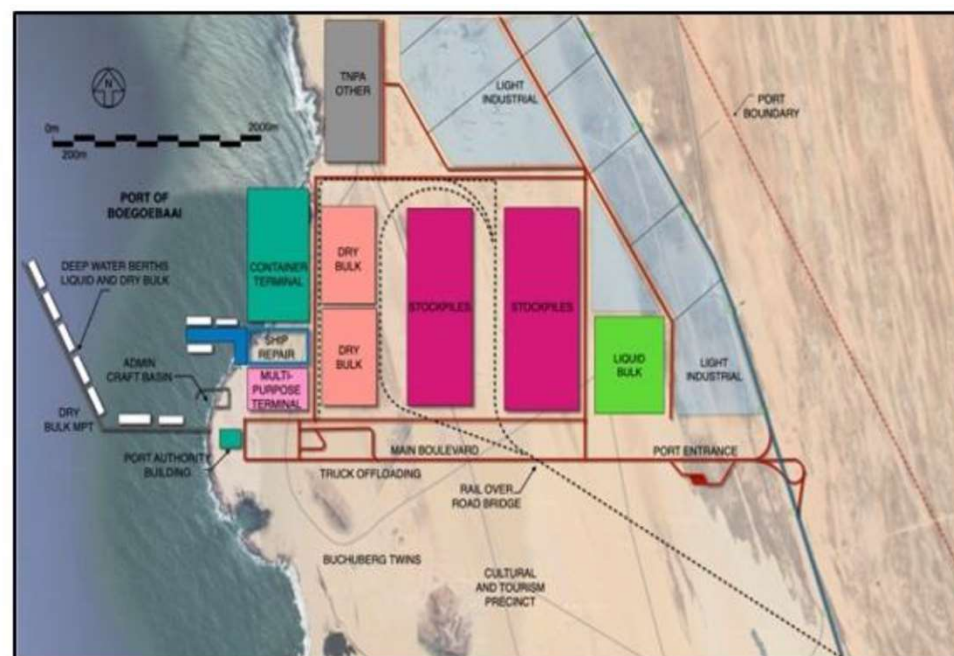
PROJECT BACKGROUND (3)

Port layouts following a progressive development approach:

INITIAL PORT LAYOUTS



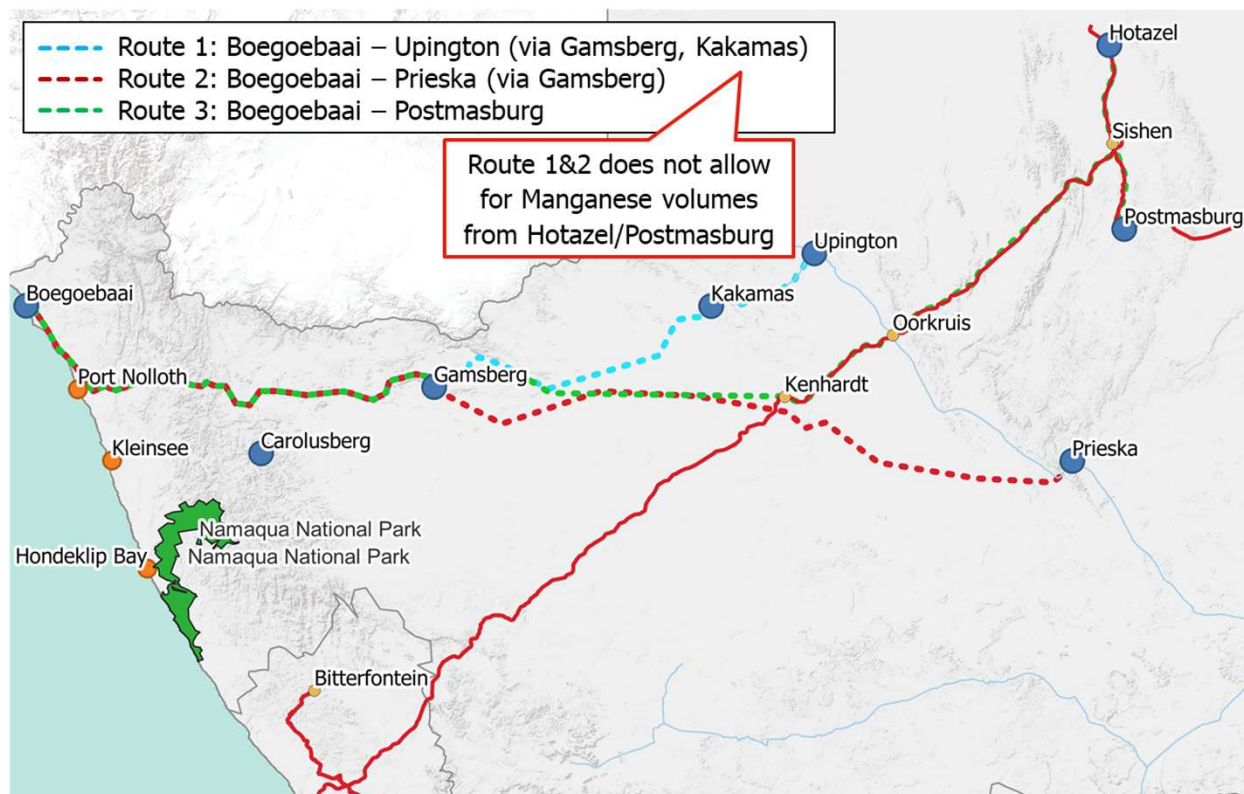
END STATE PROPOSED PORT LAYOUTS





PROJECT BACKGROUND (4)

INITIAL PRELIMINARY ROUTE ALIGNMENTS



- A common challenge identified related to the terrain and geometric constraints of penetrating and descending the Anenous Mountain Pass.
- In noting the remoteness of Boegoebaai port location concerns were raised regarding the economic viability of rail connectivity to the proposed port location.

The view was informed by estimates derived from earlier concept studies that identified three potential routes.

The rail solution was initially planned for future phases of the port development, alternative rail alignments were explored at a conceptual level to develop a view of the optimal least cost Port and Rail solution.

TRANSNET'S PROJECT OBJECTIVES



TRANSNET'S PROJECT OBJECTIVES

The objectives of this RFQ are to gather a potential pool of experienced prospective Developers who could potentially bid to undertake the Project.

To achieve this Transnet intends, through this RFQ to:

1. Validate market appetite by development companies or consortiums for the design, funding and construction of the Project;
2. Evaluate Developers' experience, capacity and capability to deliver the Project;
3. Identify qualifying Developers who can deliver the final scope of the Project;
4. Formulate a process to arrive at a scope and extent of the Project;
5. Inform the structuring of an RFP that will follow to ensure that the Project is delivered on time within acceptable costs, quality and sustainable standards; and
6. Determine the appropriate risk and commercial structures between Transnet and the selected Developer in undertaking the Project including potential funding solutions.

SCOPE OF PROJECT WORKS: PORT



SCOPE OF PROJECT WORKS: PORT

FUNCTIONAL ENGINEERING ANALYSIS AND CONCEPT DESIGN

1. The Developers shall validate the development cost of the proposed Boegoebaai Port.
2. The Developers shall, at a desktop level, identify and cost alternative possible port site locations to the south of Boegoebaai on the Northern Cape coastline at any position south of where the Orange river enters to the sea in closer proximity to existing rail infrastructure and the proposed back of port area. This is to assess whether an alternative port location will potentially reduce the cost associated with the rail link without creating a compensating cost increase in the port cost.
3. The site location study must propose a sufficient number of alternative sites investigated at a desktop study level culminating in the least total cost for marine work and rail connection solutions for an operating port.
4. The required port infrastructure shall be designed (and later constructed) in accordance with the minimum TNPA specifications discussed in 7.1.6 with further requirements attached to this RFQ as Annexure A: Port Design Basis.
5. Developers are to note that a decision regarding the final port location shall be further investigated in subsequent phases of the project.



SCOPE OF PROJECT WORKS: PORT (2)

PORT DESIGN ASSUMPTIONS:

The port facility is required to handle the following dry bulk, liquid and break-bulk cargo in addition to the detailed Port Design Specification documents attached to this Annexure A: Port Design Basis

- a) Dry bulk commodities: up to 17 million tons per annum
- b) Liquid bulk consisting of diesel fuels (1.3mtpa) and green hydrogen (1.4mtpa)
- c) Containers: up to 50 000 TEU/annum (1.2mtpa)
- d) Break-bulk commodities: 0.5 mtpa

The submission must include a port site location for the most appropriate, cost-effective location on the Northern Cape coastline at any position south of where the Orange River enters the sea, within the Northern Cape Province, but not encroaching into any restricted areas including the National Park no-go areas and optimally proximate to the proposed back of port area. The End State Port Development Layout Plan must include the following:

- a) Break waters and all marine works
- b) Deep water berths for liquid and dry bulk
- c) Administration craft basin
- d) Ship repair basin
- e) Multi-purpose terminal
- f) Container terminal
- g) Back of port facilities including but not limited to a dry bulk storage area, stockpile area for dry bulk commodities, liquid bulk storage site, the ability to accommodate layout planning for light industrial back of port sites together with all infrastructural services.
- h) Port related buildings (port control, port administration, port access gateway).
- i) Port related services (sewer, water, electricity, stormwater, electronics).
- j) Terminal operator buildings (warehouses, administration building, satellite ablution buildings)

SCOPE OF PROJECT WORKS: RAIL



SCOPE OF PROJECT WORKS: RAIL

FUNCTIONAL ENGINEERING ANALYSIS AND CONCEPT DESIGN

1. The Developers shall, at a desktop level, identify and cost possible rail routes to the current Boegoebaai site location using the options indicated in Figures 5.2 and 5.3 in addition to any other feasible options that may be identified (7.1.1).
2. The Developers shall also, at a desktop level, identify and cost possible rail routes to the alternative port locations as may be identified above (7.1.2).
3. The required rail infrastructure shall be designed (and later constructed) in accordance with the minimum TFR specifications as discussed in 7.2.5 with further requirements attached to this RFQ as Annexure B: Manual for Track Maintenance.
4. Respondents are to note that a decision regarding the final rail route shall be further investigated and verified at more detail in subsequent phases of the project in accordance with the Developer's stated methodology.

SCOPE OF PROJECT WORKS: RAIL (2)

RAIL DESIGN CRITERIA

Track and Train Design Criteria is based on the following as well as the detailed Rail Design Specification documents attached as Annexure B: Manual for Track Maintenance.

Port location options must be augmented by a rail connectivity (routing) study connecting the existing TFR rail network in the Northern Cape to the preferred port location at the lowest cost. The route selection must in addition to the above rail specification consider the availability of the rail corridor, land at the end points for rail yards, social and environmental factors, operational infrastructure and maintenance facilities.

Rail design criteria that must be considered in the route selection is the approved TFR standards for an "S line" at heavy haul standards. The ore line is designed to the following standards:

- a) Axle loading: 30 tons/axle (tal)
- b) Traction: 50 kV AC
- c) Authorization: colour light signalling
- d) Rail gauge: 1067 mm

Operational design criteria that must be considered, include:

- a) Optimal Train length.
- b) Tractive effort (noting that a full diesel operation could be compromised by the length of tunnels).
- c) Train technologies such as distributed power.

SCOPE OF PROJECT WORKS: RAIL (3)

Corridor Geometric Design

Bidders must ensure that the geometry of the proposed corridor is suitable for the functioning of the intended railway. The geometric design must be based on the Transnet Freight Rail Manual / Standards for Track Maintenance, 2012. The corridors must be designed to support 60 km/h design speed.

Horizontal Alignment

The horizontal alignment design of a railway line determines the maximum speed that a railway vehicle can safely travel on the line. Sharper curvature of the line lowers maximum speed.

The following horizontal alignment design parameters must be applied to all route options:

Description	Value
• Maximum Design Speed	60 km/h
• Minimum Curve Radius	300 m
• Min. Transition Curve Length	80 m

Vertical Alignment

The vertical alignment of a railway line has an impact on both the construction cost and the cost of operations. It is preferable to avoid multiple changes of grade within a train length.

The following vertical alignment design parameters must be applied to all route options:

Description	Value
• Maximum Design Speed	60 km/h
• Design train length	1.3 km
• Ruling Gradient	1:80
• Minimum length of grades	1.3 km

LEAST COST LOGISTICS SOLUTION

- 21 The Respondents shall recommend the least cost option based on a view of the lowest capital cost possible for the assessed port locations and associated rail links.



TECHNICAL EVALUATION – QUALITY (FUNCTIONALITY)





FUNCTIONALITY

THRESHOLD SCORES:

Element	Qualifying criteria Scores		Minimum Threshold Score
Design	Qualifications and Experience of Key Persons	25	60%
Funding	Funding Capability	30	60%
Construction	Company Previous Experience	15	60%
	Traceable references	5	
	Approach Paper	15	
	Project Programme	5	
	Project Organogram	5	



Any tenderer that fails to meet the stipulated minimum number of evaluation points for functionality shall be eliminated from further evaluation.

The minimum number of evaluation points for quality/functionality is **60% per element**, Tenderers who fail to meet the minimum qualification score for functionality/quality shall be eliminated from further evaluation

Each evaluation criteria will be assessed in terms of six indicators – scores 0, 20, 40, 60, 80 or 100 will be allocated to each of the criteria based on the indicators contained in the aforementioned schedules, provided that the submission is complete. The scores of each of the evaluators will be moderated (where necessary) averaged, weighted and then totalled to obtain the final score for quality/functionality. (See CIDB Best Practice Guideline #9)

Note: Any tender not complying with the above-mentioned stipulations, will be regarded as non-responsive and will therefore not be considered for further evaluation.

EVALUATION SCHEDULE T2.2-1

Company's Previous Experience (15 Points)



Tenderers are required to demonstrate their overall experience in the delivery of similar works over the last 20 years, and to this end shall supply a sufficiently detailed reference list with contact details of existing customers and also demonstrate their relevant experience with regards to the Design, Funding and Construction of greenfield, deep-water ports and heavy haul rail lines or similar works as detailed in the RFQ Document with reference to:

- Engineering design of marine and rail infrastructure
- Marine and rail infrastructure construction
- Project construction management
- Project financing
- Transaction structuring

References to substantiate experience indicated must show:

- Project description and value
- Customer name and contact details
- Contract value and tendered duration
- Actual duration to closeout
- Tendered price and constructed cost

EVALUATION SCHEDULE T2.2-2

Traceable References (5 Points)



- Company's experience on port and railway infrastructure development projects completed in the last 20 years.
- Tenderers to submit sufficiently detailed completion certificates or letters of completion from Clients as proof of project completion.

EVALUATION SCHEDULE T2.2-3

Qualifications and Experience of Key Personnel (25 Points)



The tender must be able to demonstrate that the project personnel have sufficient knowledge, experience and qualifications to provide the required service.

The tenderer must submit the following documents as a minimum with the tender document:

- The experience of assigned key persons in relation to the scope of work will be evaluated from three different points of view, namely:
 - a) The education, training and skills. (Proof of education and training must be attached. Copies of all qualifications must be certified by a Commissioner of Oaths).
 - b) Relevant experience.
 - c) Key personnel should include at least, amongst others but not limited to:
 - Civil Engineers/Technologists;
 - Electrical Engineers/Technologists; (Heavy Current);
 - Electrical Engineers/Technologists; (Light Current);
 - Mechanical Engineers/Technologists;
 - NEC Supervisor / Construction Project Manager;
 - Quantity Surveyors;
 - Health and Safety Agent;
 - Environmental Manager.

EVALUATION SCHEDULE T2.2-4

Approach Paper (15 Points)



- The approach paper must respond to the scope of work and outlines proposed approach / methodology including that relating but not limited to programme, method statement, technical approach and an understanding of the project objectives.
- The approach paper should articulate what the Developer will provide in achieving the stated objectives for the project which should include a high-level project schedule.
- The tenderer must as such explain his / her understanding of the objectives of the works and the Transnet's stated and implied requirements, highlight the issues of importance and explain the technical approach they would adopt to address them.
- The approach paper should explain the methodologies which are to be adopted and demonstrate its compatibility. The approach should also include and outline processes, procedures and associated resources, to meet the requirements.

EVALUATION SCHEDULE T2.2-4

Approach Paper (15 Points)



The Approach Paper should cover at-least the following:

- 1) Outline of proposed approach
- 2) Narrative related to the programme
- 3) A Level 2 Work Breakdown Structure (WBS) which defines the bounded set of end deliverables and the detailed activities that will be implemented to achieve these deliverables
- 4) Detailed method statement and technical approach to the execution/construction
- 5) Demonstrate an understanding of the project objectives

The Developer must attach his / her detailed approach paper to the evaluation criteria T2.2-4. The approach paper must outline the best cost solution for a combined port and associated rail connection that will optimally serve the back-of-port and hinterland requirements that are required by the Northern Cape.

Specific elements to be addressed in the approach paper shall include, amongst others but not limited to:

- | | |
|---|--|
| a) General understanding of scope | f) Pre-liminary cost estimate (Class 4, Level 1 accuracy based on conceptual engineering detail) derived from proposed WBS |
| b) Proposed Site locations for port and rail | g) Proposed contracting strategies |
| c) Proposed development solutions for Port & Rail at a desktop, conceptual engineering design (0 to 5% level of effort) | h) Procurement options specifically long lead items |
| d) Environmental constraints | i) Additional studies required for RFP stage |
| e) High-level schedule derived from proposed WBS | j) Provide Back-of-Port solutions based on prelim. commodity mix |
| | k) SWOT analysis of proposed port and rail solutions |
| | l) Proposed Funding approach |

EVALUATION SCHEDULE T2.2-5

Project Programme (5 Points)



The Developer must provide a proposed programme and/or makes reference to his/her programme and attach it to the schedule along with an electronic native version of the programme, that will be developed using a scheduling software tool.

The Developer shall provide the proposed programme detailed to a minimum of level 2 showing but not limited to the following:

- 1) Ability to execute the works in terms of the requirements within the required timeframe indicating, in a logical sequence, the order and timing of the execution/construction activities that will take place.
- 2) Basis of schedule including assumptions and exclusions.
- 3) Level 2 Programme with supportive information on how durations were estimated. Major milestones are all clearly indicated on the programme based on your proposed numbered WBS.
- 4) Dates when the Developer will need access to any part of the Site, acceptances etc.
- 5) Starting Date, Key Dates & Planned Completion Date.
- 6) All Activities linked with Predecessors and Successors.
- 7) Resource Loaded Schedule and Resource Histogram.
- 8) Provisions for Float, Critical path including the provision for earned value assessment and Time Risk Allowance.
- 9) Programme provided in electronic format (Native (Primavera P6 (preferred) or MS Projects) and PDF).

EVALUATION SCHEDULE T2.2-6

Financial Capability (30 Points)



In order to determine a Developer's financial capacity, Developers or each of their Members in respect of newly incorporated joint ventures, unincorporated joint ventures and or Project Companies/Consortia must submit the following:

- 1) Audited annual financial statements or independently reviewed financial statements and annual reports for the past 3 (three) financial years that it has been in operation and the most recent unaudited financial statements (if the last of the 3 (three) audited annual financial statements is older than 6 (six) months). In the event of the Developer being a consortium, TNPA requires audited financial statements in respect of each individual party. These financial statements will be consolidated for the purposes of assessment. In the event that a Developer is an existing company and not a Special Purpose Vehicle (SPV), TNPA will not accept audited financial statements for a holding Company and/or any other companies related to the Developer. TNPA will only accept audited financial statements of the Developer bidding for the project.
- 2) A Developers financial capacity will be assessed with reference to the criteria set out below. The roles and responsibilities of each key personnel member / expert should be set out as job descriptions. In the case of an association / joint venture / consortium, it should, indicate how the duties and responsibilities are to be shared.

EVALUATION SCHEDULE T2.2-6

Financial Capability (30 Points)



Profitability EBITDA

Profitability of the Bidder averaged over the past 3 (three) year period will be evaluated assessed as follows:

Earnings Before Interest, Taxes, Depreciation and Amortization (EBITDA)	10
Bidder EBITDA => R 500 million < R 1 billion	0
Bidder EBITDA = >R 1 billion < R10 billion	5.0
Bidder EBITDA > R10 billion	10

Key Financial Ratios (Current Ratio)

The Key Financial Ratios will be used to assess the Bidder's liquidity and solvency of the company:

Current Ratio (Norm is 2:1 – current assets divided by current liabilities)	5
Ratio < 1	0
Ratio $\geq 1 < 1.5$	1.25
Ratio $\geq 1.5 < 2$	2.5
Ratio ≥ 2	5

Key Financial Ratios (Solvency Ratio)

The Key Financial Ratios will be used to assess the Bidder's liquidity and solvency of the company:

Solvency Ratio (Norm is 1:1 -Total assets divided by Total Liabilities)	5
Ratio < 0.5	0
Ratio $\geq 0.5 < 0.8$	1.25
Ratio $\geq 0.8 < 1$	2.5
Ratio ≥ 1	5

EVALUATION SCHEDULE T2.2-6

Financial Capability (30 Points)



Past Experience in Raising Capital

The Developer's past experience in arranging project funds will be assessed and scored in accordance with their ability to raise capital. The details for each Member relating to its past experience (within the last 20 (twenty) year period) of raising capital on a project finance and/or corporate finance basis, which demonstrates an ability to:

- 1) provide equity;
- 2) secure and structure the capital (debt and equity); and
- 3) letters from the lenders or funders that provided the finance setting out their role and confirming the Member's past experience in raising the capital disclosed in response to the criteria.

In cases where equity funding was used for past projects, audited annual financial statements reflecting investment outflows must be submitted. If the letter is not provided it will negatively affect the bid noting that TNPA within its discretion will conduct credit search's , request references from third parties and seek further information from financial members in respect of Bidders, its Members and or Contractors

The Developers will be assessed and scored out of 10 (ten) points:

PAST EXPERIENCE IN RAISING CAPITAL	POINTS	QUANTITATIVE (QN) OR QUALITATIVE (QL)
No previous project funding	0	
Projects with a value of up to R100 million	2	QN
Projects with a value in excess of > R 100 million < R500 million	4	QN
Projects with a value in excess of R500 million < R1 billion	6	QN
Projects with a value in excess of R1 billion < R10 billion	8	QN
Projects with a value in excess of R10 billion	10	QN

EVALUATION SCHEDULE T2.2- 7

Project Organogram (5 Points)



Developers shall submit the following:

- 1) An organization chart showing the proposed project team (including the key people you have identified in Section T2.2-3 in addition to the minimum required key people stated in the RFQ document.
- 2) The Developer should propose the structure and composition of the project team i.e., the main disciplines involved, the key staff member / experts responsible for each discipline and the proposed technical support personnel.
- 3) The roles and responsibilities of each key personnel member / experts should be set out as job descriptions. In the case of an association / joint venture / consortium, it should, indicate how the duties and responsibilities are to be shared.



TENDER DOCUMENTS AND TENDERING PROCEDURES



TENDER DOCUMENTS AND TENDERING PROCEDURES



1. Non-compulsory Tender Briefing Session : 16 August 2022
2. Closing time for submission of tender offers:



TIME: 12h00 on the **02 November 2022**



LOCATION: The Transnet e-Tender Submission Portal: www.transnet.net

3. Telephonic, telegraphic, facsimile or e-mailed tender offers will not be accepted.

TENDERING DOCUMENTS AND TENDERING PROCEDURES



The Transnet e-Tender Submission Portal can be accessed as follows:

1. Log on to the Transnet eTenders management platform website (<https://www.transnet.net>);
2. Click on "TENDERS";
3. Scroll towards the bottom right hand side of the page;
4. On the blue window click on "register on our new eTender Portal";
5. Click on "ADVERTISED TENDERS" to view advertised tenders;
6. Click on "SIGN IN/REGISTER – for bidder to register their information (must fill in all mandatory information);
7. Click on "SIGN IN/REGISTER" - to sign in if already registered;
8. Toggle (click to switch) the "Log an Intent" button to submit a bid;
9. Submit bid documents by uploading them into the system against each tender selected.

COMMUNICATION

- All communications whether general, commercial or technical to go via the Programme Management Team:
 - **Email – NCPortRFQ@transnet.net**
- All communication is to be sent via email to the above mentioned email address.
- Attendance register will be captured via Microsoft Teams Portal and relevant documentation will be issued to the attendance via the NCPortRFQ@transnet.net
- Developers / Consortiums are encouraged to post their name, company name and email addresses on the meeting Microsoft Teams chat.
- Last day for Clarification – **Ten working days before the closing date (14 October 2022, 16:00pm South African time).**
- **Clarification questions will be closed on a Wednesday and responded to by Friday, on a weekly basis.**

CONTACT DETAILS

ENKOSI !! THANK YOU !!

Please don't hesitate to contact Transnet should you have any queries or uncertainties.

Contact Details:



NCPortRFQ@transnet.net

Q & A



TRANSNET



delivering freight reliably

THANK YOU

