

REF NO: 013/2022/PMID/UMWP-1/RFB NOTICE 5

01 DECEMBER 2023

CONSULTANCY SERVICES FOR uMWP-1: WATER CONVEYANCE INFRASTRUCTURE FOR 115 MONTHS

Dear Bidder,

TCTA acknowledges receipt of the requests for clarification listed in the attached table. The response to each request for clarification is provided in the attached table.

Yours faithfully

Azwi Nelwamondo
Senior Manager: Procurement

No.	REQUESTS FOR CLARIFICATION	TCTA RESPONSES
1	Accommodation for site staff We have done extensive research on the availability of accommodation for our proposed site team, which will be very extensive in order to cover 24-hour tunnelling operations. It is clear that the only towns where there is a reasonable prospect of finding suitable and adequate accommodation are at least a one-hour drive from site under ideal driving conditions. Further, knowing the weather conditions in the KZN Midlands, where dense fog and heavy rain is common in summer, creating very hazardous conditions on the roads between site and the towns, we are extremely concerned about the following: - Our site staff will have to work nine-hour shifts in order to adequately cover the Contractor's construction activities. It would be unreasonable to expect them to accept a further two to three hours of travel time per shift and under these circumstances it may be necessary to introduce an additional shift with associated inefficiencies. - As mentioned above, the driving conditions between the closest significant towns are difficult even under ideal conditions but can be extremely hazardous when there is rain and/or fog, particularly when driving in the dark, which will be the case for several of the shifts. There are times when the fog is so dense that driving at all is highly inadvisable. - The distances involved are considerable and the related transport costs over the lifetime of the project will be considerable. - With consultant, client and contractor all vying for accommodation for both the conveyance and dam contracts, there is a good chance that it may be necessary for the site team to have to travel from scattered locations even further afield.	TCTA will not be providing accommodation for the Consultant's site staff. It is also not part of the Environmental Authorisation. This will delay the project even further by at least three years since TCTA will have to undertake Environmental Impact Assessment, design and construction of houses.

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	▪ The costs of accommodation and travel and the impact of long travel times may be dealt with differently by the various bidders, resulting in bids that are not equivalent. We therefore request that TCTA considers launching advance infrastructure contracts to provide accommodation for and Engineer and Employer's site teams, or providing some other form of guidance as to how bidders should deal with this matter to ensure that TCTA receives comparable and equivalent bids, possibly via a provisional sum. Annexure K: Direct Reimbursable Costs / Agreement: Appendix 2: Personnel, Equipment, Facilities and Services of Other to be Provided by the Client: On reviewing the requirements for site staffing, and the cost and availability of accommodation in the project area, it is apparent that there is little available accommodation close to the project site. This is likely to result in significant variability in tender pricing of Direct Reimbursable Costs, from the point of view of the accommodation costs, but also potential mileage costs given the distances that may need to be travelled by staff, if not able to be accommodated in the area. In light of this, it is recommended that the client consider one or more of the following steps: • Provide a Provisional Sum for all site staff costs, such as accommodation, utilities, travel etc. • Allow that such items will be covered in the construction contracts. • Provide a detailed schedule of accommodation and associated pricing, which can be used as a basis on which to tender. As an alternative, given the size of this programme of work, it may also be worth considering allowing for Early Works contracts, part of which may be the development of project accommodation. This would also help mitigate the safety risk of personnel being required to travel significant distances outside daylight hours (especially when considering night shift arrangements on 24-hour operations), on sometime poor roads	Bidders are required to investigate and price for accommodation as part of their bid submission, including utilities and travel. As such, TCTA will not provide a provisional sum for such costs nor a schedule of accommodation and associated pricing. Furthermore, these costs or provisions will not be included in the construction contract.

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	and in an area that is prone to adverse weather such as heavy mist.	
2	Approval periods In order to develop a comprehensive programme for the project, provision needs to be made for approval periods for all items requiring approval in terms of the Terms of Reference and Contract. Such approval periods are not defined in the RFB, and we therefore request that these be provided. The approval periods we refer to are TCTA approval periods on deliverables and the like. We will allow for standard statutory approval periods for environmental, WULA and related approvals.	In general, TCTA approvals will vary from 2-7 days, however, in the instance of external review (panel of experts) being required the process may be longer. For tender-related approvals, the Bid Specification Committee and Bid Adjudication Committee sit on a weekly basis.
3	Scope of Services: Clause 3.3.1.1: Please confirm how many contracts are envisaged, to inform the level of effort required in contract administration?	One main construction contract per 3.5.9.1 Procurement of the Contractor.
4	Scope of Services: Clause 3.5.9.3: Please advise how many TCTA vehicles and how much TCTA accommodation is envisaged, in order to determine the level of effort in administering this, or alternatively, confirm that the cost of administration of vehicles and accommodation will be covered under the associated Provisional Sum.	Approximately five vehicles. As per 3.5.9.3, the vehicles will be purchased by the Consultant, and they will be responsible for all administration. Temporary accommodation will be for TCTA interns seconded to the Consultant and the requirements will be confirmed later – the number of interns are unknown at this stage.
5	Scope of Services: Clause 3.1.1.7: Guidelines for Technical Implementation (GTI): This clause refers to the requirement that the GTI is to be submitted and approved prior to the preparation of the Design Criteria Memorandum. However, the programme provided under Appendix 4 show the DCM being prepared ahead of the GTI. Please can you provide clarity on this, and confirm the order of activities?	Clause 3.1.1.7 is correct. An addendum will be issued.
6	Scope of Services: Clause 3.1.1.5: Hydropower Feasibility Study: This clause refers to the FS to be undertaken for the hydropower component. However, the programme in Appendix 4 shows the Hydropower Feasibility Study being undertaken as part of the Smithfield Dam & Associated Infrastructure appointment. Please can you clarify this?	Hydropower feasibility study is part of this RFB document. An addendum will be issued.

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7	Scope of Services: Clause 3.1.2.6: Please confirm if the Heritage Resources and Palaeontological Management Plan referenced in this clause, should undergo a Public Participation Process, and be submitted to the Authorities for approval?	No public participation is required. Furthermore, the reports (not plans) are for review and acceptance by TCTA. The results determine which Permits/Approvals are required from relevant authorities under clause 3.2.2.8.
8	Scope of Services: Clause 3.2.2.1: The RFP clearly states that “The Consultant will not be required to develop the Stormwater Management Plan for construction activities (i.e. Task 3: Construction Supervision), which requires DFFE’s approval. This plan will be developed and implemented by the contractor; however, the Consultant and its EAP will be required to review the plan and submit to TCTA for comments.” Please clarify, the water use licence application will require a stormwater management plan to be submitted, should this still be excluded from the costs?	The preparation of a stormwater management plan is reliant on the final site layout. The contractor will be required to submit a stormwater management plan (including drawings for all site drainage) to the Consultant (Engineer and EAP) for approval prior to the commencement of works. This is the site-specific stormwater management plan that will be submitted to Department of Forestry, Fisheries and Environment for approval following due process. Generally, a Water Use Licence Application is prepared prior to the commencement of construction and will include information that is available in the EIA and feasibility studies.
9	General: Please advise if or when minutes of the Tender Briefing meeting will be issued to bidder?	The recording to the tender briefing meeting is kept in the tender file. No minutes are prepared for this session. However, should bidder’s wanting to raise any questions/queries such can be raised and TCTA will provide responses. Additionally, we have observed that most queries that were raised during the compulsory bid briefing meeting were raised as queries and TCTA has already responded to such queries either through clarifications or addenda.
10.	General: It is noted that the RFB does not require any proof of attendance at the Tender Briefing meeting. Please confirm if such proof is not required to be provided with our submissions?	As part of the compulsory bid briefing meeting, TCTA has a record of attendance, which include the attendance register the recorded attendance/enrolment as well through the Microsoft Teams platform. Both will be used as the basis to confirm if the bidders who are submitting bids attended the compulsory bid briefing meeting or not. If not, they will be disqualified.