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 2

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1.	To whom it may concern. I, Person X, am the sole director of Company A. I hereby request that you assist me in registering on the Transnet tender portal. I am interested in participating in day-to-day Transnet business as a potential service provider.	This enquiry does not relate specifically to RFP No. TCC/2025/09/0002/106003/RFP. Prospective suppliers are advised to refer to **Annexure K: e-Tender Portal Guide**, which provides step-by-step guidance on supplier registration, portal access, submission of an Intent to Bid and bid submission requirements. Bidders experiencing difficulties with registration or portal access should utilise the support mechanisms available through the Transnet e-Tender Portal. All bidders intending to participate in this RFP must ensure that they are successfully registered on the Portal and have submitted their Intent to Bid before the closing date
2.	Due to the current downtime of the Transnet tender submission system, we have been unable to submit our bid for the above mentioned tender. (Please find attached) Despite several attempts, the system remains unavailable, and we have attached a screenshot as evidence of the issue encountered. As this matter is beyond our control, we kindly request an extension of the tender closing date to ensure a fair and transparent procurement process for all participants affected by the outage.	Thank you for bringing the matter to our attention. Transnet confirms that the technical issues experienced on the e-Tender Portal were investigated and have subsequently been resolved. Bidders should now be able to access the tender and submit their responses through the Portal. In order to promote fairness, transparency and equal opportunity for all interested bidders who may have been affected by the technical challenges, Transnet issued

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	Your consideration of this request would be greatly appreciated.	**Addendum 1**, which extended the closing date from **28 August 2026 to 07 September 2026**. Bidders are requested to refer to Addendum 1 and the e-Tender Portal for the revised closing date and any further updates relating to this RFP.
3.	Could you please kindly forward us the presentation and Q&A from Monday's tender briefing, as promised?	The clarification questions raised during the briefing session, together with Transnet's responses thereto, were compiled and issued under **Batch 1 Clarification Questions and Responses**. Bidders are requested to refer to the published Batch 1 clarification document, which forms part of the RFP documentation and should be read together with the RFP and all issued addenda.
4.	We would like to enquire whether we will still be able to submit our bid for Bid Number: TCC/2025/09/0002/106003/RFP. We have already submitted our Intent to Bid; however, the system currently does not provide us with an option to upload the required returnables or proceed with the bid submission. Could you please advise whether the bid submission functionality will be made available? We would appreciate your assistance and guidance on this matter.	Transnet confirms that the technical issues previously experienced on the e-Tender Portal have been attended to and resolved. Bidders should now be able to access the bid submission functionality through the Portal. Bidders are advised to ensure that they are accessing the tender using the same email address utilised when registering and submitting their Intent to Bid. Guidance relating to portal access and bid submission is contained in **Annexure K: e-Tender Portal Guide**. Transnet further extended the tender closing date from **28 August 2026 to 07 September 2026** through Addendum 1.
5.	As per the below, there has not been any updates on the tender portal. The clarification questions that were asked on the tender briefing platform were not published on the portal and no further communication received.	Transnet has issued **Batch 1 Clarification Questions and Responses**, which addresses the clarification questions raised during the briefing process.

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		Bidders are advised that all clarification responses and addenda issued by Transnet form part of the RFP documentation and must be considered when preparing their tender submissions.
6.	I kindly request the meeting minutes for the briefing that was held on the 17th of August 2026 regarding Tender No. TCC/2025/09/0002/106003/RFP.	A formal set of meeting minutes was not issued for the briefing session. The official record of questions raised by bidders and the corresponding Transnet responses is contained in the **Batch 1 Clarification Questions and Responses** document, which forms part of the RFP documentation.
7.	Site Volumes: Would it be possible to obtain an indication of anticipated fuel volumes per site (or across all sites), even at a high level rather than final confirmed figures? Volume per site, together with distance from source, is a key factor in how we structure our pricing and discount/rebate offering, and this would help us ensure our proposal reflects the most accurate and competitive pricing possible.	Transnet has provided all information available for purposes of this procurement within the RFP and associated annexures. Bidders are required to prepare and submit their proposals based on the information provided in the RFP documentation. As stated in Annexure D, quantities and volumes are estimates only and any orders resulting from this RFP will be placed on an "as and when required" basis. Actual demand may therefore vary during the contract period.
8.	Rebate Structure: We note the RFP's reference to a rebate structure that is intended to remain constant for the duration of the contract. We would like clarification on whether there is any flexibility for this rebate to be adjusted (upward or downward) during the contract term in the event of material changes in input costs affecting either party, or whether the rebate is fixed for the full contract term with no provision for adjustment.	Bidders are required to submit pricing strictly in accordance with **Annexure D: Pricing Schedule**. The rebate offered by the successful bidder is expected to remain firm for the duration of the contract term. The RFP does not provide for periodic upward or downward adjustments to the rebate during the contract period. Bidders are therefore required to formulate their pricing based on their own commercial assumptions and assessment of all costs, risks and anticipated cost escalations associated with the performance of the contract. Consideration may only be given to reviewing the rebate upon implementation of the 60% TFR volume allocation mechanism referenced in the RFP, where applicable and subject to the terms of the

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		resulting agreement and applicable governance requirements.
9.	And please assist with the Q and A document from the briefing session	Please refer to the published **Batch 1 Clarification Questions and Responses** document. The document contains the clarification questions raised during the briefing process together with Transnet's official responses and forms part of the RFP documentation.
10.	I am kindly reaching out to you to request an extension on the deadline for the supply of refined bulk fuel. Unfortunately, our X partners have been slow in acquiring some technical information due to the uncertainty in the strait of Y. We are busy with obtaining a guarantee of supply from our X partners. We would highly appreciate your consideration to extend the deadline from 28 August 2026 to a further date; this would give small players the opportunity to submit our proposals.	Transnet acknowledges your request. Following consideration of requests received from interested bidders, Transnet issued **Addendum 1**, which extended the tender closing date from **28 August 2026 to 07 September 2026**. Bidders are requested to take note of the revised closing date and ensure that their submissions are uploaded before the stipulated deadline.
11.	We kindly request an extension of the closing date for the above-mentioned RFP. The additional time would allow us to finalise the necessary technical, commercial and supporting documentation and ensure that our submission is complete, accurate and fully compliant with all the requirements of the RFP. We would greatly appreciate your consideration of our request and kindly request an extension of the closing date to allow sufficient time for the finalisation and submission of a comprehensive response.	Transnet acknowledges your request. Please be advised that Transnet has already extended the closing date through **Addendum 1**. The closing date was amended from **28 August 2026 to 07 September 2026**. Bidders are requested to submit their responses on or before the revised closing date.

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12.	I hope this message finds you well. We as Company X would like to request an official extension the below tender: The tender has not appeared on the Transnet tender portal, making it impossible for us to acknowledge our intention to bid through the portal. Furthermore, the Questions and Answers document, which was scheduled to be published on both the eTenders and Transnet tender portals on 19 August, has not yet been made available. In addition, none of our email correspondence regarding this matter has been acknowledged or responded to. Given the circumstances outlined above, we believe that it has not been possible to complete and submit a compliant tender response.	Transnet confirms that the technical issues previously experienced on the e-Tender Portal have been attended to and resolved. In addition, **Batch 1 Clarification Questions and Responses** and **Addendum 1** have subsequently been issued and form part of the RFP documentation. Transnet further extended the tender closing date from **28 August 2026 to 07 September 2026** through Addendum 1 to provide bidders with additional time to prepare and submit their responses. Bidders are advised to ensure that they are registered and accessing the tender using the same email address to which the tender invitation was issued and to consult **Annexure K: e-Tender Portal Guide** for assistance with portal registration and submission requirements.
13.	I realise I missed the date to send the clarification questions. Nonetheless, is it possible to assist us and indicate the storage capacity of the Home Base sites.	The storage capacities of individual Home Base sites do not form part of the information issued for purposes of this procurement. Bidders are required to prepare their submissions based on the information contained in the RFP and associated annexures issued by Transnet.
14.	Also, if you could please forward me the broader response for the clarification questions.	Please refer to the published **Batch 1 Clarification Questions and Responses** document. The document contains the clarification questions received from bidders together with Transnet's official responses and forms part of the RFP documentation.
15.	The portal has been updated to reflect a new submission date of 7th September. The old date was 28th of August.	Yes, that is correct. The closing date for **RFP No. TCC/2025/09/0002/106003/RFP** has been extended from

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	Kindly confirm that the correct deadline for this tender is the 7th September 2026.	**28 August 2026 to 07 September 2026**, as communicated through **Addendum 1** and reflected on the Transnet e-Tender Portal.
16.	RFP No.: TCC/2025/09/0002/106003/RFP Good day, Please kindly provide clarification on the returnable documents for the aforementioned tender. As per the RFP the returnable documents are as below: 1. Mandatory Returnable documents 2. Returnable Documents Used for Scoring 3. Essential Returnable Documents However, as per the e-tender submission portal, the returnable documents are: 1. Mandatory 2. Essential 3. Non Essential Are we thus to assume that the "returnable documents used for scoring", relate to the "non-essential requirements" as per the portal?	Yes, for purposes of submission through the Transnet e-Tender Portal, the category labelled **"Non-Essential"** has been used to accommodate documents that are utilised for evaluation and scoring purposes. Bidders remain responsible for ensuring that all returnable documents required by the RFP are submitted in the appropriate category and that their submissions are complete and compliant with the RFP requirements.
17.	Please provide clarity on the BBBEE requirement. Both section 9 and annexure J of the RFP require the submission of BBBEE confirmation (i.e. BBBEE certificate or EME/QSE affidavit). However, as per the etender portal duplicate documents will not be permitted, please advise wherein we are required to attach it.	Bidders are only required to upload the applicable B-BBEE Verification Certificate, EME Affidavit or QSE Affidavit once. The submitted document will be considered for all applicable evaluation purposes and duplicate uploads are therefore not required.
18.	As a bidder whose license is issued in term of Petroleum Products Act, 1977 (Act No 120 of 1977), how will Transnet deal with us considering that Transnet requires a wholesale license issued in terms of the amended act of 2003?	Following consideration of the clarification request received from the market, Transnet has amended Annexure A: Technical Prequalification Criteria through Addendum 2. Bidders are requested to refer to Addendum 2 for the revised requirements relating to Wholesale Petroleum Licence requirements and acceptable licensing documentation.

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		Addendum 2 forms part of the RFP documentation and must be read together with the RFP and all previously issued clarification responses.
19.	What is Transnet's interpretation of valid wholesale license for petroleum products, considering that the wholesale license only has an issue date and does not provide the validity/expiration date?	Following consideration of the clarification request received from the market, Transnet has amended Annexure A: Technical Prequalification Criteria through Addendum 2. Bidders are requested to refer to Addendum 2 for the revised requirements relating to the validity and acceptability of Wholesale Petroleum Licences submitted in response to this RFP. Addendum 2 forms part of the RFP documentation and must be read together with the RFP and all previously issued clarification responses.
20.	The dangerous goods for vehicles is issued by Municipalities, how will Transnet test the validity of the issuing body?	Following consideration of the clarification request received from the market, Transnet has amended Annexure A: Technical Prequalification Criteria through Addendum 2. Bidders are requested to refer to Addendum 2 for the revised requirements relating to Dangerous Goods vehicle compliance requirements and acceptable supporting documentation. Addendum 2 forms part of the RFP documentation and must be read together with the RFP and all previously issued clarification responses.
21.	As a current or previous diesel supplier to Transnet, can we request a reference letter from Transnet for this tender?	Yes, Current and previous suppliers may approach the relevant Transnet business unit to request a reference letter. Any such request will be processed in accordance with Transnet's internal processes and governance requirements. Where a reference letter is issued by Transnet and submitted as part of a bidder's proposal, such reference letter will be considered for purposes of this RFP, provided that it complies

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		with the requirements stipulated in **Annexure B: Technical Evaluation Criteria**. Bidders remain responsible for ensuring that all reference letters submitted as part of their proposals contain the information required by the RFP and Technical Evaluation Criteria and are submitted in the prescribed format.
22.	The COA document is required to demonstrate compliance with MARPOL Annex VI or equivelant, MARPOL Annex VI is intended for marine fuels which permit a sulphur level exceeding 50ppm, considering that a bulk of this tender is Traction & Homebase which requires a maximum sulphur limit of 50ppm. There are COAs that are not specifically made for marine purposes that do not explicitly reference MARPOL compliance and yet they do comply with MARPOL requirements, how will Transnet intepret the compliance of these COAs for this RFP?	Following consideration of the clarification request received from the market, Transnet has amended Annexure B: Technical Evaluation Criteria through Addendum 2. Bidders are requested to refer to Addendum 2 for the revised requirements relating to Product Quality Certificates, Certificates of Analysis (COAs), MARPOL Annex VI compliance and acceptable supporting documentation. Addendum 2 forms part of the RFP documentation and must be read together with the RFP and all previously issued clarification responses.
23.	I have just noticed that the closing date for the above-mentioned bid has changed from 28/08/2026 to 07/09/2026. Could you please confirm whether the new closing date of 07/09/2026 is correct?	Yes, that is correct. Transnet issued Addendum 1, which amended the closing date for RFP No. TCC/2025/09/0002/106003/RFP from 28 August 2026 to 07 September 2026. Bidders are requested to ensure that their submissions are uploaded through the Transnet e-Tender Portal on or before the revised closing date and time.
24.	I hope this email finds you well. Is the closing date for the tender for the Supply of Refined Bulk Fuel, Nationally, for a Period of Five (5) Years (TCC/2025/09/0002/106003/RFP) 28 August 2026 or 07 September 2026? The RFP document reflects 28 August 2026, while the e-Tender Portal reflects 07 September 2026.	The revised closing date of 07 September 2026 is correct. Transnet issued Addendum 1, which formally amended the closing date from 28 August 2026 to 07 September 2026. Where any inconsistency exists between the original RFP and a subsequently issued addendum, the latest addendum shall prevail.

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25.	Transnet's clarification confirms that, in the case of an unincorporated JV, ISO 14001 and ISO 45001 certificates may be issued in the name of at least one JV partner, provided the certificates are valid, issued by accredited certification bodies, applicable to the relevant operations and relevant to the tender scope. Please confirm unequivocally whether a bidder structured as an unincorporated JV will receive the full 5 points for ISO 14001 and 5 points for ISO 45001 where: • one JV member is the licensed petroleum wholesaler and commercial/product-supply partner; and • the other JV member is the specialist petroleum transporter/logistics operator that holds the valid ISO 14001 and ISO 45001 certificates and will actually undertake the activities to which those management systems principally relate.	Following consideration of the clarification request received from the market, Transnet has amended Annexure B: Technical Evaluation Criteria through Addendum 2. Bidders are requested to refer to Addendum 2 for the revised requirements relating to ISO 14001 and ISO 45001 certification requirements and the associated scoring methodology applicable to Joint Venture arrangements. Addendum 2 forms part of the RFP documentation and must be read together with the RFP and all previously issued clarification responses.
26.	Where the bidder does not form a JV with the transporter but instead appoints the transporter with valid ISO 14001 and 45001 certificates as a subcontractor, will valid ISO 14001 and ISO 45001 certificates held by that subcontractor qualify for the respective technical criteria and scoring? If not, please confirm that the distinction intended by Transnet is: (a) JV partner's ISO certificate = acceptable; and (b) subcontractor's ISO certificate = not acceptable. This distinction is important for bidders to structure their bids correctly before closing.	Following consideration of the clarification request received from the market, Transnet has amended Annexure B: Technical Evaluation Criteria through Addendum 2. Bidders are requested to refer to Addendum 2 for the revised environmental and occupational health and safety certification requirements and associated scoring methodology. Addendum 2 forms part of the RFP documentation and must be read together with the RFP and all previously issued clarification responses.

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27.	Please clarify the operational rationale for requiring ISO 14001 and ISO 45001 from the petroleum wholesaler itself where the wholesaler: • does not manufacture/refine the petroleum; • does not operate the loading terminal; • does not physically transport the petroleum; and • relies upon an Oil Major for product and a specialist transporter for physical delivery. In that operating model, the principal environmental and occupational safety risks arise at the Oil Major/terminal and transportation/logistics interfaces, rather than in the wholesaler's administrative/commercial function. Would Transnet therefore confirm that the requirement is satisfied where the ISO-certified JV logistics member actually performs and controls those relevant operations?	Following consideration of the clarification request received from the market, Transnet has amended Annexure B: Technical Evaluation Criteria through Addendum 2. Bidders are requested to refer to Addendum 2 for the revised ISO certification requirements applicable to bidders and Joint Venture arrangements. Addendum 2 forms part of the RFP documentation and must be read together with the RFP and all previously issued clarification responses.
28.	Please clarify precisely which insurance policies must be held directly in the name of the bidder and which may be maintained by the specialist transporter actually undertaking the petroleum/Dangerous Goods transportation. For example, should the following transport-specific risks be insured by the transporter: • comprehensive tanker/fleet insurance; • Goods-in-Transit; • carrier's liability; • Dangerous Goods transportation liability; • pollution/spillage liability; and • motor third-party liability, while the bidder/JV maintains the contractual/public liability and other insurance required of the Supplier under the Master Agreement? This would align insurance with the party actually carrying out the relevant risk.	Following consideration of the clarification request received from the market, Transnet has amended Annexure A: Technical Prequalification Criteria through Addendum 2. Bidders are requested to refer to Addendum 2 for the revised insurance requirements applicable to bidders, Joint Venture partners, subcontractors and transportation arrangements. Addendum 2 forms part of the RFP documentation and must be read together with the RFP and all previously issued clarification responses.

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29.	Where the transporter is itself an unincorporated JV member, will Transnet accept transport-related insurance issued in the name of that JV member, provided: • the policy covers the relevant operations; • the JV/Transnet contract activities fall within the policy scope; • appropriate limits of indemnity are maintained; and • the successful JV remains contractually liable to Transnet? If Transnet instead requires insurance to be issued specifically in the name of the unincorporated JV, please confirm this expressly so that bidders can arrange the appropriate endorsements before contract commencement. This matters because Annexure E places insurance obligations on the contractual Supplier/Service Provider, including continuing insurance obligations and notification if cover terminates.	Following consideration of the clarification request received from the market, Transnet has amended Annexure A: Technical Prequalification Criteria through Addendum 2. Bidders are requested to refer to Addendum 2 for the revised insurance requirements relating to Joint Venture structures and transportation-related insurance arrangements. Addendum 2 forms part of the RFP documentation and must be read together with the RFP and all previously issued clarification responses
30.	Addendum 1 states that: the rebates quoted must remain fixed for the duration of the contract, while the fuel-price component will continue to adjust under the regulated fuel-pricing framework. Please clarify whether Transnet will permit any periodic review of the contracted pricing and rebate during the five-year contract where there are extraordinary and demonstrable changes in the cost components embedded within that overall pricing framework, inclusive of the rebate, including: • transportation costs; • labour;	No periodic reviews of the rebate are contemplated under the RFP. The rebate offered by the successful bidder is expected to remain firm for the duration of the contract term and bidders should take into account all anticipated cost increases, inflationary impacts, operational risks and other commercial considerations when preparing their pricing submissions. Consideration may only be given to reviewing the rebate upon implementation of the 60% TFR volume allocation mechanism referenced in the RFP, where applicable and subject to the terms of the resulting agreement and applicable governance requirements.

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	• insurance; • financing/credit costs; • tolls; • statutory/regulatory charges; • terminal/loading charges; • exchange-rate exposure; • exceptional geopolitical disruption; or • other material logistics-cost movements outside the supplier's reasonable control.	
31.	Would Transnet consider a quarterly review mechanism, without disturbing the regulated wholesale fuel-price component, under which the successful bidder could demonstrate extraordinary movements in the non-fuel cost components underlying the rebate? The purpose would not be to permit arbitrary repricing, but to preserve the economic sustainability and security of supply of a five-year national fuel contract.	No. The RFP does not provide for a quarterly rebate review mechanism or any other scheduled rebate adjustment process. The rebate offered by the successful bidder is expected to remain firm for the duration of the contract term and bidders are required to account for anticipated cost escalations and commercial risks when formulating their pricing submissions. Consideration may only be given to reviewing the rebate upon implementation of the 60% TFR volume allocation mechanism referenced in the RFP, where applicable and subject to the terms of the resulting agreement and applicable governance requirements.
32.	Alternatively, if the tendered rebate is intended to remain absolutely fixed for all five years with no periodic adjustment whatsoever, please confirm whether bidders are expected to price all anticipated: CPI, labour, transport, insurance, finance, logistics and other cost escalation for the entire five-year period into the rebate submitted at tender stage. This is particularly important because Transnet has already advised bidders that pricing is on a delivered basis and that transportation costs, distances and operational considerations must be incorporated into the tendered price.	Yes. Bidders are required to formulate their pricing based on their own commercial assumptions and assessment of all risks, costs and operational considerations associated with the performance of the contract. Accordingly, bidders should ensure that all anticipated future cost escalations, inflationary impacts and any other relevant commercial considerations over the contract term are appropriately incorporated into the pricing and rebate submitted as part of their tender response.

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33.	Annexure D separately encourages bidders to propose fuel-price hedging strategies, with successful bidders potentially engaged on such strategies during contract discussions. Please confirm whether Transnet would similarly consider, during post-tender negotiations or contract finalisation, an objective rebate-escalation formula addressing non-regulated cost components.	No. The RFP does not provide for the introduction of a rebate-escalation formula during post-tender negotiations or contract finalisation. The rebate offered by the successful bidder is expected to remain firm for the duration of the contract term and bidders are required to submit pricing in accordance with the prescribed pricing methodology contained in the RFP. Consideration may only be given to reviewing the rebate upon implementation of the 60% TFR volume allocation mechanism referenced in the RFP, where applicable and subject to the terms of the resulting agreement and applicable governance requirements.
34.	Please confirm whether an international company incorporated and principally operating outside the borders of South Africa may participate as a member of an unincorporated Joint Venture with a South African company for purposes of this RFP.	Yes. International entities may participate in this RFP as members of an unincorporated Joint Venture, provided that the Joint Venture complies with all requirements of the RFP and that the relevant member is legally entitled to perform the obligations allocated to it under the Joint Venture arrangement. All required returnable documents must be submitted in accordance with the RFP requirements.
35.	Where an international JV member does not ordinarily possess South African documents such as: • South African CSD registration; • SARS TCS PIN; • South African B-BBEE certificate; or • other domestic corporate documents, please specify which documents: (a) must nevertheless be obtained by the international JV member before tender closing; (b) may be substituted with equivalent documents issued in its country of incorporation; and	Bidders are required to comply with all requirements expressly stated in the RFP. Where a foreign entity participates as a member of an unincorporated Joint Venture, Transnet will consider equivalent documentation issued by competent authorities in the country of incorporation where appropriate and where such documentation is relevant to the requirement being assessed. Bidders remain responsible for demonstrating compliance with all applicable returnable document requirements and evaluation criteria.

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	(c) are required only from the South African JV member or the consolidated bidding JV.	
36.	How will B-BBEE and Specific Goals scoring be calculated where an unincorporated JV comprises: • a South African B-BBEE-compliant company; and • an international-owned company that does not independently hold a South African B-BBEE certificate? Will Transnet evaluate the JV solely on the project-specific consolidated JV B-BBEE verification certificate, based on the respective participation weightings of the JV members? If so, please confirm that the international member's participation must be dealt with by the accredited B-BBEE verification agency when calculating the consolidated JV status, rather than requiring the foreign member independently to obtain a standalone South African B-BBEE certificate.	Yes. For purposes of evaluating B-BBEE Status Level and Specific Goals, an unincorporated Joint Venture is required to submit a consolidated B-BBEE Verification Certificate in accordance with the requirements contained in the RFP and applicable B-BBEE Codes. The determination of the Joint Venture's B-BBEE Status Level is a matter for the accredited verification agency issuing the consolidated certificate. Transnet will evaluate the submitted consolidated certificate in accordance with the published evaluation methodology.
37.	Where the international JV member has registered a company/entity in South Africa primarily for purposes of registering its fleet/assets, please clarify whether Transnet requires the South African registered entity to be the actual JV member, or whether the parent/operating company may be the JV member while contributing South African-registered vehicles/assets.	The entity that is identified as the Joint Venture member and assumes the obligations allocated to it under the Joint Venture Agreement must be clearly reflected in the Joint Venture documentation submitted as part of the bid. Transnet will evaluate the Joint Venture based on the documentation submitted and reserves the right to seek clarification where required.
38.	Where an International Oil Major and/or logistics JV member proposes deploying vehicles and/or drivers in South Africa, please confirm the precise evidence Transnet requires to establish compliance with the South African Dangerous Goods driver and vehicle requirements.	Bidders proposing foreign drivers, vehicles or transportation resources must demonstrate compliance with Annexure A and all legislation applicable to operating dangerous goods vehicles within South Africa.

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	Specifically, will equivalent Eswatini licences/certifications be accepted where recognised under South African law, or must all drivers and vehicles proposed for this contract hold the prescribed South African documentation identified in Annexure A?	Where foreign licences, permits or certifications are relied upon, bidders must demonstrate that such documentation is recognised or accepted under the applicable South African regulatory framework. Transnet reserves the right to verify such compliance during the evaluation process and may request additional supporting evidence where required.
39.	Transnet has clarified that where transportation is outsourced, an MOU/LOI is insufficient and a binding logistics agreement is required. Where the transporter is instead a formal member of an unincorporated JV, and the signed JV Agreement expressly: • commits the transporter's fleet; • allocates transportation responsibility to that member; • specifies tanker capacity; • commits drivers and operational resources; and • makes the arrangement binding for the tender and resultant contract, will that binding JV Agreement plus fleet evidence satisfy Criterion 4.1, or must the JV members additionally execute a separate logistics agreement?	Following consideration of the clarification request received from the market, Transnet has amended Annexure B: Technical Evaluation Criteria through Addendum 2. Bidders are requested to refer to Addendum 2 for the revised logistics and transportation capability requirements, including the acceptability of Joint Venture Agreements as evidence of transportation capability. Addendum 2 forms part of the RFP documentation and must be read together with the RFP and all previously issued clarification responses. These are the only Batch 2 responses I would revise, because they directly resulted in amendments to Annexure A or Annexure B. The remaining responses should remain unchanged
40.	Is the deadline for the above tender extended to 07 September 2026 as stated in Addendum 1?	Yes. Transnet issued Addendum 1, which amended the closing date from 28 August 2026 to 07 September 2026.
41.	Which of the listed sites consume petrol?	Bidders are referred to Addendum 1 - Annexure C: Site List for the latest site information.

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		Petrol represents approximately 2% of the estimated contract volume. Bidders should further note that pricing must be submitted strictly in accordance with Annexure D: Pricing Schedule and the prescribed rebate methodology issued by Transnet.
42.	Can prices be offered on an ex-gate basis? Since bidders do not know which sites may ultimately be allocated to them, the transport component could be either undercharged or overcharged.	No. Respondents are required to submit pricing on a **delivered basis** in accordance with the requirements of the RFP and **Annexure D: Pricing Schedule**. Transportation, delivery distances and all associated operational costs must therefore be incorporated into the pricing submitted by the bidder.
43.	How should the price for petrol be submitted? Should it be included in the same pricing table used for diesel on an average basis, or may bidders duplicate the diesel pricing table and submit separate pricing for petrol?	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.
44.	What volumes are currently allocated to rail at each site, and similarly, what volumes are allocated to road transport (lorry) at each site?	The tender documentation does not provide site-specific volume allocations by transport mode. The quantities reflected in the RFP documentation are estimates only and orders will be placed on an**"as and when required"** basis in accordance with operational requirements. Respondents are required to prepare their submissions using

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		the information contained in the RFP, Addendum 1 and associated annexures.