



T47/10/24

**PREFEASIBILITY STUDIES FOR THE MARINE AND
BULK SERVICES INFRASTRUCTURE REQUIRED TO
ENABLE THE ONSHORE LIQUIFIED NATURAL GAS
IMPORTATION TERMINAL DEVELOPMENT AT THE
PORT OF NGQURA, EASTERN CAPE PROVINCE**

NON-COMPULSORY BRIEFING SESSION

DATE: 04 NOVEMBER 2024 AT 11:00 AM

VENUE: MICROSOFT TEAMS

LINK: [Join the meeting now](#)

BID CLOSING DATE:

19 NOVEMBER 2024 AT 11:00 AM

TABLE OF CONTENTS

| | |
|--|-----------|
| SECTION 1: GENERAL CONDITIONS OF BID | 4 |
| 1. PROPRIETARY INFORMATION | 5 |
| 2. ENQUIRIES | 5 |
| 3. BID VALIDITY PERIOD | 5 |
| 4. INSTRUCTIONS ON SUBMISSION OF BIDS | 5 |
| 5. PREPARATION OF BID RESPONSE | 6 |
| 6. SUPPLIER PERFORMANCE MANAGEMENT | 6 |
| 7. ENTERPRISE AND SUPPLIER DEVELOPMENT | 6 |
| 8. IDC'S RIGHTS | 7 |
| 9. UNDERTAKINGS BY THE BIDDER | 7 |
| 10. REASONS FOR DISQUALIFICATION | 8 |
| 11. RETURNABLE SCHEDULES | 8 |
| 12. EVALUATION CRITERIA AND WEIGHTINGS | 9 |
| 13. PROMOTION OF EMERGING BLACK OWNED SERVICE PROVIDERS | 11 |
| SECTION 2: FUNCTIONAL REQUIREMENTS SPECIFICATION | 12 |
| 1. SPECIAL INSTRUCTIONS TO BIDDERS | 13 |
| 2. BACKGROUND INFORMATION | 13 |
| 3. SCOPE OF WORK/TERMS OF REFERENCE | 18 |
| 4. PROJECT TIMELINES | 22 |
| 5. TECHNICAL EVALUATION CRITERIA | 23 |
| SECTION 3: COST PROPOSAL | 27 |
| SECTION 4: ANNEXURES | 32 |
| ANNEXURE 1: RESPONSE FORMAT FOR SECTION 2 | 33 |
| ANNEXURE 2: ACCEPTANCE OF BID CONDITIONS AND BIDDER'S DETAILS | 35 |
| ANNEXURE 3: TAX COMPLIANCE REQUIREMENTS | 37 |
| ANNEXURE 4: BIDDER'S DISCLOSURE | 38 |
| ANNEXURE 5: SHAREHOLDERS AND DIRECTORS INFORMATION | 40 |
| ANNEXURE 6: BEE COMMITMENT PLAN | 41 |
| ANNEXURE 7: DISCLOSURE STATEMENT | 42 |
| ANNEXURE 8: PRIVACY & PROTECTION OF PERSONAL INFORMATION ACT 4 OF 2013 REQUIREMENTS | 43 |
| ANNEXURE 9: SCOPE OF FACILITIES FOR TNPA | 46 |
| ANNEXURE 10: SCOPE EXCLUSIONS | 49 |

SECTION 1: GENERAL CONDITIONS OF BID

SECTION 1: GENERAL CONDITION OF BID

1. PROPRIETARY INFORMATION

Industrial Development Corporation of SA Ltd (IDC) considers this Request for Proposal (RFP) and all related information, either written or verbal, which is provided to the respondent, to be proprietary to IDC. It shall be kept confidential by the respondent and its officers, employees, agents and representatives. The respondent shall not disclose, publish, or advertise this RFP or related information to any third party without the prior written consent of IDC.

2. ENQUIRIES

2.1. All communication and attempts to solicit information of any kind relative to this RFP should be channelled **in writing** to:

Name: Ms. Sibongile Matshaya

Telephone Number: +27 11 269 4332

Email address: sibongilem@idc.co.za

- 2.2. Enquiries in relation to this RFP will not be entertained after 16h00 on 11 November 2024.
- 2.3. The enquiries will be consolidated, and IDC will issue one response and such response will be posted, within two days after the last day of enquiries, onto the IDC website (www.idc.co.za) under tenders i.e., next to the same RFP document.
- 2.4. The IDC may respond to any enquiry in its absolute discretion and the bidder acknowledges that it will have no claim against the IDC on the basis that its bid was disadvantaged by lack of information, or inability to resolve ambiguities.

3. BID VALIDITY PERIOD

3.1. Responses to this RFP received from bidders will be valid for a period of **120** days counted from the bid closing date.

4. INSTRUCTIONS ON SUBMISSION OF BIDS

- 4.1. Bid responses must be submitted in electronic format only and must be e-mailed to the dedicated e-mail address as provided herein.
- 4.2. Bid responses should be in generally acceptable / standard electronic file format/s (i.e., Microsoft suite of products or pdf) to enable access thereto by the IDC for purposes of evaluating responses received. Where documents are presented in a format which cannot be accessed by the IDC through generally acceptable formats, such bid response will be disqualified.
- 4.3. The closing date for the submission of bids is 19 November 2024 not later than 11:00 AM (before midday). No late bids will be considered. Bids must only be sent to tenders@idc.co.za. Bids sent to any other email address other than the one specified herein will be disqualified and will not be considered for evaluation. It is the bidder's responsibility to ensure that the bid is sent to the correct email address and that this is received by the IDC before the closing date and time in IDC's dedicated tender e-mail inbox / address tenders@idc.co.za.
- 4.4. Bidders are advised to submit / send its bid responses at least 30 minutes before the 11:00AM deadline to avoid any Information Technology (IT) network congestions or technical challenges in this regard which may result in bid responses being received late. IDC's e-mail servers are configured to receive e-mails with sizes up to 50MB.
- 4.5. The IDC will not be held responsible for any of the following:
- 4.5.1. bid responses sent to the incorrect email address;

- 4.5.2. bid responses being inaccessible due to non-standard electronic file formats being utilised to submit responses by bidders;
 - 4.5.3. any security breaches and unlawful interception of tender / bid responses by third parties outside the IDC's IT network domain;
 - 4.5.4. bid responses received late due to any IT network related congestions and/or technical challenges; and
 - 4.5.5. bid responses with file size limits greater than IDC's e-mail receipt capacity of 50MB.
- 4.6. Only responses received via the specified email address will be considered.
- 4.7. Where a complete bid response (Inclusive of all relevant Schedules) is **not received** by the IDC in its electronic email tender box (tenders@idc.co.za) by the closing date and time, such a bid response will be regarded as incomplete and late. Such late and / or incomplete bid will be disqualified. **It is the IDC's policy not to consider late bids for tender evaluation.**
- 4.8. Amended bids may be sent to the electronic tender box (tenders@idc.co.za) **marked** "Amendment to bid" and should be received by the IDC **before** the closing date and time of the bid.

5. PREPARATION OF BID RESPONSE

- 5.1. All the documentation submitted in response to this RFP must be in English.
- 5.2. The bidder is responsible for all the costs that it shall incur related to the preparation and submission of the bid document.
- 5.3. Bids submitted by bidders which are companies or are comprised of companies must be signed by a person or persons duly authorised thereto by a resolution of the applicable Board of Directors, a copy of which Resolution, duly certified, must be submitted with the bid.
- 5.4. The bidder should check the numbers of the pages of its bid to satisfy itself that none are missing or duplicated. No liability will be accepted by IDC in regard to anything arising from the fact that pages of a bid are missing or duplicated.
- 5.5. Bidder's tax affairs with SARS must be in order (tax compliant status) and bidders must provide written confirmation to this effect as part of their tender response.
- 5.6. In the event that the bidding structure is a Prime Contractor with Sub-contractor/(s), then the Prime Contractor **must** hold the highest percentage allocation in terms of the value of the contract.

6. SUPPLIER PERFORMANCE MANAGEMENT

- 6.1. Supplier Performance Management is viewed by the IDC as a critical component in ensuring value for money acquisition and good supplier relations between the IDC and all its suppliers.
- 6.2. The successful bidder shall upon receipt of written notification of an award, be required to conclude a Service Level Agreement (SLA) with the IDC, which will form an integral part of the supply agreement. The SLA will serve as a tool to measure, monitor, and assess the supplier performance and ensure effective delivery of service, quality and value-add to IDC's business.
- 6.3. Successful bidders will be required to comply with the above condition, and also provide a scorecard on how their product / service offering is being measured to achieve the objectives of this condition.

7. ENTERPRISE AND SUPPLIER DEVELOPMENT

The IDC promotes enterprise development. In this regard, successful bidders may be required to mentor SMMEs and/ or Youth-Owned businesses. The implications of such arrangement will be subject to negotiations between the IDC and the successful bidder.

8. IDC'S RIGHTS

- 8.1. The IDC is entitled to amend any bid condition, bid validity period, RFP specification, or extend the bid closing date, all before the bid closing date. All bidders, to whom the RFP documents have been issued and where the IDC have record of such bidders, may be advised in writing of such amendments in good time and any such changes will also be posted on the IDC's website under the relevant tender information. All prospective bidders should therefore ensure that they visit the website regularly and before they submit their bid response to ensure that they are kept updated on any amendments in this regard.
- 8.2. The IDC reserves the right not to accept the lowest priced bid or any bid in part or in whole. It normally awards the contract to the bidder who proves to be fully capable of handling the contract and whose bid is functionally acceptable and financially advantageous to the IDC.
- 8.3. The IDC reserves the right to conduct site visits at bidder's corporate offices and / or at client sites if so required.
- 8.4. The IDC reserves the right to request all relevant information, agreements, and other documents to verify information supplied in the bid response. The bidder hereby gives consent to the IDC to conduct background checks, including FICA verification, on the bidding entity and any of its directors / trustees / shareholders / members.
- 8.5. The IDC reserves the right, at its sole discretion, to appoint any number of vendors to be part of this panel of service providers, if applicable (i.e., where a panel is considered).
- 8.6. The IDC reserves the right of final decision on the interpretation of its tender requirements and responses thereto.
- 8.7. The IDC reserves the right to consider professional conduct and experiences it had with any bidder which rendered similar services to the IDC in the past 5 years over and above the references put forward by the bidder in its response.

9. UNDERTAKINGS BY THE BIDDER

- 9.1. By submitting a bid in response to the RFP, the bidder will be taken to offer to render all or any of the services described in the bid response submitted by it to the IDC on the terms and conditions and in accordance with the specifications stipulated in this RFP document.
- 9.2. The bidder shall prepare for a possible presentation should IDC require such and the bidder will be required to make such presentation within five (5) days from the date the bidder is notified of the presentation. Such presentation may include a practical demonstration of products or services as called for in this RFP.
- 9.3. The bidder agrees that the offer contained in its bid shall remain binding upon him/her and receptive for acceptance by the IDC during the bid validity period indicated in this RFP and its acceptance shall be subject to the terms and conditions contained in this RFP document read with the bid.
- 9.4. The bidder furthermore confirms that he/she has satisfied himself/herself as to the correctness and validity of his/her bid response; that the price(s) and rate(s) quoted cover all the work/item(s) specified in the bid response documents; and that the price(s) and rate(s) cover all his/her obligations under a resulting contract for the services contemplated in this RFP; and that he/she accepts that any mistakes regarding price(s) and calculations will be at his/her risk.
- 9.5. The successful bidder accepts full responsibility for the proper execution and fulfilment of all obligations and conditions devolving on him/her under the supply agreement and SLA to be concluded with IDC, as the principal(s) liable for the due fulfilment of such contract.
- 9.6. The bidder accepts that all costs incurred in the preparation, presentation and demonstration of the solution offered by it shall be for the account of the bidder. All supporting documentation and manuals submitted with its bid will become IDC property unless otherwise stated by the bidder/s at the time of submission.

10. REASONS FOR DISQUALIFICATION

- 10.1.** The IDC reserves the right to disqualify any bidder which does any one or more of the following, and such disqualification may take place without prior notice to the offending bidder:
- 10.1.1. bidder whose Tax Status is non-compliant, after they have been notified accordingly and still remain non-compliant;
 - 10.1.2. bidder who submit incomplete information and documentation according to the requirements of this RFP document;
 - 10.1.3. bidder who submit information that is fraudulent, factually untrue, or inaccurate information;
 - 10.1.4. bidder who receive information not available to other potential bidders through fraudulent means;
 - 10.1.5. bidder who do not comply with any of the mandatory requirements as stipulated in the RFP document;
 - 10.1.6. bidder who fail to comply with POPIA requirements as listed herein; and
 - 10.1.7. bidder, as the prime contractor, who holds a lower percentage in terms of the value of the contract than any of its subcontractor/(s).

11. RETURNABLE SCHEDULES

Bidders shall submit their bid responses in accordance with the returnable schedules specified below (each schedule must be clearly marked):

- 11.1. Cover Page:** (the cover page must clearly indicate the RFP reference number, bid description and the bidder's name)

11.2. Schedule 1:

- 11.2.1. Executive Summary (explaining how you understand the requirements of this RFP and the summary of your proposed solution)
- 11.2.2. Annexure 1 of this RFP document (duly completed and signed)

11.3. Schedule 2

- 11.3.1. Copy of Board Resolution, duly certified;
- 11.3.2. Originally certified copy of ID document for the Company Representative;
- 11.3.3. Annexure 2 of this RFP document (duly completed and signed);
- 11.3.4. Annexure 3 of this RFP document (duly completed and signed);
- 11.3.5. Annexure 4 of this RFP document (duly completed and signed);
- 11.3.6. Response to Annexure 6: BEE Commitment Plan;
- 11.3.7. Bidders must submit a B-BBEE verification certificate. For Exempted Micro Enterprises (EME) with an annual revenue of less than R10 million and Qualifying Small Enterprises (QSE) with an annual revenue of between R10 million and R50 million per annum, a sworn affidavit confirming the annual total revenue and level of black ownership may be submitted. Any misrepresentation in terms of the declaration constitutes a criminal offence as set out in the B-BBEE Act as amended.

Note: If a bidder is a Consortium, Joint Venture or Prime Contractor with Subcontractor(s), the documents listed above must be submitted for each Consortium/ JV member or Prime Contractor and Subcontractor(s).

- 11.3.8. Annexure 7 of this RFP document (duly responded to);
- 11.3.9. Annexure 8 of this RFP document (duly completed and signed, if applicable);
- 11.3.10. Statement of Financial Position of the Bidder: Latest Audited Financial Statements (where applicable in terms of the Company's Act) and/or independently reviewed

financial statements and/or Cashflow Budget for new entities with no financial records.

11.3.11. Copy of Joint Venture/ Consortium/ Subcontracting Agreement duly signed by all parties (if applicable).

11.4. Schedule 3:

11.4.1. Response to Section 2 of this document, in line with the format indicated in this RFP document.

11.4.2. Annexure 5 of this RFP document duly completed and signed.

11.5. Schedule 4: Price Proposal (response to Section 3 of this RFP document).

NOTE: Must be submitted as a separate file/document marked Schedule 4: Price Proposal)

12. EVALUATION CRITERIA AND WEIGHTINGS

Bids shall be evaluated in terms of the following process:

12.1. Phase 1: Initial Screening Process: During this phase, bid responses will be reviewed for purposes of assessing compliance with RFP requirements including the general bid conditions and also the Specific Conditions of Bid, which requirements include the following:

- IDC will make use of the Central Supplier Database (CSD) to access key information which is required to conduct supplier vetting including Company Registration status, tax compliance status and any other relevant checks conducted on CSD.
- In the event that the bidding structure is a Prime Contractor with Sub-contractor/(s), then IDC will evaluate the information provided in Annexure 2 (Acceptance of Bid Conditions and Bidder's Details) and if determined that the Prime Contractor holds a lower percentage in terms of the value of the contract than any of its subcontractor/(s), then the bid will be disqualified.
- Submission of ID copy for the Company Representative as referenced in 11.3.3 above.
- BEE Status Certification as referenced in 11.3.7 above.
- Completion of all Standard Bidding Documents and other requirements, as reflected in this RFP, which covers the following:
 - Section 2: Statement of compliance with the Functional Evaluation Criteria for this RFP.
 - Section 3: Cost Proposal and Price Declaration Form.
 - Annexure 1: Response Format for Section 2
 - Annexure 2: Acceptance Of Bid Conditions and Bidder's Details
 - Annexure 3: Tax Compliance Requirements
 - Annexure 4: Bidder's Disclosure
 - Annexure 5: Shareholders And Directors Information
 - Annexure 6: Bee Commitment Plan
 - Annexure 7: Disclosure Statement
 - Annexure 8: Privacy & Protection of Personal Information Act 4 of 2013 Requirements

Note: Failure to comply with the requirements assessed in Phase 1 (compliance), may lead to disqualification of bids.

12.2. Phase 2: Technical/ Functionality Evaluation

Bid responses will be evaluated in accordance with the Functional criteria as follows:

12.2.1. Mandatory Functional/ Technical Requirements

All bid responses that do not meet the Mandatory Functional Requirements will be disqualified and will not be considered for further evaluation on the Other Functional Requirements. The Mandatory Functional Requirements are stated in section 2 of this RFP document.

Note: Failure to comply with the Mandatory Functional Requirements assessed in this phase will lead to disqualification of bids.

12.2.2. Other Functional/ Technical Requirements

With regards to the other Functional Requirements, the following criteria (set out in more detail in section 2 of this RFP document) and the associated weightings will be applicable:

| ELEMENT | WEIGHT |
|---|------------|
| Bidder's relevant Experience | 30 |
| Bidder's proposed Methodology and Approach | 35 |
| Bidders proposed Project Plan | 10 |
| Qualifications, Skills, and Experience of key personnel | 25 |
| TOTAL | 100 |

Note: The minimum qualifying score for functionality is 70%. All bidders that fail to achieve the minimum qualifying score on functionality shall not be considered for further evaluation on Price and Specific Goals.

12.3. Phase 3: Preference Point System

All bids that achieve the minimum qualifying score for Functionality (acceptable bids) will be evaluated further in terms of the preference point system, as follows:

| CRITERIA | POINTS |
|-----------------------------|------------|
| Price | 80 |
| Specific Goals ¹ | 20 |
| TOTAL | 100 |

¹Specific Goals for this tender and points that may be claimed are indicated per table below:

| SPECIFIC GOALS | POINTS |
|---|----------------|
| | (80/20 system) |
| Black ownership ² | 10 |
| 30% Black women ownership | 5 |
| Any % of ownership by Black Designated Groups ³ | 2 |
| Reconstruction Development Programme Objective: Promotion of SMMEs (Entities that are EME or QSE) | 3 |
| TOTAL POINTS | 20 |

²Black ownership: 100% black owned entities will score the full 10 points (if 80/20 system), and between 51% - 99.99% black owned entities will score 4 points (if 80/20 system) .

³Black Designated Groups has the meaning assigned to it in the codes of good practice issued in terms of section 9(1) of the Broad-Based Black Economic Act as amended.

12.4. Phase 4: Objective Criteria

This contract will be awarded to the bidder scoring the highest points unless an objective criterion justifies the award of the tender to a bidder other than the highest scoring bidder.

12.4.1. Objective Criteria are:

The bidder must pose less risk to the IDC. The risk will be assessed in terms of, but not limited to, the following:

- Reputational Risk: This will be assessed in line with the bidder's disclosure (Refer to Annexure 7: Disclosure statement of this document).
- Concentration Risk: Over exposure to a single bidder.
- The bidder's financial capability in relation to the execution of the contract.
- The bidder's past performance in IDC contracts.

13. PROMOTION OF EMERGING BLACK OWNED SERVICE PROVIDERS

It is the IDC's objective to promote transformation across all industries and/ or sectors of the South African economy and as such, bidders are encouraged to partner with a black owned entity (being 50%+1 black owned and controlled). Such partnership may include the formation of a Joint Venture and/ or subcontracting agreement etc., where a portion of the work under this tender would be undertaken by black owned entities. To give effect to this requirement, bidders are required to submit a partnership / subcontracting proposal detailing the portion of work to be outsourced, level of involvement of the black owned partner and where relevant, submit either a consolidated B-BBEE scorecard or each bidder of the partnership in their individual capacity to submit a BEE certificate or Sworn Affidavit in case of an EME or QSE which will be considered as part of the Specific Goals scoring listed in 12.3.

SECTION 2: FUNCTIONAL REQUIREMENTS SPECIFICATION

SECTION 2: FUNCTIONAL REQUIREMENTS

1. SPECIAL INSTRUCTIONS TO BIDDERS

- 1.1. Should a bidder have reason to believe that the Functional Requirements are not open/fair and/or are written for a particular service provider; the bidder must notify IDC Procurement within five (5) days after publication of the RFP.
- 1.2. Bidders shall provide full and accurate answers to the questions posed in this RFP document, and, where required explicitly state "Comply/Not Comply" regarding compliance with the requirements. Bidders must substantiate their response to all questions, including full details on how their proposal/solution will address specific functional/ technical requirements; failure to substantiate may lead to the bidder being disqualified. All documents as indicated must be supplied as part of the bid response.
- 1.3. Failure to comply with Mandatory Requirements may lead to the bidder being disqualified.

2. BACKGROUND INFORMATION

2.1. Introduction and Background

Infrastructure South Africa (ISA) is a central government agency responsible for coordinating and driving the national infrastructure investment programme, with the intent of improving infrastructure investment and delivery. This is accomplished through, inter alia, the development and implementation of high-impact infrastructure projects. Infrastructure South Africa derives its legal mandate from the Infrastructure Development Act (IDA). The Infrastructure Development Act (Act 23 of 2014) is aimed at fast-tracking regulatory decision-making and accelerating the implementation processes of strategic infrastructure projects. ISA implements its mandate in partnership project owners. Within this context, ISA in partnership with Transnet National Port Authority (TNPA), aim to develop the LNG (Liquified Natural Gas) project at the Port of Ngqura to bankable prefeasibility stage as per TNPA guidance.

TNPA, a division of Transnet SOC, fulfils the landlord function for South Africa's port system. The port infrastructure is provided in the container, dry bulk, liquid bulk, break-bulk and automotive sectors. Marine services provided include dredging, aids to navigation, ship repair and marine operations. TNPA's strategy includes provision of port infrastructure capacity ahead of demand and aligning its core activities to changing market dynamics. TNPA's vision is to be "a system of ports, seamlessly integrated in the logistics network that is jointly and individually self-sustainable through delivery of high levels of service and increasing efficiency for a growing customer base, enhancing South Africa's global competitiveness and facilitating the expansion of the South African economy through socially and environmentally sustainable port development."

South Africa (SA) is the largest power market in Africa with nominal installed generation capacity of approx. 55 GW, predominantly coal based technology. The nominal installed capacity includes capacity from Eskom (including peaking plants) and Independent Power Producers. South Africa recognises that climate change poses considerable risks and constraints to sustainable economic growth. In responding to these risks and impediments, South Africa announced net zero emissions pledges to achieve this target by 2050. The plan of action to address this, among other things, was to develop low carbon solutions. The commitment is illustrated through the development and adoption of the Just Energy Transition Plan (JET IP) for 2023-2027 and other green energy related strategic integrated projects gazetted under the IDA.

In line with this, South Africa aims at ensuring energy security using gas-to-power technologies to reduce greenhouse gas (GHG) emissions and harness investment benefits presented by the technology. Furthermore, the Gas Masterplan Base Case Report (2022) supports this initiative by identifying South African ports as a key engine in the gas masterplan for the country. In alignment with South Africa's energy diversification goals, Transnet National Ports Authority (TNPA) has taken a strategic initiative to position the Port of Ngqura as a key enabler for the secure supply/importation of Liquefied Natural Gas (LNG) in the Eastern Cape Province.

The development of LNG importation infrastructure at the Port of Ngqura is essential to support South Africa's energy transition. Aligned with the Integrated Resource Plan (IRP2019 and 2023), this project will contribute to the procurement of up to 3,000 MW of gas-to-power generation by 2027, increasing the country's natural gas energy mix from 2.6% to 15.7% by 2030. This strategic initiative will stimulate infrastructure development and generate additional revenue for TNPA.

This initiative aligns with South Africa's strategic energy objectives, as LNG emerges as a crucial component in South Africa's electricity generation plans, offering substantial economic advantages. Market analysis have projected an initial LNG demand of 2.2 million tons per annum (mtpa) by 2027, with anticipated growth to between 4.0 and 6.0 mtpa by 2042, underscoring the long-term viability and importance of this infrastructure investment in South Africa.

Enabling LNG importation infrastructure is therefore required for South Africa to benefit from the potential growth of the gas economy. For the import of LNG, the gas supply chain will require port, storage, regasification, and gas distribution infrastructure as well as pipeline networks. Transnet National Ports Authority (TNPA), in its capacity as a landlord, is strategically positioned to play a pivotal role in providing the required port infrastructure to support the proposed LNG terminal, inclusive of marine, bulk services and gas distribution hub infrastructure.

2.2. Proposed Solution

In line with climate change commitments and energy security, South Africa recognised that new power generation capacity needs to be procured from a variety of sources, including gas technology. The current ministerial determination includes 3000MW of new gas fired generation capacity. A Gas IPP Procurement Programme has been published under Bid Window 1 to procure 2000MW generation capacity in South Africa.

The project was originally planned to be delivered in a phased approach, whereby phase 1 included an offshore LNG terminal through a Floating Storage & Regasification Unit (FSRU) and phase 2 included transitioning from a FSRU to a landside storage and regasification terminal. The Terminal Operator has since indicated that it intends to develop phase 2 as its primary objective, with phase 1 being an option, only if needed. To align with the Terminal Operator requirements, the business need of TNPA is therefore to focus on the development of port infrastructure to enable the envisaged phase 2 onshore-terminal development. The battery limits for phase 2 development are illustrated in **Error! Reference source not found.** below.

To provide natural gas importation infrastructure, TNPA is proposing to build an onshore

LNG Import Terminal at the Port of Ngqura (PoN) that will provide natural gas importation infrastructure including marine infrastructure (Berth) and bulk services within the port boundary that will enable the development and operation of a Land based Storage and Regasification terminal.

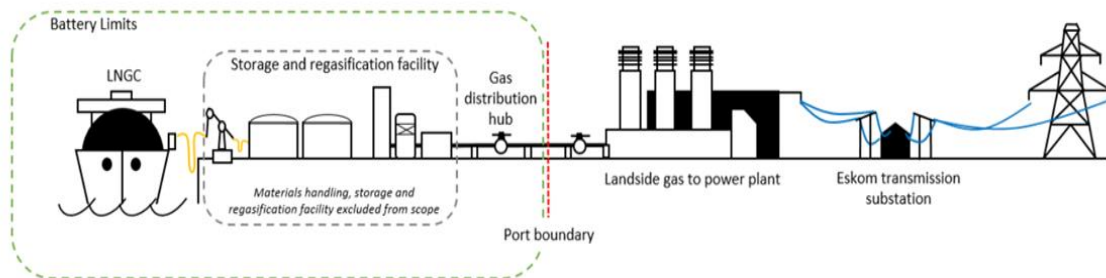


Figure 1: Land-based Storage and Regasification Solution, Including the battery limits

The LNG is transported to the terminal by LNG carriers (LNGC), which docks at the specially designed berth equipped to handle these large vessels. Upon arrival, the LNGC is securely moored, and cryogenic loading arms are connected to the ship's manifold. These loading arms, designed to operate at extremely low temperatures, facilitate the safe transfer of LNG from the carrier to the terminal's infrastructure. The LNG is then transported through insulated cryogenic pipelines, which maintain the LNG at its extremely low temperature of approximately -162°C , to onshore storage tanks within the port limits, however the pipeline works falls outside the deliverable of this scope. Here, the LNG is stored until it is needed for regasification. The regasification facility, also located onshore, converts the LNG back into its gaseous state. Once regasified, the natural gas is distributed by the terminal operator to various offtake points, supplying industrial, commercial, and residential consumers as required. This entire process ensures the efficient and safe handling of LNG from ship to end-user.

The concept layout for phase 2 development at the Port of Ngqura is shown in **Error! Reference source not found.** below.

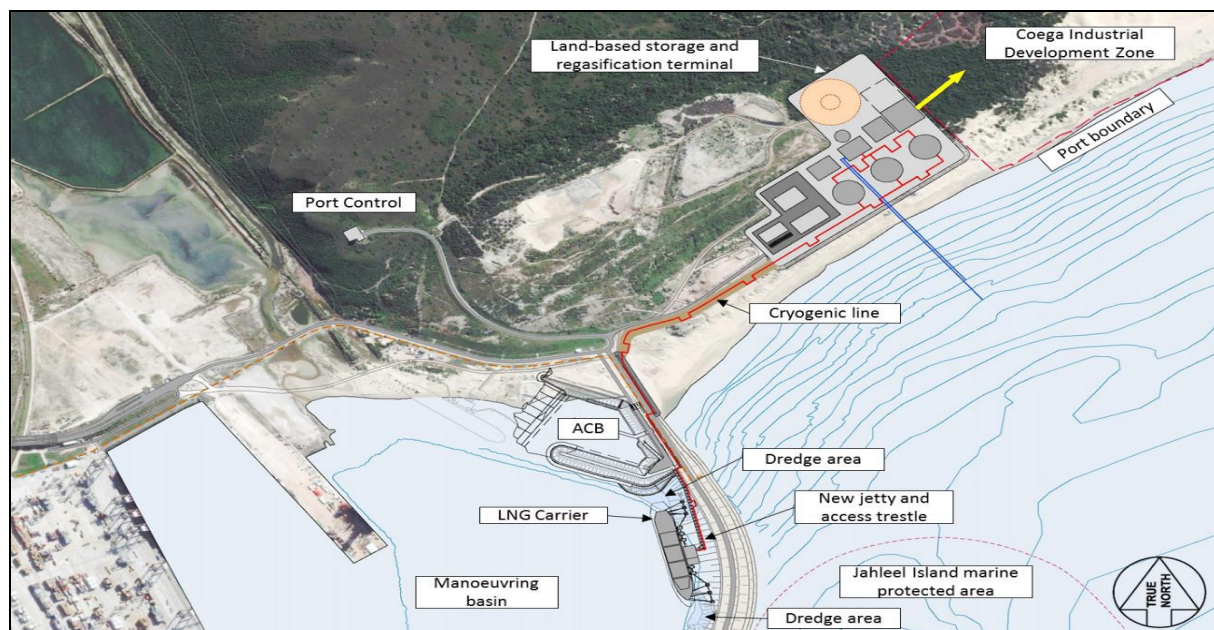


Figure 2 Concept solution for phase 2 development (PRDW,2026)

Note: Phase 2 is the only deliverable required for this RFP. The use of the phrases (phase

1 and phase 2) merely gives the background of the project.

2.3. Location of the site and access

The LNG Terminal will be developed ONLY for a land-based storage and regasification solution with associated infrastructure as depicted in Figure 1 and 2 above. This LNG Terminal will be built and operate in the PoN with an onshore LNG and regasification facility within the port limits of the PoN, for the period of 30 years with an option of 20 years for renewal.

The proposed locations for the new berth and onshore terminal are shown on Figure 3 below.



Figure 3

2.4. Proposed Solution: details and specifications

The proposed solution involves a land-based storage and regasification facility.

2.4.1 Marine infrastructure

The marine infrastructure required for an LNG berth is crucial for ensuring the safe, efficient, and environmentally responsible handling of liquefied natural gas. This infrastructure includes several key components: berth structure (jetty and trestles), mooring and berthing systems, LNG transfer systems, safety and emergency systems, and auxiliary services.

A marine infrastructure pre-feasibility study was conducted by PRDW in 2016 that confirmed dredging that will be undertaken as part of project execution. The prefeasibility studies have not been updated to include current proposed concept (Figure 1 and Figure 2 above).

2.4.2 Bulk Services

The bulk services infrastructure for an onshore LNG terminal and berth is essential for ensuring safe, efficient, and reliable operations. This infrastructure includes firefighting systems, sewer and wastewater management systems, stormwater management, potable water supply, road infrastructure, and electrical infrastructure.

2.5. Objectives

Infrastructure South Africa in collaboration with TNPA is seeking the services of a Bidder to provide engineering services, viz. prefeasibility engineering design services, carry out investigations, modelling, studies, simulations, and surveys, prepare design reports, provide technical works information for tender purpose, prepare all required deliverable documentation for the proposed Marine and Bulk Services infrastructure required to enable the development of an onshore LNG terminal in the Port of Ngqura as outlined hereunder:

2.5.1 Development Package

Proposed new LNG Import Berth

The objectives of the proposed new LNG Import Berth are as follows:

- ✚ Provide a berthing facility to accommodate an LNG carrier to enable the importation of LNG.
- ✚ Provide cost effective LNG importation berthing facility.
- ✚ Facilitate importation access to terminal operator.
- ✚ Maintain sustainable port solutions.
- ✚ Satisfy Stakeholder requirements.

Proposed new Bulk Services

The objectives of the proposed new bulk services are as follows:

- ✚ Provide bulk services infrastructure inclusive of roads, sewage system, potable water, storm water, fire-fighting systems, security systems, electrical supply and communications infrastructure to enable the operation of the proposed new LNG Import Berth and Onshore Terminal.
- ✚ Provide cost effective bulk services.
- ✚ Facilitate services to terminal operator.
- ✚ Maintain sustainable port solutions.
- ✚ Satisfy Stakeholder requirements.

Accordingly, the request regarding the services of the consult to be procured include:

- i. Review and confirm previous completed prefeasibility study for marine infrastructure and update accordingly, if and where required. See Annexure 11 for previous prefeasibility study related to marine infrastructure.
- ii. Complete the prefeasibility study designs for bulk services infrastructure to proposed onshore terminal and new berth.
- iii. Conduct and complete all required investigations, modelling, studies, simulations, & surveys required as an input to prefeasibility and feasibility (detailed design) phases.
- iv. Produce and evaluate options for the various development packages keeping in mind value-engineering considerations for optimized project investment and low cost of operations.

- v. Produce the schedules, cost estimates, constructability sequencing, risks and assumptions for preparation of a detailed design (feasibility phase) business case to secure feasibility phase funding.
- vi. Prepare a feasibility phase business case.
- vii. Prepare, produce and present all project deliverables required for prefeasibility phase gate review process, as per client guidance.
- viii. Supply end of project phase documentation and native files and drawings in line with Client requirements for project phase.
- ix. Support the Client with stakeholder engagements.
- x. Support Client with technical requirements and support for the LNG terminal facility and back of quay development.

The high-level scope of facilities and exclusions can be found under **Annexure 9** and **Annexure 10** respectively.

3 SCOPE OF WORK/TERMS OF REFERENCE

Overview of the scope of works

3.1 Engineering model and operating philosophy

An engineering design model and operating philosophy for the proposed LNG Terminal will be required to be developed for this project. The Bidder will arrange for appropriate specialists to undertake the required scope of works. TNPA with ISA will provide the relevant guidance and support required for the terminal to achieve the required performance standards. The Bidder is to review the historical data for port infrastructure and bulk services and perform simulation studies for the terminal to confirm terminal throughput, electrical reticulation, and bulk services as well as the various scenarios and method of construction to satisfy the preliminary business requirements. Through ISA, TNPA will facilitate the acceptance and approval of the engineering model and operating philosophy with the relevant stakeholders.

The Bidder shall simulate, model and develop various options where required, while considering the required optimization of capital, to accommodate the Clients requirements, as well as producing the proposed designs, schedules, cost estimates, constructability sequencing, risks and assumptions associated with the requirements. Please note that the Bidder is required to **review the previous studies** in relation to the specified requirements. If the deliverables from these past studies remain relevant to the current project, the Bidder should exercise professional judgment in determining whether to include pricing for the respective deliverable.

3.1.1. Packages

The scope of services for each of the Development Packages shall be executed as per the following tasks:

3.1.1.1 Task 1 – Prefeasibility engineering designs

- Conduct a geotechnical investigation for all landside and waterside infrastructure;

- Review historical port geotechnical reports for both landside and waterside infrastructure.
- Carry out the following studies: moored vessel response, sediment modelling, dredging & disposal, numerical modelling, HAZOP and a full bridge simulation;
- Undertake all land surveys, topographical surveys, multi beam and bathymetric surveys;
- Develop an engineering design model and operating philosophy for the proposed marine and bulk services infrastructure;
- Perform a simulation study for the LNG import berth to confirm facility throughput, as well as the various scenarios and methods of construction in order to satisfy the preliminary business requirements. This must include Vessel Bridge Simulation;
- Develop and complete the prefeasibility design details;
- Conduct multi-criteria analysis, select the preferred design for the bulk services infrastructure and complete prefeasibility engineering designs;
- Review the previously completed prefeasibility study for marine infrastructure, confirm acceptance of design basis and update study where required;
- Produce prefeasibility engineering design reports;
- Develop work package plans;
- Include a strategy for long lead items on the Procurement Plan, business case and other applicable project documentation;
- Carry out an electrical reticulation study and simulate the electricity power demand for the facilities operating philosophy;
- Carry out a traffic study to test the preliminary road designs at the Port of Ngqura to accommodate the current and future vehicular traffic loading and complete prefeasibility level upgrade designs, where required;
- Assess port infrastructure and bulk services within the Port of Ngqura and determine if upgrades are required to enable the operation of the onshore LNG terminal;
- Develop prefeasibility level estimates and project schedules for all work packages up to execution (construction) phase;
- Develop a draft stakeholder and communications strategy;
- Develop and supply 3D rendered drawings for the facility including quays and the operational facility and bulk services layouts.

3.1.1.2 Task 2 – Completion of the enabling development packages

- Produce the video simulation for the constructability of the port and marine infrastructure;
- Produce works information (i.e. scope of services) for procurement packages;
- Produce cost estimates and priced bills of quantities for procurement packages;
- Deliver the project execution plan with all relevant supporting management plans for construction (project execution);
- Prepare all documentation and reports (across all disciplines) for the gate review process (as per the project lifecycle process defined by the Client);
- Prepare and submit the feasibility phase business case to the Client;
- Prepare all technical documentation to guide the design of the facility according to the Client's requirements - including quay wall loading requirements, road infrastructure, operational requirements, bulk services specifications and other relevant specifications to allow the Facility Operator to tie-into TNPA infrastructure;

- Represent the Client in the coordination of the duties of the Client as set out in the construction regulation 2014, (not limited to baseline risk assessment), and prepare site specific health & safety requirements;
- Carry out the duties of the Designer as set out in the construction regulation 2014, not limited to applicable safety standards & regulations under section 44 of the Act.
- Produce all draft BID documents for construction work packages.

3.2 The bidder is required to prepare the following deliverables:

- a) Prefeasibility phase engineering design report and drawings;
- b) Geotechnical investigation;
- c) Specialist studies (Prefeasibility studies):
 - ✚ Moored vessel response study
 - ✚ Sediment model study
 - ✚ Dredging and Disposal study
 - ✚ Numerical modelling study
 - ✚ HAZOP study
 - ✚ Traffic study
 - ✚ Full bridge simulation study;
- d) Surveys;
- e) Cost Estimates; and
- f) Develop Business Case for detailed design inputs.

The above deliverables in section **3.2.** are discussed in more detail in the work packages defined within the succeeding sections.

3.2.1 Prefeasibility phase engineering design report and drawings

- i. The bidder shall commence and complete the prefeasibility level engineering design work to a level of detail that is fit for purpose to support detailed design, construction, and project controls.
- ii. The bidder shall develop prefeasibility designs for all the marine and bulk services infrastructure. In this stage, a selection process will be undertaken to select the most suitable quay structure and bulk services to enable the proposed onshore terminal and berth.
- iii. The bidder is to produce prefeasibility engineering design reports and plans, Engineering model and operating philosophy. ISA and TNPA will facilitate the acceptance and approval of the prefeasibility design and terminal layout with the relevant stakeholders.
- iv. The bidder shall ensure that all the reports and drawings in 2D and 3D renders are rigorously reviewed. The level of engineering to include preparation of reports, drawings, engineering specification schedule and draft construction procedure. The scope of this activity only applies to TNPA infrastructure investments including the marine infrastructure and bulk services.

3.2.2 Geotechnical investigation

- i. The bidder will undertake all required geotechnical investigations for all landside and waterside infrastructure. These include soil sampling, borehole data and loading capacity, and the review of geotechnical historical port reports for all landside and waterside infrastructure.

- ii. The bidder will prepare the scope of works for all the required geotechnical investigations required for this project and issue to the market, appoint the contractor, manage service providers and submit interpretative reports for review and approval. The geotechnical investigation scope to be based on the TNPA sampling and boreholes guideline. All services rendered must comply with TNPA SHE Specifications.

3.2.3 Specialist studies

The Bidder must identify and undertake all relevant specialist investigations required to support the application, which shall include amongst others:

- iii. **Moored Vessel Response Study**

The bidder will undertake a moored vessel response study. This should include assessment of loading on the mooring ropes, and the capturing, assessing and analysing of movements of the vessel.

- ii. **Sediment Model Study**

- The bidder will undertake a full sediment model study.
- The bidder will prepare the scope of works for all the investigations required for this study.

- i. **Dredging & Disposal Study**

- The bidder will undertake investigations to refine the dredging and disposal methodology. This should include dredging plume impact studies and disposal site identification studies. The outcome of the study should include aspects such as: soil properties of proposed dredged material, availability of dump site for anticipated volumes and spoil composition, TNPA dredging services capacity and involvement in the works, and regulatory requirements.
- The bidder will prepare the scope of works for all the investigations required for this study.

- ii. **Numerical Modelling Study**

- The bidder will undertake a full numerical modelling study taking all environmental factors into account.
- The bidder will prepare the scope of works for all the investigations required for this study.

- iii. **HAZOP study**

- The bidder will complete a HAZOP study.
- The bidder will conduct the HAZOP study to a prefeasibility level of work.

- iv. **Traffic study**

A site traffic study will be undertaken in this task order to test the current road designs and indicate if road infrastructure upgrade is required to support the proposed onshore terminal.

- v. **Full Bridge Simulation**

- The bidder will undertake a full bridge simulation study.

- The bidder will prepare the scope of works for the investigation required for this study.

3.2.4 Surveys

The bidder will prepare the scope of works and undertake the following surveys:

- ✚ land surveys;
- ✚ topographical surveys;
- ✚ bathymetric; and
- ✚ multi beam survey.

3.2.5 Develop cost estimates

Prepare and complete the cost estimates for the total scope of works based on the prefeasibility designs. Based on the risk profile, a contingency value will be determined at this stage for the total project cost. Noting that there may be a sufficiently large forex component for material and labour, provision to be made for this in the cost estimate. This estimate will become the basis for developing the feasibility and execution phase business case.

3.2.6 Develop a business case for detailed design inputs

Prepare and complete draft business case requirement checklist, detailing the process that will inform the detailed design phase business case. The validation model must be developed to test the viability of the detailed design phase business case. The bidder will prepare the draft business case with guidance from the Client. Take note that this business case is to be utilised for motivation internally within Transnet to apply for funding to proceed to the next stage. Hence it is crucial to conduct this work in close proximity with Transnet.

3.3. General

- A Project Steering Committee comprising government technical resources from ISA and TNPA, will be constituted during the project initiation phase to provide oversight to the project.
- ISA and TNPA will chair the Project Working Committee meetings, while the appointed Bidder provides secretariat services on a fortnightly basis on-line.
- The service provider is expected to be on site for a minimum of 3 onsite visits for the duration of the contract.
- A joint review of the options will be held, after which the bidder will update the options as discussed.
- Following the joint review the programme execution plan is to be amended in alignment with the preferred option.
- A further review will be held in which the bidder will present the preliminary findings.
- All submissions made will undergo a joint review, after which the appointed service provider will update submissions as discussed; (MS Word format and summary MS PowerPoint presentation) to be issued to the ISA and the IDC;
- Independent quality reviews on ISA projects can be randomly selected to check the quality of the deliverables against the RFP commissioned.
- The appointed service provider will provide final reports and make a presentation to the Committee based on the indicated deliverables.

4 PROJECT TIMELINES

The successful bidder(s) will be required to start immediately after the award and complete the assignment within a period of six (6) months.

5 TECHNICAL EVALUATION CRITERIA

5.1 Mandatory Technical Requirements

The Bidder must indicate their compliance/ non-compliance to the following requirements and to substantiate as required. The bidder must respond in the format below, where additional information is provided/ attached somewhere else; such information must be clearly referenced.

| 5.1.1 REGISTRATION WITH PROFESSIONAL BODY | COMPLY | NOT COMPLY |
|---|--------|------------|
| <p>The Project Lead must be registered as a Professional Engineer/ Professional Engineering Technologist in terms of the Engineering Profession Act (Act 46 of 2000).</p> <p>Proof of a valid ECSA certification certificate must be submitted as part of the bidder’s proposal</p> | | |
| <p>Substantiate / Comments</p> | | |

5.2 Other Technical Requirements

The Bidder must indicate their compliance/ non-compliance to the following requirements and to substantiate as required. The bidder must respond in the format below, where additional information is provided/ attached somewhere else; such information must be clearly referenced.

| 5.2.1. BIDDER’S EXPERIENCE | Comply | Partially Comply | Not Comply |
|--|--------|------------------|------------|
| <p>The bidder must have relevant experience in undertaking engineering design packages within the marine/engineering/construction environment.</p> <p>The bidder must provide three (3) references (not older than 10 years), a contactable reference must be given (name, designation, and relationship in the project, email, and telephone). If such information is not given, the reference shall be deemed to be invalid.</p> <p>Refer to Table (A) Annexure 1 of this document for the response format provided. Accompanied with reference letters from the client on a company letter head.</p> | | | |
| <p>Substantiate / Comments</p> | | | |

| 5.2.2 BIDDER'S PROPOSED METHODOLOGY AND APPROACH | Comply | Partially Comply | Not Comply |
|--|--------|------------------|------------|
| <p>The bidder must demonstrate their thorough understanding of the objectives and deliverables in executing the Marine infrastructure and bulk services design work and associated specialist studies.</p> <p>To substantiate, the bidder must provide a detailed (step-by-step) proposal of the methodology/approach to be used showing how they will carry out the scope of work outlined above and clearly demonstrate how the project objectives and deliverables will be achieved. Preferably, the deliverables should be packaged in Work Stages, with activities outlined for each milestone. The outcome for each milestone should be clear, with the team lead specified.</p> | | | |
| Substantiate / Comments | | | |

| 5.2.3 BIDDER'S PROPOSED PROJECT PLAN | Comply | Partially Comply | Not Comply |
|---|--------|------------------|------------|
| <p>The bidder must submit a detailed project plan, which will compliment and align with the above proposed methodology with a final report to be submitted within six (6) months from date of appointment. The project plan is to be in a form of a High-Level Work Breakdown Structure (WBS) and timeframes in a Gantt Chart format.</p> | | | |
| Substantiate / Comments | | | |

| 5.2.4. QUALIFICATIONS, EXPERIENCE AND SKILLS OF KEY PERSONNEL | Comply | Partially Comply | Not Comply |
|--|--------|------------------|------------|
| <p>The team must include the following key technical team members with qualifications, skills and experience in managing marine infrastructure engineering projects and associated engineering studies.</p> <p>i. The Project Lead must be registered as a Professional Engineer/ Professional Engineering Technologist in terms of the Engineering Profession Act (Act 46 of 2000). Project Lead (ECSA) should have 12 years' relevant experience in Marine/Civil/Structural Engineering, managing engineering design packages within the marine/engineering/construction environment.</p> | | | |

| 5.2.4. QUALIFICATIONS, EXPERIENCE AND SKILLS OF KEY PERSONNEL | Comply | Partially Comply | Not Comply |
|--|--------|------------------|------------|
| <p>ii. The Design Civil Engineer shall be registered as a Professional Engineer/ Professional Engineering Technologist in terms of the Engineering Profession Act (Act 46 of 2000) with at least 10 years' experience in the design of marine and infrastructure engineering projects. Experience in the various specialised engineering fields will be critical.</p> <p>iii. Senior Civil Engineer shall be registered as a Professional Engineer in terms of the Engineering Profession Act (Act 46 of 2000) with at least 7 years' experience in the marine/civil/structural Engineering or similar type Port/Built Environment and Coastal projects.</p> <p>iv. Civil Engineer must be registered as a Professional Engineer in terms of the Engineering Profession Act (Act 46 of 2000) with at least 4 years' experience in Engineering or similar type Port/Built Environment and Coastal projects is an added advantage.</p> <p>v. Electrical Engineer shall be registered as a Professional Engineer/ Professional Engineering Technologist in terms of the Engineering Profession Act (Act 46 of 2000) with at least 10 years' experience in electrical engineering.</p> <p>vi. Mechanical Engineer shall be registered as a Professional Engineer/ Professional Engineering Technologist in terms of the Engineering Profession Act (Act 46 of 2000) ECSA with at least 10 years' experience in Mechanical engineering.</p> <p>vii. Quantity Surveyor shall be registered as a Professional Quantity surveyor with a quantity surveying regulative professional body either locally (SACQSP) or internationally recognised with at least 8 years' experience in similar type Port/Built Environment and Coastal projects.</p> <p>viii. Health, Safety and Risk Agent shall be registered as a Professional safety agent with a regulative professional body either locally (SACPCMP) or internationally recognised with at least 8 years' experience in similar type Port/Built Environment and Coastal projects.</p> <p>ix. <i>Any other relevant resources the bidder deems necessary to be part of the team. This can include but is not limited to, cost estimator, senior project planner, safety administrator, cost engineer and risk practitioner.</i></p> <p>The bidders must submit, as part of this proposal, the following:</p> <p>a) The structure / organogram and composition of the proposed team and team leader, clearly outlining the main disciplines/specialties of this project and the key personnel responsible for each specialty. Please refer to Table (B) Annexure 1 of this document for the format in</p> | | | |

| 5.2.4. QUALIFICATIONS, EXPERIENCE AND SKILLS OF KEY PERSONNEL | Comply | Partially Comply | Not Comply |
|---|--------|------------------|------------|
| <p>which the required information must be provided.</p> <p>b) CVs of all key personnel; and the CVs must clearly highlight qualifications, relevant professional registration certificates and areas of experience/competence relevant to the tasks and objectives of this project as outlined above.</p> <p>c) Copies of qualifications and certification.</p> | | | |
| <p>Substantiate / Comments</p> | | | |

SECTION 3: COST PROPOSAL

SECTION 3: COST PROPOSAL

1. **NOTE: All prices must be VAT inclusive (where applicable) and must be quoted in South African Rand (ZAR).**

2. Are the rates quoted firm for the full period of the contract?

| | |
|-----|----|
| YES | NO |
|-----|----|

Important: If not firm for the full period, provide details of the basis on which price adjustments shall be applied e.g., CPI etc.

3. All additional costs associated the bidder's offer must be clearly specified and included in the Total Bid Price.

| | | |
|---|-----|----|
| 4. Is the proposed bid price linked to the exchange rate? | Yes | No |
| <i>If yes, the bidder must indicate CLEARLY which portion of the bid price is linked to the exchange rate:</i> | | |

| | | |
|--|--------|------------|
| 5. Payments will be linked to specified deliverables after such deliverables have been approved by the IDC. Payments will be made within 30 days from date of invoice. | Comply | Not Comply |
|--|--------|------------|

6. COSTING MODEL

| Activity/ Deliverable | Resource(s)* | Rate/Hour per resource | Number of hours | Total Cost (VAT Excl.) |
|---|--------------|------------------------|-----------------|------------------------|
| Prefeasibility phase engineering design report and drawings | | | | |
| Geotechnical investigations | | | | |
| Specialist Studies: | | | | |
| i. Moored Vessel Response study | | | | |
| ii. Sediment Model study | | | | |
| iii. Dredging & Disposal study | | | | |
| iv. Numerical Modelling study | | | | |
| v. HAZOP and project specific Socio-Economic study | | | | |
| vi. Traffic study (Marine and Land) | | | | |
| vii. Full Bridge Simulation | | | | |
| Surveys: | | | | |
| Land survey | | | | |
| Topographical survey | | | | |
| Bathymetric survey | | | | |
| Multi beam survey | | | | |
| Cost estimates | | | | |
| Develop business case | | | | |
| General: meetings, presentations (Ref. to SOW 3.3) | | | | |
| DISBURSEMENTS | | | | |
| TOTAL BID PRICE (VAT EXCL.) | | | | |
| VAT @ 15% | | | | |
| TOTAL BID PRICE (VAT INCL.) | | | | |

- Bidder to name / list the resource/s to be allocated for the different deliverables
- Please note that the Consultant is required to **review the previous studies conducted on the Marine Infrastructure** in relation to the specified requirements. If the deliverables from these past studies remain relevant to the current project, the Consultant should exercise professional judgment in determining whether to include pricing for the respective deliverable.

The bidder must provide a detailed breakdown of the Disbursements as follows:

| Cost Element | Cost (VAT Excl.) |
|--------------------------------|------------------|
| | |
| | |
| | |
| Sub-Total Disbursements | |

Note on pricing:

Disbursements (incidental expenses other than professional fees e.g., travel and accommodation, printing costs, etc.) must be clearly defined, outlining all assumptions. It is of utmost importance to submit clear and comprehensive cost proposals to allow the IDC to fairly compare bid price / cost proposals. If there is no additional fee envisaged for Disbursements, then the bidder must clearly indicate “No Charge / Free of Charge”. Failure to clearly indicate this, would result in IDC penalising your bid response by taking the cost of the highest bidder and adding 50% thereto and apply this rate for purposes of price comparisons. Bidders are therefore requested to respond clearly and comprehensively on this aspect of their bid response.

SUMMARY OF THE PROPOSAL

| DESCRIPTION | BIDDER'S PROPOSAL |
|---------------------------------|-------------------|
| Number of resources (personnel) | |
| Project duration (in hours) | |
| Project duration (in months) | |
| Commencement Date | |

PRICE DECLARATION FORM

Dear Sir, having read through and examined the Request for Proposal (RFP) Document, RFP no. **T47-10-24**, the General Conditions, and all other Annexures to the RFP Document, we offer to conduct Prefeasibility Studies For The Marine And Bulk Services Infrastructure Required To Enable The Onshore Liquefied Natural Gas Importation Terminal Development At The Port Of Ngqura, Eastern Cape Province, as specified in this RFP document.

R..... **(Including VAT)**

In words

R..... **(Including VAT)**

We confirm that this price covers all activities associated with the service, as called for in the RFP document. We confirm that IDC will incur no additional costs whatsoever over and above this amount in connection with the provision of this service.

We undertake to hold this offer open for acceptance for a period of 120 days from the date of submission of offers. We further undertake that upon final acceptance of our offer, we will commence with the provision of the required service when required to do so by the IDC.

We understand that you are not bound to accept the lowest or any offer, and that we must bear all costs which we have incurred in connection with preparing and submitting this bid.

We hereby undertake for the period during which this bid remains open for acceptance, not to divulge to any persons, other than the persons to whom the bid is submitted, any information relating to the submission of this bid or the details therein except where such is necessary for the submission of this bid.

SIGNED

DATE

(Print name of signatory)

Designation

FOR AND ON BEHALF OF: COMPANY NAME

Tel No

Fax No

Cell No

SECTION 4: ANNEXURES

ANNEXURE 1: RESPONSE FORMAT FOR SECTION 2

Bidder's Experience and the proposed Project Team

Request for Proposal No: _____

Name of Bidder: _____

Authorised signatory: _____

[Note to the Bidder: The bidder must complete the information set out below in response to the requirements stated in Section 2 of this bid document. If the bidder requires more space than is provided below it must prepare a document in substantially the same format setting out all the information referred to below and return it with this Returnable Schedule 3.]

The bidder must provide the following information:

Table (A) Details of the bidder's experience in Prefeasibility Studies for The Marine And Bulk Services Infrastructure Required To Enable The Onshore Liquefied Natural Gas Importation Terminal Development At The Port Of Ngqura, EC (please refer to Section 2 par 5.2.1):

| Client' Name | Industry | Project period (Start and End Dates) | Description of service performed and extent of Bidder's responsibilities | Name, title, email address and telephone contact of client |
|---------------------|-----------------|---|---|---|
| | | | | |
| | | | | |
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| | | | | |

ANNEXURE 2: ACCEPTANCE OF BID CONDITIONS AND BIDDER'S DETAILS

Request for Proposal No: _____
 Name of Bidder: _____
 Authorised signatory: _____
 Name of Authorised Signatory _____
 Position of Authorised Signatory _____

By signing above the bidder hereby accept full responsibility for the proper execution and fulfilment of all obligations and conditions devolving on him/her under this RFP.

[Note to the Bidder: The Bidder must complete all relevant information set out below.]

CENTRAL SUPPLIER DATABASE (CSD) INFORMATION

| | |
|--|--|
| Bidders that are registered on the Central Supplier Database (CSD) of National Treasury are required to submit as part of this proposal both their CSD supplier number and CSD unique registration reference numbers below: | |
| Supplier Number | |
| Unique registration reference number | |

BIDDING STRUCTURE

| | |
|---|--|
| Indicate the type of Bidding Structure by marking with an 'X': | |
| Individual Bidder | |
| Joint Venture/ Consortium | |
| Prime Contractor with Sub Contractors | |
| Other | |

REQUIRED INFORMATION

| | |
|------------------------------|--|
| If Individual Bidder: | |
| Name of Company | |
| Registration Number | |
| Vat registration Number | |
| Contact Person | |
| Telephone Number | |
| Cellphone Number | |
| Fax Number | |
| Email address | |
| Postal Address | |
| Physical Address | |

| | |
|---|--|
| If Joint Venture or Consortium, indicate the following for each partner: | |
| Partner 1 | |
| Name of Company | |
| Registration Number | |
| Vat registration Number | |
| Contact Person | |
| Telephone Number | |
| Cellphone Number | |
| Fax Number | |
| Email address | |
| Postal Address | |
| Physical Address | |
| Scope of work and the value as a % of the total value of the contract | |
| Partner 2 | |

| | |
|---|--|
| Name of Company | |
| Registration Number | |
| Vat registration Number | |
| Contact Person | |
| Telephone Number | |
| Cellphone Number | |
| Fax Number | |
| Email address | |
| Postal Address | |
| Physical Address | |
| Scope of work and the value as a % of the total value of the contract | |

| | |
|---|--|
| If bidder is a Prime Contractor using Sub-contractors, indicate the following: | |
| Prime Contractor | |
| Name of Company | |
| Registration Number | |
| Vat registration Number | |
| Contact Person | |
| Telephone Number | |
| Cellphone Number | |
| Fax Number | |
| Email address | |
| Postal Address | |
| Physical Address | |
| Sub-contractors | |
| Name of Company | |
| Company Registration Number | |
| Vat registration Number | |
| Contact Person | |
| Telephone Number | |
| Cellphone Number | |
| Fax Number | |
| Email address | |
| Postal Address | |
| Physical Address | |
| Subcontracted work as a % of the total value of the contract | |

ANNEXURE 3: TAX COMPLIANCE REQUIREMENTS

| 1. TAX COMPLIANCE REQUIREMENTS | | |
|---|----------------------------|--|
| 1.1 BIDDERS MUST ENSURE COMPLIANCE WITH THEIR TAX OBLIGATIONS. | | |
| 1.2 BIDDERS ARE REQUIRED TO SUBMIT THEIR UNIQUE PERSONAL IDENTIFICATION NUMBER (PIN) ISSUED BY SARS TO ENABLE THE ORGAN OF STATE TO VIEW THE TAXPAYER'S PROFILE AND TAX STATUS. | | |
| 1.3 APPLICATION FOR TAX COMPLIANCE STATUS (TCS) OR PIN MAY ALSO BE MADE VIA E-FILING. IN ORDER TO USE THIS PROVISION, TAXPAYERS WILL NEED TO REGISTER WITH SARS AS E-FILERS THROUGH THE WEBSITE WWW.SARS.GOV.ZA. | | |
| 1.4 BIDDERS MAY ALSO SUBMIT A PRINTED TCS TOGETHER WITH THE BID. | | |
| 1.5 IN BIDS WHERE CONSORTIA / JOINT VENTURES / SUB-CONTRACTORS ARE INVOLVED, EACH PARTY MUST SUBMIT A SEPARATE PROOF OF TCS / PIN / CSD NUMBER. | | |
| 1.6 WHERE NO TCS IS AVAILABLE BUT THE BIDDER IS REGISTERED ON THE CENTRAL SUPPLIER DATABASE (CSD), A CSD NUMBER MUST BE PROVIDED. | | |
| 2. QUESTIONNAIRE TO BIDDING FOREIGN SUPPLIERS | | |
| 2.1 IS THE BIDDER A RESIDENT OF THE REPUBLIC OF SOUTH AFRICA (RSA)? <input type="checkbox"/> YES <input type="checkbox"/> NO | | |
| 2.2 DOES THE BIDDER HAVE A BRANCH IN THE RSA? <input type="checkbox"/> YES <input type="checkbox"/> NO | | |
| 2.3 DOES THE BIDDER HAVE A PERMANENT ESTABLISHMENT IN THE RSA? <input type="checkbox"/> YES <input type="checkbox"/> NO | | |
| 2.4 DOES THE BIDDER HAVE ANY SOURCE OF INCOME IN THE RSA? <input type="checkbox"/> YES <input type="checkbox"/> NO | | |
| <p>IF THE ANSWER IS "NO" TO ALL OF THE ABOVE, THEN, IT IS NOT A REQUIREMENT TO OBTAIN A TAX COMPLIANCE STATUS / TAX COMPLIANCE SYSTEM PIN CODE FROM THE SOUTH AFRICAN REVENUE SERVICE (SARS) AND IF NOT REGISTER AS PER 1.3 ABOVE.</p> | | |
| SUPPLIER COMPLIANCE STATUS | TAX COMPLIANCE SYSTEM PIN: | |

ANNEXURE 4: BIDDER'S DISCLOSURE

1. PURPOSE OF THE FORM

Any person (natural or juristic) may make an offer or offers in terms of this invitation to bid. In line with the principles of transparency, accountability, impartiality, and ethics as enshrined in the Constitution of the Republic of South Africa and further expressed in various pieces of legislation, it is required for the bidder to make this declaration in respect of the details required hereunder.

Where a person/s are listed in the Register for Tender Defaulters and / or the List of Restricted Suppliers, that person will automatically be disqualified from the bid process.

2. BIDDER'S DECLARATION

2.1 Is the bidder, or any of its directors / trustees / shareholders / members / partners or any person having a controlling interest ¹ in the enterprise, employed by the state? **YES/NO**

2.1.1 If so, furnish particulars of the names, individual identity numbers, and, if applicable, state employee numbers of sole proprietor/ directors / trustees / shareholders / members/ partners or any person having a controlling interest in the enterprise, in table below.

| Full Name | Identity Number | Name of State institution |
|-----------|-----------------|---------------------------|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

2.2 Do you, or any person connected with the bidder, have a relationship with any person who is employed by the procuring institution? **YES/NO**

2.2.1 If so, furnish particulars:
.....
.....

2.3 Does the bidder or any of its directors / trustees / shareholders / members / partners or any person having a controlling interest in the enterprise have any interest in any other related enterprise whether or not they are bidding for this contract? **YES/NO**

2.3.1 If so, furnish particulars:
.....
.....

3 DECLARATION

I, the undersigned, (name)..... in submitting the accompanying bid, do hereby make the following statements that I certify to be true and complete in every respect:

3.1 I have read, and I understand the contents of this disclosure;

¹ the power, by one person or a group of persons holding the majority of the equity of an enterprise, alternatively, the person/s having the deciding vote or power to influence or to direct the course and decisions of the enterprise.

- 3.2 I understand that the accompanying bid will be disqualified if this disclosure is found not to be true and complete in every respect.
- 3.3 The bidder has arrived at the accompanying bid independently from, and without consultation, communication, agreement, or arrangement with any competitor. However, communication between partners in a joint venture or consortium² will not be construed as collusive bidding.
- 3.4 In addition, there have been no consultations, communications, agreements or arrangements with any competitor regarding the quality, quantity, specifications, prices, including methods, factors or formulas used to calculate prices, market allocation, the intention or decision to submit or not to submit the bid, bidding with the intention not to win the bid and conditions or delivery particulars of the products or services to which this bid invitation relates.
- 3.4 The terms of the accompanying bid have not been, and will not be, disclosed by the bidder, directly or indirectly, to any competitor, prior to the date and time of the official bid opening or of the awarding of the contract.
- 3.5 There have been no consultations, communications, agreements, or arrangements made by the bidder with any official of the procuring institution in relation to this procurement process prior to and during the bidding process except to provide clarification on the bid submitted where so required by the institution; and the bidder was not involved in the drafting of the specifications or terms of reference for this bid.
- 3.6 I am aware that, in addition and without prejudice to any other remedy provided to combat any restrictive practices related to bids and contracts, bids that are suspicious will be reported to the Competition Commission for investigation and possible imposition of administrative penalties in terms of section 59 of the Competition Act No 89 of 1998 and or may be reported to the National Prosecuting Authority (NPA) for criminal investigation and or may be restricted from conducting business with the public sector for a period not exceeding ten (10) years in terms of the Prevention and Combating of Corrupt Activities Act No 12 of 2004 or any other applicable legislation.

I CERTIFY THAT THE INFORMATION FURNISHED IN PARAGRAPHS 1, 2 and 3 ABOVE IS CORRECT.

I ACCEPT THAT THE STATE MAY REJECT THE BID OR ACT AGAINST ME IN TERMS OF PARAGRAPH 6 OF PFMA SCM INSTRUCTION 03 OF 2021/22 ON PREVENTING AND COMBATING ABUSE IN THE SUPPLY CHAIN MANAGEMENT SYSTEM SHOULD THIS DECLARATION PROVE TO BE FALSE.

.....
Signature

.....
Date

.....
Position

.....
Name of bidder

² Joint venture or Consortium means an association of persons for the purpose of combining their expertise, property, capital, efforts, skill and knowledge in an activity for the execution of a contract.

ANNEXURE 5: SHAREHOLDERS AND DIRECTORS INFORMATION

[Note to the bidder: the bidder must complete the information set out below. If the bidder requires more space than is provided below it must prepare a document in substantially the same format setting out all the information referred to below and return it with Returnable Schedule 2.]

1 Shareholders/ Members

| Name of the shareholder | ID Number | Race | Gender | % Shares |
|-------------------------|-----------|------|--------|----------|
| | | | | |
| | | | | |
| | | | | |
| | | | | |

Note: The bidder must also attach the detailed Company/ Group Structure where relevant.

2 Trust Information

With reference to point 8.6 IDC Rights, should a trust form part of the Company / Group structure then the following must be submitted as part of your proposal.

| | |
|--|---|
| Documents necessary to verify the Identity of a Trust | <input type="checkbox"/> Copy of trust deed or other founding document by which trust is created. <input type="checkbox"/> Letters of authority (as issued by the Master of the High Court) <input type="checkbox"/> Personal details of each Trustee, each Beneficiary, the Founder, and the person authorised to act on behalf of the Trust |
|--|---|

3 Black Shareholders/ Members as per the B-BBEE Certificate

| Name of the shareholder | ID Number | Race | Gender | % Shares |
|---|-----------|------|--------|----------|
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| Total Black Shareholding % as per the current and valid B-BBEE Certificate | | | | |

4 Directors

| Name of the shareholder | ID Number | Race | Gender |
|-------------------------|-----------|------|--------|
| | | | |
| | | | |
| | | | |

I, THE UNDERSIGNED (NAME).....

CERTIFY THAT THE INFORMATION FURNISHED ABOVE IS CORRECT.

.....
Signature

.....
Date

.....
Position

.....
Name of bidder

ANNEXURE 6: BEE COMMITMENT PLAN

The IDC encourages existing vendors and prospective bidders to support the objectives of B-BBEE and as far as possible strive to improve their B-BBEE contribution status. For bid evaluation purposes, bidders are allocated points in terms of a preference point system based on the Specific Goals which requires the bidder to have a valid B-BBEE certificate or a sworn affidavit in case of a EME or QSE.

Bidders are therefore required to submit a B-BBEE improvement plan in view of the new B-BBEE Codes of Good Practice. Bidders must indicate the extent to which their ownership, management control, employment equity, preferential procurement and enterprise development will be maintained or improved over the contract period in the event that they are successful in this bid process.

ANNEXURE 7: DISCLOSURE STATEMENT

In terms of the tender condition 8.6, which allows the IDC to conduct background checks on bidders and its shareholders and directors, the IDC hereby requires bidders to provide the following additional information:

1. The IDC considers the integrity of its appointed Bidders to be of critical importance. The IDC reserves the right to apply its objective criteria to award any bidders whose integrity, based on past conduct (during the 5 years immediately preceding the bid submission date), it considers questionable.
2. To this end, the IDC requires each bidder to include in its bid, a disclosure statement which details the following (sufficient information and supporting documentation for the IDC to make its own assessment as to the materiality or seriousness of allegations regarding the bidder’s integrity or conduct): any criminal charges made against the bidder or any of its directors, shareholders, or management officials regarding their professional conduct;
 - 2.1.any civil proceedings initiated against the bidder or any of its directors, shareholders, or management officials regarding their professional conduct; and
 - 2.2.any other enquiry or similar proceedings initiated or threatened against the bidder or any of its directors, shareholders, or management officials regarding their professional conduct.
3. Where the bidder is a consortium, the disclosure statement referred to in paragraph 2.2 above must be made separately in respect of each consortium partner.
4. In the event that the bidder’s circumstances change, after submission of its bid, regarding any matter referred to in paragraph 2.2 above or in regard to any matter referred to in its disclosure statement, the bidder must submit a written notification to IDC indicating the nature and extent of such changed circumstances.
5. The IDC reserves the right to seek such additional information from any bidder, in respect of the disclosure statement referred to in paragraph 2.2 above, as it may, in its sole discretion, determine, whether such information has been requested under this RFP or otherwise, and may require the bidder to make oral presentations for clarification purposes or to present supplementary information, in respect of the disclosure statement if so required by the IDC.
6. Based on its own assessment of the contents of the bidder’s disclosure statement and any publicly available information which is relevant to the contents of such disclosure statement, the IDC will decide whether the bidder’s conduct or any allegations relating thereto pose a risk, reputational or otherwise, to the IDC; and if it reaches an adverse conclusion the IDC will in its sole discretion have the right not to award a contract or order.

SIGNED _____ **DATE** _____

(Print name of signatory) _____

Designation _____

FOR AND ON BEHALF OF: COMPANY NAME _____

Tel No _____

Fax No _____

Cell No _____

ANNEXURE 8: PRIVACY & PROTECTION OF PERSONAL INFORMATION ACT 4 OF 2013 REQUIREMENTS

| | |
|---------------------------------|--|
| Request for Proposal No: | |
| Name of Bidder: | |
| Authorised signatory: | |

Protecting personal information is important to the Industrial Development Corporation (IDC). To do so, IDC follows general principles in accordance with applicable privacy laws and the Protection of Personal Information Act 4 of 2013 (POPIA).

IDC's role as a responsible party, is amongst others to process personal information for the intended purpose for which it was obtained and in line with legal agreements with its respective/ prospective clients, third parties, suppliers, and operators.

Who is an Operator? A person or body/ entity which processes personal information for the IDC in terms of a contract or mandate.

Who is a Supplier? a natural or juristic person that provides a product or renders a service to the IDC. A supplier could also be considered as an operator, an independent responsible party or (together with IDC) a joint responsible party.

If the supplier or business partner provides IDC with its related persons' personal information, the supplier or business partner warrants that the related persons are aware of and have consented to the sharing and processing of their personal information with/by IDC. IDC will process the personal information of related persons as stated under a contractual agreement or as required by any related legislation.

Examples of the personal information of the supplier or business partner where relevant may include (but are not limited to): financial information, including bank statements provided to the IDC; invoices issued by the supplier or business partner; the contract/ legal agreement between the IDC and the supplier or business partner; other identifying information, which includes company registration numbers, VAT numbers, tax numbers and contact details; marital status and matrimonial property regime (e.g. married in community of property); nationality; age; language; date of birth; education; financial history; identifying numbers (e.g. an account number, identity numbers or passport numbers); email address; physical address (e.g. residential address, work address or physical location); information about the location (e.g. geolocation or GPS location); telephone numbers; online and other unique identifiers; social media profile/s; biometric information (like fingerprints, facial recognition signature; race; gender; sex; criminal history).

Example of Special personal information is personal information about the following: - criminal behaviour, or any proceedings in respect of any offence allegedly committed by a data subject or the disposal of such proceedings; religious and philosophical beliefs; trade union membership; political beliefs; health, including physical or mental health, disability, and medical history; or biometric information (e.g. to verify identity).

RESPONSIBILITIES OF SUPPLIERS AND BUSINESS PARTNERS WHO ARE OPERATORS UNDER POPIA

Where a supplier or business partner, in terms of a contract or mandate, processes personal information for the IDC and is considered an operator of the IDC, the supplier or the business partner will be required to adhere to the obligations set out in the IDC data privacy or POPIA policy. This policy sets out the rules of engagement in relation to how personal information is processed by suppliers and business partners on behalf of the IDC as well as the minimum legal requirements that IDC requires the suppliers and business partners to adhere to, including compliance with POPIA as summarised in the below table.

| ITEM | GUIDING CONDITIONS FOR PROCESSING PERSONAL INFORMATION | YES | NO |
|------|--|---------------------------------|--------------------------------|
| 1. | <p>Accountability</p> <p>The respective clients, third parties, suppliers and operators and its members will ensure that the provisions of POPIA, the guiding principles outlined in the policy and all the measures that give effect to such provisions are complied with at the time of the determination of the purpose and means of the processing and during the processing itself. In the event that an employee of the IDC or any person acting on behalf of the corporation who through their intentional or negligent actions and/or omissions fail to comply with the principles and responsibilities outlined, proper corrective measures will be applied.</p> | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 2. | <p>Processing Limitation</p> <p>The respective clients, third parties, suppliers and operators and its members will ensure that information is only processed for the justifiable reason and processing is compatible with the purpose of the collection.</p> | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 3. | <p>Purpose Specification</p> <p>All respective clients, third parties, suppliers and operators and its members will process personal information only for specific, explicitly defined, and legitimate reasons. The respective clients, third parties, suppliers and operators will inform IDC of reasons prior to collecting or recording their PI.</p> | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 4. | <p>Further Processing Limitation</p> <p>Personal information will not be processed for a secondary purpose unless that processing is compatible with the original purpose. Thus, where the respective clients, third parties, suppliers and operators seek to process personal information it holds for a purpose for which it was originally collected, and where this secondary purpose is not compatible with the original purpose, respective clients, third parties, suppliers and operators will first obtain additional consent from the IDC.</p> | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 5. | <p>Information Quality</p> <p>The respective clients, third parties, suppliers and operators will take reasonable steps to ensure that all personal information collected is complete, accurate and not misleading. Where PI is collected or received from third parties, the respective clients, third parties, suppliers and operators will take reasonable steps to confirm that the information is correct by verifying the accuracy of the information directly with the data subject or by way of independent sources.</p> | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 6. | <p>Open Communication</p> <p>Reasonable steps will be taken by the respective clients, third parties, suppliers and operators to ensure that the IDC is notified of the purpose for which the information is being collected, used, and processed.</p> | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 7. | <p>Security Safeguards</p> <p>It is a requirement of POPIA for responsible parties, business partners and operators to adequately protect personal information. IDC will need to review suppliers or business partner security controls and processes to ensure that personal Information is compliant with the conditions of the lawful processing of personal information as set out in the POPIA. This would be a continuous monitoring and review that will be conducted by the IDC at its discretion.</p> | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 8. | <p>Data Subject Participation</p> <p>A data subject whose PI has been collected, stored, and processed by the respective clients, third parties, suppliers and operators must have communication channels to attend to may request for the correction or deletion of such information.</p> | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

I, _____ (print name) hereby certify that the information, facts, and representations are correct and that I am duly authorized to sign on behalf of the company.

Name of Company/ Entity: _____

Company/ Entity Registration Number: _____

Company/ Entity VAT Registration Number: _____

Signature (Company/ Entity Representative)

Date

ANNEXURE 9: SCOPE OF FACILITIES FOR TNPA

GUIDLEINE ON PREFEASIBILITY STUDY DESIGN OUTPUTS

Below is the high-level facilities description. Where certain sections are not explicit, the tenderer must make allowances thereof. The *Bidder* should further break down the scope activities which shall be performed at each facility for each discipline and to which a cost can be assigned.

Facilities description

The LNG Import Berth consists of the following major infrastructure:

- A deck-on-piles berth structure with dolphins provided for berthing and mooring;
- Access trestle with road and provision for pipeline servitude and mobile crane access;
- Platform with provision for distribution of cryogenic LNG (Phase 2);
- Dredging and reclamation;
- Potential breakwater works;
- Revetment, causeway & scour protection;
- Quay structures;
- Aid to Navigation infrastructure;
- Berth furniture, including fenders, bollards, access ladders;
- Berth top structure infrastructure;
- Fire-fighting infrastructure;

The bulk services infrastructure to enable berth and onshore terminal operations consists of the following major infrastructure:

- Road;
- Potable water;
- Stormwater reticulation;
- Electricity supply;
- Sewage system
- Security systems;
- Fire-fighting;
- Telecommunications

The infrastructure development is broadly grouped into two main areas, the landside and marine side area. The sub-areas within the two main areas are detailed in the table below.

Table 1: High level infrastructure description

| Area | Location | Infrastructure |
|----------|-------------------------|---|
| Sub-area | Landside infrastructure | bulk services including road, electrical, security systems, firefighting, telecommunications, potable water, stormwater, sewage infrastructure. |
| Sub-area | Marine infrastructure | Quay, quay furniture, dredging, firefighting |

Landside infrastructure

The main landside infrastructure required for enabling the berth and onshore terminal development includes the following:

Table 2: Landside infrastructure

| Sub-area | Description |
|---------------------------|---|
| Land and property | Transnet National Ports Authority (TNPA) owns all the required land for the development. |
| Road | Upgrades may be required to the existing roads leading up to the berth and terminal boundary. A road traffic study will be required to confirm the concept layout prior to completing the prefeasibility design to determine if the current road infrastructure is adequate to accommodate the proposed increase in trucks because of the LNG terminal development within the Port. |
| Bulk Services | The proposed site for the berth and onshore terminal development is a green field development with no existing telecommunications, sewer, potable water, and storm water provisions to the terminal and berth boundary, the existing Port bulk services infrastructure needs to be evaluated and possibly re-constructed where necessary to meet the requirements of the proposed new berth and onshore terminal development. |
| Electrical infrastructure | The proposed berth and onshore terminal development is a green field development site with no existing power supply. The Port existing electrical infrastructure needs to be evaluated against the requirements of the proposed new facilities. Prefeasibility level design must be undertaken to provide power supply that meets the requirements of the new facilities. These new requirements may include high voltage for equipment & cranes at the quayside, supplies to technical workshops and high mast lights. The provision for renewable infrastructure and energy storage equipment must be made available for energy regeneration and future sustainability initiatives at the quayside. |
| Security systems | The provision for the security infrastructure must be made available for securing operations at the proposed new berth and onshore terminal. Evaluations will be required for recommending an accredited security system for the facilities. |

Marine infrastructure

The marine infrastructure required for the terminal development includes the following:

Table 3: Marine infrastructure

| Sub-area | Description |
|------------------------|--|
| Quay structure | Validation is required to confirm the most suitable quay structure for the prevailing site conditions. The quay structure design must make provision for planned mobile equipment such as cranes to conduct maintenance as well as loading arms, firefighting infrastructure and servitude for services and pipeline infrastructure. The quay structure design should include access trestle from shore to berth and should be flexible to allow for conversion to a liquid bulk berth, should it be required in future. |
| Quayside furniture | A latest recommended quay wall fender system will be installed. Validation will be required to confirm the appropriate fender system. The quay must be equipped with appropriate mooring infrastructure such as bollards. The quay should also make provision for ladder installation. The position of the bollards to be validated and confirmed with TNPA. The berth must also be equipped with firefighting equipment to meet relevant local and international safety standards for LNG terminals. |
| Dredging & Reclamation | The design & provision of dredging is required to meet current and future design vessel draft requirements. |

ANNEXURE 10: SCOPE EXCLUSIONS

Whilst the following are excluded from the scope of services, (will be undertaken by the Facility Operator or other Projects), the related interfaces form part of the scope for the *Bidder*. As such, the *Bidder* should conceptualize, coordinate, plan and manage all the related interfaces to ensure that the overall project is completed on time and seamlessly and hence the schedule prepared should integrate the following:

- i. Detailed design and construction of the cryogenic pipeline and piperack infrastructure from the berth to the onshore terminal;
- ii. Detailed design and construction of the gas pipeline and piperack infrastructure from the onshore terminal to the Port boundary;
- iii. Port equipment acquisition for terminal operation;
- iv. Detailed design and construction of the infrastructure within the terminal boundary such as buildings (admin, workshops, staff facilities and staff parking), tanks and gantries.

**ANNEXURE 11: PRDW PREVIOUS PRE-FEASIBILITY STUDY REPORT MARINE
INFRASTRUCTURE**
