

**TRANSNET NATIONAL PORTS AUTHORITY**  
**AN OPERATING DIVISION OF**  
**TRANSNET SOC LTD**

**REQUEST FOR INFORMATION (RFI) IN RESPECT  
 OF THE DESIGN, FINANCING, CONSTRUCTION,  
 OPERATION AND MAINTENANCE OF THE OLD  
 HEAVY FUEL OIL (HFO) SITE FOR AUTOMOTIVE  
 AND GENERAL LOGISTICS RELATED ACTIVITIES**

<b>Request for Information Description</b>	The design, financing, construction, operation, and maintenance of the Old Heavy Fuel Oil (HFO) site at the Port of East London for Automotive and General Logistics related activities
<b>RFI Number</b>	TNPA/2024/01/0021/55274/RFI
<b>Issue Date</b>	01 February 2024
<b>Non-Compulsory Briefing Session</b>	08 February 2024 @ 10h00
<b>Requests for Clarification Closing Date</b>	20 February 2024
<b>RFI Closing Date</b>	04 April 2024 @ 12h00

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## **1 DISCLAIMER**

- 1.1 While all reasonable care has been taken in preparing this Request For Information (“RFI”), the information has been prepared by Transnet SOC Ltd, though its operating division of Transnet National Ports Authority (“TNPA”) in good faith, based on information obtained from various sources. However, neither TNPA nor any of its advisors accept any liability or responsibility for the adequacy, accuracy, or completeness of any of the information or opinions stated herein.
- 1.2 Save where expressly stipulated otherwise, no representation or warranty (whether express or implied) is or will be given by TNPA or any of its officers, employees, servants, agents, advisors, or any other person with respect to the information or opinions contained in this RFI, or in relation to this RFI.
- 1.3 TNPA reserves the right to amend, modify or withdraw this RFI or any part of it, or terminate or amend the plans for the introduction of private sector participation for its logistics precinct development programme, at any time, without prior notice and without liability to compensate or reimburse any person pursuant to such amendment, modification, withdrawal, or termination.
- 1.4 The terms and conditions set out in this RFI are stipulated for the express benefit of TNPA and, save as expressly stated to the contrary, may be waived at TNPA’s sole discretion and at any time.
- 1.5 TNPA reserves the right to, at any time, include such responses to this RFI in any further procurement document which may or may not be made available at such later stage, without the obligation or liability to pay any compensation or reimbursement of any nature to any person pursuant to such use.
- 1.6 This RFI is provided solely for the purpose set out herein and is not intended to form any part or basis of any investment decisions by the Respondents, its shareholders, members, or its lenders.
- 1.7 Prospective Respondents that access this RFI must make their own independent assessment of the information provided, taking such advice (whether professional or otherwise) as they deem necessary.

- 1.8 No Prospective Respondent, its shareholders, members, contractors, suppliers or lenders shall have any claim against Transnet or any of its operating divisions, its officers, employees, servants, agents or transaction advisors, under any circumstances whatsoever, arising out of any matter relating to this RFI of any nature whatsoever, including where such claim is based on any act or omission by Transnet, or any of its officers, employees, servants, agents or transaction advisors of any nature whatsoever, or where such claim is based on the content of, or any omission from this RFI of any nature whatsoever.

## 2 DEFINITIONS AND INTERPRETATION

In this Document, except as otherwise defined herein, the following terms shall have the following meanings:

- 2.1 **"Black Industrialists"** - black people directly involved in the origination, creation, significant ownership, management and operation of industrial enterprises that derive value from the manufacturing of goods and services at a large scale; acting to unlock the productive potential of our country's capital assets for massive employment locally;
- 2.2 **"Capacity"** - the amount of available space for storage, inventory preparation, and order fulfilment;
- 2.3 **"Consents"** - all consents, permits, clearances, authorisations, approvals, rulings, exemptions, registrations, filings, decisions and licences required to be issued by or made with any Responsible Authority in connection with the performance of any of the Construction, Operation and maintenance of the Facility by the Project Company;
- 2.4 **"The Premises"** – Erf 19720, East London;
- 2.5 **"Document"** - this RFI document is for the design, construction, finance, operation, and maintenance of the old HFO site for Automotive and General Logistics related activities;
- 2.6 **"National Ports Act"** – the National Ports Act No. 12 of 2005;
- 2.7 **"Port"** – Port of East London;
- 2.8 **"Project Officer"** – the person appointed by TNPA as the project officer for the purpose of the administration of the process contemplated in this Document;
- 2.9 **"Project Site"** - the old HFO site as outlined in figure 1 below, located within the West Bank Precinct, East London, intended for uses such as automotive value addition, warehousing, storage, distribution logistics, production linked to export market, agro-processing near port cargo holding area and maritime related administration offices, or any operations intrinsically associated with port operations, and solutions relating to transport challenges;

- 2.10 **"Project"** – the design, construction, finance, operation, and maintenance of the Project Site for Automotive and General Logistics related activities;
- 2.11 **"Respondent"** – any entity or consortium that submits an RFI Response in response to this Document. The terms, "Respondents" or "Prospective Respondent" shall have a corresponding meaning;
- 2.12 **"RFI Response"** – the submission made by a Respondent in response to this Document, together with all necessary supporting documentation, which shall include the completed Response and its supporting documents;
- 2.13 **"RFI"** – this Request For Information document to which Respondents are required to submit an RFI response to;
- 2.14 **"RFP"** – Request for Proposal which shall be a separate process undertaken by TNPA and may be as a result of information provided by the Respondents in response to this RFI;
- 2.15 **"Transnet National Ports Authority" or "TNPA"** – an operating division of Transnet SOC Ltd, (registration number 1990/000900/30) established through the National Ports Act, No. 12 of 2005; and
- 2.16 **"Transnet"** – Transnet SOC Ltd, registration number 1990/000900/30. A state-owned company under the Department of Public Enterprises incorporated in the Republic of South Africa and which is the custodian of South Africa's freight logistics public infrastructure, which supports economic growth and development by providing efficient rail, port and pipeline infrastructure and services.

### **3 BACKGROUND**

#### 3.1. Transnet National Ports Authority – TNPA

3.1.1 Transnet National Ports Authority (TNPA) is an operating division of Transnet SOC Ltd, (registration number 1990/000900/30) established through the National Ports Act, No. 12 of 2005 (“the Ports Act”) and provides a regulatory service in terms of its proclamation as defined in the National Ports Act;

3.1.2 Operating within the port industry, TNPA provides its services to port users, namely, terminal operators, shipping lines, shipping agents, passenger liners and the clearing and forwarding industry. TNPA also carries a distinctive feature of being self-sustaining;

3.1.3 In terms of the Port Development Framework Plans (Annexure A) the site and surrounding land is being earmarked for compatible commodities. The site is currently vacant; the S berth is currently being used for Automotive operations as an interim measure until maintenance at the Automotive Terminal is complete, as such, the Port of East London intends to develop the Project Site as a mixed-use intermodal logistics precinct to offer additional capacity and create additional back-of-port capacity for the Port. Key to this development would be a host of various industries including but not limited to, storage, warehousing, light manufacturing, distribution logistics services, cargo holding facilities and maritime-related administrative offices.

- 3.1.4 The Project Site is linked to direct rail and road networks, affording great hinterland connection between the Port and major economic centres within the Eastern Cape region, South Africa, and the Southern Africa. Currently the Project Site is accessed via the Dr Zahn Road. There is railway entering the precinct however, there is no rail link to the Project Site. The Port has identified general cargo as being aligned to the Port strategy in terms of infrastructure availability, linkages to the hinterland of the Eastern Cape, Free State and the Northern Cape. This will enable future volume growth and maximum utilisation of the berthing infrastructure. The programme aims to expand capacity for the Port to drive increased export volumes in the agricultural segment, light engineering and improve transport solutions that would enable the Port to be globally competitive;
- 3.1.5 It is in this context that the Port has invite interested parties to participate in this RFI in order to solicit information on a broad range of solutions for back-of-port facilities, to determine the demand for back-of-port manufacturing, storage, warehousing, distribution logistics, cargo holding facilities and maritime-related office use.
- 3.1.6 This RFI is intended for logistics companies or land developer which would:
- 3.1.6.1 Have an appetite to develop, operate and maintain automotive or general logistics facilities within the Project Site.
  - 3.1.6.2 Describe the specifics of the logistics service requirements and provide information that can help TNPA better understand the needs of the logistics and distribution market and more specifically, the market appetite for the operation and maintenance of logistics facilities in the Project Site.
  - 3.1.6.3 Cargo-owners who would have an appetite to develop or operate cargo facilities within the Project Site
  - 3.1.6.4 Manufacturing companies interested in light manufacturing for the export market;



- 3.1.6.5 Cargo-operators who would have an appetite to operate within Project Site.
- 3.1.6.6 Financiers or financial institutions;
- 3.1.6.7 Black Industrialists operating in the maritime logistics space seeking to design, build and lease facilities within the port.

## **4 PORT OF EAST LODNON LOGISTICS LANDSCAPE – OVERVIEW**

### **4.1 Overview**

- 4.1.1 The Port is one (1) of the eight (8) commercial ports in South Africa which has adopted the vision of “Enablement of a Transformed and Sustainable World Class Port System”
- 4.1.2 The Port of East London primarily serves the automotive sector in the import and export of automotive with Mercedes Benz South Africa, as one its key customers and anchor tenants, as well as other vehicle importers and exporters. Studies are currently underway to increase the automotive handling capacity of the Port in order to accommodate and support the projected growth in automotive traffic. Other key commodities handled at the Port of East London are containers, tobacco and tobacco products, electronic components, manufactured goods, processed foodstuffs, livestock, bulk maize, and wheat. Additionally, manganese has been approved to be handled for a period of three (3) years from year of inception which is 2023 up to 2026.
- 4.1.3 The Port is located in close proximity to the East London Special Economic Zone (SEZ), which enables the diversification in commodity offering that provides a one-stop shop for potential investors that require access to Port infrastructure for the import and export of commodities. The Port of East London was constructed in 1890, the Port boast as the only river Port within the South African port system. The Port covers a total land and water area extent of 1 890 hectares, located approximately 950 km east of Cape Town and 460 km south of

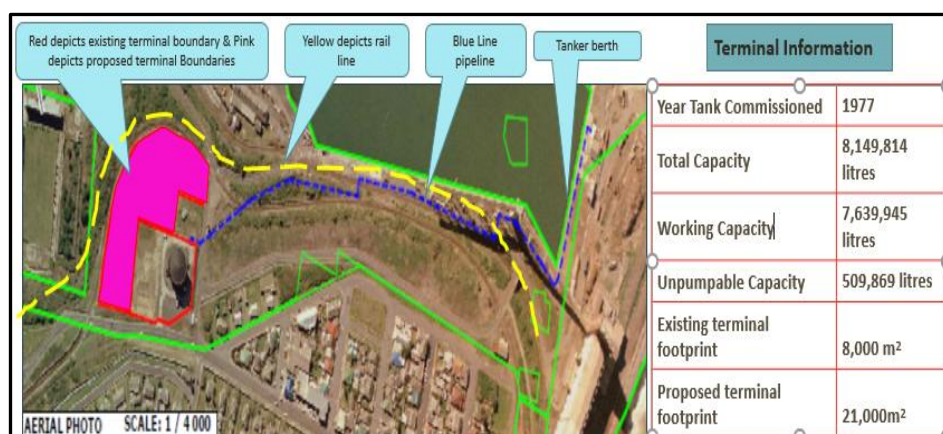
Durban on the eastern seaboard of South Africa. The Port currently operates on a first come first served basis.

4.1.4 The Port development has progressed well over the past decades. Port infrastructure includes handling capacity for multi-purpose terminal for breakbulk, container cargo on the East Bank precinct, a dry bulk terminal (Grain Elevator), an Automotive Terminal on the West Bank precinct and a liquid bulk berth at the Gately precinct. The Gately tank farm storage site is currently in the process of being promulgated for inclusion of the land parcels into Port limits.

4.1.5 The West Bank Precinct is depicted by figure 1 and 2 below:



**Figure 1: West Bank Precinct**



**Figure 2: Old HFO Site, West Bank Precinct**

Source: Port of East London PDFP

- 4.1.6 The premises contain a tank which was used to store bitumen as well as Heavy Fuel Oil (HFO).
- 4.1.7 the premises are located within the Transport Zone 1 with the following Development controls:
  - 4.1.7.1 Colour Notation: Dark-brown
  - 4.1.7.2 Primary Use: Transport usage
  - 4.1.7.3 Consent Uses: None for structures
- 4.1.8 Environmental Assessment of the site was undertaken in 2015 and no contamination of the environment was detected at the time of the assessment and evaluation.
- 4.1.9 Within Critical Biodiversity Area's (CBA) the Eastern Cape Biodiversity Conservation Plan (ECBCP) study concluded that any development should be restricted or undergo suitable Environmental Impact Assessment process.
- 4.1.10 Any construction process should follow the integrated Environmental Management principles as stipulated under the National Environmental Management Act (NEMA Act No.107 of 1998) to ensure that all legislative requirements and processes are adhered during the environmental authorisation process.
- 4.1.11 Should the undeveloped portion of the site be developed, then the relevant environment applications should be undertaken for approval by the competent authorities for appropriate monitoring purposes.
- 4.1.12 Surface water and groundwater monitoring is recommended, and the site must continue to comply with NEMA "Duty of Care Principals" therefore one would need to comply to conditions of the relevant submitted documents and authorizations.
- 4.1.13 The Port infrastructure is currently available to support the business initiatives and opportunities flowing from the adjacent Special Economic Zone (SEZ) and other key developmental nodes in the Eastern Cape.

The SEZ has attracted several investors who have established their facilities within the zone. There are also potential investors that have expressed interest to locate in the zone and have listed the Port of East London as their preferred logistic solution for cargo handling. The investors success is partly dependent on the Port's ability to provide the requisite infrastructure to enable and support the investment expected in the SEZ.

4.1.14 Other opportunities, include automotive value addition, cold storages, distribution logistics, uses related to the agro-processing and manufacturing possibilities.

4.1.15 In view of the above the port is approaching the market with this RFI to solicit market interest for Automotive and General Logistics related activities.

## **5 REQUEST FOR INFORMATION**

### **5.1. Objectives of the RFI:**

5.1.1 The objective of this RFI is to assess the market's interest in the design, construction, financing, operation and maintenance of facilities at the Project Site as an intermodal logistics precinct accommodating various industries, including but not limited to warehousing, cold storage/storage and light manufacturing;

5.1.2 A portion of the site to be used for near port cargo holding area, and maritime administration, or any operations intrinsically associated with port operations, and solutions relating to transporter challenges.

### **5.2. TNPA intends, through this RFI to:**

5.2.1 Better understand user requirements for a mixed-use automotive and general logistics precinct that will serve the Port of East London hinterland;

5.2.2 Support investigations by TNPA to identify opportunities and demand available in the market for the development of the Project Site;

5.2.3 Gain a better understanding of the logistics and distribution market

demand which might be prevalent and / or relevant to the Project Site.

**5.3 As such, TNPA encourages and requests any, and all Prospective Respondents to:**

5.3.1 Submit a Response in terms of this RFI document and outline how the design, construction, financing, operation, maintenance of facilities at the Project Site, including but not limited to warehousing, cold storage/storage and light manufacturing will be undertaken. The outcomes of the RFI will be used to inform the RFP process and as such, TNPA requests all entities or companies that may wish to submit bids in response to the proposed future RFP in respect of the Project Site for automotive and general logistics hub within the west Bank Precinct, to submit an RFI Response, should TNPA decide to proceed with the issuing thereof.

**5.4 It needs to be emphasized that TNPA will, at its sole discretion:**

5.4.1 Determine how it will develop the Project Site, and which infrastructure it will fund or request other entities to develop and fund. This RFI will assist TNPA in making such a determination.

**6 INFORMATION TO BE PROVIDED BY A RESPONDENT IN ITS RFI RESPONSE**

**6.1. General Respondents request:**

6.1.1. The RFI Response submitted should be as comprehensive as possible in line with the elements of the description of the project and include the information requested below and any supporting documentation in respect thereof.

**6.2. Description of the Project**

6.2.1 Respondents are required to provide as much detail as possible about their RFI Response including the necessary commercial arrangements

which have been put in place or still need to be put in place. Such information will assist TNPA in determining the readiness of the market for a possible development of the Facility and may inform the design of and the procurement process for the Project.

### **6.3 Information relative to Project Overview**

The Respondents will be, in respect of the Project Site and aligned to the aforementioned envisaged uses, required to provide the following details:

#### 6.3.1 Respondent's Profile

6.3.1.1 The name of the respondent, and its full registration details;

6.3.1.2 The name and contact details of the person appointed by the Respondent as its representative in the event that the Projects Officer wishes to engage on the Project(s) and/or RFI Response; and

6.3.1.3 The main business of the Respondent, in relation to the maritime logistics value chain e.g., consulting, infrastructure development etc.

#### 6.3.2 Respondent's Previous Experience

6.3.2.1 Project(s) that the Respondent has implemented (track record) whether in a municipal, national, or in any other context; and

6.3.2.2 The Respondent is required to provide capability statements, demonstrating the Respondent's previous experience in the sector or its market segment in their segment of operation.

#### 6.3.3 Project Scope

6.3.3.1 Provide an overview of the Project scope, background, and expected cost;

- 6.3.3.2 Provide the Project Site's context (Physical, Social and Economic)
- 6.3.3.3 Include parking space requirements;
- 6.3.3.4 Outline any and all compliance approvals required for the Project such as an environmental impact analysis, geotechnical investigations, and any other relevant requirements;
- 6.3.3.5 Provide development concept drawings and construction specifications; and
- 6.3.3.6 Provide the extent of land required for the development.
- 6.3.4 Projected Timelines for completion
  - 6.3.4.1 Provide projected timelines for of all the required compliance approvals and;
  - 6.3.4.2 Provide an indication of the projected timelines from the date of construction to the date of occupation.
- 6.3.5 Market, Financial and Socio-Economic Analysis
  - 6.3.5.1 Provide details on the market and on the market demand for the Facility, including unit size and design capacity;
  - 6.3.5.2 Indicate whether the identified industries are suitable for long-term investment;
  - 6.3.5.3 Indicate the Project's contribution to economic development, including job-creation during construction and operation, skills development; local content value, as well as the use and development of Small Medium and Micro Enterprises;
  - 6.3.5.4 Indicate the expected investment and return on investment; and
  - 6.3.5.5 Indicate how funding for the Project will be sourced, e.g., debt equity.

### 6.3.6 Land Use and Environmental Management

- 6.3.6.1 Mixed Land Use development such as automotive value addition, warehousing, storage, distribution logistics, cargo holding facilities, offices linked to maritime logistics uses;
- 6.3.6.2 Indicate how the proposed development will make use of renewable energy, such as, solar photovoltaics, etc;
- 6.3.6.3 Indicate the spatial layout and requirements of the proposed development as well as any need for bulk infrastructure services from TNPA; and
- 6.3.6.4 The required tenure.

### 6.3.7 Intermodality, Connectivity and Traffic Flow

- 6.3.7.1 Discuss integration capability of the various transport modes for intermodality and connectivity;
- 6.3.7.2 Describe traffic control plans; and
- 6.3.7.3 Recommend feasible designs for integration and connectivity.

### 6.3.8 Exclusions, Safety and Security

- 6.3.8.1 Indicate any exclusion or safety zones applicable as a result of the proposed facility; and
- 6.3.8.2 Indicate any requirements or safety standards applicable as a result of the proposed facility(s);

## 7 FORMAT AND SUBMISSION OF RFI RESPONSES

### 7.3 Submission of RFI Responses

- 7.3.2 The RFI Responses must be submitted to TNPA by no later than **12h00** noon on **02 April 2024** utilizing the Transnet website: (<https://transnetetenders.azurewebsites.net>);
- 7.3.3 RFI Responses reaching TNPA later than the date and time specified above will, not be considered;



- 7.3.4 All costs incurred by a Respondent in connection with this RFI and the preparation of its responses hereto shall be borne by the Respondent;
- 7.3.5 The Respondent will not have to pay any monies in order to submit an RFI Response;
- 7.3.6 The Respondent is encouraged to submit any additional information, and clearly mark the additional information, that in its view, would assist TNPA in the further development of the Project; and
- 7.3.7 The RFI number **TNPA/2024/01/0021/55274/RFI** must be quoted on all the RFI response documents.

#### **7.4 Submission of the RFI Response**

- 7.4.2 All documentation submitted in response to this RFI must be submitted in Microsoft PDF format;
- 7.4.3 Properly indexed, readable and capable of being opened;
- 7.4.4 Transnet has implemented a new electronic tender submission system, the e-Tender Submission Portal, in line with the overall Transnet digitalization strategy where suppliers can view advertised tenders, register their information, log their intent to respond to RFIs, bids and upload their bid-proposals / responses on to the system; and
- 7.4.5 Respondents are to upload their RFI response proposals onto the Transnet system against the RFI advertised.

#### **7.5 Format of RFI Response**

- 7.5.2** The Respondent is requested to complete the RFI Response and provide all the information required in terms of this RFI and to address every item in paragraph 6;
- 7.5.3** All pages should be numbered consecutively from beginning to end and there should be an index to the entire RFI Response; and
- 7.5.4** The RFI Response can be contained in more than one document and with annexures as the Respondent may consider appropriate to provide the information requested. All documents comprising of the RFI

Response must be visible from the index to the RFI.

## **7.6 Language of the RFI Response**

- 7.6.2 The RFI Response and all documents forming part of it must be in English;
- 7.6.3 Any printed literature submitted with the RFI Response may be in another language so long as it is accompanied by an English translation (made by an independent translator) of the entire document;
- 7.6.4 For the purpose of interpretation of the RFI Response, TNPA will rely on the English translation provided; and
- 7.6.5 All correspondence and any other documentation and oral communication exchanged between the Respondent and TNPA shall be in English.

## **7.7 Signing of the RFI Response**

- 7.7.1 The Respondent is requested to provide a signed cover letter with its RFI Response.

## **7.8 Further Information**

- 7.8.1 TNPA reserves the right to seek additional information from a Respondent, regarding its RFI Response, as it may, in its sole discretion, determine, whether such information has been requested under this RFI or otherwise, and may request the Respondent to present supplementary information, in respect of its RFI Response; and
- 7.8.2 The Respondents may, following the submission of an RFI Response, be requested to engage with TNPA and / or other relevant government stakeholders to discuss matters relevant to its RFI Response. Any meetings will take place via Microsoft Teams, unless otherwise arranged.

## **8 CONTACT WITH THE PROJECT OFFICER**

- 8.1. The Respondent must give the name and contact details of the person whom it appoints to undertake all contact with the Project Officer in its RFI Response,

as provided for above (Information to be provided by Respondents in their RFI Responses);

- 8.2. After the submission of its RFI Response, the Respondent may only communicate with TNPA through such person and TNPA shall be entitled, at its sole discretion, to disregard any communication from the Respondent, that does not come from such contact person, and that does not go directly to the Project Officer. Once the Respondent has been issued with a unique identification number this is to be used in all communications with TNPA; and
- 8.3. Where an engagement is required with the Respondent as highlighted above, other representatives of TNPA and the Respondent will be requested to be available for such an engagement.

## **9 FORMAL BRIEFING**

- 9.1. A non-compulsory briefing session will be conducted via Microsoft Teams on **08 February 2024 @ 10h00**. Interested parties can join the briefing session by using the link or meeting ID provided below:

[Click here to join the meeting](#) **OR Meeting ID:361037831712**  
**Passcode: 9t5vfM**

- 9.2. Interested parties who wish to submit an RFI Response and who did not participate in the non-compulsory information sharing session will not be excluded from submitting an RFI Response.

## **10 REQUESTS AND CLARIFICATIONS**

- 10.1 The Respondent may request clarification on any item contained in this RFI by not later than **20 February 2024**;
- 10.2 All enquiries, queries, and requests for clarification in respect of this RFI must be in writing and addressed to the Project / Commodity Manager and emailed to [HFOPOELRFI@transnet.net](mailto:HFOPOELRFI@transnet.net); and
- 10.3 TNPA will endeavour to respond to all reasonable written queries and requests for clarification raised by any Respondent.

## **11 GENERAL**

- 11.1 The information contained in this RFI is proprietary to TNPA. In accepting this RFI, Respondents or any third party agree that the information has been compiled, created, and maintained by special effort and expense of TNPA;
- 11.2 By submitting an RFI Response, each Respondent acknowledges that TNPA will process all such information that is contained in the RFI Response and which may constitute personal information as defined in Protection of Personal Information Act No. 4 of 2013 and each Respondent consents to such processing;
- 11.3 If a Respondent, or any person employed by him, is found to have either directly or indirectly offered, promised or given to any person in the employ of TNPA, any commission, gratuity, gift or other consideration, TNPA shall have the right and without prejudice to any other legal remedy which it may have in regard to any loss or additional cost or expenses, to disqualify the Respondent from further participation in this process and any other subsequent processes in this regard; and
- 11.4 In such an event, the Respondent will be responsible for all and any loss that TNPA may suffer as a result thereof. In addition, TNPA reserves the right to exclude such a Respondent from future business with TNPA.

## **12 ANNEXURES**

- 12.1 Annexure 1 - Site Layout
- 12.2 Annexure 2 – Zoning Certificate
- 12.3 Annexure 3 – Gazettes Zonin Controls
- 12.4 Annexure 4 – Buffalo City Municipality Zoning Scheme
- 12.5 Annexure 5 – Environmental Assessment