

DEPARTMENT OF MINERAL RESOURCES AND ENERGY



mineral resources
& energy

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REQUEST FOR INFORMATION (“RFI”)

Developing the Biofuels Programme for Blending into Petrol and Diesel



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1. INTRODUCTION

There is consensus that the blending of biofuels into conventional transport fuel results in a cleaner burning fuel with significantly less fine particulate matter emissions which are harmful to human health. Biofuels also reduce the greenhouse gas emissions associated with transport fuel production and use, especially the second and third generation biofuels which use waste (including agricultural and industrial waste; and emissions) as feedstock. In addition to the environmental benefits, commercial scale production of biofuels for use in transport fuel has also been identified as a potential source of new employment and economic development. Like other developing countries, South Africa recognises that first generation (crop-based) biofuels can ameliorate the declining agricultural sector. However, first generation biofuels production can be a risk to food security if commercial farmers switch from food to biofuels feedstock production.

In 2005 the then Department of Minerals and Energy (“DME”) proposed the development of a biofuels industry to Cabinet. Cabinet mandated the DME to lead an inter-departmental Biofuels Task Team (“BTT”) which drafted the country’s Biofuels Industrial Strategy (“BIS”). The BIS was approved by Cabinet on 5th December 2007. The BIS provided for a five-year pilot phase from 2008 to 2013, during which a two percent (2%) penetration level of biofuels in the national transport fuels (petrol and diesel) pool needed to be achieved. The objective of the pilot phase was to monitor and verify the socio-economic benefits of the proposed national biofuels programme as well as to identify any unintended adverse consequences e.g. pressure exerted on food supply/prices and on the fiscus due to the subsidy that was proposed to start the new industry.

The mandatory blending of biofuels in transport fuel creates a captive market for the biofuels manufacturing industry. In markets like South Africa where transport fuel price is regulated, the downside to this is that the biofuels prices tend to be linked to the conventional fuel prices, thus making the determination of their viability complex due to the volatility of crude oil and conventional transport fuel prices.

For the biofuels projects to be bankable and for a new industry to be established, the biofuels off-take prices have to be “artificially stabilised” or subsidised in addition to the enabling policy

and regulatory framework for commercial scale production of biofuels for use in transport fuels. The subsidisation of biofuels manufacturing is justifiable as blending of biofuels reduces the negative environmental impact of transport fuel use and a biofuels programme has other socio-economic benefits including substantial job creation and reduction of fuel imports.

Cabinet has approved the South African Biofuels Regulatory Framework (“BRF”) as gazetted in the Government Gazette No. 43003 of 07 February 2020. The BRF seeks to support the establishment and development of the nascent biofuels industry in South Africa. The purpose of this South African Biofuels Regulatory Framework is to provide a policy and regulatory framework for the implementation of the Biofuels Industrial Strategy of 2007 (BIS). The targeted biofuels penetration is 4.5% v/v of the national fuel pool with 2% expected to come from first generation biofuels technologies. There are five aspects to the Biofuels Regulatory Framework:

- a. The Feedstock Protocol – this will regulate the agricultural production of biofuels feedstock to mitigate the risk of the biofuels programme to food security. Being a water-scarce country, the feedstock protocol also prioritises projects that use rain-fed crops. The feedstock protocol recognises that 2nd and 3rd generation biofuels to completely eliminate the food versus fuel debate.
- b. The mandatory blending regulations – the mandatory blending regulations came into effect in October 2015 and create certainty of biofuels demand by compelling licensed manufacturers and wholesalers of petroleum products to buy and blend locally produced bioethanol and biodiesel at a minimum of 2% of their petrol and 5% of their diesel market demand, respectively. In agreement with the South African Petroleum Industry Association (SAPIA) the biofuels transfer price will be set at the Basic Fuels Price (BFP) in these regulations. The fuel specifications for fuel grade biofuels and the blended transport fuels have been developed and gazetted.
- c. The cost recovery mechanism for blending of biofuels – since South Africa has a price regulated fuel market, it was agreed that the licensed petroleum products manufacturers who will be the biofuels blenders will remain cost neutral. The pricing of the biofuels at BFP allows for this price neutrality. The cost of new infrastructure and equipment required

for blending will be recovered through the Regulatory Accounts System (RAS) or other mechanism that the Department may deem more appropriate.

- d. The Biofuels Subsidy Mechanism – as a result of technology improvements and new technology developments, the cost of production of biofuels has been declining but it is still higher than the cost of producing conventional mineral fuels. The biofuels transfer price to fuel manufacturers will be the Basic Fuel Price (BFP) which might be below the cost of some biofuels production. This Biofuels Regulatory Framework provides for a biofuels subsidy mechanism to support the development of a new biofuels industry. The subsidy mechanism has two components – the biofuels farmers support and the biofuels manufacturers support.

The biofuels projects will be subsidised as per gazetted BRF.

- e. The selection criteria for biofuels projects requiring a subsidy – for the first generation biofuels projects that require the biofuels subsidy, the selection criteria is an objective mechanism for selecting the projects to be subsidised. It considers the amount of subsidy required against the socio-economic benefits to be derived.
- f. The standards for the biofuels blending into transport fuel as well as the fuel specifications for the blended fuel published as SANS 465:2018, SANS 1935:2011 and SANS 1598.

In terms of available government financial support for bioethanol and biodiesel manufacturing biodiesel production is exempt from the duty at source taxes payable by fuel manufacturers with a maximum manufacturing capacity of 300,000 Litres per annum.

In spite of government having promulgated the necessary regulations (mandatory blending of locally produced biofuels and the fuel specifications), there is still no commercial scale production of biofuels and no progress in achieving the 2% blending target of the 2007 Biofuels Industrial Strategy.

2. Purpose of this RFI

In 2007 there was a recognition that the cost of producing biofuels is generally higher than that of conventional fuels, the government of South Africa mooted a biofuels subsidy as a financial support

instrument for the new biofuels industry. The 2013 budget review by National Treasury went further and indicated that a biofuels levy of 3.5 to 4 cents / Litre of petrol and diesel sold in South Africa will be introduced to support the development of a biofuels industry. The funding of the biofuels industry through a new fuel levy is justifiable as blending of biofuels reduces the negative environmental impact of fuel production and use and the new industry has significant socio-economic benefits e.g. job creation.

Technology advancement may have led to a reduced cost of biofuels production and it is possible that biofuels production no longer requires a subsidy or maybe the structure and amount of the subsidy may be different from what was initially conceptualised. Additionally, the South African economy has not performed as expected and the result of this is that government is now cautious about introducing a new fuel levy in the prevailing high fuel price and limited disposable income environment.

The purpose of this RfI is therefore to collate reliable information on:

- a. The status of biofuels projects in the country.
- b. The projected socio-economic benefits that can be derived from these projects.
- c. The policy, regulatory and/or financial support required to catalyse a biofuels industry in the country.

3. Submissions

Responses to this RfI must be sent by email to vania.mahotas@dmre.gov.za/
edzisani.ndiitwani@dmre.gov.za not later than 31 August 2021.

4. Template for Submitting the required information

The project owner, developer or sponsor (hereinafter referred to as “**the Respondent**”) is required to submit a comprehensive response to this RFI using the following headings:

- I. Project Title or Name;
- II. Contact person for this RfI and their contact details Company Name; (full name, contact details (email addresses, and phone numbers));
- III. Project Developer, Sponsor and/or Promoter;
- IV. Diagram summarising the full project structure (sponsors, financiers, service providers, joint venture partners). Bidders are required to state the extent of commitment of each of the parties in the project structure provided;
- V. Location of the planned biofuels manufacturing plant with GPS coordinates and/or map.

- VI. Planned biofuels manufacturing plant capacity;
- VII. Feedstock to be used including the type and quantities of crops;
- VIII. Planned feedstock supply plan – where will the feedstock be sourced from, farm names and GPS coordinates of the farms. Include maps to show proximity to the biofuels manufacturing plant. Also state the risk mitigation plans for feedstock supply in the event of local crop failure due to natural events. Please use **Annexure A** to provide more details of the feedstock supply plan. Where possible provide letters of interest from the farmers or feedstock providers.
- IX. Off-take arrangements - indicate the location (including GPS coordinate) of the potential off-taker's blending facility (depot or refinery) and how the biofuels will be transported. Please indicate if any engagements have been held with the blender and the outcome of such engagements. Where possible, provide evidence of commitment and conditions of off-take by the potential off-taker;
- X. Project Status:
- Provide evidence of land use agreements (Lease agreement or title deeds),
 - provide evidence of permits and licenses already secured or applied for,
 - status of negotiations for feedstock supply including any supporting documentation,
 - status of raising the funding for the project (both equity and debt),
 - level of negotiations with EPC, O&M and other project service providers;
- XI. Planned Project Schedule (key milestone timelines to commercialisation operation date);
- XII. Estimated number of jobs to be created from manufacturing facility and feedstock supply;
- XIII. Financial sustainability of the project:
- Based on your engagements with the off-takers, using available prevailing feedstock prices, estimated capital and operational costs for the project, provide a 10-year financial projection of the project. Your financial projection and/or financial model must clearly state
- The revenue assumptions
 - Escalation provisions
 - Estimated Project Capital Cost
 - Estimated Operational Costs
 - Cost escalation assumptions
 - Cost of funding
 - Required return on investment or return on equity
- XIV. Required support from government:

If the project is not financially sustainable or bankable based on your negotiated commercial terms with potential blenders, please indicated how you think the government should assist. In providing this input, please take into consideration the limited resources that government has,

the reluctance of motorist to pay new additional fuel levies and the negative impact of higher fuel levies to the economy which is already struggling. The proposed support from government

- must be for a specified period
- can be both financial and non-financial

XV. **Government Incentives**

The DMRE encourages the use of other government incentives to reduce the level of subsidy required and improve the bankability of projects. Please indicate government incentives that you have approval for and/or considering for your project. Such incentives may include but not limited to the Black Industrialist Programme, 12I Tax Incentive, Manufacturing Competitiveness Enhancement Programme, Agro-processing Support Scheme, National Industrial Participation Programme, and others.

XVI. Any other pertinent information that can assist the DMRE in implementing the Biofuels Regulatory Framework and government in making an informed decision.

5. Terms and Conditions

This Request for Information and all responses submitted by the Respondents shall be governed inter alia by the terms and conditions set out in this section. The terms and conditions stated herein have been stipulated for the sole and express benefit of the DMRE except where expressly stated to the contrary, and may be waived by the DMRE at its sole discretion.

- 5.1. The DMRE reserves the right to amend, modify or withdraw this RFI at any time and from time to time, and to re-issue the RFI without liability to compensate or reimburse any person including but not limited to any Respondent.
- 5.2. This RFI may not contain all the information that may be required by a Respondent in submitting a response to this RFI. The DMRE does not undertake to update or otherwise revise this RFI or other material supplied herewith nor accept any obligation to provide Respondents with access to any additional information or to correct any inaccuracies which may become apparent in this RFI or in any other information or communications which may be made available concerning the 2007 Biofuels Industrial Strategy. However, the DMRE may, in its sole discretion, and as applicable, make additional information or clarification available to Respondents.
- 5.3. The DMRE provides all information in this RFI and pursuant thereto in good faith, for guidance and assistance to prospective Respondents in the preparation of their response to the RFI. The DMRE and their respective employees and advisors do not warrant the accuracy, completeness

or correctness of any information provided in this RFI and shall not accept responsibility for the fairness, accuracy or completeness of any information or opinions, for any errors, omissions or misstatements, whether negligent or otherwise, or for any written or oral communication transmitted or made available at any time to a Respondent or its advisors, or for any loss or damage suffered by any Respondent relying on such information, opinions and/or communications provided herein or pursuant hereto.

- 5.4. The DMRE and respective officers, employees and advisors shall not be liable for any costs or expenses incurred by any Respondent in or associated with submitting a response to the RFI or validating the RFI, or any other associated or related costs and expenses incurred by Respondents.
- 5.5. This RFI is not intended to form the basis of a decision to enter into any transaction involving the DMRE and does not constitute an offer or recommendation to enter into such transaction, or an intention to enter into any legal relationship with any person including the Respondents.
- 5.6. A Respondent shall have no right to become an approved or licensed biofuels manufacturer in terms of the Mandatory Blending Regulation, merely as a result or by virtue of its participation in, and or submission of a response to this RFI.
- 5.7. The DMRE reserves the right to carry out site inspections on the premises proposed by a Respondent and to engage with farmers / potential feedstock suppliers mentioned in the Respondent's response to this RFI and to call for and be promptly provided with supporting documentation in order to confirm any information provided by a Respondent in its response to this RFI.
- 5.8. The DMRE also reserves the right to conduct complete security, credit and background clearance checks of all Respondents, and their shareholders and directors.
- 5.9. The DMRE will rely on the response by or on behalf of the Respondent to this RFI as being accurate and comprehensive in relation to the information and proposals provided therein by the Respondent. All responses to this RFI must be formulated and submitted in accordance with the terms and conditions articulated in this document together with the requirements of the template in Annexure A. Each Respondent must therefore ensure that its response to this RFI is complete and addresses all of the requirements posed by the DMRE
- 5.10. Respondents may only contact officials, employees or the advisors of the DMRE in relation to this RFI only by written communication sent by email to [vania.mahotas@dmre.gov.za/](mailto:vania.mahotas@dmre.gov.za)

edzisani.ndiitwani@dmre.gov.za. In the case of pre-existing commercial relationships between the Respondent and DMRE officials, employees or advisors contact may be maintained only with respect thereto and in maintaining such contact no reference will be made to this RFI.

5.11. Without limiting the DMRE reserves the right to:

5.11.1. waive any irregularities or informalities in this RFI;

5.11.2. amend the closing date, the acceptance date, or any other date in this RFI;

5.11.3. amend this RFI by means of a notice published in the DMRE website;

5.11.4. seek clarification of any response to this RFI;

5.11.5. suspend or cancel (in whole or in part) this RFI;

5.11.6. deal separately with any of the divisible elements of any response to the RFI, unless the relevant response to this RFI specifically states that those elements must be considered collectively;

5.12. The DMRE shall not be bound to provide any reasons for any decisions, withdrawals, cancellations, amendments or otherwise made as a result of or in relation to this RFI.

5.13. Confidentiality

5.13.1. The copyright in all documents, data, designs, electronic aids, programmes, and the like, submitted by a Respondent in response to the RFI shall remain vested in the Respondent.

5.13.2. The DMRE shall treat all responses to the RFI relating to the Project as confidential and will not disclose it to third parties.

5.13.3. Without limiting the foregoing, the DMRE undertakes to keep confidential any information marked "Commercial in Confidence" provided to the DMRE.

5.13.4. The obligation of confidentiality in this paragraph 5.14 does not apply if the confidential information which:

5.13.4.1. is disclosed by the DMRE to their consultants, advisors, or other Government entities, or employees solely in order to consider the

responses to the RFI;

- 5.13.4.2. if the DMRE is ordered to disclose the information by a court of law
- 5.13.4.3. is disclosed by the DMRE, in response to a lawful request for information from Government in compliance with any applicable laws;
- 5.13.4.4. is information the DMRE are authorised to disclose in terms of any applicable laws; or
- 5.13.4.5. is in the public domain other than due to a breach of the provisions of this paragraph 5.14.

5.14. Costs

Respondents are responsible for paying their own costs of preparing, submitting and validating a response to the RFI, including, but not limited to, all costs relating to any:

- 5.14.1. communications with the DMRE;
- 5.14.2. attending any meetings, consultations or interviews with, or presentations to the DMRE; and/or
- 5.14.3. any site inspections/visits.

5.15. Governing law

This RFI and responses to the RFI are governed by applicable laws within the Republic of South Africa and the High Court of South Africa Gauteng Division, Pretoria, shall have exclusive jurisdiction as to all matters relating to this RFI and responses to the RFI.

5.16. Acceptance of gifts

- 5.17. In compliance with the Prevention and Combating of Corrupt Activities Act 12 of 2004, gifts, inducements, promotional products or services, or otherwise may not be offered to any DMRE employee, agent, consultant, contractor or technical advisor acting on behalf of DMRE at any time or members of their immediate family.

5.18. Variations and Amendments of Responses

Any proposed amendment, variation or alteration to any information submitted by a Respondent in response to this RFI must be notified in writing by email to vania.mahotas@dmre.gov.za/edzisani.ndiitwani@dmre.gov.za as soon as a Respondent becomes aware of a need to make such proposed amendment, variation or alteration to the response already submitted by the closing date.

6. LICENSING, PERMITTING AND AUTHORISATION OF BIOFUELS MANUFACTURING IN SA

Commercial scale manufacturing of biofuels in South Africa will require, *inter alia*, the following permits, licenses and authorisations:

6.1. Licensing of petroleum products storage facilities (depots) as Blending Facilities

In terms of Petroleum Pipelines Act, 2003 (Act No. 60 of 2003), petroleum storage facilities (depots) require licences from NERSA. Once a licensed storage facility commences blending operations it will become a manufacturing facility. This means that the licensee will be required to apply to NERSA to revoke its storage facility licence and to apply to the DMRE for a manufacturing licence.

6.2. Biofuels Manufacturing License in Terms of the PPA (Act No.120 Of 1977)

In terms of the Petroleum Products Act, 1977 (Act No. 120 of 1977), as amended [“PPA”], manufacturers of biofuels for use in transport fuels must apply for and obtain a manufacturing license from the Office of the Controller of Petroleum Products. The criteria for licensing manufacturers of biofuels in terms of the Petroleum Products Act are available from the website of the Department of Mineral Resources and Energy.

6.3. Approval of the Feedstock Supply Plan

First generation biofuels manufacturers using agricultural feedstock will be required to submit a Feedstock Supply Plan to the Department of Agriculture, Land Reform and Rural Development for approval. The Department of Agriculture, Land Reform and Rural Development will use the Biofuels Feedstock Protocol (attached hereto as Annexure 1) as a basis for making a decision in respect of the Feedstock Supply Plan application.

6.4. Environmental Authorisation and Licenses

The construction, operation and decommissioning of a biofuels manufacturing plant as well as potentially feedstock production on land not previously used for crop production will require the necessary environmental impact assessment (EIA) authorisation and associated licenses e.g. Atmospheric Emission License (AEL). The Department of Environment, Forestry and Fisheries provides the necessary guidelines and approval processes for the requisite environmental authorisation process and licenses.

6.5. Water-Use License

Any activity (e.g. production of feedstock, discharge of waste water, alteration of wetlands/ watercourses) or development including infrastructure, for the manufacturing and supply of biofuels that interferes or interacts with water resources as defined in the National Water Act, 1998 (Act no. 36 of 1998) requires a water use entitlement as contemplated in section 21 and 22 of the said Act. A water use entitlement means a water use licence, an existing lawful water use or a general authorisation. Water availability is influenced by the Reserve Determination, the current use of the water resource in the catchment and international obligations and these factors dictate the volume of water and water quality impact that can be further allocated or allowed e.g. for agricultural and/or industrial activities. Whereas the irrigation of crops requires a water use entitlement to abstract water in terms of section 21(a) of the National Water Act of 1998, dry land (e.g. sugarcane) crops used as feedstock for the manufacturing of biofuels could be declared stream flow reduction activities and would then also require authorisation in terms of section 21(d) of the same Act. Section 21(c) and (i) of the Act regulates activities that occur in or adjacent to watercourses, including wetlands and also require authorisation from DWS. Water quality impacts of water uses associated with for instance industrial activities are regulated in terms of section 21(f) to (h) of the Act.

Biofuel feedstock producers and the manufacturers will be required to procure the necessary water-use licenses from the Department of Human Settlement, Water and Sanitation or its designated authority.

6.6. Land-Use Permit

Biofuels manufacturing will be conducted in an area wherein the licensed biofuel manufacturer is the legal owner of the land on which the activity will be undertaken. Alternatively a licensed manufacture may rent the land from another land owner in which case it must have the written permission (lease agreement) from the land owner concerned. Areas which are under municipal authority are expected to have title deeds or lease agreements and areas which fall under tribal authority are expected to have permission to occupy from their tribal authority.

A biofuels manufacturing plant should be located in an area wherein the local authority has zoned such area for purposes that allow for biofuels manufacturing. If the area is under municipal authority, a zoning certificate from such municipality will be required, and if it is under tribal authority, a letter from local tribal authority will be required.

7. IMPLEMENTATION PROCESS

The successful development of the biofuels industry depends significantly on the integration of activities between a number of Government departments and state entities. Among Government departments that should be actively involved in the implementation of the regulatory framework are the ones outlined below:

- a. Nersa – where required, revoke licenses for petroleum storage facilities that become manufacturing facilities in accordance with the Petroleum Pipelines Act.
- b. Department of Mineral Resources and Energy – will consider the licensing and permitting applications for the manufacturing of biofuels under the Petroleum Products Act.
- c. Department of Human Settlement, Water and Sanitation (DWS) – will consider and make determinations for applications of water-use entitlement for irrigation and industrial use.
- d. The Department of Environment, Forestry and Fisheries – will consider and make determinations for the environmental authorisation process, licenses and permits.

- e. Department of Agriculture, Land Reform and Rural Development – will be responsible for evaluating and approving the prospective first generation biofuels manufacturers' Feedstock Supply Plans. The Department of Agriculture, Land Reform and Rural Development will also manage the Biofuels Farmers Support Programme.
- f. Department of Higher Education, Science and Technology – will support research and development for all aspects of the biofuels value chain and investigate continuous improvement opportunities.
- g. The coordination, monitoring and evaluation of the Biofuels Programme as well as the verification of socio-economic benefits set out in the Subsidy Agreements will be undertaken by the Biofuels Task Team led by the Department of Mineral Resources and Energy.

Annexure A: Feedstock Supply Plan

Part A: Particulars of Biofuel Project & Project Site

| | |
|--|--|
| Name of project | |
| Name of contact person | |
| Phone numbers of contact person | |
| E-mail address of contact person | |
| Contact details of the company / farm | |
| Physical address of proposed biofuels manufacturing plant | |
| GPS co-ordinates of proposed biofuels manufacturing plant site | |

Part B: Biofuels Production Requirements

| | |
|---|--|
| Types of Biofuel to be produced | |
| Biofuel Capacity (litres) per annum | |
| Biofuel Feedstock(s) required | |
| Total quantities of feedstock needed per annum | |
| By-product of the biofuels manufacturing plant (including quantities) | |
| Number of employees at manufacturing plant | |

Part C: Status of the Project

Briefly describe the current status of the project including:

- (a) Status of water use license;
- (b) Status of EIA;
- (c) Whether the land for the manufacturing plant has been secured;
- (d) The feedstock supply arrangements – are there agreements with the feedstock suppliers, what kind of agreements?
- (e) Offtakes agreement with biofuels blenders or offtakers;
- (f) Project finance arrangements.

Does your current project objective meet the objectives of the Biofuels Industrial Strategy and how? See the DMRE website for the Biofuels Industrial Strategy.

Please provide an estimate of your project timelines starting from the current state of your project. Your project timeline may have milestones such as EIA approval, biofuels manufacturing license approval, final investment decision, commencement of construction and commercial operation date.

For projects that are targeting the biofuels subsidy as per the Biofuels Regulatory Framework, you may, for the purposes of developing the project timeline assume that:

- The projects to receive the biofuels subsidy will be selected through a competitive bidding process
- The competitive bidding will commence 6 months after Cabinet approval of the Biofuels Regulatory Framework
- Project developers will be given 4 months to submit their project proposals.
- Adjudication and selection of projects will take 2 months.

Part D: Particulars of Targeted Feedstock Suppliers / Farmers

Using the table below for each of the suppliers, please provide:

Feedstock supplier/farmer number:.....out ofsuppliers/farmers

| | |
|--|--|
| Name of Farm | |
| Name of Farm Owner | |
| Telephone / Cell No. | |
| Relative Location – Physical Address | |
| Absolute Location – GPS Coordinates | |
| Type of Feedstock to be supplied | |
| Quantity of Feedstock to be supplied | |
| Rain-fed or Irrigated feedstock production? | |
| Current Use of Farm (indicate whether it is new farm, fallow land or current crops being produced) | |
| Number of Employees for feedstock production – provide annual / seasonal, permanent or temporary figures if relevant. Indicate number of new employees to be contracted for the biofuels production. | |

Part E: Summary of Targeted Feedstock Suppliers / Farmers

| No. | NAME OF FARM | NAME OF FARM OWNER | TEL / CELL NUMBER OF FARMER | FARM LOCATION | | IRRIGATED or RAINFED | QUANTITIES OF FEEDSTOCK TO BE SUPPLIED (Tons / annum) | NUMBER OF FARM EMPLOYEES | |
|--------------------|--------------|--------------------|-----------------------------|--------------------|--|----------------------|---|--------------------------|-----|
| | | | | LOCAL MUNICIPALITY | | | | Current | New |
| 1. | | | | | | | | | |
| 2. | | | | | | | | | |
| 3. | | | | | | | | | |
| 4. | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| GRAND TOTAL | | | | | | | | | |

Additional Information:

| | |
|---|--|
| <p>Are there any farmers that are going to be using virgin land or fallow land for production of feedstock crops?</p> | <p>If yes, please provide the details.</p> |
| <p>Yes</p> | |
| <p>No</p> | |
| <p>Was there any land diverted from producing other food crops?</p> | <p>If yes, please provide the details.</p> |

ACRONYMS AND DEFINITIONS OF WORDS USED IN THIS DOCUMENT

| | |
|----------|---|
| ARC | Agricultural Research Council |
| BBBEE | Broad Based Black Economic Empowerment |
| BFAP | Bureau of Food and Agricultural Policy of the University of Pretoria |
| BFP | Basic Fuels Price |
| BIC | Biofuels Implementation Committee |
| BIS | Biofuels Industrial Strategy |
| Blenders | Transport fuel manufacturers who will buy locally produced biofuels and blend it into the conventional crude oil based fuels. |
| BTT | Biofuels Task Team |
| Capex | Capital expenditure |
| CF1 | Cleaner Fuels One Programme |
| CF2 | Cleaner Fuels Two Programme |
| CPI | Consumer Price Index |
| Cpl | Cents per litre |
| DAS | Duty at Source |
| DEA | Department of Environmental Affairs |
| DEFF | Department of Environmental Affairs, Forestry and Fisheries |
| Depots | Petroleum storage facilities |
| DJP | Durban-to-Johannesburg Pipeline |
| DoE | Department of Energy |
| DME | Department of Minerals and Energy |
| DMR | Department of Mineral Resources |
| DMRE | Department of Mineral Resources and Energy |
| Dtic | Department of Trade, Industry and Competition |
| DHSWS | Department of Human Settlement, Water and Sanitation |
| EIA | Environmental Impact Assessment |
| GHG | Greenhouse Gas |
| IPPs | Independent Power Producers |
| MOU | Memorandum of Understanding |
| NERSA | National Energy Regulator of South Africa |
| NMPP | New Multi-Product Pipeline |
| NT | National Treasury |

| | |
|-----------|--|
| Opex | Operating expenditure |
| PFMA | Public Finance Management Act |
| PPA | Petroleum Products Act |
| PPI | Producer Price Index |
| RAF | Road Accident Fund |
| RVP | Reid Vapour Pressure |
| SADC | Southern African Development Community |
| SAFEX | South African Futures Exchange |
| SAPIA | South African Petroleum Industry Association |
| SASA | South African Sugar Association |
| SARS | South African Revenue Services |
| SMMEs | Small Medium and Micro Enterprises |
| USA | United State of America |
| USD or \$ | United States (of America) Dollar |
| ZAR | South African Rand |
| % | Percent |