Request for Proposals for a suitably qualified service provider to conduct studies for the Positioning, Design and Phasing of airside infrastructure (taxiways) at OR Tambo International Airport for a period of 12 months.

Tender Number: ORT5787/2018

Issue Date: 15 July 2019

Closing Date: 26 August 2019 @ 12:00pm
1. SECTION 1: INSTRUCTIONS TO BIDDERS

1.1. Access to RFQ documents


1.2. Submission of bid documents

The envelopes containing bid documents must have on the outside, the bidder’s return address, the full description of the tender, tender number and the details of the Tender Management Office/Procurement department where the bid will close. The documents must be signed and completed by a person who has been given authority to act on behalf of the bidder. The bottom of each page of the bid documents must be signed or stamped with the bidder’s stamp as proof that the bidder has read the tender documents. Bid documents must be submitted on or before 12:00pm on the 26th of August 2019 using the following method(s):

1.2.1. Tender box:

The Tender box is located at:

Tender Box C
ACSA offices, 3rd Floor
OR Tambo International Airport
Kempton Park

1.2.2. Proposals must be in duplicate (an original printed copy and a printed copy of the original) together with an electronic copy of the bid documents using a compact disc or flash drive. The original copy will be the legal and binding copy, in the event of discrepancies between any of the submitted documents; the original copy will take precedence.

1.3. Late Bids

Bids which are submitted after the closing date and time will not be accepted.

1.4. Clarification and Communication

Name: Alicia Sekoati
Designation: Senior Buyer
Tel: 011 723 2649
Email: Alicia.Sekoati@airports.co.za
1.4.1. Request for clarity or information on the tender may only be requested until 16th of August 2019. Any responses to queries or for clarity sought by a bidder will also be sent to all the other entities which have responded to the Request for Proposal.

1.4.2. Bidders may not contact any ACSA employee on this tender other than those listed above. Contact will only be allowed between the successful bidder and ACSA Business Unit representatives after the approval of a recommendation to award this tender. Contact will also only be permissible in the case of pre-existing commercial relations which do not pertain to the subject of this tender.

1.5. **Compulsory Briefing Session**

N/A

1.6. **Bid Responses**

Bid responses must be strictly prepared and returned in accordance with this tender document. Bidders may be disqualified where they have not materially complied with any of ACSA’s requirements in terms of this tender document. Changes to the bidder’s submission will not be allowed after the closing date of the tender. All bid responses will be regarded as offers unless the bidder indicates otherwise. No bidder or any of its consortium/joint venture members may have an interest in any of the other bidder/joint venture/consortium participating in this bid.

1.7. **Disclaimers**

It must be noted that ACSA reserves its right to:

1.7.1. Award the whole or a part of this tender;

1.7.2. Split the award of this tender;

1.7.3. Negotiate with all or some of the shortlisted bidders;

1.7.4. Award the tender to a bidder other than the highest scoring bidder where objective criteria allow;

1.7.5. To reject the lowest acceptable tender received; and/or

1.7.6. Cancel this tender.

1.8. **Validity Period**

1.8.1. ACSA requires a validity period of hundred and twenty (120) business/working days for this tender. During the validity.

1.8.2. Period the prices which have been quoted by the bidder must remain firm and valid. It is only in exceptional circumstances where ACSA would accommodate a proposal to change the price.
1.9. **Confidentiality of Information**

1.9.1. ACSA will not disclose any information disclosed to ACSA through this tender process to a third party or any other bidder without any written approval from the bidder whose information is sought. Furthermore,

1.9.2. ACSA will not disclose the names of bidders until the tender process has been finalised.

1.9.3. Bidders may not disclose any information given to the bidders as part of this tender process to any third party without the written approval from ACSA. In the event that the bidder requires to consult with third parties on the tender, such third parties must complete confidentiality agreements, which should also be returned to ACSA **with the bid**.

1.10. **Hot – Line**

ACSA subscribes to fair and just administrative processes. ACSA therefore urges its clients, suppliers and the general public to report any fraud or corruption to:

**Airports Company South Africa TIP-OFFS ANONYMOUS**

Free Call: 0800 00 80 80

Free Fax: 0800 00 77 88

Email:acsatip-offs.com
2. SECTION 2: BACKGROUND, PURPOSE AND SCOPE OF WORK

2.1. Background

The Updated Master Plan (2017) for OR Tambo International Airport and an Airside Capacity Enhancement Study (2014) conducted for the Airport indicated that several airside infrastructure enhancements in conjunction with certain operational improvements should be implemented to increase airside throughput.

The recently completed traffic forecast by Mott MacDonald indicated that ATM’s for scheduled traffic will increase from approximately 200 000 ATM’s per annum in 2015/16 to over 235 000 ATM’s by 2025/26. More importantly peak demand is forecasted to increase from the current 53 ATM’s (slot controlled) to 67 ATM’s in less than 10 years as indicated below which implies airside infrastructure must be provided for more than 10 additional movements in the short to medium term.

<table>
<thead>
<tr>
<th>Direction</th>
<th>Type</th>
<th>Segment</th>
<th>FY16/17</th>
<th>FY20/21</th>
<th>FY25/26</th>
<th>FY30/31</th>
<th>FY35/30</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arrival</td>
<td>Total</td>
<td>Domestic</td>
<td>21</td>
<td>21</td>
<td>22</td>
<td>25</td>
<td>28</td>
</tr>
<tr>
<td>Arrival</td>
<td>Total</td>
<td>International</td>
<td>26</td>
<td>27</td>
<td>31</td>
<td>34</td>
<td>38</td>
</tr>
<tr>
<td>Arrival</td>
<td>Total</td>
<td>Total</td>
<td>37</td>
<td>38</td>
<td>41</td>
<td>46</td>
<td>52</td>
</tr>
<tr>
<td>Departure</td>
<td>Total</td>
<td>Domestic</td>
<td>17</td>
<td>19</td>
<td>21</td>
<td>24</td>
<td>27</td>
</tr>
<tr>
<td>Departure</td>
<td>Total</td>
<td>International</td>
<td>17</td>
<td>19</td>
<td>20</td>
<td>22</td>
<td>25</td>
</tr>
<tr>
<td>Departure</td>
<td>Total</td>
<td>Total</td>
<td>34</td>
<td>36</td>
<td>41</td>
<td>47</td>
<td>51</td>
</tr>
<tr>
<td>Total</td>
<td>Total</td>
<td>Total</td>
<td>57</td>
<td>60</td>
<td>67</td>
<td>76</td>
<td>87</td>
</tr>
</tbody>
</table>

Source: Mott MacDonald

The infrastructure interventions mentioned above (RET’s and by-pass taxiways) will also enable operational interventions that will be implemented by the Air Navigation Service Provider (ANSP). ATNS (local ANSP) intends to amongst others implement the following operational enhancements that are dependent on infrastructure on the airfield that must be provided by ACSA as the airport owner/operator: reduction of aircraft separations on final approach and runway occupancy times (ROT’s), departure sequencing, mixed operations (landing and take-offs on both runways) etc.

2.2. Purpose of this tender

The purpose of the RFP is to acquire the services of a suitably qualified service provider to conduct feasibility studies which includes airside movement simulations, conceptual designs and safety case(s) to optimally position, design and phase airside infrastructure (taxiways) at OR Tambo International Airport.
2.3. **Scope of Work**

- **Objectives**

  The service provider will be expected to ensure that all proposals/options and deliverables are aligned to the following strategic objectives:

  - **Strategically Positioned**: Aligned to the vision and strategy of ACSA’s overall business as well as to that of the IAM Integrated Planning Division.
  - **Technically Feasible**: Be able to accommodate the required demand and comply with industry standards.
  - **Sustainable**: Must be socially responsible, economically viable and environmentally sensitive.
  - **Cost Efficient**: Optimise operations and reduce operational cost for both ACSA and industry stakeholders.
  - **Functionally Integrated**: In line with current and future development plans (Airport Master Plan).
  - **Flexible**: Responsive to a variety of scenarios (traffic, technological etc.)
  - **Phase-able**: Implementation of infrastructure must be phase-able.
  - **Stakeholder Orientated**: Focus should be on the needs of users.

  The specific objectives for this task are as follows:

  - Improve runway throughput by decreasing ROT’s.
  - Ensure safe aircraft operations
  - Enable ANSP (ATNS) operational interventions.
  - Improve the level of service by reducing delays which will also result in environmental, cost and operational benefits.
  - Optimal utilisation of current infrastructure.
  - Enable traffic growth which will culminate in economic growth of the region.

- **Proposed Airside Enhancements**

  As mentioned earlier in this RFB the proposed infrastructure enhancements that this study/task must focus on is as follows (also see the current airside layout for OR Tambo International Airport below to assist with further references to Runways and Taxiways):

  **Runway 03L/21R**

  - At the threshold of runway 03L a by-pass/additional taxiway to serve as an optional runway access to enable ATC to sequence aircraft to increase peak take-offs as the separation distances between similarly sized aircraft are normally less and more “consistent” than “odd” sized aircraft following each other.
  - Additional RET on runway 03L for wide body/larger aircraft. The current RET is located at approximately 2000 m from the runway threshold and is better suited for smaller/narrow body aircraft.
  - 2 additional RET’s on runway 21R for both narrow and wide body aircraft. The addition of the RET’s will allow for increased mixed operations in both directions on the main runway (03L/21R).
Runway 03R/21L

- A second RET for narrow body aircraft on Runway 21L. The current RET is better suited for wide body/large aircraft at approximately 2500 m from the threshold. Most aircraft will use the current perpendicular Tango taxiway to vacate the runway and not the Romeo RET resulting in long ROT's.
- Re-design of the existing RET Echo which is apparently not optimally aligned for high speed exiting operations.
Scope of Work

To enable ACSA to optimally position, design and phase the by-pass taxiway and RET’s the following services are required:

- Safety case/study to ensure that no additional hot spots or conflict areas are created. The proposed RET’s from the main runway (03L/21R) will exit on Alpha taxiway which is probably the busiest taxiway on the airport. The secondary runway 03R/21L is served by a single parallel taxiway (Yankee) which could result in head-on movements.
- Airside simulations (runways and taxiways, excluding aircraft stands) to obtain an indication of the “maximum/optimal” throughput on both runways by optimising the positioning of the by-pass taxiway as well as the RET’s. Although it is the objective the substantially increase the throughput on the runway system by amongst others reducing ROT’s it must be ensured that the increase in ATM’s do not compromise safe aircraft operations. As mentioned above these infrastructure improvements are in support of certain operational interventions i.e. reduction of separations on final approach which is the responsibility of the local ANSP (ATNS). Provision should therefore made for extensive consultations with ATNS and pilot/airline representatives. It is anticipated that several iterations/options (simulations) will be required to finalise the positioning and design of the taxiways. Provision should be made for at least the following simulation runs/options:
  - Confirmation of current throughput, also to be used as a base. It is believed that the current slot-controlled throughput (declared capacity) is lower than the actual capacity of the airside system.
  - Providing a by-pass taxiway at the threshold of runway 03L. Two options are currently considered for the by-pass taxiway: parallel and north to the existing Bravo Taxiway indicated in blue below or parallel and south of the existing runway threshold indicted in red below.
  - Providing a RET on 03L and
  - Impact on throughput of a single and duel RET’s on 21R
  - Combined impact of all above-mentioned interventions mentioned above

The proposed RET’s on 03L/21R are indicated below in red.
o Modification of the current Echo RET indicated in the red hatch below and
o Providing a RET on 21L
o Combined impact of taxiways mentioned above and indicated below.

o Combined impact of all the proposed interventions for both runways.

It should be noted that the purpose for simulating separate and combined taxiways at this stage is to
determine phasing and the feasibility/benefit of implementing certain interventions. It is important to
note that the proposed RET’s on the main runway (03L/21R) are mirrored on the eastern side of the
runway to allow for future operations when the new Midfield Terminal comes into operation. The
potential impact of misalignment of RET’s on the eastern and western sides of the runway must be
indicated. It should also be noted that it is the intension to operate the current main runway
(03L/21R) in mixed mode in future.

Finally, the simulation "outputs" should at least indicate delays, ATM throughput and ROT’s for each
"option".
• **Inputs**
  The following information will be provided:
  o As Built and Master Plan drawings for OR Tambo International Airport in CAD.
  o Capacity Enhancement Study.
  o 2020 and 2025 Planning Day Schedules (PDS) in Excel format. It may be required to refine the PDS to be used as an input into simulation software.
  The service provider shall be expected to source all other required information not immediately available from AIRPORTS COMPANY SOUTH AFRICA.

• **Deliverables**
  o Detailed progress reports in MS Word/PDF format and progress report summaries in MS PowerPoint.
  o Final Report in Word or PDF Format.
  o CAD drawings indicating final taxiway positions.
  o MS PowerPoint Presentation summarising the final report
  o Optional: 2D/3D MP 4 Video indicating simulation runs

All the above to be provided in electronic format.

*Please note:*
The team will be required to make provision for project meetings and stakeholder engagement sessions in Johannesburg.
3. SECTION 3: PREFERENCE POINTS AND PRICE

3.1. Preference Points Claims

3.1.1. In terms of the PPPFA and its regulations only a maximum of 20 points may be awarded for preference. The preferential point systems are as follows:

3.1.1.1. The 80/20 system for requirements with a Rand value of up to R50 000 000 (all applicable taxes included); and

3.1.1.2. The 90/10 system for requirements with a Rand value above R50 000 000 (all applicable taxes included).

3.1.2. The value of this bid is estimated to not exceed R50 000 000 (all applicable taxes included) and therefore the 80…/20… system shall be applicable. Preference points for this bid shall be awarded for:

3.2. The maximum points for this bid are allocated as follows:

<table>
<thead>
<tr>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.2.1. Price 80</td>
</tr>
<tr>
<td>B-BBEE Status Level of Contribution 20</td>
</tr>
<tr>
<td><strong>Total Points for Price and B-BBEE must not Exceed</strong> 100</td>
</tr>
</tbody>
</table>

3.2.2. Failure on the part of a bidder to fill in and/or to sign this form and submit a B-BBEE Verification Certificate from a Verification Agency accredited by the South African Accreditation System (SANAS) or an affidavit in the case of Qualifying Small Enterprises and an Emerging Micro Enterprises together with the bid, will be interpreted to mean that preference points for B-BBEE status level of contribution are not claimed.

3.2.3. ACSA reserves the right to require of a bidder, either before a bid is adjudicated or at any time subsequently, to substantiate any claim in regard to preferences, in any manner required by ACSA.

3.3. Definitions

3.3.1. "B-BBEE" means broad-based black economic empowerment as defined in section 1 of the Broad-Based Black Economic Empowerment Act;

3.3.2. "B-BBEE status level of contributor" means the B-BBEE status received by a measured entity based on its overall performance using the relevant scorecard contained in the Codes of Good Practice on Black Economic Empowerment, issued in terms of section 9(1) of the Broad-Based Black Economic Empowerment Act;
3.3.3. “Black 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 Empowerment Act;

3.3.4. “Black People” 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 Empowerment Act;

3.3.5. “Broad-Based Black Economic Empowerment Act” means the Broad-Based Black Economic Empowerment Act 53 of 2003);

3.3.6. “Designated Group” means:

3.3.6.1. Black Designated Groups;
3.3.6.2. Black People;
3.3.6.3. Women;
3.3.6.4. People with disabilities; or
3.3.6.5. Small enterprises, as defined in section 1 of the national Small Enterprise Act 102 of 1996;

3.3.7. “Consortium or Joint Venture” 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;

3.3.8. “EME” means an exempted micro enterprise in terms of the codes of good practice issued in terms of section 9(1) of the Broad-Based Black Economic Empowerment Act;;

3.3.9. “Functionality” means the ability of tenderer to provide goods or services in accordance with specifications as set out in the tender documents;

3.3.10. “Military Veteran” has the meaning assigned to it in section 1 of the Military Veterans Act 18 of 2011;

3.3.11. “People with disabilities” has the meaning assigned to it in section 1 of the Employment Equity Act, 55 of 1998;

3.3.12. “Person” includes a juristic person;


3.3.14. “Price” means all applicable axes less all unconditional discounts;

3.3.15. “QSE” means a qualifying small business enterprises in terms of the codes of good practice issued in terms of section 9(1) of the Broad-Based Black Economic Empowerment Act
3.3.16. “Rand Value” means the total estimated value of a contract in South African currency, calculated at the time of bid invitations, and includes all applicable taxes and excise duties;

3.3.17. “Rural Area” means:

3.3.17.1. a sparsely populated area in which people farm or depend on natural resources including villages and small towns that are dispersed through the area; or

3.3.17.2. an area including a large settlement which depends on migratory labour and remittances and govern social grants for survival, and may have a traditional land tenure system;

3.3.18. “Total Revenue” bears the same meaning assigned to this expression in the Codes of Good Practice on Black Economic Empowerment, issued in terms of section 9(1) of the Broad-Based Black Economic Empowerment Act and promulgated in the Government Gazette on 9 February 2007;

3.3.19. “Township” means an urban living area that any time from the late 19th century until 27 April 1994, was reserved for black people, including areas developed for historically disadvantaged individuals post 27 April 1994;

3.3.20. “Trust” means the arrangement through which the property of one person is made over or bequeathed to a trustee to administer such property for the benefit of another person;

3.3.21. “Trustee” means any person, including the founder of a trust, to whom property is bequeathed in order for such property to be administered for the benefit of another person; and

3.3.22. “Youth” has the meaning assigned to it in section 1 of the National Youth Development Agency Act 54 of 2008

All terms not defined herein have the meanings assigned to them in the PPPFA.

3.4. **Adjudication Using A Point System**

3.4.1. The bidder obtaining the highest number of total points will be awarded the contract, unless objective criteria exist justifying an award to another bidder or ACSA exercises one or more of its disclaimers.

3.4.2. Preference points will be calculated after prices have been brought to a comparative basis taking into account all factors of non-firm prices and all unconditional discounts

3.4.3. Points scored will be rounded off to the nearest 2 decimal places.
3.5. **Award of Business where Bidders have Scored Equal Points Overall**

3.5.1. In the event that two or more bids have scored equal total points, the successful bid will be the one scoring the highest number of preference points for B-BBEE.

3.5.2. However, when functionality is part of the evaluation process and two or more bids have scored equal points including equal preference points for B-BBEE, the successful bid will be the one scoring the highest score for functionality.

3.5.3. Should two or more bids be equal in all respects, the award will be decided by the drawing of lots.

3.6. **Points Awarded for Price**

**The 80/20 or 90/10 Preference Point Systems**

A maximum of 80 or 90 points is allocated for price on the following basis:

\[
P_\text{s} = 80 \left( 1 - \frac{P_t - P_{\text{min}}}{P_{\text{min}}} \right) \quad \text{or} \quad P_\text{s} = 90 \left( 1 - \frac{P_t - P_{\text{min}}}{P_{\text{min}}} \right)
\]

Where

- \( P_\text{s} \) = Points scored for comparative price of bid under consideration
- \( P_t \) = Comparative price of bid under consideration
- \( P_{\text{min}} \) = Comparative price of lowest acceptable bid

3.6.1. **Points Awarded for B-BBEE Status Level of Contribution**

3.6.1.1. In terms of Regulation 6 (2) and 7 (2) of the Preferential Procurement Regulations, preference points must be awarded to a bidder for attaining the B-BBEE status level of contribution in accordance with the table below:

<table>
<thead>
<tr>
<th>B-BBEE Level of Contributor</th>
<th>Number of Points (90/10 system)</th>
<th>Number of Points (80/20 system)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>2</td>
<td>9</td>
<td>18</td>
</tr>
<tr>
<td>3</td>
<td>6</td>
<td>14</td>
</tr>
<tr>
<td>4</td>
<td>5</td>
<td>12</td>
</tr>
</tbody>
</table>
3.6.1.2. Bidders who qualify as EMEs in terms of the B-BBEE Act must submit an affidavit stating its annual turnover, certificate issued by a Verification Agency accredited by SANAS.

3.6.1.3. Bidders other than EMEs must submit their original and valid B-BBEE status level verification certificate or a certified copy thereof, substantiating their B-BBEE rating issued by a Verification Agency accredited by SANAS. QSEs have an additional option of submitting a sworn affidavit as its B-BBEE certificate in terms of the amendments to the B-BBEE Codes of Good Practice in 2013.

3.6.1.4. A trust, consortium or joint venture, will qualify for points for their B-BBEE status level as a legal entity, provided that the entity submits their B-BBEE status level certificate.

3.6.1.5. A trust, consortium or joint venture will qualify for points for their B-BBEE status level as an unincorporated entity, provided that the entity submits their consolidated B-BBEE scorecard as if they were a group structure and that such a consolidated B-BBEE scorecard is prepared for every separate bid.

3.6.1.6. Tertiary institutions and public entities will be required to submit their B-BBEE status level certificates in terms of the specialized scorecard contained in the B-BBEE Codes of Good Practice.
3.7. **Bid Declaration**

Bidders who claim points in respect of B-BBEE Status Level of Contribution must complete the following:

(B-BBEE Status Level of Contribution Claimed in Terms of Paragraphs 3.2.1)

B-BBEE Status Level of Contribution: ________________ = _______________ (maximum of 10 or 20 points)

(Points claimed in respect of paragraph 0 must be in accordance with the table reflected in paragraph 3.6.1.1 and must be substantiated by means of a B-BBEE certificate issued by a Verification Agency accredited by SANAS).

3.8. **Sub-Contracting**

3.8.1. Will any portion of the contract be sub-contracted? YES / NO (*Delete whichever is not applicable)

3.8.2. If yes, indicate:

3.8.2.1. The sub-contracted percentage is: _____%

3.8.2.2. The type of ownership is as follows in terms of percentage out of 100:

3.8.2.2.1. black ownerships is: __________

3.8.2.2.2. black youth ownership is: __________

3.8.2.2.3. black women ownership is: __________

3.8.2.2.4. black people with disabilities ownerships is: __________;

3.8.2.2.5. black people in rural areas, underdeveloped areas or townships ownerships is: __________

3.8.2.2.6. black ownership of the co-operative is: __________

3.8.2.2.7. black people who are military veteran ownership is: __________

3.8.2.2.8. Combined ownership of any of the above is: __________.

3.8.3. The tendering condition must specify that the tenderer may only subcontract to a QSE listed above if the QSE has a B-BBEE status level that is equal to or more than that of the tenderer/bidder.

3.8.3.1. The name of the sub-contractor is: __________________________________________

3.8.3.2. The B-BBEE status level of the sub-contractor is: ________________

3.8.3.3. The sub-contractor is an EME: YES / NO (*Delete whichever is not applicable)
3.8.4. A bidder may not sub-contract any portion of the tender after award without the written approval of a delegated ACSA representative.

3.9. Declaration with Regard to the Bidder

3.9.1. Name of bidding entity

3.9.2. VAT Registration

3.9.4. Company registration number:

3.9.5. Type of company / firm:

- Partnership/Joint Venture / Consortium
- One person business/sole propriety
- Close corporation
- Company
- (Pty) Limited

[TICK APPLICABLE BOX]

3.10. Describe principal business activities


3.11. Company Classification

- Manufacturer
- Supplier
- Professional service provider
- Other service providers, e.g. transportation, etcetera.

[TICK APPLICABLE BOX]

3.12. Total numbers of years the company / firm has been in business:


3.13. I/we, the undersigned, who is/are duly authorised to do so on behalf of the company/firm, certify that the points claimed, based on the B-BBEE status level of contribution indicated in this bid of the foregoing certificate, qualifies the company/firm for the preference(s) shown and I/we acknowledge that:

3.13.1. The information furnished is true and correct;

3.13.2. The preference points claimed are in accordance with the General Conditions as indicated in this Section;

3.13.3. In the event of a contract being awarded as a result of points claimed, the contractor may be required to furnish documentary proof to the satisfaction of ACSA that the claims are correct;

3.13.4. If the B-BBEE status level of contribution has been claimed or obtained on a fraudulent basis or any of the conditions of contract have not been fulfilled, ACSA may, in addition to any other remedy it may have:

3.13.4.1. Disqualify the person from the bidding process;

3.13.4.2. Recover costs, losses or damages it has incurred or suffered as a result of that person’s conduct;

3.13.4.3. Cancel the contract and claim any damages which it has suffered as a result of having to make less favourable arrangements due to such cancellation;

3.13.4.4. Restrict the bidder or contractor, its shareholders and directors, or only the shareholders and directors who acted on a fraudulent basis, from obtaining business from ACSA for a period not exceeding 10 years, after the audi alteram partem (hear the other side) rule has been applied; and

3.13.4.5. Forward the matter for criminal prosecution.

Witnesses:

1. ____________________________________

   Signature(s) of bidder(s)

2. ____________________________________ Date: ______________________________

Address: ________________________________________________________________

______________________________________________________________
4. SECTION 4: EVALUATION CRITERIA

4.1. Evaluation Criteria

4.1.1. ACSA will use a pre-determined evaluation criterion when considering received bids. The evaluation criteria will consider the commitment made for functionality/Price and B-BBEE. During the evaluation of received bids ACSA will make an assessment whether all the bids comply with set minimum requirements and whether all returnable documents/information have been submitted. Bidders which fail to meet minimum requirements, thresholds or have not submitted required mandatory documents will be disqualified from the tender process.

4.1.2. The requirements of any given stage must be complied with prior to progression to the next stage. ACSA reserves the right to disqualify bidders without requesting any outstanding document/information.

4.2. A staged approach will be used to evaluate bids and the approach will be as follows:

<table>
<thead>
<tr>
<th>Stage 1</th>
<th>Stage 2</th>
<th>Stage 3</th>
<th>Stage 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>MANDATORY</td>
<td>FUNCTIONALITY</td>
<td>Evaluate price and Preference (B-BBEE)</td>
<td>Post tender negotiations</td>
</tr>
<tr>
<td>Check if all the documents have been received</td>
<td>Evaluate on functionality or the technical aspect of the bid</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


4.3. **Mandatory Requirements**

A list of mandatory returnable documents must be consulted to understand which documents are required at the closing date and time. Further, to the mandatory returnable documents/information ACSA will only consider bidders which have:

a) Acceptance of Airports Company South Africa SOC Limited’s terms and conditions  
b) Proof of Bidder’s registration on the National Treasury Central Supplier Database

4.4. **Functionality**

The functional evaluation will be based on a threshold, where bidders which fail to achieve a minimum of **50 points** on the functional stage will not be considered further in the evaluation. It should be further noted that a minimum qualifying score per criteria must be met as set out in the evaluation criteria. Failure to achieve any of the minimum scores would result in disqualification for further consideration even if the overall minimum total score had been achieved.

**Evaluation Criteria**

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Minimum threshold</th>
<th>Maximum Threshold</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Relevant Experience</strong></td>
<td>10</td>
<td>30</td>
</tr>
<tr>
<td>A specialised airport airside planning service provider is sought to conduct feasibility studies for the provision of airside enhancement infrastructure (taxiways) at OR Tambo International Airport.</td>
<td>10</td>
<td>30</td>
</tr>
<tr>
<td>• Proof of relevant (airside simulation and airside planning) knowledge and experience must be provided.</td>
<td>10</td>
<td>30</td>
</tr>
<tr>
<td>• A list of all relevant airport airside projects of similar scope with contactable reference (contact name, email and contact numbers) must be attached.</td>
<td>10</td>
<td>30</td>
</tr>
<tr>
<td><strong>Less than 5 similar projects</strong> = 0 points</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>5 to 10 similar projects</strong> = 10 points</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>11 to 15 similar projects</strong> = 20 points</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>More than 15 similar projects</strong> = 30 points</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
2. Resourcing, Expertise and Experience

The bidder is required to submit a resource plan with detailed CV's, showing the relevant experience in Airside Simulation and Airside Planning for each of the designations/resources listed below. Please note that you are to give us at least one resource per listed designation. Should more than one CV per designation be given, we will only consider the CV of the top scoring resource in that designation.

<table>
<thead>
<tr>
<th>Designation</th>
<th>Experience</th>
<th>Points</th>
<th>Min</th>
<th>Max</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Lead</td>
<td>Less than 10 years</td>
<td>0</td>
<td>10</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>10-15 years</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>15+ years</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airport Airside Planning/Operations Specialist</td>
<td>Less than 10 years</td>
<td>0</td>
<td>10</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>10-15 years</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>15+ years</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airport Airside Simulation Specialist</td>
<td>Less than 5 years</td>
<td>0</td>
<td>5</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>5-10 years</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>11-15 years</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>15+ years</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airport Airside Safety Specialists</td>
<td>Less than 10 years</td>
<td>0</td>
<td>10</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>11-15 years</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>15+ years</td>
<td>15</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
3. Project approach/proposal

Please provide a detailed proposal indicating the following requirement; Programme, Phasing and Cashflow of this project. There must be a clear link between the programme, cashflow and volume of work.

**Programme:** Indicate the various tasks, phases and timelines for the project.

**Phasing:** Indicate the description of work to be carried out per phase

**Cashflow:** Provide a detailed cashflow/cost per phase (cashflow should be indicate proposed man hours and rates per hour)

<table>
<thead>
<tr>
<th>POINTS</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>Not demonstrated: Requirement not demonstrated</td>
</tr>
<tr>
<td>5</td>
<td>Demonstrated per requirement: Showed a clear link between the programme, cashflow and volume of work.</td>
</tr>
<tr>
<td>10</td>
<td>Excellent Demonstration: Demonstration meets requirement and exceeds expectation</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TOTAL</th>
<th>50</th>
<th>100</th>
</tr>
</thead>
</table>
4.5. **Price and B-BBEE**

This is the final stage of the evaluation process and will be based on the PPPFA preference point system of __________ / __________. Price will amount to ___80____ points, whilst preference will be __20_____ points. The award of business will be made to a bidder which has scored the highest overall points for this stage of the evaluation, unless objective criteria exists, justifying an award to another bidder or ACSA splits the award or cancels the tender, etcetera. The pricing schedule to be completed is as follows:

<table>
<thead>
<tr>
<th>Item no.</th>
<th>Item</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Approved Safety Case</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Simulations Runs*</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Conceptual Designs</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Project Feasibility Report</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Subtotal</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Add 10% Contingencies</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Subtotal</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Add 15% VAT</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Total</td>
<td></td>
</tr>
</tbody>
</table>

* The quantity of simulation runs required will be as required to meet the objective of the project. The bidder is expected to factor the risk of the unknown quantity into the lump sum under item 2.

Disbursements costs (incidental expenses other than professional fees e.g. travel and accommodation, printing costs, venue hire, and equipment hire etc) related to achieving the required project objectives must be included in item one to four of the pricing schedule.

Overhead costs including attendance to required stakeholder meetings must be included in item one to four of the activity schedule.

Bidders must only price in accordance with the pricing schedule above, this will enable ACSA to compare priced offers. Failure to submit a priced offer using the prescribed schedule will make the bid liable for disqualification.
5.  SECTION 5: RETURNABLE DOCUMENTS

5.1.  Returnable documents

ACSA will disqualify from the tender process any bidder that has failed to submit mandatory returnable documents and information on the closing date and time. Bidders should therefore ensure that all the mandatory returnable documents and information have been submitted. In order to assist bidders, ACSA has also included a column next to the required mandatory document and information to enable bidders to keep track of whether they have submitted or not. The mandatory documents and information are as follows:

5.2.  Other Returnable Documents and information

<table>
<thead>
<tr>
<th>RETURNABLE DOCUMENTS AND INFORMATION</th>
<th>SUBMITTED [Yes or No]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Priced offer</td>
<td></td>
</tr>
<tr>
<td>Declaration of Interest Form</td>
<td></td>
</tr>
<tr>
<td>Non-Disclosure Agreement</td>
<td></td>
</tr>
<tr>
<td>Acceptance of the RFP Terms and Conditions</td>
<td></td>
</tr>
<tr>
<td>Declaration of Forbidden Practices</td>
<td></td>
</tr>
</tbody>
</table>

5.3.  These types of documents and information are required but are not mandatory or are only mandatory at specific stages of the process. ACSA may request bidders to submit these documents or information after the closing date and time or might already have them on the system. Where a document or information is only mandatory at a specific stage in the process, ACSA may only disqualify a bidder for non-submission at that stage and after reasonable efforts were made to request the document from the bidder. The documents are as follows:

<table>
<thead>
<tr>
<th>RETURNABLE DOCUMENTS AND INFORMATION</th>
<th>SUBMITTED [Yes or No]</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-BBEE Certificate</td>
<td></td>
</tr>
<tr>
<td>Tax Clearance Certificate (ACSA may not award a tender to a bidder whose tax affairs have not been declared to be in orders by SARS)</td>
<td></td>
</tr>
<tr>
<td>Names and identity numbers of Directors</td>
<td></td>
</tr>
<tr>
<td>Certificate of Incorporation</td>
<td></td>
</tr>
<tr>
<td>CSD Registration Summary Report</td>
<td></td>
</tr>
</tbody>
</table>
5.4. Validity of submitted information

Bidders must ensure that any document or information which has been submitted in pursuance to this tender remains valid for the duration of the contract period. The duty is on the bidder to provide updated information to ACSA immediately after such information has changed.
6. **SECTION 6: TERMS AND CONDITIONS OF RFP**

6.1 Conditions of the request for proposal

6.1.1 This RFP is open only to bidders who are registered and duly authorised to provide the Services in South Africa.

6.1.2 Any bids received after the tender closing date and time shall not be considered by Airports Company South Africa SOC Limited and therefore be disqualified. These bids shall be retained unopened and destroyed after the award of the contract to the successful bidder unless a written request for the return thereof is received from the relevant bidder within thirty (30) days of the award.

6.1.3 Except where specifically provided for in this RFP, a bidder may make no changes to its bid after the closing time and date.

6.1.4 Airports Company South Africa SOC Limited reserves the right to award the contract on the basis of bid submitted by a bidder subject to Airports Company South Africa SOC Limited' s terms and conditions and by submission of its bid the bidder agrees to be legally bound thereby if its bid is accepted by Airports Company South Africa SOC Limited.

6.1.5 Airports Company South Africa SOC Limited or its duly appointed representatives shall be the sole adjudicators of the acceptability and or feasibility of the bids. The decision shall be final and except as required by law or otherwise, no reason for the acceptance or rejection of any bid will be furnished.

6.1.6 If the bid has been awarded on the strength of information furnished by a Bidder, which information is proved to have been incorrect, in addition to any other legal remedy it may have, Airports Company South Africa SOC Limited may at any time during the life of the contract:

   a) Recover from the relevant bidder all costs, losses or damages incurred by it as a result of the award; and/or

   b) Cancel the award of the bid and/or contract and claim any damages, which it may have suffered or will suffer as a result of having to make less favourable arrangements.

6.1.7 The Bidder shall be liable to pay for losses sustained and/or additional costs or expenditure incurred by Airports Company South Africa SOC Limited as a result of cancellation. Airports Company South Africa SOC Limited shall furthermore have the right to recover such losses, damages or additional costs by way of set off against monies due or which may become due to the Bidder in terms of the said contract.

6.1.8 If Airports Company South Africa SOC Limited and the successful Bidder fail to enter into or execute a formal written contract within thirty (30) days of the award (or such later date as may be determined by Airports Company South Africa SOC Limited as a result of the bidder’s failure to comply with any representation made in the bidder’s bid, then the award shall be deemed null and void. Airports Company South Africa SOC Limited’ s aforesaid rights are without prejudice and in addition to any other rights that Airports Company South Africa SOC Limited may have in order to claim damages. For the avoidance of doubt, in the event the bid of a successful bidder is accepted by Airports Company South Africa SOC Limited, no agreement shall come into being until the formal contract has been negotiated and executed between Airports Company South Africa SOC Limited and the successful bidder.
6.1.9 Airports Company South Africa SOC Limited reserves the right to amend the terms and conditions of this RFP at any time prior to finalisation of the contract between the parties and shall not be liable to any bidder or any other person for damages of whatsoever nature which they may have suffered as a result of such amendment. All bids are submitted at the entire risk of the bidder.

6.1.10 All representations, agreements or arrangements arising from bids submitted in terms hereof (including any negotiations that follow) shall not be binding on Airports Company South Africa SOC Limited, its officers, employees or agents unless reduced to writing and signed by a duly authorised representative of Airports Company South Africa SOC Limited.

6.1.11 Airports Company South Africa SOC Limited reserves the right to postpone the closing date for submission of bids or to withdraw the RFP at any time.

6.1.12 Appendix 1 must be executed in the name of the business actually proposing to perform the Services if awarded the contract. Appendix 1 must be signed by an authorised representative of the bidder.

6.1.13 In the case of a joint venture or partnership between The Service Provider, evidence of such a joint venture must be included in the bid in the form of a Joint Venture Agreement or Memorandum of Understanding. Each member of the joint venture may complete and sign Appendix 1. Alternatively, all the members of the joint venture may in writing nominate one member of the joint venture to complete and sign Appendix 1 on behalf of the joint venture. This written authority must be signed by duly authorised members of the joint venture and be submitted with the proposal.

6.2 Binding Arbitration Provision

6.2.1 It is a condition of participation in this RFP process between the bidder and Airports Company South Africa SOC Limited that should any dispute or difference arise between the parties, this shall be resolved by a single Arbitrator -

- Concerning the purport or effect of the RFP documents or of anything required to be done or performed there under;

- Concerning any aspect of the RFP process to anything done or decided there under: or

- Concerning the validity of the award of the RFP to any bidder or the failure to award same to any Bidder, then such dispute or difference shall be finally resolved by arbitration.

6.2.2 Such arbitration shall be by a single arbitrator who shall be –

- Selected by agreement between the parties, or failing such agreement nominated on the application of any party by the Arbitration Foundation of Southern Africa (AFSA); and

- The arbitrator shall have power to open up, review and revise any certificate, opinion, decision, requisition or notice relating to all matters in dispute submitted to him/her and to determine all such matters in the same manner as if no such certificate, opinion, decision, requisition or notice had been issued.
6.2.3 Upon every or any such reference, the costs of an incidental to the reference and award shall be in the
discretion of the arbitrator, who may determine the amount of the costs, or direct them to be taxed as between
attorney and client or as between party and party and shall direct by whom and to whom and in what manner they
shall be borne and paid.

6.2.4 The award of the arbitrator shall be final and binding on the parties and any party shall be entitled to apply
to the Courts to have such award made an order of court.

6.2.5 Save as set out in this clause, the arbitration shall be conducted in accordance with the rules of the Arbitration
Foundation of Southern Africa.

6.2.6 The arbitration shall be held in Johannesburg in the English language.

6.2.7 However, nothing in this clause shall preclude any party to the arbitration from seeking interlocutory relief in
any court having jurisdiction pending the institution of a review or other appropriate proceedings for legal redress.

6.2.8 Such arbitration shall be commenced and concluded within 30 days of the dispute having noted.
7. **RFP ADMINISTRATIVE & PROCEDURAL RFP REQUIREMENTS**

The following information must be provided as requested in the Appendices in order to have the bid considered by Airports Company South Africa SOC Limited. Any individual, partnership, joint venture or close corporation submitting a bid must meet the minimum administrative and procedural requirements in order to have its bid considered.

7.1 Bid Submission:

7.1.1 Responses to this request for proposal should be provided in respective appendices as attached herein.

7.1.2 The bid shall consist of the following documents in response to the RFP in the sequence shown below. Each part of the bid submission should be adhered to and inserted as per the RFP for ease of reference, and applicable signatures attached where applicable:

7.1.2.1 Acceptance of Airports Company South Africa SOC Limited’s terms and conditions of RFP- must be completed and signed and submitted with the bid;

7.1.2.2 Covering Letter - A covering letter must be provided to properly identify the bid and to highlight other general information that the Bidder has included regarding, for instance, the business and/or organisation;

7.1.2.3 Company Background and Executive Summary and Organogram - An executive summary of the bid should include all salient features. Bidders should include the bid information requested in the Appendices such as:

Full name, address, fax and telephone numbers, including the full citation of Bidder, and registration number (in the case of a company or close corporation) exactly as the company or close corporation is registered. If the Bidder is an entity other than a natural person, please provide the name of an individual who is authorised to represent the Bidder;

7.1.2.4 Description of Bidder (i.e. Corporation, Joint Venture, Consortium, Sole Proprietorship) –:

a) If an Incorporated Entity: List the date of incorporation and the names of all persons or entities owning 10% or more of the Bidders voting shares.

b) If a Partnership: List the date of commencement of the partnership and the name, address, and share of each partner and also include a copy of the partnership agreement.

c) If a Joint Venture: List date of commencement of the agreement. Also list the name and address of each member of the joint venture, including a copy of the agreement recording such a joint venture.

d) If a Sole Proprietorship: List all the business names under which such proprietor has done business during the last two (2) years, address/es, and the duration of the contract/project.

e) Provide a brief history of the Bidder and its experience. State the number of persons the Bidder presently employs. Also indicate any changes in the Bidders name and ownership structure and any trading names under which the Bidder has been doing business.
7.1.2.6 Bidder Proof of relevant experience of providing similar services - The Bidder is to detail the nature of similar services provided. The Bidder must have at least five (5) years recent experience;

7.1.2.7 References /Verifiable clients - Original letters of reference duly signed by at least one director of the bidding entity stating similar services provided, including value of contract per project. The letters must briefly describe the scope of services provided during term of contract. Details for each reference (Name, Position, Landline Phone number and e-mail address) and inform these references in advance that Airports Company South Africa SOC Limited may contact them during the evaluation period as per the time lines provided. Note that this is an important component of the evaluation;

7.1.2.9 Partner Status – Bidders must provide original letters of partner status with the technology or the vendor (where applicable).

7.1.2.10 B-BBEE particulars - Bidders must submit a valid B-BBEE verification certificate and report issued by a verification agency for recognition of the B-BBEE status as determined in accordance with the Codes of Good Practice. B-BBEE information must be detailed confirming the BEE ownership and attach hereto, a certified copy of the identity documents of all owners. In the case of a Company (Pty) Ltd, submit CM29 or equivalent and in the case of a Close Corporation CK1 or CK2.

7.1.2.11 Valid, Original Tax Clearance Certificate- The Bidder must submit a valid, original tax clearance certificate from the South African Revenue Services together with the bid.

7.1.2.12 Financial Information – financial statements of the actual bidding entity (e.g. not the holding company) must be submitted. In the case of a joint venture, include the audited financial statements of each member of the joint venture.

7.1.2.13 Declaration of Solvency - A statement declaring whether the Bidder or any Director or member of the Bidder has ever been declared insolvent or liquidated or whether, either the Bidder or member has ever filed an application for sequestration or liquidation as the case may be.

7.1.2.14 Annual Financial Statements – the Bidders must provide audited financial statements for the last five (5) financial year certified by their Auditors.

7.1.2.16 Proof of Joint Venture – Formal Agreement of JV or partnership with the JV’s B-BBEE certificate where applicable.

7.1.2.18 Proof of membership- Bidders are requested to submit, as applicable, proof of registration with or any membership to a recognised related to the services required.

7.1.2.19 Schedule of Rates/Price and Bid– must be submitted

7.1.2.20 Additional Information - Bidders are requested to indicate any additional information they deem relevant to strengthen their bid.
8. SECTION 8: DECLARATION FORM

8.1. Making a Declaration

Any legal person or persons having a relationship with persons employed by ACSA, including a blood relationship, may submit a bid in terms of this tender document. In view of possible allegations of unfairness, should the resulting bid, or part thereof, be awarded to persons connected with or related to ACSA employees, it is required that the bidder or his/her authorised representative declare his/her position in relation to ACSA employees or any member of the evaluation or adjudication committee which will consider bids. Furthermore, ACSA requires all bidders to declare that they have not acted in any manner inconsistent with the law, policy or fairness.

8.2. All bidders must complete a declaration of interest form below:

Full name of the bidder or representative of the bidding entity

Identity Number

Position held in the bidding entity

Registration number of the bidding entity

Tax Reference number of the bidding entity

VAT Registration number of the bidding entity

I/We certify that there is a / no relationship between the bidding entity or any of its shareholders / directors / owner / member / partner with any ACSA employee or official.

Where a relationship exists, please provide details of the ACSA employee or official and the extent of the relationship below

8.3. Full Names of Directors / Trustees / Members / Shareholders of the bidding entity

<table>
<thead>
<tr>
<th>Full Name</th>
<th>Identity Number</th>
<th>Personal Income Tax Reference Number</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
8.4. I/We declare that we have not acted in any manner which promotes unfairness, contravenes any law or is against public morals. We further certify that we will in full compliance of this tender terms and conditions as well as ACSA policies in the event that we are successful in this tender.

Declaration:

I/We the undersigned ____________________________ (Name) hereby certify that the information furnished in this tender document is true and correct. We further certify that we understand that where it is found that we have made a false declaration or statement in this tender, ACSA may disqualify our bid or terminate a contract we may have with ACSA where we are successful in this tender.

___________________________ _________________________________
Signature Date

____________________________ __________________________________
Position Name of bidder
9. **SECTION 9: DECLARATION OF FORBIDDEN PRACTICES**

I/We hereby declare that we have not/been found guilty of any illegal activities relating to corruption, fraud, B-BBEE fronting, anti-competitive practices and/or blacklisted by an organ of State Owned Company, etc. and/or any other forbidden practices.

I/We declare the following:

<table>
<thead>
<tr>
<th>Description</th>
<th>Penalty</th>
<th>Organ of State / State Owned Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>a)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Furthermore, I/We declare that to the best of my/our knowledge there is /are no further practices to be declared or which are in the process of being finalised. The following are alleged practices which have not yet been finalised.

<table>
<thead>
<tr>
<th>Description</th>
<th>Organ of State / State Owned Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>a)</td>
<td></td>
</tr>
<tr>
<td>b)</td>
<td></td>
</tr>
</tbody>
</table>

This declaration was signed on ______ of ____________________________ 201_____

Name: __________________________________________

Designation: ______________________________________

Signature: ________________________________________
APPENDIX A: ACCEPTANCE OF TERMS AND CONDITIONS
APPENDIX B: BID DECLARATION
APPENDIX C: LIST OF DIRECTORS
APPENDIX D: DECLARATION OF FORBIDDEN PRACTICES
APPENDIX E: SUB-CONTRACTING FORM
APPENDIX F: BID CERTIFICATION
APPENDIX A

ACCEPTANCE OF TERMS AND CONDITIONS OF RFB AND BIDDERS PARTICULARS

TO: The Supply Chain General Manager

Airports Company South Africa Ltd.

Bid Reference Number: **ORT5787/2018**

Bidder’s Name and Contract Details

<table>
<thead>
<tr>
<th>Bidder:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Physical Address:</td>
<td></td>
</tr>
<tr>
<td>Correspondence to be addressed to</td>
<td></td>
</tr>
<tr>
<td>Fax Number:</td>
<td></td>
</tr>
<tr>
<td>Phone numbers:</td>
<td></td>
</tr>
<tr>
<td>Email Address:</td>
<td></td>
</tr>
<tr>
<td>Contact Person:</td>
<td></td>
</tr>
<tr>
<td>Signature of Contact person:</td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX B: DECLARATION FORM

Making a Declaration

Any legal person or persons having a relationship with persons employed by ACSA, including a blood relationship, may submit a bid in terms of this tender document. In view of possible allegations of unfairness, should the resulting bid, or part thereof, be awarded to persons connected with or related to ACSA employees, it is required that the bidder or his/her authorised representative declare his/her position in relation to ACSA employees or any member of the evaluation or adjudication committee which will consider bids. Furthermore, ACSA requires all bidders to declare that they have not acted in any manner inconsistent with the law, policy or fairness.

All bidders must complete a declaration of interest form below:

Full name of the bidder or representative of the bidding entity

Identity Number

Position held in the bidding entity

Registration number of the bidding entity

Tax Reference number of the bidding entity

VAT Registration number of the bidding entity

I/We certify that there is a / no relationship between the bidding entity or any of its shareholders / directors / owner / member / partner with any ACSA employee or official.

Where a relationship exists, please provide details of the ACSA employee or official and the extent of the relationship below

_________________________________________________________________________

_________________________________________________________________________

_________________________________________________________________________
APPENDIX C: LIST OF DIRECTORS

Full Names of Directors / Trustees / Members / Shareholders of the bidding entity

<table>
<thead>
<tr>
<th>Full Name</th>
<th>Identity Number</th>
<th>Personal</th>
<th>Income</th>
<th>Tax</th>
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I/We declare that we have not acted in any manner which promotes unfairness, contravenes any law or is against public morals. We further certify that we will in full compliance of this tender terms and conditions as well as ACSA policies in the event that we are successful in this tender.

Declaration:

I/We the undersigned ____________________________________________________ (Name) hereby certify that the information furnished in this tender document is true and correct. We further certify that we understand that where it is found that we have made a false declaration or statement in this tender, ACSA may disqualify our bid or terminate a contract we may have with ACSA where we are successful in this tender.

___________________________  _________________________________
Signature                      Date

____________________________  _________________________________
Position                      Name of bidder
APPENDIX D: DECLARATION OF FORBIDDEN PRACTICES

I/We hereby declare that we have not/been found guilty of any illegal activities relating to corruption, fraud, B-BBEE fronting, anti-competitive practices and/or blacklisted by an organ of State Owned Company, etc. and/or any other forbidden practices.

I/We declare the following:

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<th>Description</th>
<th>Organ of State / State Owned Company</th>
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<td>b)</td>
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Furthermore, I/We declare that to the best of my/our knowledge there is /are no further practices to be declared or which are in the process of being finalised. The following are alleged practices which have not yet been finalised.

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<th>Description</th>
<th>Organ of State / State Owned Company</th>
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This declaration was signed on _______ of ____________________________ 201_____

Name: ________________________________________________________________

Designation: __________________________________________________________

Signature: ____________________________________________________________
APPENDIX E: SUB-CONTRACTING

Will any portion of the contract be sub-contracted?  YES / NO (*Delete whichever is not applicable)

If yes, indicate:

a)  The sub-contracted percentage is:______%

b)  The name of the sub-contractor is: __________________________________________

c)  The B-BBEE status level of the sub-contractor is: _____________________

d)  The sub-contractor is an EME:  YES / NO (submit proof)
APPENDIX F: BIDS CERTIFICATION

We hereby submit a Bid in respect of the provision of studies for the Positioning, Design and Phasing of airside infrastructure (taxiways) at OR Tambo International Airport for a period of 12 months.

We acknowledge that ACSA’s terms and conditions (as amended and mutually agreed between the parties if necessary) shall apply to the agreement with the successful Bidder,

We have read, understand and agree to be bound by the content of all the documentation provided by ACSA in this Request for Bids.

We accept that ACSA Tender Board’s decision is final and binding.

We certify that all forms of Bids as required in the Bids document are included in our submission.

We certify that all information provided in our Bids is true, accurate, complete and correct.

This Bids is specific to this project only; it has no impact, influence or effect on any other project for which a Bids may be submitted.

The undersigned is/are authorized to submit and sign the Bids that shall be binding on closure of the Bids submission.

The Bids is binding on this Tenderer for a period which lapses after ninety (120) working days calculated from the closing date for Bids submission.

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<th>on this</th>
<th>day of</th>
<th>2019</th>
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Signature:

Issue: 1

Issue Date: 28/02/2014

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<tr>
<th>Name:</th>
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For and behalf of:

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<th>Tendering entity name:</th>
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<td>Capacity:</td>
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