

QUESTIONS AND ANSWERS

Attention	: Prospective Bidders
From	: Supply Chain Management
Date	: 10 October 2021
Issue	: Second Issue
RFP NO.	: INTEGRATED WASTE MANAGEMENT AT KING SHAKA INTERNATIONAL AIRPORT REF DIA6669/2021/RFP

1. ADDENDUM

YOU ARE HEREBY ADVISED OF THE FOLLOWING QUESTIONS AND ANSWERS. MINUTES AND PRESENTATIONS ARE ALSO ATTACHED

QUESTION	ANSWER
Kindly advise whether we will need to fill in the above attached NAT FORM as part of submission or will we need to fill it in should we be appointed?	This will be completed by the awarded bidder.
- What is the validity period of this contract?	Five years
Bid Validity period:	120 working days from closing date from closing date
- What are the payment terms?	30 Days from date of invoice

<p>- When is this contract likely to be awarded and expected date / month to commence?</p>	<p>Winning bidder to be awarded in the beginning of December 2021 and contract expected to commence as soon as possible</p>
<p>I need clarity on the following, there is only one shift system 7 days a week, staffing to be provided from 06:00am to 18:00 , the operating hours are 04:00am to 12 midnight (24:00) and satellite bin areas exposed to the public must be clean when airport operations commence at 04:00am. Based on this , it almost implies a two shift system (day and night), kindly confirm the required shift system.</p> <p>“Airport operating hours are on average from 04h00 to 24h00, seven (7) days a week. Staffing will have to be provided from 06h00 — 18h00 (a one shift system) 7 days a week. Staff operating hours to be in line with Labour Law.</p> <p>Note: The contractor will need to make allowance to ensure satellite bin areas exposed to the public are clean and presentable when airport operations commence at 04h00”</p>	<p>It is expected that the service provider have Presence on site between 06:00am and 18:00pm 7 days a week. It is expected that the service can be managed within these times.</p> <p>The indication that airport operating hours are from 04:00am to 12 midnight is to alert bidders to the times the airport operates (ie: times you could expect flight operations)</p> <p>We are further asking that the service provider ensure that bin areas are clean in the morning when airport operations commence. Bidders must therefore make provision to ensure that this standard met and maintained. It does not mean a full shift must start at 04:00am.</p> <p>Bidders have flexibility in determining an optimal and cost-effective solution to meet this requirement.</p>
<p>Please can you confirm the BEE requirements for this tender. The reason for our query- is we would not want ot be disqualified due to BEE scoring being low</p>	<p>There is no Prequalification Criteria, so therefore no BBEE Requirements. BBEE will be used in the 80/20 evaluation where valid BBEE certificate scores point per bidder’s grading. You are still required to submit your valid BBEE or Sworn Affidavid so that you can score BBEE points. Those who tender as Joint Ventures need to submit consolidated BBEE Certificates</p>
<p>Annexure 5.2 – the safety file documents.</p>	<p>Bidders are to sign the 37-2 Mandatory agreement only.</p> <p>The file will be completed in full by the successful bidder.</p>

<p>To what extent do we need to compete this document and supporting documents?</p> <p>1) It looks extremely detailed for as bid rather than an actual contractor</p> <p>2) There seems to be a lot of potentially irrelevant sections that might not apply to waste management.</p>	<p>We have provided the full set of generic requirements needed by the occupational health and safety dept. Where aspects are not applicable, then such aspects will be duly explained and noted by the OHS dept when the file is being approved.</p> <p>We provide all information in the bid document to ensure bidders are aware of every possible requirement in order to comply.</p>
<p>kindly advise if a full safety file is required as part of submission.</p> <p>- Ref- NAT Form.</p> <p>or- Is this only required after appointment of service.</p>	<p>Only the 37-2 Mandatory agreement must be signed for the bid submission.</p> <p>The file will be completed by the successful bidder</p>
<p>Kindly advise if there will be an office for the site supervisor allocated.</p>	<p>No, bidders must make provision if so required.</p> <p>Space is provided for a container office or similar.</p>
<p>I was flying out of KSIA on Sunday and noted that there are boxes placed as we do the final board into an aircraft, are these part of the Scope as well.</p>	<p>The boxes are not part of the scope.</p> <p>The waste from within the boxes is part of the scope.</p> <p>ACSA ensures the bin liners are periodically removed and transported down to the basement waste area. The waste service provider will be expected to collect the waste stream and dispose of the waste in line with their bid offer.</p>

<p>Does the compactor have to be fixed to the floor as per the current unit on site or can we use an all-in-one compactor that would be removed off-site everytime we empty a bin and then placed again once the bin has been emptied? This would mean that the compactor is not permanently fixed and would be physically removed each and everytime an exchange is made.</p>	<p>ACSA does not have a problem with this approach provided a form of compaction or similar processing is performed</p>
<p>Please can you confirm if 3 years financials are required for the tender as I do not see a request for this on the document.</p>	<p>NOT REQUIRED</p>
<p>Regarding the pricing schedule stating “collection of waste from various collection points within the airport precinct per month” in section A. Does this relate to all waste (waste and recycling) collected from the different collection points or does this only relate to the waste fraction only and we need to exclude the recycling?</p> <p>As all waste and recycling is collected mixed (before sortation) this would mean that we would have to weigh what is collected at different stages of the separation process and not in the wheelie bins as they come off the bakkie after being collected from the different points.</p>	<p>Section A relates to all waste. Total tonnage of unsorted(mixed) waste collected from the various collection points.</p> <p>Once the waste has been sorted and disposed we will utilise waste manifests and weighbills (for waste and recycling) to calculate the tonnage removed from site.</p> <p>Bidders to note that due to moisture content in the general waste it will act to reduce the weight of the waste once the waste has been compacted. Allowance must be made in their prices.</p>
<p>How would liquid volumes be removed off-site? Would we be expected to use vacuum trucks to vacuum up the liquids and then dispose or would the liquids be supplied to us in IBC's or drums?</p>	<p>Section B4: Removal of liquid hazardous waste.</p> <p>This would be removed in 200 litre drums provided by the service provider. Provision is made for the service provider to provide the drums in the specification.</p>



	<p>The service provider would provide ACSA with an empty drum. Once full the service provider will arrange for disposal.</p> <p>SECTION B7: HYDROCARBON WASTE</p> <p>This stream may occur in the following scenarios:</p> <ol style="list-style-type: none">1. As a result of a spillage (Service provider has discretion on the appropriate and legal methodology to collect and dispose)2. In drums where it has already been loaded into drums. (Service provider has discretion on the appropriate and legal methodology to collect and dispose)3. In tanks and/or chambers where vacuum would be needed. (Service provider has discretion on the appropriate and legal methodology to collect and dispose) <p>It must be noted that we as ACSA require an optimum solution in line with stated objectives and goals. Appropriate measures include but is not limited to carting and disposal, bio remediation, reuse, recycling etc.</p> <p>SECTION B8: SEWER WASTE</p> <p>This stream may occur in the following scenarios:</p> <ol style="list-style-type: none">1. In tanks, chambers, manholes where vacuum would be needed. <p>It must be noted that we as ACSA require an optimum solution in line with stated objectives and goals. Appropriate measures include but is not limited to carting and disposal at the KSIA wastewater treatment works or an external waste water treatment works, bio remediation, reuse, recycling etc.</p>
Please give us photos of airside	Published in the website

<p>please share what are the kilometers / distances from the various collection points to the basement waste area</p>	<p>The estimated distances are as follows</p> <ol style="list-style-type: none"> 1. Route 1: (measured from basement to all 3 collection routes and back to basement) is 3.84km 2. Route 2: (measured from basement to all collection routes and back to basement) is 14.79 km 3. Route 3: (measured from basement to all collection routes and back to basement) 14.44km 4. Route 4: (measured from basement to airside collection route and back to basement) is 7.38km 5. Route 5: FOD (measured from basement to all airside FOD collection routes and back to basement) is 14.95km
<p>Please consider extending the tender closing date</p>	<p>Please note that the closing date has been extended. The new closing date is 15 October 2021 11 am</p>

Please **note** the above changes record them in the **RECORD OF ADDENDA FORM**. The Record of Addenda Form must be completed, dated, and signed.

With kind regards

SCM DEPARTMENT

Johnson Mji

