

Query Number	Tender Item Number	Details of Query	COMMENTS
1	N/A	Currently there is stuff working on all sites, I presume they are currently employed under ACSA. Will those staff members be inherited by the new employer who will be awarded the tender, if yes, what is the complement of the staff members per each site, Bloemfontein, Kimberley and East London? Site Managers and other members.	The staff on site are not ACSA employees and are appointed by interim Operators. The operators are PetroSA at both George and King Phalo, Engen at Kimberly and Bram Fischer and Puma Energy at Upington. ACSA issued the site Operations information subsequent to the signing of NDAs and the staff complement information is contained therein. On the question of inheriting staff, the successful bidder will have to engage with the interim Operator during the transition

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			period about prospects of inheriting their staff.
2	N/A	Even if they were not to be inherited, what is the complement of the staff members per each site.	Refer to response in 1.
3	2.4 Special conditions of the RFP, 2.4.10	<p>Can you clarify what is meant by “before award” in the below extract in relation to the section:</p> <p>Does this mean that at the time of bid submission (<i>i.e. 27th September</i>) the bidding parties do not necessarily need to have these in place?</p> <p>That only after being notified that their bid has been successful, then these insurances must then be obtained?</p>	<p>This is correct.</p> <p>Once ACSA notifies the successful bidder of the intention to Award, the bidder will have to provide the proof of the required insurance before the signing of the contracts.</p>
4	A3.1 Organogram	<p>Clarity on the requirement for security personal as per the point below A3.1 Organogram., marked in the red square The fuel facilities are within the airport perimeter which will fall part of the airport security.</p> <p>Should we see this that each tender should include their own security personal at these locations?</p>	Yes bidders must make provision for their own security at these facilities.

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5	A4	<p>We notice a typo on tender see example below and then also same on the following page 29. Seems the sentence is not finished; can I ask if you can give us clarity wat is required here?</p> <p>A4 Pricing Methodology of into plane services</p> <table border="1" data-bbox="512 592 1498 976"> <thead> <tr> <th>Item No</th> <th>Pricing Methodology of into plane costs</th> <th>Points</th> <th>Maximum Points</th> <th>Minimum Points</th> </tr> </thead> <tbody> <tr> <td>Poor</td> <td>No information or insufficient information provided</td> <td>0</td> <td></td> <td></td> </tr> <tr> <td>acceptable</td> <td>Provide a pricing commitment</td> <td>6</td> <td></td> <td></td> </tr> <tr> <td>Good</td> <td> <ul style="list-style-type: none"> Pricing is based on staffing structure. Allocation of staff time to the various activities of the fuel farm Factors in the shift rostering of people Into-plane systems of work </td> <td>8</td> <td></td> <td></td> </tr> <tr> <td>Very Good</td> <td> <ul style="list-style-type: none"> All items contained in good together with Provisions for staff training and factoring in staff absenteeism rates. Specific attention to supervisory requirements over specific activities. </td> <td>10</td> <td>10</td> <td>6</td> </tr> </tbody> </table> <p>Tel +27 11 723 1400 Fax +27 11 453 9354 Western Precinct, Aviation Park, O.R. Tambo International Airport, 1 Jones Road, Kempton Park, Gauteng, South Africa, 1632 P O Box 75480, Gardenview, Gauteng, South Africa, 2047 www.airports.co.za</p> <p><small>Airports Company South Africa SOC Ltd Reg No 1993/064146/30 VAT no 4930138363 Board of Directors: Advocate S Ngcina (Chairperson), M Ntsho (Chief Executive Officer), N Zikala-Mwalese, N Nokane-Macamo, Y Pillay, K Esterhuizen, GA Victor, D Habweyo, Dr KH Badimo, F Sefara (Company Secretary)</small></p> <p>RFP 1 - RA7203/2023/RFP</p>	Item No	Pricing Methodology of into plane costs	Points	Maximum Points	Minimum Points	Poor	No information or insufficient information provided	0			acceptable	Provide a pricing commitment	6			Good	<ul style="list-style-type: none"> Pricing is based on staffing structure. Allocation of staff time to the various activities of the fuel farm Factors in the shift rostering of people Into-plane systems of work 	8			Very Good	<ul style="list-style-type: none"> All items contained in good together with Provisions for staff training and factoring in staff absenteeism rates. Specific attention to supervisory requirements over specific activities. 	10	10	6	<p>The “Very Good” criterion is supposed to read as follows:</p> <p>All items contained in the “good” criterion together with:</p> <ul style="list-style-type: none"> Provisions for staff training and factoring staff absenteeism rates Specific attention to supervisory requirements over specific activities
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6		<p>I refer to the below, will the ITP fee increase by 5% annually or by CPI rate? We getting contradictory info in the tender.</p> <p>The Lessee shall also pay to ACSA an Into-Plane service fee for every litre of aviation fuels processed in aircrafts at the Airports. The into-plane service fee per litre shall be 15 cents at George Airport and 59 cents at Upington airport. This Into-Plane service fee per litre shall escalate by 5% upon the anniversary of the agreement. The Lessee shall only off-set the agreed Into-Plane related maintenance costs agreed to by the Lessee and the Lessee against these Into-plane service fees at the airports. The Lessee shall include the agreed Into-Plane related maintenance costs per month in Annexure B. The Lessee shall make available copies of all fuelling slips upon request by ACSA for verification of litres processed into the aircrafts. Costs over and above the agreed monthly costs, shall first be approved by ACSA Manager Maintenance Engineering or any other authorised person at each site.</p>	<p>The Into-plane fee will increase by 5% on the anniversary of the contract.</p>
7	N/A	<p>Should the bidder be a JV/Consortium, is the Consortium required to obtain a wholesale license or would 1 member of the Consortium having the licence suffice?</p>	<p>This is acceptable as long as the signed JV agreement has been attached to the tender submission.</p>

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8	N/A	If the bidder/consortium does not have a wholesale license and bearing in mind the time period to apply for one, can there be an agreement with a Throughputter, as subcontractor, to buy and own the product and the bidder will maintain and render all other services required regarding this strategic stock.	The license has to be in the name of one of the bidders. ACSA will be evaluating the bidder/JV/Consortium.
9	SLA	The current service agreement is required to be signed, should the bidder wish to amend or propose new/amended clauses e.g. trade control - how should this be addressed?	A separate note can be attached to the bid document for ACSA Legal to consider. If agreed upon, this will be amended in the final SLA to be signed. Remember that ACSA is under no obligation to accept the amendment. Bidders should submit the proposed amendments before the closing date for bid enquiries. If ACSA decides to Amend

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			the agreement, a notice would be sent to Bidders to ensure that the appropriate agreement is signed and submitted at bid closure stage.
10	AVIATION INSURANCE	<p>The tender document makes mention of Aviation liability, Product Liability and General Liability:</p> <ol style="list-style-type: none"> 1. Are we required to get all three covers for US\$ 1 billion + R100 million? OR 2. Only required to get Aviation liability for US\$ 500 million? 	Please note that you are required to get all 3 covers. Proof of these covers must be sent to ACSA only at the time of contract award.
11			
12			

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1	2.0 Definitions, "Proof of B-BBEE"	Do we need a sworn affidavit in addition to the certificate?	No, it is either or. The guidelines for a sworn affidavit relating to QSE's and EME's is under the Price and Preference section
2	2.3.2 Ensure that the refuelling trucks and where applicable the hydrant dispensers have roadworthy certificates and that they are licensed.	Please clarify this clause, as bidders are not legal owners of assets. In regard to licensing.	Yes, the Appointed Operator will do this on behalf of ACSA at reimbursable costs. The Operator will drive this process with ACSA supporting where needed and in compliance with Agreement terms and conditions.
3	3.5.1 - ACSA shall require minimum target sub-contracting of 30% for tenders/bids above R30 million. ACSA shall apply sub- contracting to advance designated groups in favour of Exempted Micro Enterprises (EME) and Qualifying Small Entities (QSE).	Is the minimum target sub-contracting applicable, as clause 3.5.2 states Objective Criteria is NOT APPLICABLE.	Yes, it is applicable. The 30% subcontracting requirement is a standard requirement as set out by the national Treasury. There are other Objective criteria that can be set by ACSA for this tender, but this is not the case.
4		How is the 30% calculated and what constitutes 30% of the tender.	This is 30% of your overall tender value that you have submitted. Within your scope of works, you must subcontract 30% of that work to EME's or QSE's