



**The Inner City and King Shaka Airport Linkage Tram/Light Rail System Feasibility Study
CONTRACT NO. 1T-34135
17 February 2026**

TENDERERS FOR THE ABOVE-MENTIONED CONTRACT ARE HEREBY NOTIFIED OF THE RESPONSES TO QUESTIONS SUBMITTED.

Question 1:

The scope of work on page 58 of the tender document lists 8 deliverables, which does not match the C2.2: PRICING SCHEDULE on page 55, which lists only 7 deliverables.

Answer: **This has been addressed in the addendum.**

Addendum C2.2: PRICING SCHEDULE

<u>Description</u>	<u>Amount</u>
Deliverable 1: Inception report	R
Deliverable 2: Status Quo report.	R
Deliverable 3: Network Planning	R
Deliverable 4: Preliminary Network & Service Design Report	R
Deliverable 5: Preliminary Technical & Infrastructure Studies Report	R
Deliverable 6: Financial and Economic Report	R
Deliverable 7: Phasing and implementation plan report	R
Deliverable 8: Institutional & Legal Framework report	R
TOTAL EXCLUDING VAT	R
VAT	R
TOTAL INCLUDING VAT	R
(this value to be transferred to the Form of Offer)	

Question 2:

For the King Shaka route, does the scope of work include the spur from Umhlanga Rocks via Lighthouse Road

Answer: **As part of the SoW in the tender document, the appointed service provider will determine the most feasible route/s.**

Question 3:

For the King Shaka route, does the scope of work include the extension to Tongaat CBD

Answer: **No. The link is from the Inner City to King Shaka International Airport.**

Question 4:

Will the CIDB registration requirement be removed from the tender, as it is a consultant tender and not a construction tender?

The tender document clearly states that the bidder should have CIDB registration, and if we tender in a JV, both parties should be registered.

References to CIDB

1. Page 5: 5) Clause 28(2)(d), Clause 28(2)(h) and Clause 29(12): Certifications and Registrations
2. Page 6: CIDB Regulation 25 (8) no.
3. Page 11: CIDB Registration
4. Page 36: CIDB numbers for JV Partners
5. Page 63: CIDB STANDARD PROFESSIONAL SERVICES OF CONTRACT
6. Page 64: STANDARD CONDITIONS OF TENDER – CIDB SFU (2015)?

Answer: **CIDB is not required on this tender as it's not part of the returnable documents.**

Question 5:**Arbitration Costs**

With reference to Clause 12.4.1, C1.2 – Contract Data (Page 51), please confirm that the costs towards appointment and honorarium of arbitrators, along with allied expenditures such as travel, accommodation, and meeting venue, shall be borne by the Employer.

Answer: **Cost will be borne by the tenderer**

Question 6:**Professional Indemnity Insurance for JV / Consortium Members**

With reference to Clause 13.1.3, C1.2 – Contract Data (Page 51), kindly confirm whether the liability of all members of a Joint Venture or Consortium may be covered through professional indemnity insurance equivalent to the total consultancy services fee, in proportion to their respective share in the contract amount, instead of requiring coverage based on the project value for each member.

Answer: **Liability of all members of a Joint Venture will, be covered through professional indemnity insurance**

Question 7:

Page 14 (page 15 on PDF) specifies a 20% goal of promotion of South African-owned enterprises. Below are the points for the specific goal regarding location (4 points). This is mirrored on Page 30 (page 31 on PDF) – 4 points for RDP Goal.

- Is the goal promotion of any South African-owned enterprise, or a specific size enterprise (QSE / EME, for example)?

Answer: **The goal promotion is based on the location of the enterprise, not on its size.**

- On Page 14, the Location points are shown to be claimed based on the Tendering Entity's address – does this mean the lead bidder/tenderer must have a presence in those Locations to claim points, or does this refer to the Enterprise being promoted?

Answer: **The tendering entity must have a presence in those Locations to claim full points.**

Question 8:

a) Transport Planner / Public Transport Specialist and Traffic & NMT Specialist

Whether an expert holding a Bachelor's degree in Architecture together with a Master's degree in Transportation Planning / Urban Planning, supported by substantial relevant project experience, would be acceptable in lieu of the specified engineering degree.

b) GIS & Data Analyst

Whether an expert possessing a Bachelor's degree in Engineering along with a Master's degree in Transportation Planning / Urban Planning, and demonstrated proficiency in recognized GIS software and spatial analysis tools, would satisfy the qualification requirements.

Acceptance of equivalent multidisciplinary qualifications aligned with the functional requirements of the assignment would facilitate participation of suitably qualified professionals while maintaining the technical quality of the project team.

Answer: **Please refer to T2.2.16 EXPERIENCE OF KEY PERSONNEL of the tender document on pages 42-43**

Question 9:

Professional Registration of Key Experts (Page 19)

Further to the Functionality requirements under the Experience of Key Resources (Page 19), which require professional registration for certain key personnel, kindly clarify whether such professional registration is required at the time of bid submission, or whether it would be acceptable for the proposed experts to obtain the required registration prior to contract award or commencement of services.

Additionally, in India and several other jurisdictions, academic qualifications from Government-approved and accredited universities or institutions are recognized as valid professional credentials for undertaking consultancy assignments. In this context, kindly confirm whether experts possessing qualifications from such accredited institutions, supported by substantial relevant project experience, would be considered compliant with the stated requirements in lieu of mandatory professional registration.

Answer: Professional registration is required at the time of bid submission. With regard to the key staff requirement, the assessment will be as per T2.2.16 EXPERIENCE OF KEY PERSONNEL of the tender document on pages 42-43

Question 10:

Definition of "Similar Nature" Projects (Page 18)

With reference to the Functionality Specification on Page 18, which defines similar projects as network public transport projects for rail and road-based systems, including feasibility and/or detailed design stages, kindly confirm whether the following project typologies will be considered compliant under this criterion:

- Tram / Light Rail feasibility and detailed design studies
- Detailed Project Reports (DPRs) for Metro / Mass Rapid Transit Systems

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- Metrolite systems (light urban rail / tram-based systems adopted in India)
- Metro-Neo systems (electrically propelled articulated bus systems operating on dedicated corridors with overhead traction)
- Comparable international assignments of a similar scale and complexity

This clarification is requested to confirm whether such project types are considered eligible for evaluation under the tender criteria.

Answer: Confirmation of the relevant project(s) will form part of the adjudication process and therefore cannot be done before tender closing.

Question 11:

Engagement Model for Specialist Inputs (Page 51)

With reference to **Clause 11.1 – Subcontracting (Page 51)**, which permits subcontracting of work where the Service Provider has the necessary skills and competency, kindly confirm whether specialist roles may be fulfilled through subconsultants, or whether the Employer prefers such expertise to be incorporated within a formal Joint Venture structure.

Answer: **Specialist roles may be fulfilled through subconsultants and/or a joint venture structure.**

Question 12:

Audited Financial Statements – Applicability (Page 6)

With reference to **Clause 28(1)(e) – Joint Ventures (Page 6)**, which indicates that documentation requirements applicable to a single entity shall apply to each JV member, kindly clarify whether audited financial statements are required from:

- each JV partner individually, and/or
- proposed subconsultants.

Answer: **Each JV partner must submit their own Audited financial statements.**

Question 13:

Functionality Threshold (Page 17)

With reference to **Clause T1.2.3.4 – Functionality Specification (Page 17)**, which states that the minimum number of evaluation points for Functionality is 70, kindly confirm whether this threshold applies only to the overall score, or if minimum scores are required within individual sub-criteria.

Answer: **The threshold for the minimum number of evaluation points applies to the overall score.**

Question 14:

Ownership Preference Points for Joint Ventures (Page 13)

With reference to **Clause F.3.11 – Evaluation of Tender Offers (Page 13)**, kindly clarify whether, in the case of a Joint Venture between a 100% Black-owned South African firm and an international partner, the ownership preference points will be assessed based on the consolidated JV ownership structure or the lead partner's ownership.

Answer: **The ownership preference points for a JV will be assessed based on the consolidated JV ownership structure.**

Question 15:

B-BBEE Applicability to Foreign Entities (Page 14)

With reference to the Preference Points documentation requirements (**Page 14**), kindly clarify how B-BBEE requirements will be applied to foreign entities that are not eligible to



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obtain a B-BBEE certificate, and whether such entities will be treated as non-contributors for ownership scoring purposes.

Answer: Such an entity will be treated as a non-contributor for ownership scoring purposes.

Question 16:

Availability of Key Experts (Page 51)

With reference to **Clause 7.2 – Personnel Requirements (Page 51)**, which requires the Service Provider to provide personnel and complete the Personnel Schedule, kindly clarify the Employer’s expectations regarding the physical availability of key experts during the assignment, including whether continuous in-country presence is required or if deployment aligned with project stages would be acceptable.

Answer: The service provider needs to be available for physical meetings and site visits, where applicable. Continuous in-country presence is not a requirement.

Question 17:

Detailed Weightage within Functionality Evaluation (Page 17)

With reference to **Clause T1.2.3.4 – Functionality Specification (Page 17)**, outlining the overall scoring distribution across Experience of Tenderer, Experience of Key Resources, and Methodology, kindly clarify whether any additional sub-weightages or minimum thresholds apply within these criteria, or whether evaluation will be based solely on the aggregate scores indicated.

Answer: The evaluation will be based solely on the aggregate scores indicated

Question 18:

Surveys and Investigations Requirements (Page 56)

With reference to the **Part C3: Scope of Work (Page 56)**, kindly clarify whether the following engineering surveys and investigations are required to be undertaken by the appointed Service Provider, or whether relevant existing data will be provided by the Employer:

- Traffic and transport surveys
- Topographic surveys
- Geotechnical investigations
- Utility mapping / services investigations

Further, please confirm whether **environmental and social baseline surveys** are to be conducted as part of this assignment, or if the Employer will provide existing studies and datasets for consultant use.

Answer: **Engineering surveys and investigations (including environmental and social baseline surveys and all required surveys) are required to be undertaken by the appointed service provider.**

Question 19:

Request for Extension of Tender Submission Date (Page 8)

With reference to **Clause F.1.4 – Communication and Employer’s Agent (Page 8)**, which states that consolidated responses to queries will be uploaded on 17 February 2026, and considering the current tender submission date of 27 February 2026, we kindly request the Employer to consider extending the tender submission deadline by approximately three (3) weeks from the date of issuance of the consolidated responses.



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Such an extension would support enhanced competition and enable tenderers to incorporate the clarifications appropriately into high-quality technical and financial proposals.

Answer: **No, it will not be possible to grant an extension of time.**

Question 20:

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I refer to Tender No. 34135-1T: The Inner-City and King Shaka Airport Linkage Tram/Light Rail System Feasibility Study, specifically the requirements for the Environmental & Sustainability Specialist. The tender requires a BSc/MSc in Environmental Science and SACNASP professional registration (page attached for ease of reference).

Kindly note that a BSc in Geography (particularly Physical Geography) is a recognized Natural Science qualification and falls within the Environmental Science field for SACNASP registration purposes. Geography covers environmental systems, climate, land use, sustainability, and impact assessment, which align directly with the required scope of work.

Our proposed specialist meets the requirements as follows:

- BSc in Geography
- Registered Professional Natural Scientist with SACNASP (Reg. No. 400146/08) – Field: Environmental Science
- Over 25 years' experience in environmental management, EIAs, compliance monitoring, and infrastructure project advisory

As SACNASP registration in Environmental Science confirms the appropriate academic background, we kindly request confirmation that we may claim the allocated points for this resource.

Answer: **Assessment of key personnel will form part of the adjudication process and therefore cannot be done before tender closing.**