



Municipal Infrastructure Support Agent (MISA)

Cooperative Governance & Traditional Affairs (CoGTA)

REPUBLIC OF SOUTH AFRICA

TENDER NO : MISA/IDMS/ESB/015/2022/23

APPOINTMENT OF A PROFESSIONAL SERVICE PROVIDER TO DEVELOP EASTERN SEABOARD INTEGRATED TRANSPORT MASTER PLAN (ESBITMP).

PROCUREMENT DOCUMENT

**(Based on NEC3 Engineering and Construction Contract –Option A:
Priced Contract with Activity Schedule)**

February 2023

Issued by:

Chief Executive Officer

Municipal Infrastructure Support Agent

1303 Heuwel Avenue

Riverside Office Park, Letaba House

Centurion, PRETORIA 0046

TEL: 012 848 5300

Name Tenderer:.....

CONTENTS		PAGE No.
PART T1: TENDERING PROCEDURE		
T1.1	Tendering notice and invitation to tender	
T1.2	Tender Data	
PART T2: RETURNABLE DOCUMENTS		
T2.1	List of returnable documents	
T2.2	Returnable schedules	
PART C1: AGREEMENTS AND CONTRACT DATA		
C1.1	Form of offer and acceptance	
C1.2	Contract data	
PART C2: PRICING DATA		
C2.1	Pricing Instructions	
C2.2	Activity Schedule	
PART C3: SCOPE OF WORK		
C3.1	PROJECT DESCRIPTION AND SCOPE OF CONTRACT	
1	Description Of Works	
C3.2	PROJECT SPECIFICATIONS	
1		
PART C4: SITE INFORMATION		

Contract Documents

1. Form of offer and acceptance
2. Contract data
3. Part 1: Data Provided by the Employer
4. Part 2: Data Provided by the Contractor
5. Conditions of Contract: NEC 3
6. Pricing Data
7. Works Information
8. Site Information

Tender Procedure: Open Tender

Based on

MISA Supply Chain Management Policy of 25 May 2022

SANS 10845-1, Construction procurement Part 1: Processes, methods and procedures

SANS 10845-2, Construction procurement Part 2: Formatting and compilation of procurement documentation

SANS 10845-3, Construction procurement Part 3: Standard conditions of tender

Preferential Procurement Regulations 2022 (*Ref: government gazette no. 47452; dated: 04 November 2022 issued according to the preferential procurement policy framework act (PPPFA), act no. 5 of 2000*)



MUNICIPAL INFRASTRUCTURE SUPPORT AGENT
Cooperative Governance & Traditional Affairs

Tender no.: MISA/IDMS/ESB/015/2022/23

**PROJECT: APPOINTMENT OF A PROFESSIONAL SERVICE PROVIDER TO
DEVELOP EASTERN SEABOARD REGIONAL INTEGRATED TRANSPORT MASTER
PLAN (ESBITMP).**

T1 TENDERING PROCEDURE

T1.1 TENDERING NOTICE AND INVITATION TO TENDER

Municipal Infrastructure Support Agent (MISA) hereby, invites proposals from suitably qualified Professional Service Provider for the development of Integrated Transportation Master Plan for Eastern Seaboard Development for the following districts (OR Tambo, Alfred Nzo, Ugu & Harry Gwala).

The project details are hereunder,

TENDER NO.	PROJECT NAME	Non - COMPULSORY BRIEFING SESSION AND SITE VISIT: PLACE, DATE & TIME	TENDER CLOSING DATE & TIME
	APPOINTMENT OF A PROFESSIONAL SERVICE PROVIDER TO DEVELOP EASTERN SEABOARD REGIONAL INTEGRATED TRANSPORT MASTER PLAN (ESBITMP).	A Non-Compulsory Briefing session will be held Date: 28 February 2023 At 10:00 AM	10 March 2023 At 11:00 AM All Bid Proposals to be submitted @ MISA Head office Riverside office Park , 1303 Heuwel avenue, 1st floor Letaba House, Centurion 0046

TOR for the Appointment of a Professional Service Provider to develop the Eastern Seaboard Integrated
Transportation Master Plan

--	--	--	--

None - Compulsory Virtual briefing session and site visit will take place at the place and on the date and time shown above unless otherwise amended later. Representative(s) from MISA will meet prospective Tenderers to provide details of the Contract.

The Tender Documents will be available from the **e-Tender Publication Portal** (www.etenders.gov.za) of the National Treasury of the Republic of South Africa from the date of publication of the Notice of Request for Tenders in Government Tender Bulletin and/ or any national media. Any queries related to the e-Tender Publication must be communicated with eTenders@treasury.gov.za or by contacting the Office of the Chief Procurement Officer Call Supply Chain Centre on 012 406 9222.

The requirement of submissions is detailed in the Tender Data (Ref: T1.2 Tender Data). The tenderers who satisfy the eligibility criteria as set in the tender documents (Ref: T 1.2 Tender Data) are to submit their tenders.

Telegraphic, telephonic, telex, facsimile, e-mail and late tenders will not be accepted. Tenderers must submit their tenders using only the tender documentation issued.

Tenders will be evaluated based on preferential procurement framework Act 5 of 2000 and on functionality as prescribed in the Preferential Procurement Regulation 2022.

Requirements for sealing, addressing, delivery, opening and assessment of tenders are stated in the Tender Data.

Issued by:

Municipal Infrastructure Support Agent

1303 Heuwel Avenue
Riverside Office Park, Letaba House
Centurion, PRETORIA 0046
TEL: 012 484 5300



MUNICIPAL INFRASTRUCTURE SUPPORT AGENT
Cooperative Governance & Traditional Affairs

Tender no.: **MISA/IDMS/ESB/015/2022/23**

**PROJECT: APPOINTMENT OF A PROFESSIONAL SERVICE PROVIDER TO
DEVELOP EASTERN SEABOARD REGIONAL INTEGRATED TRANSPORT MASTER
PLAN (ESBITMP).**

TENDER DATA

The conditions of tender are as contained in the latest edition of SANS 10845-3, *Standard conditions of tender*.

SANS 10845-3 makes several references to the Tender Data for details that apply specifically to this tender. The Tender Data shall have precedence in the interpretation of any ambiguity or inconsistency between it and the provisions of SANS 10845-3 *and* as contained in **the Standard for Uniformity in Construction Procurement (Board Notice 423 of 2009 Government Gazette No 42622 of August 2019)**, as termed as **SFU**.

Each item of data given below is cross-referenced to the clause in SANS 10845-3 to which it mainly applies.

Clause number	Tender Data
3.1	The employer is the Municipal Infrastructure Support Agent (MISA) , an entity within the South African Ministry for Cooperative Governance and Traditional Affairs (CoGTA), established in terms of Presidential Proclamation No. 29 of 2012.
3.3	The Tender documents issued by the employer comprise the documents listed on the contents page.
3.4	The Employer's Representative is: Name: Mr. Ntandazo Vimba Physical Address: 1303 Heuwel Avenue, Riverside Office Park, Letaba House, Centurion, Pretoria 0046 Private Bag X 105, Centurion 0046 Telephone: 012 848 5300 Email: gladman.ndlovu@misa.gov.za

TOR for the Appointment of a Professional Service Provider to develop the Eastern Seaboard Integrated
Transportation Master Plan

Clause number	Tender Data
3.5	The language of communications is English
4.1	<p>ONLY those tenderers who satisfy the following ELIGIBILITY CRITERIA and who provide the required evidence in their tender submission, are eligible to submit tenders and have their tenders evaluated:</p> <p>The tenderer:</p> <ol style="list-style-type: none"> 1. In case of a Joint Venture/Consortium submission, shall submit a Joint Venture agreement signed by all parties. 2. Is registered in terms of the Companies Act, 2008 (Act 71 of 2008) or Close Corporation Act, 1984, (Act No. 69 of 1984) or, if a partnership, has a partnership agreement (buy and sell agreement for participating partners in this tender) in place that enables the partnership to automatically continue to function in the event of death or withdrawal of one of the partners. 3. In case of having a subsidiary arrangement, shall submit an audited proof (letter or shareholding certificate) of agreement between the holding company and the subsidiary. 4. None of the documents with correction fluid on them. Any wrong entry, in case of correction, it must be cancelled by a single stroke and initialled by the Authorised signatory. 5. The tender documents issued by MISA are not tampered and remain intact 6. The tender documents completed in all respect, signed off by the authorised person of the tenderer wherever spaces are provided in permanent ink
4.7	<p>The arrangements for a None- compulsory clarification meeting and a site visit are as stated in the Tender Notice and Invitation to Tender (ref: T1.1).</p> <p>Tenderers/their authorised representatives must sign the attendance register and detailed contacts in favour of the tendering entity therein. Addenda, if any, will be issued to the tenders only who attended the compulsory briefing sessions.</p>
4.12	No alternative tender offer will be considered.
4.13 4.15	<p>The employer's details and address for delivery of tender offers and identification details that are to be shown on each tender offer package are:</p> <p>Location of tender box: Reception area of MISA Offices Municipal Infrastructure Support Agent's Office</p> <p>Physical Address: 1303 Heuwel Avenue, Riverside Office Park, Letaba House, 1st Floor, Centurion, Pretoria 0046 Private Bag X 105, Centurion 0046</p> <p>Telephone: 012 848 5300</p> <p>Identification details on the Tender package(s):</p> <ol style="list-style-type: none"> 1. Name and Reference number of the tender; 2. Address of the employer; 3. Names of the tendering entity and the contact person;

TOR for the Appointment of a Professional Service Provider to develop the Eastern Seaboard Integrated
Transportation Master Plan

Clause number	Tender Data
	<p>4. Physical address and contacting details of the tenderer;</p> <p>5. Date of submission</p>
4.13.4	The tenderer is required to meet the following conditions in addition to the requirement for eligibility criteria as mentioned in Clause 4.1.
4.13.5	Tender offer shall be submitted as original, one copy of the original and one scanned copy of the original completed and signed tender documents in a memory stick.
4.13.6	Telephonic, telegraphic, telex, facsimile or e-mailed tender offers will not be accepted.
4.15	The closing time for submission of tender is as stated in the Tender Notice and invitation to Tender (ref: T1.1)
4.16	The tender offer validity period is 90 days, exclusive of closing date but inclusive of the 90 th day.
5.1	The employer will respond to requests for clarification received up to 7 working days before the tender closing time.
5.2	The employer shall issue addenda until 3 working days before tender closing time.
5.4	The time and location for opening of the Tender offers are as detailed in the Tender notice and invitation to tender (ref: T1.1) or in any addendum thereafter if applicable.
SFU (clause 4.3.1)	<p>The procedure for the evaluation of responsive tenders is Functionality, Financial offer & Preference as explained in the CIDB'S Standard for Uniformity in Construction Procurement August 2019 (clause 4.3.1).</p> <p>Breakdown points for Functionality points are outlined in 5.11.9 below.</p> <p>The procedure for the evaluation of responsive tenders is detailed as follows:</p> <p>Phase 1: Administrative requirements and Mandatory requirements</p> <p>Phase 2: Tenderers must meet the minimum requirements outlined in the functionality criteria and score the at least the minimum functionality points to be considered for further evaluation in Stage 3. Tenderers which do not meet minimum functionality points of 70 will then be rejected.</p> <p>Phase 3: Price and preference (80/20 system)</p> <p>Other Conditions of bid (Non eliminating, unless expressly mentioned in the document):</p> <ol style="list-style-type: none"> 1. The bidder must be registered on the Central Supplier Database (CSD) prior the award 2. All tenderer's tax matters must be in order prior award. Bidders' tax matters will be verified through CSD. 3. Failure to complete section 7: SUB-CONTRACTING as per the SBD 6.1, will automatically results in the non-awarding of points for B-BBEE. 4. A valid original or certified copy B-BBEE Certificate verified by SANAS must be submitted with the tender OR a valid original or certified copy of an attested by a commissioner of Oaths must be submitted with the tender in order to qualify for

Clause number	Tender Data								
	<p>preference points for B-BBEE. In case of a joint venture or consortium a valid original or certified copy of B-BBEE Certificate verified by SANAS B-BBEE Certificate verified by SANAS must submitted. Failure to comply, will automatically results in the non-awarding of points for B-BBEE.</p> <p>5. Tenderers which are EMEs or QSEs should make use of the attached compliant Sworn affidavits, if not having their own, to claim B-BBEE points. A tenderer should only select an appropriate Sworn affidavit, complete it in full and have it attested by a commissioner of oaths, signed and dated before submission. Generic sector codes or any other sector code sworn affidavits (which are not Construction Sector Codes) will not be accepted for purposes of claiming B-BBEE points.</p> <p><u>2. PHASE TWO: TENDER WHO PASS STAGE 1 WILL THEN BE EVALUATED ON FUNCTIONALITY CRITERIA, AS OUTLINED BELOW:</u></p> <ol style="list-style-type: none"> 1. The tender will be expected to submit substantial information (valid copies and detailed information as ordered) in order to claim points for each of the criteria or sub criteria set. 2. The tenderer must demonstrate to the satisfaction of the Employer that it has sufficient skill and capacity to execute the works. 3. The form or the evaluation criteria and maximum score in respect of each of the criteria listed in 5.11.9. 4. A Tender scoring an average score below 70 points in Functionality will be considered as DISQUALIFIED from evaluation and will be discarded from any further evaluation. 5. Non-submission or poorly completed schedule or incomplete information will result in a tenderer losing points on Functionality. CVs which do not substantially detail relevant experience will also lead to a bidder losing points on Functionality, It is the responsibility of the tenderer to ensure that all copies are clear and certified when the conditions require them to be so. 6. No second chance will be given to a tenderer to submit some information after tender closure on this stage of evaluation i.e. functionality. <p><u>3. PHASE THREE: EVALUATION POINTS ON PRICE AND SPECIFIC GOALS</u></p> <p>The 80/20 preference point system shall be applied for the purposes of this bid as per the requirements of the <i>Preferential Procurement Policy Framework Act, 2000 (Act No. 5 of 2000)</i> and PPPFA Regulations of 2022</p> <p>Points for this bid shall be awarded for:</p> <p>Price; and</p> <p>Specific Goals</p> <p>The maximum points for this bid are allocated as follows:</p> <table border="1" data-bbox="483 1691 1342 1953"> <thead> <tr> <th>Criteria</th><th>Points</th></tr> </thead> <tbody> <tr> <td>POINTS ON PRICE</td><td>80</td></tr> <tr> <td>SPECIFIC GOALS</td><td>20</td></tr> <tr> <td>TOTAL</td><td>100</td></tr> </tbody> </table> <p>The 80/20 preference point system for acquisition of services, works or goods up to Rand value of R50 million:</p>	Criteria	Points	POINTS ON PRICE	80	SPECIFIC GOALS	20	TOTAL	100
Criteria	Points								
POINTS ON PRICE	80								
SPECIFIC GOALS	20								
TOTAL	100								

Clause number	Tender Data																				
	<p>(a) The following formula must be used to calculate the points for price in respect of tenders (including price quotation) with a Rand value equal to, or above R 30 000 and up to Rand value of R 50 000 000 (all applicable taxes included):</p> <p>The financial offer will be scored using the following formula:</p> $A = (1 - \frac{P - P_m}{P_m})$ <p>The value of value of W_1 is:</p> <ol style="list-style-type: none">1) 90 where the financial value inclusive of VAT of all responsive tenders received have a value in excess of R50 000 000 or2) 80 where the financial value inclusive of VAT of one or more responsive tender offers have a value that equals or is less than R 50 000 000. <p>The table below must be used to calculate the score out of 20 for B-BBEE as a specific goal.</p> <table><tr><th>B-BBEE Status Level of Contribution</th><th>Number of Points</th></tr><tr><td>1</td><td>20</td></tr><tr><td>2</td><td>18</td></tr><tr><td>3</td><td>14</td></tr><tr><td>4</td><td>12</td></tr><tr><td>5</td><td>8</td></tr><tr><td>6</td><td>6</td></tr><tr><td>7</td><td>4</td></tr><tr><td>8</td><td>2</td></tr><tr><td>Non-Compliant Contributor</td><td>0</td></tr></table> <p>Valid (current) B-BBEE status level verification certificate or a certified copy substantiating their B-BBEE rating –a Verification Agency accredited by South African National Accreditation System (SANAS) or an Accounting Officer as contemplated in the Close Corporations Act (CCA) have to be submitted along with the Proposal, if the Tenderer claims the preferential procurement points. (See the example below)</p>	B-BBEE Status Level of Contribution	Number of Points	1	20	2	18	3	14	4	12	5	8	6	6	7	4	8	2	Non-Compliant Contributor	0
B-BBEE Status Level of Contribution	Number of Points																				
1	20																				
2	18																				
3	14																				
4	12																				
5	8																				
6	6																				
7	4																				
8	2																				
Non-Compliant Contributor	0																				
5.11.9	<p>A Tender scoring below 70 <u>points</u> in Functionality shall be considered as DISQUALIFIED for further evaluation and shall be discarded from evaluation.</p> <table><tr><th>Quality criteria</th><th>Evaluation schedule</th><th>Maximum number of points</th></tr><tr><td>Company Experience</td><td>Schedule 1</td><td>20</td></tr><tr><td>Experience and Qualification of Key Personnel</td><td>Schedule 2</td><td>60</td></tr><tr><td>Approach Paper/ Methodology Schedule</td><td>Schedule 3</td><td>20</td></tr><tr><td colspan="2">Maximum possible score for functionality(M_s)</td><td>100</td></tr></table>	Quality criteria	Evaluation schedule	Maximum number of points	Company Experience	Schedule 1	20	Experience and Qualification of Key Personnel	Schedule 2	60	Approach Paper/ Methodology Schedule	Schedule 3	20	Maximum possible score for functionality(M_s)		100					
Quality criteria	Evaluation schedule	Maximum number of points																			
Company Experience	Schedule 1	20																			
Experience and Qualification of Key Personnel	Schedule 2	60																			
Approach Paper/ Methodology Schedule	Schedule 3	20																			
Maximum possible score for functionality(M_s)		100																			

Clause number	Tender Data															
5.11.9	<p>Functionality criteria broken down into sub criteria:</p> <ol style="list-style-type: none">1. Company Experience2. Experience and Qualifications of Key Personnel3. Approach Paper/ Methodology Schedule <p><u>Evaluation Schedule 1: Company Experience (20 points)</u></p> <p>Explanation of how points will be awarded for Relevant Project Experience</p> <p>The project chosen for referencing should be for work done in the development of an Integrated Transportation Master Plan.</p> <p>Tenderers shall submit reference letters from the employer for projects successfully completed. Reference letters per completed project must clearly indicate, the project name, project amount, time of completion, name of the employer and contact details of the project manager.</p> <p>The projects should be within previous 15 years period from the date of tender advert and the tenderer must have been a principal agent not subconsultant. The value of completed projects must be above R 4 000 000 (Vat Incl). Similar International projects are relevant to be referenced. In case of a Joint Venture, reference letters from members of the JV shall be accepted subject to the submission of authenticated JV agreement.</p> <p>The scoring of tenderer’s experience will be as below:</p> <p>Letter of completion or reference letter for each Integrated Transportation Master Plans project completed (20 points)</p> <table><tr><td>a)</td><td>Less than 3 projects</td><td>= 0 points</td></tr><tr><td>b)</td><td>3 projects</td><td>= 5 points</td></tr><tr><td>c)</td><td>4 projects</td><td>= 10 points</td></tr><tr><td>d)</td><td>5 projects</td><td>= 15 points</td></tr><tr><td>e)</td><td>6 projects</td><td>= 20 points</td></tr></table> <p>NB: Tenderers should bear in mind that claims about the number of projects completed and the respective values will be verified in a number of ways, including contacting references. MISA reserves the right to verify all information presented by the tenderer.</p> <p><u>Evaluation Schedule 2: Experience and Qualification of Key Personnel (60 points)</u></p> <p>The experience of all the key personnel will be evaluated in relation to their respective academic qualifications, professional registration (Where Applicable) and experience (as explained herein in this schedule) on projects having scope of work relevant to this project and positions proposed by the tenderer.</p>	a)	Less than 3 projects	= 0 points	b)	3 projects	= 5 points	c)	4 projects	= 10 points	d)	5 projects	= 15 points	e)	6 projects	= 20 points
a)	Less than 3 projects	= 0 points														
b)	3 projects	= 5 points														
c)	4 projects	= 10 points														
d)	5 projects	= 15 points														
e)	6 projects	= 20 points														

Clause number	Tender Data
	<p>Tenderers must submit CVs of nominated key personnel referring to this schedule, preferably using font Arial regular 10 points having margins at each side no less than 2,54 cm and line spacing 1,50 for each of the proposed key personnel.</p> <p><u>CV's including proof of qualifications and proof of registration (Where applicable) will be used for the evaluation of each personnel for this section.</u></p> <p>Resources Required = 60 points</p> <p>A. Transportation Planner – Team Leader = 15 points B. Town and Regional Planner = 10 points C. Civil Engineer = 10 points D. Transportation Economist = 8 points E. Financial Practitioner = 7 points F. Environmental Practitioner = 5 points G. GIS Practitioner = 5 points</p> <p>RESOURCE A: Transportation Planner - 10 points</p> <p>Requirements;</p> <ul style="list-style-type: none"> Registered Engineer (Pr.Eng / Pr.Tech Eng. registration with ECSA). Minimum Qualification Bachelor's degree / B Tech (NQF 7) in Civil Engineering specialising in Transportation Planning. Minimum experience 10 years after qualifications in Transportation Planning. <p>Qualifications plus Professional Registration - 6 points</p> <p>a) Bachelor's degree / B Tech (NQF 7) Plus Professional Registration = 2 points b) Honours Degree (NQF 8) Plus Professional Registration = 4 points c) Master's degree and above (NQF 9) Plus Professional Registration = 6 points</p> <p>Years of work experience - 4 points</p> <p>a) Below 10 years = 0 points b) 8 to below 12 years = 3 points c) 12 years and above = 4 points</p> <p>RESOURCE B: Town and Regional Planner (10 points)</p> <p>Requirements;</p> <ul style="list-style-type: none"> Professional registration with the South African Council for Planners (SACPLAN). Minimum Qualification Bachelor's degree / B Tech (NQF 7) in Town and Regional Planning. Minimum experience 8 years after qualifications in Transportation Planning .

Clause number	Tender Data
	<p>Qualifications plus professional registration - 6 points</p> <p>a) Bachelor's degree / B Tech (NQF 7) Plus Professional Registration = 3 points</p> <p>b) Honours Degree (NQF 8) Plus Professional Registration = 4 points</p> <p>c) Master's degree and above (NQF 9) Plus Professional Registration = 6 points</p> <p>Years of work experience - 4 points</p> <p>a) Below 8 years = 0 points</p> <p>b) 8 to below 10 years = 2 points</p> <p>c) 10 to below 12 years = 3 points</p> <p>d) 12 to below 15 years = 4 points</p> <p>RESOURCE C: Civil Engineer (Roads)</p> <p>Requirements;</p> <ul style="list-style-type: none"> Registered Engineer (Pr.Eng / Pr.Tech Eng. registration with ECSA). Minimum Qualification Bachelor's degree / B Tech (NQF 7) in Civil Engineering specialising in Transportation Planning. Minimum experience 8 years after qualifications in roads network. <p>Qualifications plus Professional Registration - 6 points</p> <p>d) Bachelor's degree / B Tech (NQF 7) Plus Professional Registration = 2 points</p> <p>e) Honours Degree (NQF 8) Plus Professional Registration = 4 points</p> <p>f) Master's degree and above (NQF 9) Plus Professional Registration = 6 points</p> <p>Years of work experience - 4 points</p> <p>d) Below 10 years = 0 points</p> <p>e) 8 to below 12 years = 3 points</p> <p>f) 12 years and above = 4 points</p> <p>RESOURCE D: Transportation Economist – 8 points</p> <p>Requirements;</p> <ul style="list-style-type: none"> Minimum Qualification Bachelor's degree / B Tech (NQF 7) of Commerce in Transportation Economics. Minimum experience 8 years after qualifications in Transportation Economics. <p>Qualifications - 5 points</p> <p>a) Bachelor's Degree = 1 point</p> <p>b) Honours Degree = 3 points</p> <p>c) Master's Degree or above = 5 points</p>

Clause number	Tender Data
	<p>Years of work experience - <u>3 points</u></p> <p>a) Below 8 years = 0 points</p> <p>b) 8 to 9 years = 2 points</p> <p>c) 10 years and above = 3 points</p> <p>RESOURCE E - Finance Practitioner – 7 Points</p> <p>Requirements;</p> <ul style="list-style-type: none"> • Minimum Qualification Bachelor's degree / B Tech (NQF 7) in Finance • Minimum experience 8 years after qualifications in Transportation Finance <p>Qualifications in Finance or relevant 4 points</p> <p>a) Bachelor's Degree = 1 point</p> <p>b) Honours Degree = 3 points</p> <p>c) Master's Degree or above = 4 points</p> <p>Years of work experience - 3 points</p> <p>a) Below 8 years = 0 points</p> <p>b) 8 to 9 years = 2 points</p> <p>c) 10 years and above = 3 points</p> <p>RESOURCE F - Environmental Practitioner 5 points</p> <p>Requirements</p> <ul style="list-style-type: none"> • Professional Registration with the South African Council for Natural Scientific Professions (SACNASP) • Minimum Qualification Bachelor's degree / B Tech (NQF 7) in Environmental Science or Environmental Management • Minimum experience 5 years after qualifications. <p>Qualifications - 3 points</p> <p>a) Bachelor's Degree Plus Professional registration = 1 point</p> <p>b) Honours Degree Plus Professional registration = 2 points</p> <p>c) Master's Degree or above Plus Professional registration = 3 points</p> <p>Years of work experience 2 points</p> <p>a) Below 5 years = 0 points</p>

Clause number	Tender Data
	<p>b) 5 to 8 years = 1 points</p> <p>c) 9 years and above = 2 points</p> <p>RESOURCE G - Geographic Information Systems Practitioner 5 points</p> <p>Requirements</p> <ul style="list-style-type: none"> Professional Registration with South African Geomatics Council (SAGC) Minimum Qualification Bachelor's degree / B Tech (NQF 7) in Geographic Information Science or Geographic Information Systems Minimum experience 8 years after qualifications. <p>Qualifications - 3 points</p> <p>a) Bachelor's Degree Plus Professional registration = 1 point</p> <p>b) Honours Degree Plus Professional registration = 2 points</p> <p>c) Master's Degree or above Plus Professional registration = 3 points</p> <p>Years of work experience - 2 points</p> <p>a) Below 8 years = 0 points</p> <p>b) 8 to 9 years = 1 points</p> <p>c) 10 years and above = 2 points</p> <p>Evaluation Schedule 3 - Approach Paper (20 points)</p> <p>The approach paper must respond to the scope of work (reference: C3 Scope of work).</p> <p>Methodology must be comprehensive and must indicate sufficient knowledge of the subject matter, cover innovative and efficient approaches towards identification of the renewable energy resources in the area. The approach proposal should articulate what value-add the respondent will provide in achieving the stated objectives for the project. Must demonstrate sufficient understanding of the scope of work and desired outcomes: not more than 10 pages.</p> <p>The approach paper must contain at least the following:</p> <p>Table of Contents: Listing of contents of the approach paper with page numbers and/ references to annexures (if any);</p> <p>Executive Summary: A brief summary of the whole contents of the approach paper;</p> <p>Approach: Detailed approach that the tenderer feels best to deliver the intended services for the Project with identification of tasks, for each of the activities/ deliverables as have been foreseen in 'Part C3.1 Scope of work', detailing at least the following:</p>

Clause number	Tender Data															
	<div><div><div>1. Technical approach and methodology should explain the PSPs understanding of the project objectives. It should highlight the issues of importance and explain the technical approach they will adopt to address them. The proposal should explain the methodologies, which are to be adopted, demonstrate the compatibility of these methodologies with the proposed approach and address any modifications required to complete the proposed scope of work.</div><div>2. Management method should be developed and approved during the project-planning phase (inception phase) to confirm major deliverables/milestone and acceptance criteria. It should also be used to manage approved project processes and responsibilities.</div><div>3. Stakeholder identification, management and reporting mechanism to be followed.</div><div>4. Discuss the process of benchmarking with other leading countries during the execution of the study and how this exercise will benefit the project.</div></div><div>The scoring of the approach paper will be as detailed hereunder:</div><table><tr><th>Evaluating Point</th><th>Assessment Criteria</th><th>Maximum allocated point(s)</th></tr><tr><td>Methodology to be adopted</td><td>Program knowledge (3), informative appropriateness of proposed approach (3) and presentation and organogram (3)</td><td>9 points</td></tr><tr><td>Project implementation schedule/Programme (Listed Activity in the section C3: Scope of Work)</td><td>Appropriateness of identified tasks (2), deliverables (2), defining milestones (2) and timeliness (2) with interdependencies to ensure delivery of the project on time</td><td>8 points</td></tr><tr><td>Project implementation Risks, Stakeholder identification and management</td><td>Adequacy of understanding of program risks (1) and appropriateness of stakeholder's identifications (2)</td><td>3 points</td></tr><tr><td></td><td>TOTAL</td><td>20 POINTS</td></tr></table></div>	Evaluating Point	Assessment Criteria	Maximum allocated point(s)	Methodology to be adopted	Program knowledge (3), informative appropriateness of proposed approach (3) and presentation and organogram (3)	9 points	Project implementation schedule/Programme (Listed Activity in the section C3: Scope of Work)	Appropriateness of identified tasks (2), deliverables (2), defining milestones (2) and timeliness (2) with interdependencies to ensure delivery of the project on time	8 points	Project implementation Risks, Stakeholder identification and management	Adequacy of understanding of program risks (1) and appropriateness of stakeholder's identifications (2)	3 points		TOTAL	20 POINTS
Evaluating Point	Assessment Criteria	Maximum allocated point(s)														
Methodology to be adopted	Program knowledge (3), informative appropriateness of proposed approach (3) and presentation and organogram (3)	9 points														
Project implementation schedule/Programme (Listed Activity in the section C3: Scope of Work)	Appropriateness of identified tasks (2), deliverables (2), defining milestones (2) and timeliness (2) with interdependencies to ensure delivery of the project on time	8 points														
Project implementation Risks, Stakeholder identification and management	Adequacy of understanding of program risks (1) and appropriateness of stakeholder's identifications (2)	3 points														
	TOTAL	20 POINTS														
	<div>Tender offers will only be accepted if:</div> <div><div>1. the tenderer or any of its directors/ shareholders is not listed on the Register of Tender Defaulters in terms of the Prevention and Combating of Corrupt Activities Act of 2004 as a person prohibited from doing business with the public sector;</div><div>2. the tenderer has not:</div></div>															

TOR for the Appointment of a Professional Service Provider to develop the Eastern Seaboard Integrated
Transportation Master Plan

Clause number	Tender Data
	<p>a. abused the Employer's Supply Chain Management System; or</p> <p>b. failed to perform on any previous contract and has been given a written notice to this effect;</p> <p>3. the tenderer has duly completed and signed the SBD 4, Incomplete or unsigned or poorly completed forms will lead to a bidder being declared non responsive.</p> <p>4. the tenderer has completed the Compulsory Enterprise Questionnaire and there are no conflicts of interest which may impact on the tenderer's ability to perform the contract in the best interests of the employer or potentially compromise the tender process and persons in the employ of the state are permitted to submit tenders or participate in the contract;</p> <p>5. the tenderer/s is registered on CSD prior submitting bids (open tenders). Any prospective bidder found to have Tax matters not in order with SARS (verified through CSD) during the evaluation process (after being given an opportunity to rectify tax matters) will be eliminated and not be considered further in the process. Preferred bidder/s will be afforded an opportunity to rectify their tax affairs within 7 days. A bidder that fails to rectify its tax matters with SARS will be eliminated.</p> <p>6. A Resolution of signatory form has been completed and signed by director/s or a letter bearing a letterhead of the tenderer has been attached (specific to this bid) to the bid submission; it must be duly signed by all directors and submitted the bid. Only a duly authorised official can sign the bid.</p>
5.14	The number of paper copies of the signed contract to be provided by the employer is one to the successful Tenderer.
5.17	<p>The additional conditions of tender are:</p> <p>Wherever a brand name is specified in this document (i.e. specifications, pricing schedule, bill of quantities or anywhere), the department requires an item similar/equivalent or better.</p>
5.17	<p>Cancellation and re-invitation of tenders</p> <p>MISA may, prior to the award of the tender, cancel the tender if-</p> <p>(a) due to changed circumstances, there is no longer a need for the services, works or goods requested; or</p> <p>(b) funds are no longer available to cover the total envisaged expenditure; or</p> <p>(c) no acceptable tenders are received; or</p> <p>(d) Tender validity period has expired; or</p> <p>(e) Gross irregularities in the tender processes and/or tender documents; or</p> <p>(f) No market related offer received (after attempts of negotiation processes)</p> <p>Where applicable, the decision to cancel the tender will be published in the CIDB website and in the Tender Bulletin or the media in which the original tender invitation as advertised.</p>
	<p style="text-align: center;">TENDER AWARD</p> <p>A. The tender obtaining the highest number of total points may be awarded the contract, unless the Employer decided otherwise (ref: T1.1 Tender notice and invitation to tender).</p>

Clause number	Tender Data
	<p>B. Preference point shall be calculated after prices have been brought to a comparative basis taking into account all factors of non-firm prices and all unconditional discounts.</p> <p>C. Point scored must be rounded off to the nearest 2 decimal places. <i>(If the value of the 3rd decimal place is 1 up-to 4, the points up to 2nd decimal place will be considered and if it is 5 up to 9, 1 will be added to the number at 2nd decimal place and the resulting point will be considered.)</i></p> <p>D. In the event that two or more Tenders have scored equal total point, the successful Bid must be the one scoring the highest number of preference points for B-BBEE.</p> <p>E. However, in the event that two or more Tenders have scored equal point including equal preference points for B-BBEE, the successful tender must be the one scoring the highest points for quality.</p> <p>F. Should two or more Tenders be equal in all respects, the award shall be decided by drawing of lottery by the Employer.</p> <p>Additional Conditions</p> <p>A. Joint Venture</p> <p>Tenders may form a joint venture acceptable to the Employer as detailed in the tender documents.</p> <p>B. Costs incurred by Bidder</p> <p>The Employer will neither be responsible for nor pay any expenses incurred or losses suffered by any Tenderer in the preparation of the tender or in attending the compulsory briefing session in connection therewith.</p> <p>C. Acceptance of Bid</p> <p>The Employer does not bind itself to accept the lowest or any Tender or to furnish any reason for the acceptance or rejection of a tender.</p> <p>D. Withdrawal of Tender during validity or Failure in signing Contract Agreement at Award</p> <p>Should a Tenderer</p> <p>a) Withdraw his Tender during the period of its validity; <u>or</u></p> <p>b) Give notice of his inability to execute the Contract or fail to execute the Contract; <u>or</u></p> <p>c) Fail to sign the Contract Agreement or furnish the required security/ insurance(s) within the period fixed in the Contract Data (ref: C1.2) in the Tender documents or any extended time agreed to by the Employer;</p> <p>then the Tenderer shall be liable for and pay to the Employer –</p>

Clause number	Tender Data
	<p>i. All expenses incurred in calling for fresh Tender, if it should be deemed necessary by the Employer to do so;</p> <p>ii. The difference between Tender's tender and any less favourable tender accepted either by fresh tender being called or by another tender being accepted from those already received;</p> <p>iii. Any escalation of the Final Contract Price resulting from any delay caused in calling for fresh tender or accepting another tender from those already received, as the case may be.</p> <p>And the Employer shall have the right to recover such sums by set-off against any money which may be due or become due to the Tenderer, under this or any other tender or Contract between the Employer and the Tenderer, or against any guarantee or deposit which may have been furnished by or on behalf of the Tenderer for the due fulfilment of this or any other tender or Contract between the Employer and the Tenderer. Pending the ascertainment of the amount of the Tenderer's liability to the Employer in terms of this Condition of Tender, the Employer may retain such monies, guarantee or deposit as security for any loss, which the Employer may sustain by reason of the Tenderer's default.</p> <p>Provided always that the Employer may exempt a Tenderer from the provisions hereof, if it is of the opinion that the circumstances justify such exemption.</p> <p>E. Repudiation of Tender or Invalidation of Contract</p> <p>If the Employer is satisfied that the Tenderer or any person is being an employee, partner, director, member or shareholder of the Tenderer or a person acting on behalf of or with the knowledge of the Tenderer has offered, promised or given a bribe or other gift or remuneration to any person in connection with obtaining or execution of a Contract;</p> <p>a) has acted in a fraudulent or corrupt manner in obtaining or executing a Contract;</p> <p>b) has approached an officer or employee of the Employer with the object of influencing the award of a Contract in the Tenderer's favour;</p> <p>c) has entered into any agreement or arrangement, whether legally binding or not, with any other person, firm or company:</p> <p>d) to refrain from Tendering for this Contract;</p> <p>e) as to the amount of the Tender to be submitted by either party;</p> <p>f) has disclosed to any other person, firm or company other than the Employer, the exact or approximate amount of his proposed Tender except where the disclosure, in confidence, was necessary in order to obtain insurance premium and surety quotations required for the preparation of the Bid.</p> <p>The Employer may, in addition to using any other legal remedies, repudiate the Bid or declare the Contract invalid should it have been concluded already.</p>

Clause number	Tender Data
	<p>F. South African Jurisdiction</p> <p>The laws of the Republic of South Africa shall be applicable to each Contract created by the acceptance of a Tender and each Tenderer shall indicate a place in the Republic and specify it in his Tender as his domicilium citandi et executandi where any legal process may be served on him.</p> <p>Each Tenderer shall bind her/ himself to accept the jurisdiction of the Courts of Law of South Africa.</p> <p>G. Amendments to Tender by Employer</p> <p>a) Arithmetical Errors</p> <p>The Employer shall check and correct arithmetical errors for responsive Tenders in the following manner as per CIDB guideline (Ref: Practice # 2, version 1 – August 2006):</p> <ul style="list-style-type: none"> i. Where there is a discrepancy between the amounts in figures and in words, the amount in words shall govern. ii. If the pricing (or bills of quantities or schedule of quantities or schedule of rates) apply and there is an error in the line item total resulting from the product of the unit rate and the quantity, the line item total shall govern, and the rate shall be corrected. Where there is an obviously gross misplacement of the decimal point in the unit rate, the line item total as quoted shall govern, and the unit rate shall be corrected. iii. Where there is an error in the total of the prices either as a result of other corrections required by this checking process or in the bidder's addition of prices, the total of the prices shall govern and the tenderer will be asked to revise selected item prices (and their rates if bills of quantities apply) to achieve the tendered total of the Prices. <p>b) Imbalance in Tender Rates</p> <p>In the event of there being Tendered rates or lump sums being declared by the Employer to be unacceptable to him because they are either excessively low or high or not in proper balance with other rates or lump sums, the Tenderer may be required to produce evidence and advance arguments in support of the tendered rates or lump sums objected to. If, after submission of such evidence and any further evidence requested, the Employer is still not satisfied with the tendered rates or prices objected to, s/he may request the Tenderer to amend these rates and prices along the lines indicated by him.</p> <p>The Tenderer will then have the option to alter and/ or amend the rates and lump sums objected to and such other related amounts as are agreed on by the Employer, but this shall be done without altering the total tendered sum.</p>



MUNICIPAL INFRASTRUCTURE SUPPORT AGENT

Cooperative Governance & Traditional Affairs

Tender no.: **MISA/IDMS/ESB/015/2022/23**

**PROJECT: APPOINTMENT OF A PROFESSIONAL SERVICE PROVIDER TO
DEVELOP EASTERN SEABOARD INTEGRATED TRANSPORT MASTER PLAN
(ESBITMP).**

RETURNABLE DOCUMENTS

T2.1 LIST OF RETURNABLE DOCUMENTS

A. Documentation to demonstrate eligibility to have tenders evaluated.

The required documentation as listed in **Clause 4.1 of T1.2 Tender Data**, must be submitted along with the tender for determining the eligibility of the tender.

Failure to provide these documents (A) shall result in the tenderer's tender not being evaluated.

B. Returnable schedules required for tender evaluation purposes

The tenderer must complete the following returnable schedules as relevant, which are attached here with the tender documents.

1. SBD 1 - Invitation to Bid
2. SBD 4 - Declaration on Interest
3. SBD 6.1 – Preference Points claim form.

4. Samples of CSC000 sector coders Sworn Affidavits- A. EMEs and B. QSES (For tenderers with no B-BBEE Certificates)
5. CSD report Annexure
6. Tender's certificates Annexure
7. Resolution for Signatory
8. Certificate of Joint Ventures
9. Schedule 1: Experience of the tenderer
10. Schedule 2: Experience of key person
11. Schedule 3: Plant and Equipment

C. Other documents contained herein in the tender documents required for tender evaluation purposes as listed below.

1. Record of Addenda to Tender Documents
2. Proposed Amendments and Qualifications

D. Documentation that will be used for evaluation and to incorporate into the contract, if the tender offer resulted in an award

1. The offer portion of C1.1 Form of offer and acceptance
2. Part 2 of C1.2 Contract data relevant to tenderer
3. C2.2 Price List

T2.2 RETURNABLE SCHEDULES

1. PART A – INVITATION OF BID

SBD 1

YOU ARE HEREBY INVITED TO BID FOR REQUIREMENTS OF THE (NAME OF DEPARTMENT/ PUBLIC ENTITY)					
BID NUMBER:		CLOSING DATE:		CLOSING TIME:	
DESCRIPTION:					
BID RESPONSE DOCUMENTS MAY BE DEPOSITED IN THE BID BOX SITUATED AT (STREET ADDRESS)					
BIDDING PROCEDURE ENQUIRIES MAY BE DIRECTED TO			TECHNICAL ENQUIRIES MAY BE DIRECTED TO:		
CONTACT PERSON		CONTACT PERSON			
TELEPHONE NUMBER		TELEPHONE NUMBER			
FACSIMILE NUMBER		FACSIMILE NUMBER			
E-MAIL ADDRESS		E-MAIL ADDRESS			
SUPPLIER INFORMATION					
NAME OF BIDDER					
POSTAL ADDRESS					
STREET ADDRESS					
TELEPHONE NUMBER	CODE		NUMBER		
CELLPHONE NUMBER					
FACSIMILE NUMBER	CODE		NUMBER		
E-MAIL ADDRESS					
VAT REGISTRATION NUMBER					
SUPPLIER COMPLIANCE STATUS	TAX COMPLIANCE SYSTEM PIN:		OR	CENTRAL SUPPLIER DATABASE No:	MAAA
B-BBEE STATUS LEVEL VERIFICATION CERTIFICATE	[TICK APPLICABLE BOX] <input type="checkbox"/> Yes <input type="checkbox"/> No		B-BBEE STATUS LEVEL SWORN AFFIDAVIT	[TICK APPLICABLE BOX] <input type="checkbox"/> Yes <input type="checkbox"/> No	
[A B-BBEE STATUS LEVEL VERIFICATION CERTIFICATE/ SWORN AFFIDAVIT (FOR EMES & QSEs) MUST BE SUBMITTED IN ORDER TO QUALIFY FOR PREFERENCE POINTS FOR B-BBEE]					

1 ARE YOU THE ACCREDITED REPRESENTATIVE IN SOUTH AFRICA FOR THE GOODS /SERVICES /WORKS OFFERED? <input type="checkbox"/> Yes <input type="checkbox"/> No [IF YES ENCLOSE PROOF]	2 ARE YOU A FOREIGN BASED SUPPLIER FOR THE GOODS /SERVICES /WORKS OFFERED?	<input type="checkbox"/> Yes <input type="checkbox"/> No [IF YES, COMPLETE QUESTIONNAIRE BELOW]
---	---	---

QUESTIONNAIRE TO BIDDING FOREIGN SUPPLIERS

IS THE ENTITY A RESIDENT OF THE REPUBLIC OF SOUTH AFRICA (RSA)? ☐ YES ☐ NO

DOES THE ENTITY HAVE A BRANCH IN THE RSA? ☐ YES ☐ NO

DOES THE ENTITY HAVE A PERMANENT ESTABLISHMENT IN THE RSA? ☐ YES ☐ NO

DOES THE ENTITY HAVE ANY SOURCE OF INCOME IN THE RSA? ☐ YES ☐ NO

IS THE ENTITY LIABLE IN THE RSA FOR ANY FORM OF TAXATION? ☐ YES ☐ NO

IF THE ANSWER IS "NO" TO ALL OF THE ABOVE, THEN IT IS NOT A REQUIREMENT TO REGISTER FOR A TAX COMPLIANCE STATUS SYSTEM PIN CODE FROM THE SOUTH AFRICAN REVENUE SERVICE (SARS) AND IF NOT REGISTER AS PER 2.3 BELOW.

PART B – TERMS AND CONDITIONS

TERMS AND CONDITIONS FOR BIDDING

1. BID SUBMISSION:
1.1. BIDS MUST BE DELIVERED BY THE STIPULATED TIME TO THE CORRECT ADDRESS. LATE BIDS WILL NOT BE ACCEPTED FOR CONSIDERATION. 1.2. ALL BIDS MUST BE SUBMITTED ON THE OFFICIAL FORMS PROVIDED–(NOT TO BE RE-TYPED) OR IN THE MANNER PRESCRIBED IN THE BID DOCUMENT. 1.3. THIS BID IS SUBJECT TO THE PREFERENTIAL PROCUREMENT POLICY FRAMEWORK ACT, 2000 AND THE PREFERENTIAL PROCUREMENT REGULATIONS, 2022, THE GENERAL CONDITIONS OF CONTRACT (GCC) AND, IF APPLICABLE, ANY OTHER SPECIAL CONDITIONS OF CONTRACT. 1.4. THE SUCCESSFUL BIDDER WILL BE REQUIRED TO FILL IN AND SIGN A WRITTEN CONTRACT FORM (SBD7).
2. TAX COMPLIANCE REQUIREMENTS
2.1 BIDDERS MUST ENSURE COMPLIANCE WITH THEIR TAX OBLIGATIONS. 2.2 BIDDERS ARE REQUIRED TO SUBMIT THEIR UNIQUE PERSONAL IDENTIFICATION NUMBER (PIN) ISSUED BY SARS TO ENABLE THE ORGAN OF STATE TO VERIFY THE TAXPAYER'S PROFILE AND TAX STATUS.

- 2.3 APPLICATION FOR TAX COMPLIANCE STATUS (TCS) PIN MAY BE MADE VIA E-FILING THROUGH THE SARS WEBSITE WWW.SARS.GOV.ZA.
- 2.4 BIDDERS MAY ALSO SUBMIT A PRINTED TCS CERTIFICATE TOGETHER WITH THE BID.
- 2.5 IN BIDS WHERE CONSORTIA / JOINT VENTURES / SUB-CONTRACTORS ARE INVOLVED, EACH PARTY MUST SUBMIT A SEPARATE TCS CERTIFICATE / PIN / CSD NUMBER.
- 2.6 WHERE NO TCS IS AVAILABLE BUT THE BIDDER IS REGISTERED ON THE CENTRAL SUPPLIER DATABASE (CSD), A CSD NUMBER MUST BE PROVIDED.
- 2.7 NO BIDS WILL BE CONSIDERED FROM PERSONS IN THE SERVICE OF THE STATE, COMPANIES WITH DIRECTORS WHO ARE PERSONS IN THE SERVICE OF THE STATE, OR CLOSE CORPORATIONS WITH MEMBERS PERSONS IN THE SERVICE OF THE STATE.”

2. SBD 4 - BIDDER'S DISCLOSURE

1. PURPOSE OF THE FORM

Any person (natural or juristic) may make an offer or offers in terms of this invitation to bid. In line with the principles of transparency, accountability, impartiality, and ethics as enshrined in the Constitution of the Republic of South Africa and further expressed in various pieces of legislation, it is required for the bidder to make this declaration in respect of the details required hereunder.

Where a person/s are listed in the Register for Tender Defaulters and / or the List of Restricted Suppliers, that person will automatically be disqualified from the bid process.

2. Bidder's declaration

2.1 Is the bidder, or any of its directors / trustees / shareholders / members / partners or any person having a controlling interest¹ in the enterprise, employed by the state? **YES/NO**

2.1.1 If so, furnish particulars of the names, individual identity numbers, and, if applicable, state employee numbers of sole proprietor/ directors / trustees / shareholders / members/ partners or any person having a controlling interest in the enterprise, in table below.

Full Name	Identity Number	Name of State institution

¹ the power, by one person or a group of persons holding the majority of the equity of an enterprise, alternatively, the person/s having the deciding vote or power to influence or to direct the course and decisions of the enterprise.

2.2 Do you, or any person connected with the bidder, have a relationship with any person who is employed by the procuring institution? **YES/NO**

2.2.1 If so, furnish particulars:

.....
.....

2.3 Does the bidder or any of its directors / trustees / shareholders / members / partners or any person having a controlling interest in the enterprise have any interest in any other related enterprise whether or not they are bidding for this contract? **YES/NO**

2.3.1 If so, furnish particulars:

.....
.....

3 DECLARATION

I, the undersigned, (name)..... in submitting the accompanying bid, do hereby make the following statements that I certify to be true and complete in every respect:

3.1 I have read and I understand the contents of this disclosure;

3.2 I understand that the accompanying bid will be disqualified if this disclosure is found not to be true and complete in every respect;

3.3 The bidder has arrived at the accompanying bid independently from, and without consultation, communication, agreement or arrangement with any competitor. However, communication between partners in a joint venture or consortium² will not be construed as collusive bidding.

3.4 In addition, there have been no consultations, communications, agreements or arrangements with any competitor regarding the quality, quantity, specifications, prices, including methods, factors or formulas used to calculate prices, market allocation, the intention or decision to

² Joint venture or Consortium 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.

submit or not to submit the bid, bidding with the intention not to win the bid and conditions or delivery particulars of the products or services to which this bid invitation relates.

3.4 The terms of the accompanying bid have not been, and will not be, disclosed by the bidder, directly or indirectly, to any competitor, prior to the date and time of the official bid opening or of the awarding of the contract.

3.5 There have been no consultations, communications, agreements or arrangements made by the bidder with any official of the procuring institution in relation to this procurement process prior to and during the bidding process except to provide clarification on the bid submitted where so required by the institution; and the bidder was not involved in the drafting of the specifications or terms of reference for this bid.

3.6 I am aware that, in addition and without prejudice to any other remedy provided to combat any restrictive practices related to bids and contracts, bids that are suspicious will be reported to the Competition Commission for investigation and possible imposition of administrative penalties in terms of section 59 of the Competition Act No 89 of 1998 and or may be reported to the National Prosecuting Authority (NPA) for criminal investigation and or may be restricted from conducting business with the public sector for a period not exceeding ten (10) years in terms of the Prevention and Combating of Corrupt Activities Act No 12 of 2004 or any other applicable legislation.

I CERTIFY THAT THE INFORMATION FURNISHED IN PARAGRAPHS 1, 2 and 3 ABOVE IS CORRECT.

I ACCEPT THAT THE STATE MAY REJECT THE BID OR ACT AGAINST ME IN TERMS OF PARAGRAPH 6 OF PFMA SCM INSTRUCTION 03 OF 2021/22 ON PREVENTING AND COMBATING ABUSE IN THE SUPPLY CHAIN MANAGEMENT SYSTEM SHOULD THIS DECLARATION PROVE TO BE FALSE.

.....
Signature

.....
Date

.....
Position

.....
Name of bidder

3. SBD 6.1: PREFERENCE POINTS CLAIM FORM IN TERMS OF THE PROCUREMENT REGULATIONS 2022

This preference form must form part of all bids invited. It contains general information and serves as a claim form for preference points for specific goals.

NB: BEFORE COMPLETING THIS FORM, BIDERS MUST STUDY THE GENERAL CONDITIONS, DEFINITIONS AND DIRECTIVES APPLICABLE IN RESPECT OF THE BID AND PREFERENTIAL PROCUREMENT REGULATIONS, 2022

1. GENERAL CONDITIONS

1.1 The following preference point systems are applicable to invitations to bid:

- the 80/20 system for requirements with a Rand value of up to R50 000 000 (all applicable taxes included);
-

1.2 To be completed by the organ of state

- a) The applicable preference point system for this bid is the 80/20 preference point system.
- b) Either the 80/20 preference point system will be applicable in this bid. The lowest/ highest acceptable bid will be used to determine the accurate system once bids are received.

1.3 Points for this bid (even in the case of a bid for income-generating contracts) shall be awarded for:

- (a) Price; and
- (b) Specific Goals.

1.4 To be completed by the organ of state:

The maximum points for this bid are allocated as follows:

	POINTS
PRICE	80
SPECIFIC GOALS	20
Total points for Price and SPECIFIC GOALS	100

1.5 Failure on the part of a bidder to submit proof or documentation required in terms of this bid to claim points for specific goals with the bid, will be interpreted to mean that preference points for specific goals are not claimed.

1.6 The organ of state 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 the organ of state.

2. DEFINITIONS

- (a) **“bid”** means a written offer in the form determined by an organ of state in response to an invitation to provide goods or services through price quotations, competitive bidding process or any other method envisaged in legislation;
- (b) **“price”** means an amount of money bided for goods or services, and includes all applicable taxes less all unconditional discounts;
- (c) **“rand value”** means the total estimated value of a contract in Rand, calculated at the time of bid invitation, and includes all applicable taxes;
- (d) **“bid for income-generating contracts”** means a written offer in the form determined by an organ of state in response to an invitation for the origination of income-generating contracts through any method envisaged in legislation that will result in a legal agreement between the organ of state and a third party that produces revenue for the organ of state, and includes, but is not limited to, leasing and disposal of assets and concession contracts, excluding direct sales and disposal of assets through public auctions; and
- (e) **“the Act”** means the Preferential Procurement Policy Framework Act, 2000 (Act No. 5 of 2000).

3. FORMULAE FOR PROCUREMENT OF GOODS AND SERVICES

3.1. POINTS AWARDED FOR PRICE

3.1.1 THE 80/20 OR 90/10 PREFERENCE POINT SYSTEMS

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

80/20

$$Ps = 80 \left(1 - \frac{Pt - P_{min}}{P_{min}} \right)$$

Where

Ps = Points scored for price of bid under consideration

Pt = Price of bid under consideration

Pmin = Price of lowest acceptable bid

3.2. FORMULAE FOR DISPOSAL OR LEASING OF STATE ASSETS AND INCOME GENERATING PROCUREMENT

3.2.1. POINTS AWARDED FOR PRICE

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

80/20

$$Ps = 80 \left(1 + \frac{Pt - P_{max}}{P_{max}} \right)$$

Where

- Ps = Points scored for price of bid under consideration
Pt = Price of bid under consideration
Pmax = Price of highest acceptable bid

4. POINTS AWARDED FOR SPECIFIC GOALS

- 4.1. In terms of Regulation 4(2); 5(2); 6(2) and 7(2) of the Preferential Procurement Regulations, preference points must be awarded for specific goals stated in the bid. For the purposes of this bid the bidder will be allocated points based on the goals stated in table 1 below as may be supported by proof/ documentation stated in the conditions of this bid:
- 4.2. In cases where organs of state intend to use Regulation 3(2) of the Regulations, which states that, if it is unclear whether the 80/20 or 90/10 preference point system applies, an organ of state must, in the bid documents, stipulate in the case of—
- (a) an invitation for bid for income-generating contracts, that either the 80/20 or 90/10 preference point system will apply and that the highest acceptable bid will be used to determine the applicable preference point system; or
 - (b) any other invitation for bid, that either the 80/20 or 90/10 preference point system will apply and that the lowest acceptable bid will be used to determine the applicable preference point system,
- then the organ of state must indicate the points allocated for specific goals for both the 90/10 and 80/20 preference point system.

Table 1: Specific goals for the bid and points claimed are indicated per the table below.

Note to bidders: The bidder must indicate how they claim points for each preference point system.)

The specific goals allocated points in terms of this bid	Number of points allocated (80/20 system) (To be completed by the organ of state)	Number of points claimed (80/20 system) (To be completed by the bidder)
B-BBEE STATUS LEVEL	20	

DECLARATION WITH REGARD TO COMPANY/FIRM

4.3. Name of company/firm.....

4.4. Company registration number:
.....

4.5. TYPE OF COMPANY/ FIRM

- ☐ Partnership/Joint Venture / Consortium
- ☐ One-person business/sole propriety
- ☐ Close corporation
- ☐ Public Company

- ☐ Personal Liability Company
 - ☐ (Pty) Limited
 - ☐ Non-Profit Company
 - ☐ State Owned Company
- [TICK APPLICABLE BOX]

4.6. I, the undersigned, who is duly authorised to do so on behalf of the company/firm, certify that the points claimed, based on the specific goals as advised in the bid, qualifies the company/ firm for the preference(s) shown and I acknowledge that:

- i) The information furnished is true and correct;
- ii) The preference points claimed are in accordance with the General Conditions as indicated in paragraph 1 of this form;
- iii) In the event of a contract being awarded as a result of points claimed as shown in paragraphs 1.4 and 4.2, the contractor may be required to furnish documentary proof to the satisfaction of the organ of state that the claims are correct;
- iv) If the specific goals have been claimed or obtained on a fraudulent basis or any of the conditions of contract have not been fulfilled, the organ of state may, in addition to any other remedy it may have –
 - (a) disqualify the person from the bidding process;
 - (b) recover costs, losses or damages it has incurred or suffered as a result of that person's conduct;
 - (c) 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;
 - (d) recommend that the bidder or contractor, its shareholders and directors, or only the shareholders and directors who acted on a fraudulent basis, be restricted from obtaining business from any organ of state for a period not exceeding 10 years, after the *audi alteram partem* (hear the other side) rule has been applied; and
 - (e) forward the matter for criminal prosecution, if deemed necessary.

..... SIGNATURE(S) OF BIDDER(S)	
SURNAME AND NAME:
DATE:
ADDRESS:

**4. SAMPLES OF GENERIC SECTOR CODERS SWORN AFFIDAVITS-
A. EMES AND B. QSES (FOR TENDERERS WITH NO B-BBEE
CERTIFICATES SWORN AFFIDAVIT - TEMPLATES**

(IF APPLICABLE, CHOOSE THE CORRECT FORM AND COMPLETE)

NB:CHOOSE ONE i.e EME or QSE!!!!)

B-BBEE EXEMPTED AFFIDAVIT FOR EXEMPTED MICRO ENTERPRISES (EME)

I, the undersigned,

Full name & Surname	
Identity number	

Hereby declare under oath as follows:

1. The contents of this statement are to the best of my knowledge a true reflection of the facts.
2. I am a Member / Director / Owner of the following enterprise and am duly authorized to act on its behalf:

Enterprise Name:			
Trading Name (If Applicable):			
Registration Number:			
Enterprise Physical Address:			
Type of Entity (CC, (Pty) Ltd, Sole Prop etc.):			
Nature of Construction Business:	BEPs (Built Environment Professional)	Contractor	Supplier
Definition of "Black People"	<p>As per the Broad-Based Black Economic Empowerment Act 53 of 2003 as Amended by Act No 46 of 2013 "Black People" is a generic term which means Africans, Coloureds and Indians –</p> <p>(a) Who are citizens of the Republic of South Africa by birth or descent; or</p> <p>(b) Who became citizens of the Republic of South Africa by naturalization-</p> <p style="margin-left: 40px;">i. Before 27 April 1994; or</p> <p style="margin-left: 40px;">ii. On or after 27 April 1994 and who would have been entitled to acquire citizenship by naturalization prior to that date</p>		

3. I hereby declare under Oath that as per Amended Code Series 100 of the Amended Codes of Good Practice issued under section 9 (1) of B-BBEE Act No 53 of 2003 as Amended by Act No 46 of 2013,

- The Enterprise is _____% Black Owned

- The Enterprise is _____% Black woman Owned
- The Enterprise is _____% Owned by Black Designated Group (provide Black Designated Group Breakdown below as per the definition in the table above)
 - o Black Youth % _____%
 - o Black Disabled % _____%
 - o Black Unemployed % _____%
 - o Black People living in Rural areas % _____%
 - o Black Military Veterans % _____%

Based on the Financial Statements/Management Accounts and other information available on the latest financial year-end of _____ (DD/MM/YY), the annual Total Revenue was equal to/or less than the applicable amount confirmed **by ticking the applicable box below.**

Contractor / Consultancy	R10 million	
Supplier	R10 million	

If the turnover exceeds the applicable amount in the table above then this affidavit is no longer applicable and an EME certificate must be obtained from a rating agency accredited by SANAS or when applicable a B-BBEE Verification Professional Regulator appointed by the Minister of Trade and Industry.

☐ Please confirm on the table below the B-BBEE level contributor, **by ticking the applicable box.**

100% Black Owned	Level One (135% B-BBEE procurement recognition level)	
At least 51% Black Owned but less than 100% black owned	Level Two (125% B-BBEE procurement recognition level)	
Less than 51% black owned	Level Four (100% B-BBEE procurement recognition level)	

4. I know and understand the contents of this affidavit and I have no objection to take the prescribed oath and consider the oath binding on my conscience and on the owners of the enterprise which I represent in this matter.
5. The sworn affidavit will be valid for a period of 12 months from the date signed by commissioner.

Date: _____ Deponent Signature: _____

Commissioner of Oaths

Signature & stamp

Date: _____

B-BBEE EXEMPTED AFFIDAVIT FOR QUALIFYING SMALL ENTERPRISES (QSE)

*Issued in terms of paragraph(s) 9.6 and 12.6 (Implementation Guide for PPR 2017) and Paragraph(s) 3.7 & 5.1
of NT Circular No. 5 of 2016/2017*

I, the undersigned,

Full name & Surname	
Identity number	

Hereby declare under oath as follows:

1. The contents of this statement are to the best of my knowledge a true reflection of the facts.
2. I am a Member / Director / Owner of the following enterprise and am duly authorized to act on its behalf:

Enterprise Name:		
Trading Name (If Applicable):		
Registration Number:		
Enterprise Physical Address:		
Type of Entity (CC, (Pty) Ltd, Sole Prop etc.):		
Nature of Construction Business:	Supplier / Service provider	Consultancy services Supplier
Definition of "Black People"	<p>As per the Broad-Based Black Economic Empowerment Act 53 of 2003 as Amended by Act No 46 of 2013 "Black People" is a generic term which means Africans, Coloureds and Indians –</p> <p>(a) Who are citizens of the Republic of South Africa by birth or descent; or</p> <p>(b) Who became citizens of the Republic of South Africa by naturalization-</p> <p style="margin-left: 40px;">i. Before 27 April 1994; or</p> <p style="margin-left: 40px;">ii. On or after 27 April 1994 and who would have been entitled to acquire citizenship by naturalization prior to that date</p>	

3. I hereby declare under Oath that as per Amended Code Series 100 of the Amended Codes of Good Practice issued under section 9 (1) of B-BBEE Act No 53 of 2003 as Amended by Act No 46 of 2013,

- The Enterprise is _____% Black Owned
- The Enterprise is _____% Black Female Owned

- The Enterprise is _____% Owned by Black Designated Group (provide Black Designated Group Breakdown below as per the definition in the table above)
 - o Black Youth % _____%
 - o Black Disabled % _____%
 - o Black Unemployed % _____%
 - o Black People living in Rural areas % _____%
 - o Black Military Veterans % _____%

Based on the Financial Statements/Management Accounts and other information available on the latest financial year-end of _____ (DD/MM/YY), the annual Total Revenue was equal to/or less than the applicable amount confirmed **by ticking the applicable box below.**

Contractor / Consultancy services	R50 million	
Supplier	R50 million	

If the turnover exceeds the applicable amount in the table above then this affidavit is no longer applicable and an EME certificate must be obtained from a rating agency accredited by SANAS or when applicable a B-BBEE Verification Professional Regulator appointed by the Minister of Trade and Industry.

☐ Please confirm on the table below the B-BBEE level contributor, **by ticking the applicable box.**

100% Black Owned	Level One (135% B-BBEE procurement recognition level)	
At least 51% Black Owned but less than 100% black owned	Level Two (125% B-BBEE procurement recognition level)	

4. I know and understand the contents of this affidavit and I have no objection to take the prescribed oath and consider the oath binding on my conscience and on the owners of the enterprise which I represent in this matter.
5. The sworn affidavit will be valid for a period of 12 months from the date signed by commissioner.

Date: _____ Deponent Signature: _____

Commissioner of Oaths
Signature & stamp
Date: _____

**5. CSD REPORT ANNEXURE - PROOF OF REGISTRATION ON THE
NATIONAL TREASURY CENTRAL SUPPLIER DATABASE (CSD
REPORT)**

(ATTACH HERE)

6. VALID CERTIFICATES OF A TENDERER

(ATTACH HERE)

7. RESOLUTION FOR SIGNATORY

A: CERTIFICATE OF AUTHORITY FOR SIGNATORY

Signatory for companies shall confirm their authority hereto by attaching a duly signed and dated copy of the relevant resolution of the board of directors to this form or on company letter head.

An example is given below:

"By resolution of the board of directors passed at a meeting held on _____

Mr/Ms _____, whose signature appears below, has been duly authorised to

sign all documents in connection with the tender for Contract No. _____

and any Contract which may arise there from on behalf of (Block Capitals) _____

SIGNED ON BEHALF OF THE COMPANY: _____

IN HIS/HER CAPACITY AS: _____

DATE: _____

SIGNATURE OF SIGNATORY: _____

WITNESSES:

DIRECTOR (NAMES)		SIGNATURE	
DIRECTOR (NAMES)		SIGNATURE	
DIRECTOR (NAMES)		SIGNATURE	
DIRECTOR (NAMES)		SIGNATURE	
DIRECTOR (NAMES)		SIGNATURE	
DIRECTOR (NAMES)		SIGNATURE	

If you cannot complete this form, attach a separate sheet (in a company letter head, project specific and signed by all directors):

8. CERTIFICATE OF AUTHORITY FOR JOINT VENTURES

This Returnable Schedule is to be completed by joint ventures.

We, the undersigned, are submitting this tender offer in Joint Venture and hereby authorise Mr/Ms
, authorised signatory of the company
, acting in the capacity of lead partner, to sign all documents in
 connection with the tender offer and any contract resulting from it on our behalf.

PROJECT TITLE		
SCMU NUMBER	MISA/FC...../2021	
NAME OF FIRM	ADDRESS	DULY AUTHORISED SIGNATORY
Lead partner:		Signature. Name Designation.....
..... .		Signature. Name Designation.....
..... .		Signature. Name Designation.....
..... .		Signature. Name Designation.....

9. EVALUATION SCHEDULE 1: COMPANY EXPERIENCE (20 points)

Explanation of how points will be awarded for Relevant Project Experience

The project chosen for referencing should be for work done in the development of an Integrated Transportation Master Plan.

Tenderers shall submit reference letters from the employer for projects successfully completed.

Reference letters per completed project must clearly indicate, the project name, project amount, time of completion, name of the employer and contact details of the project manager. The projects should be within previous 15 years period from the date of tender advert and the tenderer must have been a principal agent not subconsultant. The value of completed projects must be above R 4 000 000 (Vat Incl). Similar International projects are relevant to be referenced. In case of a Joint Venture, reference letters from members of the JV shall be accepted subject to the submission of authenticated JV agreement.

The scoring of tenderer's experience will be as below:

Letter of completion or reference letter for each Integrated Transportation Master Plans project completed **(20 points)**

- | | | |
|----|----------------------|-------------|
| a) | Less than 3 projects | = 0 points |
| b) | 3 projects | = 5 points |
| c) | 4 projects | = 10 points |
| d) | 5 projects | = 15 points |
| e) | 6 projects | = 20 points |

NB: Tenderers should bear in mind that claims about the number of projects completed and the respective values will be verified in a number of ways, including contacting references. MISA reserves the right to verify all information presented by the tenderer.

The undersigned, who warrants that s/he is duly authorised to do so on behalf of the enterprise, confirms that the content of the reference letter(s) presented by the tenderer are within his/her personal knowledge and are to the best of his/her knowledge both are true and correct.

Signed

Date

Name

Position

Enterprise name

10.EVALUATION SCHEDULE 2: EXPERIENCE OF THE KEY PERSONNEL (60 points)

The experience of all the key personnel will be evaluated in relation to their respective academic qualifications, professional registration (Where Applicable) and experience (as explained herein in this schedule) on projects having scope of work relevant to this project and positions proposed by the tenderer.

Tenderers must submit CVs of nominated key personnel referring to this schedule, preferably using font Arial regular 10 points having margins at each side no less than 2,54 cm and line spacing 1,50 for each of the proposed key personnel.

CV's including proof of qualifications and proof of registration (Where applicable) will be used for the evaluation of each personnel for this section.

Resources Required = 60 points

- A. Transportation Planner – Team Leader = 15 points
- B. Town and Regional Planner = 10 points
- C. Civil Engineer = 10 points
- D. Transportation Economist = 8 points
- E. Financial Practitioner = 7 points
- F. Environmental Practitioner = 5 points
- G. GIS Practitioner = 5 points

RESOURCE A: Transportation Planner - 10 points

Requirements;

- Registered Engineer (Pr.Eng / Pr.Tech Eng. registration with ECSA).
- Minimum Qualification Bachelor's degree / B Tech (NQF 7) in Civil Engineering specialising in Transportation Planning.
- Minimum experience 10 years after qualifications in Transportation Planning.

Qualifications plus Professional Registration - 6 points

- a) Bachelor's degree / B Tech (NQF 7) Plus Professional Registration = 2 points
- b) Honours Degree (NQF 8) Plus Professional Registration = 4 points
- c) Master's degree and above (NQF 9) Plus Professional Registration = 6 points

Years of work experience - 4 points

- a) Below 10 years = 0 points

- b) 8 to below 12 years = 3 points
- c) 12 years and above = 4 points

RESOURCE B: Town and Regional Planner (10 points)

Requirements;

- Professional registration with the South African Council for Planners (SACPLAN).
- Minimum Qualification Bachelor's degree / B Tech (NQF 7) in Town and Regional Planning.
- Minimum experience 8 years after qualifications in Transportation Planning .

Qualifications plus professional registration - 6 points

- a) Bachelor's degree / B Tech (NQF 7) Plus Professional Registration = 3 points
- b) Honours Degree (NQF 8) Plus Professional Registration = 4 points
- c) Master's degree and above (NQF 9) Plus Professional Registration = 6 points

Years of work experience - 4 points

- a) Below 8 years = 0 points
- b) 8 to below 10 years = 2 points
- c) 10 to below 12 years = 3 points
- d) 12 to below 15 years = 4 points

RESOURCE C: Civil Engineer (Roads)

Requirements;

- Registered Engineer (Pr.Eng / Pr.Tech Eng. registration with ECSA).
- Minimum Qualification Bachelor's degree / B Tech (NQF 7) in Civil Engineering specialising in Transportation Planning.
- Minimum experience 8 years after qualifications in roads network.

Qualifications plus Professional Registration - 6 points

- a) Bachelor's degree / B Tech (NQF 7) Plus Professional Registration = 2 points
- b) Honours Degree (NQF 8) Plus Professional Registration = 4 points
- c) Master's degree and above (NQF 9) Plus Professional Registration = 6 points

Years of work experience - 4 points

- d) Below 10 years = 0 points
- e) 8 to below 12 years = 3 points

f) 12 years and above = 4 points

RESOURCE D: Transportation Economist – 8 points

Requirements;

- Minimum Qualification Bachelor's degree / B Tech (NQF 7) of Commerce in Transportation Economics.
- Minimum experience 8 years after qualifications in Transportation Economics.

Qualifications - 5 points

- | | | |
|-----------------------------|---|----------|
| a) Bachelor's Degree | = | 1 point |
| b) Honours Degree | = | 3 points |
| c) Master's Degree or above | = | 5 points |

Years of work experience - 3 points

- | | | |
|-----------------------|---|----------|
| a) Below 8 years | = | 0 points |
| b) 8 to 9 years | = | 2 points |
| c) 10 years and above | = | 3 points |

RESOURCE E - Finance Practitioner – 7 Points

Requirements;

- Minimum Qualification Bachelor's degree / B Tech (NQF 7) in Finance
- Minimum experience 8 years after qualifications in Transportation Finance

Qualifications in Finance or relevant 4 points

- | | | |
|-----------------------------|---|----------|
| a) Bachelor's Degree | = | 1 point |
| b) Honours Degree | = | 3 points |
| c) Master's Degree or above | = | 4 points |

Years of work experience - 3 points

- | | | |
|-----------------------|---|----------|
| a) Below 8 years | = | 0 points |
| b) 8 to 9 years | = | 2 points |
| c) 10 years and above | = | 3 points |

RESOURCE F - Environmental Practitioner 5 points

Requirements

- Professional Registration with the South African Council for Natural Scientific Professions (SACNASP)
- Minimum Qualification Bachelor's degree / B Tech (NQF 7) in Environmental Science or Environmental Management
- Minimum experience 5 years after qualifications.

Qualifications - 3 points

- | | | |
|--|---|----------|
| a) Bachelor's Degree Plus Professional registration | = | 1 point |
| b) Honours Degree Plus Professional registration | = | 2 points |
| c) Master's Degree or above Plus Professional registration | = | 3 points |

Years of work experience 2 points

- | | | |
|----------------------|---|----------|
| a) Below 5 years | = | 0 points |
| b) 5 to 8 years | = | 1 points |
| c) 9 years and above | = | 2 points |

RESOURCE G - Geographic Information Systems Practitioner 5 points

Requirements

- Professional Registration with South African Geomatics Council (SAGC)
- Minimum Qualification Bachelor's degree / B Tech (NQF 7) in Geographic Information Science or Geographic Information Systems
- Minimum experience 8 years after qualifications.

Qualifications - 3 points

- | | | |
|--|---|----------|
| a) Bachelor's Degree Plus Professional registration | = | 1 point |
| b) Honours Degree Plus Professional registration | = | 2 points |
| c) Master's Degree or above Plus Professional registration | = | 3 points |

Years of work experience - 2 points

- | | | |
|-----------------------|---|----------|
| a) Below 8 years | = | 0 points |
| b) 8 to 9 years | = | 1 points |
| c) 10 years and above | = | 2 points |

The undersigned, who warrants that s/he is duly authorised to do so on behalf of the enterprise, confirms that the content of the reference letter(s) presented by the tenderer are within his/her personal knowledge and are to the best of his/her knowledge both true and correct.

Signed

Date

Name

Position

Enterprise name

11. EVALUATION SCHEDULE 3: METHODOLOGY/ APPROACH (20 points)

The approach paper must respond to the scope of work (reference: C3 Scope of work).

Methodology must be comprehensive and must indicate sufficient knowledge of the subject matter must cover infrastructure project preparation, project pre-feasibility and feasibility, project structuring, project financing and modelling and project transactional support. The approach proposal should articulate what value-add the respondent will provide in achieving the stated objectives for the project. Must demonstrate sufficient understanding of the scope of work and desired outcomes: **not more than 10 pages**.

The approach paper must contain at least the following:

Table of Contents: Listing of contents of the approach paper with page numbers and/ references to annexures (if any);

Executive Summary: A brief summary of the whole contents of the approach paper;

1. **Approach:** Detailed approach that the tenderer feels best to deliver the intended services for the Project with identification of tasks, for each of the activities/ deliverables as have been foreseen in 'Part C3.1 Scope of work', detailing at least the following:
2. Technical approach and methodology should explain the PSPs understanding of the project objectives. It should highlight the issues of importance and explain the technical approach they will adopt to address them. The proposal should explain the methodologies, which are to be adopted, demonstrate the compatibility of these methodologies with the proposed approach and address any modifications required to complete the proposed scope of work.
3. Management method should be developed and approved during the project-planning phase (inception phase) to confirm major deliverables/milestone and acceptance criteria. It should also be used to manage approved project processes and responsibilities.
4. Stakeholder identification, management and reporting mechanism to be followed.
5. Discuss the process of benchmarking with other leading countries during the execution of the study and how this exercise will benefit the project.

The scoring of the approach paper will be as detailed hereunder:

Evaluating Point	Assessment Criteria	Maximum allocated point(s)
Methodology to be adopted	Program knowledge (3), informative appropriateness of proposed approach (3) and presentation and organogram (3)	9 points
Project implementation schedule/Programme (Listed Activity in the section C3: Scope of Work)	Appropriateness of identified tasks (2), deliverables (2), defining milestones (2) and timeliness (2) with interdependencies to ensure delivery of the project on time	8 points
Project implementation Risks, Stakeholder identification and management	Adequacy of understanding of program risks (1) and appropriateness of stakeholder's identifications (2)	3 points
	TOTAL	20 POINTS

The undersigned, who warrants that s/he is duly authorised to do so on behalf of the enterprise, confirms that the content of the reference his/her letter(s) presented by the tenderer are within his/her personal knowledge and are to the best of knowledge both true and correct.

The undersigned, who warrants that s/he is duly authorised to do so on behalf of the enterprise, confirms that the content of this schedule that presented by the tenderer are within my personal knowledge and are to the best of my knowledge both true and correct.

Signed _____ Date _____

Name: _____ Capacity: _____

Name of the Firm: _____

**C. OTHER DOCUMENTS CONTAINED HEREIN IN THE TENDER DOCUMENTS
REQUIRED FOR TENDER EVALUATION PURPOSES AS LISTED BELOW.**

12. RECORD OF ADDENDA TO TENDER DOCUMENTS

We confirm that the following communications received from the Employer before the submission of this tender offer, amending the tender documents, have been taken into account in this tender offer:

	Date	Title or Details
1.		
2.		
3.		
4.		
5.		
6.		

Attach additional pages if more space is required.

Signed

Date

Name

Position

Tenderer

13. PROPOSED AMENDMENTS AND QUALIFICATIONS

The Tenderer should record any deviations or qualifications he may wish to make to the tender documents in this Returnable Schedule. Alternatively, a tenderer may state such deviations and qualifications in a covering letter to his tender and reference such letter in this schedule.

The Tenderer's attention is drawn to clause 5.8 of SANS 10845-3 regarding the employer's handling of material deviations and qualifications.

Page	Clause or item	Proposal

Signed

Date

Name

Position

Tenderer



MUNICIPAL INFRASTRUCTURE SUPPORT AGENT

Cooperative Governance & Traditional Affairs

Tender no.: MISA/IDMS/ESB/015/2022/23

**PROJECT: APPOINTMENT OF A PROFESSIONAL SERVICE PROVIDER TO
DEVELOP EASTERN SEABOARD INTEGRATED TRANSPORT MASTER PLAN
(ESBITMP).**

The Contract

**PROJECT: APPOINTMENT OF A PROFESSIONAL SERVICE PROVIDER TO
DEVELOP EASTERN SEABOARD REGIONAL INTEGRATED TRANSPORT MASTER
PLAN (ESBITMP).**

Reference no.:

Based on

**NEC 3: Professional Service Contract (Option A: Priced Contract with
Activity Schedule)**

PART C1: AGREEMENTS AND CONTRACT DATA

C1.1 Form of offer and acceptance

C1.2 Contract data

FORM OF OFFER AND ACCEPTANCE

OFFER

The *Employer*, identified in the Acceptance signature block, has solicited offers to enter into a contract for the provision of services as described in Part 1 of the Contract Data.

The tenderer, identified in the Offer signature block, has examined the documents listed in the Tender Data and addenda thereto as listed in the Returnable Schedules, and by submitting this Offer has accepted the Conditions of Tender.

By the representative of the tenderer, deemed to be duly authorised, signing this part of this Form of Offer and Acceptance, the tenderer offers to perform all of the obligations and liabilities of the *Contractor* under the contract including compliance with all its terms and conditions according to their true intent and meaning for an amount to be determined in accordance with the conditions of contract identified in the Contract Data.

THE OFFERED TOTAL OF THE PRICES INCLUSIVE OF VAT AND EXPENSES,
calculated in accordance with the *conditions of contract as detailed hereunder*:

Total Amount: R..... (in figure),

(Rand.....
.....
.....) (in word)

This Offer may be accepted by the *Employer* by signing the Acceptance part of this Form of Offer and Acceptance and returning one copy of this document including the Schedule of Deviations (if any) to the tenderer before the end of the period of validity stated in the Tender Data, or other period as agreed, whereupon the tenderer becomes the party named as the *Contractor* in the conditions of contract identified in the Contract Data.

Signature

Date:

Name

Capacity

**For the
tenderer:**

	<hr/>	
	<i>(Insert name and address of organisation)</i>	
Name & signature of witness		Date
	<hr/>	<hr/>

ACCEPTANCE

By signing this part of this Form of Offer and Acceptance, the *Employer* identified below accepts the tenderer's Offer. In consideration thereof, the *Employer* shall pay the Contractor the amount due in accordance with the *conditions of contract* identified in the Contract Data. Acceptance of the tenderer's Offer shall form an agreement between the *Employer* and the tenderer upon the terms and conditions contained in this agreement and in the contract that is the subject of this agreement.

The terms of the contract, are contained in:

Part C1 Agreements and Contract Data, (which includes this Form of Offer and Acceptance)

Part C2 Pricing Data

Part C3 Scope of Work

Part C4 Site Information

and drawings and documents (or parts thereof), which may be incorporated by reference into the above listed Parts.

Deviations from and amendments to the documents listed in the Tender Data and any addenda thereto listed in the Returnable Schedules as well as any changes to the terms of the Offer agreed by the tenderer and the *Employer* during this process of offer and acceptance, are contained in the Schedule of Deviations attached to and forming part of this Form of Offer and Acceptance. No amendments to or deviations from said documents are valid unless contained in this Schedule.

The tenderer shall within two weeks of receiving a completed copy of this agreement, including the Schedule of Deviations (if any), contact the *Employer's* agent (whose details are given in the Contract Data) to arrange the delivery of any securities, bonds, guarantees, proof of insurance and any other documentation to be provided in terms of the *conditions of contract* identified in the Contract Data. Failure to fulfil any of these obligations in accordance with those terms shall constitute a repudiation of this agreement.

Notwithstanding anything contained herein, this agreement comes into effect on the date when the tenderer receives one fully completed original copy of this document, including the Schedule of Deviations (if any). Unless the tenderer (now *Contractor*) within five working days of the date of such receipt notifies the *Employer* in writing of any reason why he cannot accept the contents of this agreement, this agreement shall constitute a binding contract between the Parties.

Signature

Date:

Name(s)

Mr Ntandazo Vimba

Capacity

Chief Executive Officer

For the
Employer

Municipal Infrastructure Support Agent

Schedule of Deviations

1 Subject

Details

.....

.....

.....

2 Subject

Details

.....

.....

.....

3 Subject

Details

.....

.....

.....

4 Subject

Details

.....

.....

.....

5 Subject

Details

.....

.....

.....

By the duly authorised representatives signing this agreement, the *Employer* and the Tenderer agree to and accept the foregoing schedule of deviations as the only deviations from and amendments to the documents listed in the Tender Data and addenda thereto as listed in the returnable schedules, as well as any confirmation, clarification or changes to the terms of the offer agreed by the Tenderer and the *Employer* during this process of offer and acceptance.

It is expressly agreed that no other matter whether in writing, oral communication or implied during the period between the issue of the tender documents and the receipt by the tenderer of a completed signed copy of this Agreement shall have any meaning or effect in the contract between the parties arising from this agreement.



MUNICIPAL INFRASTRUCTURE SUPPORT AGENT
Cooperative Governance & Traditional Affairs

Tender no.: **MISA/IDMS/ESB/015/2022/23**

**PROJECT: APPOINTMENT OF A PROFESSIONAL SERVICE PROVIDER TO DEVELOP
EASTERN SEABOARD INTEGRATED TRANSPORT MASTER PLAN (ESBITMP).**

C1.2 CONTRACT DATA

The Conditions of Contract are the NEC3 Professional Services Contract (Third edition of April 2013) published by the Institution of Civil Engineers (ICE), United Kingdom. It is assumed that the Tenderer is in possession of the Conditions of Contract or able to possess one.

Each item of data given below is cross-referenced to the clause in the NEC3 Professional Services Contract, which requires it. The Contract Data shall have precedence in the interpretation of any ambiguity or inconsistency between it and the above referenced NEC3.

Part one - Data provided by the *Employer*

1 General

The conditions of the contract are the core clauses and the clauses for main Options

A: Priced contract with activity schedule

Dispute resolution Option

W1: Dispute resolution procedure

And secondary Option

X1: Price adjustment for Inflation

X2: Changes in Law

X10: Employer's Agent

Z: Additional conditions of contract

of the NEC 3

10.1 *The Employer is*

Chief Executive Officer or delegated official

Municipal Infrastructure Support Agent

Physical Address: Letaba House, Riverside Office Park
1303 Heuwel Avenue, Centurion, Pretoria 0046

Postal Address: Private Bag X105, Centurion 0046

Telephone: 012 848 5300

10.1

The Supervisor is

Physical Address: Letaba House, Riverside Office Park
1303 Heuwel Avenue, Centurion, Pretoria 0046

Postal Address: Private Bag X105, Centurion 0046

Telephone: 012 848 5300

11.2(7) The *Scope* is as given in section C3: Scope of works of tender documents

12.2 The *law of the contract* is the law of the Republic of South Africa

13.1 The *language of this contract* is English

13.3 The *period of reply* is 2 weeks

2 The Parties' main responsibility

22.1 If the Service provider subcontracts work, it should not be more than 25% of the total value of the contract.

3 Time

30.1 The *starting date* is **14 days** after the date of issuance (exclusive) of the award letter unless otherwise agreed by the Parties.

11.2(2) The *completion period* for the whole of the *services* is **12 months** (52 weeks)

31.1 The *Service Provider* submits programme with the tender according to the *Scope*, considering the *starting date* and *completion date*, which will be adjusted, if need be, based on proposed duration in the programme through consultation..

5 Payment

50.1 The *assessment interval* is monthly on or before the **20th** day of each successive month.

50.3 The *expenses* stated by the *Employer* are;

Item	Amount
Disbursements <ul style="list-style-type: none"> printing or reproduction of documents issued to the <i>Employer</i> or, where instructed by the <i>Employer</i>, to Others, other than general correspondence and minor reports. covers and binding of documents issued to the <i>Employer</i> or, where instructed by the <i>Employer</i>, to Others other than general correspondence and minor reports maps, models and presentation materials required by the <i>Employer</i> 	In accordance with the latest Rates for Reimbursable expenses published on www.publicworks.gov.za/Service Providers
Accommodation where the services necessitates that staff identified in Part 2 of the Contract Data to be accommodated in the respective Municipality as identified by the <i>Employer</i> to perform the services authorised by the <i>Employer</i>	Cost limited to R 1 400 per person per day including bed and breakfast.
Vehicle travel to, from and within identified Municipality to perform the services authorised by the <i>Employer</i> . <i>Travel will be limited within radius of kms locally (Within ESB Area) and 250 kms (Outside Eastern Seaboard project area to Eastern Sea Board Area) (For Staff identified in Part 2 of the Contract Data)</i>	in accordance with the latest Rates Department of Transport
Air Travel a) Flights - between MISA HO in Centurion and Project Area limited to 4 trips. b) Vehicle Hire – must be aligned to flights above.	a) Limited to economy class b) Limited to Group B.

51.1 The period within which the payments are made is **thirty** days from the date of receipt (exclusive) of the invoice.

51.2 The *currency of this contract* is the South African Rand.
The *interest rate* is the Prime lending rate of the *Employer's* Bank.

6 Compensation events

7 Rights to material

No data required for this section of the *conditions of contract*.

80 Indemnity, insurance and liabilities

8.1 The amounts of insurance and the periods for which the *Consultant* maintains insurance are

Event	Cover	The period following Completion of the whole of the works or earlier termination
Risk of design deficiency and or errors for which events Professional Indemnity would cover.	50% of contract amount in respect of each claim, without limit to the number of claims.	Until the completion of the project.

	Death of or bodily injury to employees of the <i>Consultant</i> arising out of and in the course of their employment in connection with this contract All risk contract works	That which is prescribed by the Compensation injuries and Diseases Act No. 130 of 1993 as amended and whatever the Service Provider deems desirable also Amount of cover to match contract value	Until the end of the <i>completion date</i> .
81.1	The <i>Employer</i> provides no insurance cover.		
81.2	The <i>Consultant</i> provides the certificate(s) from accredited insurer(s) or broker(s) of South Africa stating that the insurance(s) required by this contract are in force prior to the signing of the contract arising from the award.		
9	Termination and dispute resolution No data required for this section of the <i>conditions of the contract</i> .		
10	Data for main Option clause		
A	Priced contract with activity schedule No data required for this section of the <i>conditions of the contract</i> .		
11	Data for Option W1		
W1.1	The <i>Adjudicator</i> is the person selected by the Parties from the Panel of NEC Adjudicators set up by ICE-SA, a joint division of the Institution of Civil Engineers and the South African Institution of Civil Engineering (see www.ice-sa.org.za),		
W1.2(3)	The <i>adjudicator nominating body</i> is the Chairman of ICE-SA, a Joint Division of the Institution of Civil Engineers and the South African Institution of Civil Engineering (see www.ice-sa.org.za).		
W1.4((2)	The <i>tribunal</i> refers to a South African Court of Law		
12	Data for secondary Option clause(s)		
Option X1	Price adjustment for Inflation		
X1.1	Contract Price Adjustments/Increases (CPA/CPI)		
X1.1(a)	The <i>base date</i> for indices is:		

- for the annual rate for key person: the starting date for the contract
- for the adjustment to the total of Prices associated with as and when basis: the starting date for the issue of the work order.

X1.1(c)

The proportions used to calculate the Price Adjustment Factor are:

proportion

linked to index for

Index prepared by

As and when work Order

People

Consumer Price Index: index numbers and year on year rates " for index as published in the Statistical Release, P0141 Table B of Statistics South Africa

0.15

non-adjustable

1.00

The Price Adjustment Factor is not applied to:

- the special materials identified by the *Consultant* the as and when Order which are increased or decreased by the net amount of any documented variation incurred after the base date on the basis set out in such data; and
- specialist subconsultants where contracts are invited by the *Employer's* professional team on a fixed price basis

X2

Change in the law

X2.1

The *law of the project* is the law of the Republic of South Africa subject to the jurisdiction of the Courts of South Africa.

X10

Employer's Agent

X10.1

The *Employer's Agent* is

Chief Executive Officer (Or Designated MISA Official)

Mr Ntandazo Vimba

Physical Address:

Letaba House, Riverside Office Park

1303 Heuwel Avenue, Centurion, Pretoria 0046

Postal Address:

Private Bag X105, Centurion 0046

Telephone:

012 848 5300

Z

Additional conditions of contract

The *additional conditions of contract* are

Z1

Tax invoices

The *Service Provider's* invoice.

Delete the first sentence of core clause 50.2 and replace with:

Invoices submitted by the *Service Provider* to the *Employer* include

the details stated in the *Scope/ Price Schedule* to show how the amount due has been assessed, and

the details required by the *Employer* for a valid tax invoice.

Delete the first sentence of core clause 51.1 and replace by:

The *Employer* makes each payment within **thirty** days from the date of receipt (exclusive) of the *Service Provider's* invoice showing the details, which this contract requires or if a different period is stated in the Contract Data, within the period stated.

Z2

Selection and appointment of the *Adjudicator*

Add the following paragraph to clause W.1.2(1)

Within 2 weeks after declaring a dispute and if the *Adjudicator* was not yet appointed with a previous dispute, the notifying Party notifies the other Party of the names of two persons he has chosen from the Panel of NEC Adjudicators set up by ICE-SA, a joint division of the Institution of Civil Engineers and the South African Institution of Civil Engineering (see www.ice-sa.org.za), whose availability to act as the *Adjudicator* the notifying Party has confirmed. The other Party selects one of the two persons chosen to be the *Adjudicator* within four days of receiving the notice, failing which the person chosen by the notifying Party will be the *Adjudicator* for the Contract. The Parties appoint the selected *Adjudicator* under the NEC3 Adjudicator's Contract, April 2013.

Z3

Acts or omissions by mandatories

In terms of Section 37(2) of the Occupational health and Safety Act of 1993 (Act 85 of 1993), the *Consultant* hereby agrees that the *Employer* is relieved of any and all of its liabilities in terms of Section 37(1) of this Act in respect of any acts or omissions of the *Consultant* and his employees to the extent permitted by this Act, and that this contract comprises the written agreement between the *Employer* and the *Consultant* contemplated in section 37(2).

Part two - Data provided by the *Consultant*

10.1 *The Consultant is*

Name: _____

Physical Address: _____

_____ Post Code: _____

Postal Address: _____ Post Code: _____

Telephone: _____ Fax: _____

Mobile: _____ Email: _____

22.1 *The Consultant's key persons are:*

1 Name: _____

Position in the Project Team: _____

Responsibilities:

Qualifications:

Physical Address: _____

_____ Post Code: _____

Postal Address: _____ Post Code: _____

Telephone: _____ Fax: _____

Mobile: _____ Email: _____

(Tenders must complete table 1 below in reference to this clause for detailing information of all required resources to complete this project including the *Consultant's* key persons;

Table 1: List of Key Personnel

No	Role	Name and Surname & ID No	Qualification and date attained	Professional Body and Reg No	Total Number of Experience
1	Project Leader				
2	Civil Engineer (Roads)				
3	Port Planner				
4	Air Transport Planner				
5	Town and Regional Planner				
6	Architect				
7	Transportation Economist				
8	Financial Practitioner				
9	Environmental Practitioner				
10	GIS Practitioner				



MUNICIPAL INFRASTRUCTURE SUPPORT AGENT

Cooperative Governance & Traditional Affairs

Tender no.: **MISA/IDMS/ESB/015/2022/23**

**PROJECT: APPOINTMENT OF A PROFESSIONAL SERVICE PROVIDER TO DEVELOP
EASTERN SEABOARD INTEGRATED TRANSPORT MASTER PLAN (ESBITMP).**

C2: PRICING DATA

C2.1: PREAMBLE OF PRICING DATA – OPTION A

C2.2: ACTIVITY SCHEDULE - OPTION A

C2.3: PEOPLE RATES – OPTION A

C2.1 PRE-AMBLE OF THE PRICING Data – Option A

1. Pricing Assumptions forms part of the contract documents and must be read in conjunction with all the other documents comprising the tender documents.
2. The Activity Schedule is only a pricing document. Clause 54.1 in Option A states: “Information in the Activity Schedule is not Scope of work”. Specifications and descriptions of the service or any constraints on how it is to be done are included in the Scope of work and per Clause 20.1, “The Consultant Provides the Service in accordance with the Scope of work” and therefore not in accordance with the Activity Schedule
3. The Tenderer has to quote prices against each of the items of price lists (C2.3: Activity) covering all services as deemed required for the successful completion of each of the items.
4. The tenderer has to reach a total cost of each of the deliverable (as explained in Section C3: Scope of works) to arrive at the project cost; these costs are inclusive of all activities costs and VAT. No other costs, under any circumstances, would be payable against accepted completed deliverables.
5. Expenses costs will be paid according to the latest Rates for Reimbursable expenses published on www.publicworks.gov.za. Service Providers will be reimbursable based on actual cost for only for the professionals listed in the listed in Part 2 of the Contract Data. All travel shall be according to the requirement of the project and approved by the Project Manager prior to actual travel. Travel expenses item in the Activity Schedule include VAT. The Table below summarises the expenses stated by the employer;

Item	Amount																								
<p>Disbursements</p> <ul style="list-style-type: none">printing or reproduction of documents issued to the <i>Employer</i> or, where instructed by the <i>Employer</i>, to Others, other than general correspondence and minor reports.covers and binding of documents issued to the <i>Employer</i> or, where instructed by the <i>Employer</i>, to Others other than general correspondence and minor reports.maps, models and presentation materials required by the <i>Employer</i>. <table><tr><th>No</th><th>Description</th><th>Unit</th><th>QTY</th></tr><tr><td>1</td><td>Typing per page (A4)</td><td>No</td><td>600</td></tr><tr><td>2</td><td>Typing per page (A3)</td><td>No</td><td>50</td></tr><tr><td>3</td><td>Reproduction per page (A4 Colour and black and white)</td><td>No</td><td>4 200</td></tr><tr><td>4</td><td>Reproduction (A3 Colour and Black)</td><td>No</td><td>1000</td></tr><tr><td>5</td><td>Plan Printing A1 and A 2</td><td>No</td><td>60</td></tr></table>	No	Description	Unit	QTY	1	Typing per page (A4)	No	600	2	Typing per page (A3)	No	50	3	Reproduction per page (A4 Colour and black and white)	No	4 200	4	Reproduction (A3 Colour and Black)	No	1000	5	Plan Printing A1 and A 2	No	60	<p>In accordance with the latest Rates for Reimbursable expenses published on www.publicworks.gov.za/Service Providers</p>
No	Description	Unit	QTY																						
1	Typing per page (A4)	No	600																						
2	Typing per page (A3)	No	50																						
3	Reproduction per page (A4 Colour and black and white)	No	4 200																						
4	Reproduction (A3 Colour and Black)	No	1000																						
5	Plan Printing A1 and A 2	No	60																						
<p>Accommodation where the services necessitates that staff identified in Part 2 of the Contract Data to be accommodated in the respective Municipality as identified by the <i>Employer</i> to perform the services authorised by the <i>Employer</i>. <i>Allowance must be made for one staff for one sleep over per month.</i></p>	<p>Cost limited to R 1 400 per person per day including bed and breakfast.</p>																								
<p>Vehicle travel to, from and within identified Municipality to perform the services authorised by the <i>Employer</i>. <i>Travel will be limited within radius of 200 kms locally (Within ESB Area) and 350 kms (Outside Eastern Seaboard project area to Eastern Sea Board Area) (For Staff identified in Part 2 of the Contract Data). Total travel is estimated at 800 km per Staff member per month.</i></p>	<p>in accordance with the latest Rates Department of Transport</p>																								
<p>Air Travel</p> <p>c) Flights - between MISA HO in Centurion and Project Area limited to 4 trips.</p> <p>d) Vehicle Hire – must be aligned to flights above.</p>	<p>c) Limited to economy class</p> <p>d) Limited to Group B.</p>																								

6. The tenderer has to submit, together with the tender, details of the quoted total cost using the table given in **C2.3: People Costs**. Each of the deliverables has to be costed detailing activities showing personnel input and rate, showing all possible cost inclusive of all taxes to be incurred by the tenderer in executing the project, staff, administration, profit margin, etc. showing rates, quantities and total amount. This is to assist the Project Manager to manage costs and process the compensation event.
7. People Rates
 - a. When a compensation event occurs changes to the affected Activity Schedule item or new priced items in the Activity Schedule are assessed as the actual Defined Cost for work already done and the forecast Defined Cost for work not yet done. (See clause 63.1, then 11.2(16) and 63.13 in Option A)
 - b. Defined Cost is the cost of the components in the Short Schedule of Cost Components (Clause 11.2(16)).

- c. These components comprise cost of people using the People Rates for the time spent working on the compensation event and any payment due to Subcontractors for their involvement in the compensation event.
 - d. Tendering consultants enter people rates in Contract Data provided by the Consultant for categories of persons.
- 8. The quantities may increase or decrease according to the actual need of the project wherever quantities are provided except those items with 'Lump Sum' units.
 - 9. All items on the Price List must be priced.
 - 10. Tenderers must note that in case of a successful tenderer offering discount, the offered discount will remain in force for the full duration of the contract and no negotiations to adjust the discount will be entertained under any circumstances.
 - 11. The Tenderers may be asked for time-based work on activities identified during the execution of the project in addition to the priced items, which will be deemed necessary by the Project. **The cost of the engagement shall be determined based on the personnel rate given by the Tenderer in arriving at a price for the tender and be paid out of the provisional sum provided in the price schedule.**
 - 12. All rates and sums of money quoted in the 'Price list' shall be in South African Rand and whole cent. Fractions of a cent shall be discarded.
 - 13. The quantities of work as measured and accepted and certified for payment in accordance with the Conditions of Contract, and not the quantities stated in the Bill of Quantities, will be used to determine payments to the Service Provider. The validity of the Contract shall in no way be affected by differences between the quantities in the Activity Schedule and the quantities certified for payment.
 - 14. Tenderers should take note that payment will be only based on acceptable completed deliverable on production of appropriate tax invoice(s). Any payment claimed as part completion of an activity may be considered if the completion of work is acceptable and does not influence the completion of the rest of activities at agreed pro-rata with the Project Manager.
 - 15. Tenderers should submit a cash flow projection for the whole project aligned with implementation schedule for completion of each activity (clause 31,1 of NEC 3, PSC) taking into account the *starting date* and *completion date* (ref: C1.2 Tender data), which will be adjusted at inception with the agreed Project Implementation Plan (PIP).
 - 16. Costs incurred by the Consultant other than the listed expenses are assumed as included in the Rates and Prices quoted. If expenses are paid at cost, then 'at cost' should be entered into the Rate column.
 - 17. Tenderers must note that the offered discount will remain in force for the full duration of the contract and no negotiations to adjust the discount will be entertained under any circumstances.
 - 18. For the purposes of this Schedule of costs the following words shall have the meanings hereby assigned to them:

- **Unit:** The unit of measurement for each item of work as defined in the Standardized, Project or Particular Specifications
- **Quantity:** The number of units of work for each item
- **Rate:** The payment per unit of work at which the Bidder bids to do the work
- **Amount:** The quantity of an item multiplied by the bid rate of the (same) item
- **Sum:** An amount bid for an item, the extent of which is described in the Bill of Quantities, the Specifications or elsewhere, but of which the quantity of work is not measured in units
- **Provisional Sum** - is an allowance, usually estimated by the employer, that is inserted into the tender documents for a specific element of the works that is not yet defined in enough detail for tenderers to price. The Prov-Sum is calculated estimate which must not be exceeded.

19. The units of measurement indicated in the Schedule of costs are metric units. The following abbreviations may appear in the Bill of Quantities:

mm	=	millimetre
m	=	metre
km	=	kilometre
km-pass	=	kilometre-pass
m ²	=	square metre
m ² -pass	=	square metre-pass
ha	=	hectare
m ³	=	cubic metre
m ³ -km	=	cubic metre-kilometre
kW	=	kilowatt
kN	=	kilonewton
kg	=	kilogram
t	=	ton (1 000 kg)
%	=	per cent
MN	=	meganewton
MN-m	=	meganewton-metre
PC Sum	=	Prime Cost Sum
Prov Sum	=	Provisional Sum

C2.3. The Activity schedule – Option A

Deliverable Number	Description	Unit	Quantity	Rate Rand	Total item Price Rand
1	Phase 1: Deliver and obtain acceptance by the Service Manager the Project Initiation & Inception report	Sum	1		
2	Phase 2: Deliver and obtain acceptance by the Service Manager the Status Quo Research Report.	Sum	1		
3	Phase 3: Deliver and obtain acceptance by the Service Manager the Eastern Seaboard Regional Integrated Transport Network and Services Assessment and Analysis report	Sum	1		
4	Phase 4: Deliver and obtain acceptance by the Service Manager the Draft Eastern Seaboard Regional Eastern Seaboard Regional Integrated Transport Master Plan	Sum	1		
5	Phase 5: Deliver and obtain acceptance by the Service Manager the Public Participation and 2 nd Draft Regional Eastern Seaboard Regional Integrated Transport Master Plan	Sum	1		
6	Phase 6: Deliver and obtain acceptance by the Service Manager the Closeout and completion and approved ESB Integrated Transport and Master Plan	Sum	1		
Sub-Total (Cost of Deliverables)					
PLUS VAT 15%					
Sub-Total 2					
EXPENSES	<ul style="list-style-type: none"> Travel, accommodation and other related costs payable based on actual Cost 	Sum	1		

Deliverable Number	Description	Unit	Quantity	Rate Rand	Total item Price Rand
	Grand Total (inclusive of VAT 15%) (Sub-Total 2 + Expenses)				

TOTAL QUOTED PRICE (in word)

.....

.....

..... to be carried to the Form of

Offer.

Signed: Date:

Name: Position:

Enterprise name:

C2.3: PEOPLE COSTS

Tenderers must complete table B & C below for project management purposes and for management of compensation event in case it occurs.

A. Assumptions

Number of working hours per day = 8 hours;

Number of working days per year = 230 days; and

Full Time Equivalent (FTE) over 12 months = 230 days.

B. People Rates

Position Name of Resources in the proposed project Team	Hourly Rate <i>(inclusive of all costs and taxes)</i> (Rand)	Daily Rate <i>(inclusive of all cost and taxes)</i> (Rand)	Monthly Rate <i>(inclusive of all cost and taxes)</i> (Rand)	Annual Rate <i>(inclusive of all cost and taxes)</i> (Rand)
Project Leader				
Civil Engineer (Roads)				
Port Planner				
Air Transport Planner				
Town and Regional Planner				
Architect				

Position Name of Resources in the proposed project Team	Hourly Rate <i>(inclusive of all costs and taxes)</i> (Rand)	Daily Rate <i>(inclusive of all cost and taxes)</i> (Rand)	Monthly Rate (inclusive of all cost and taxes) (Rand)	Annual Rate (inclusive of all cost and taxes) (Rand)
Transportation Economist				
Financial Practitioner				
Environmental Practitioner				
GIS Practitioner				

C. Cost details for deliverables and Activities

Deliverable 1: Project Initiation & Inception						
Activities	Position Name of Resources in the proposed project Team	Duration of Activity	Commitment % of resource	Equivalent person Days	Daily Rate (inclusive of all cost and taxes) (Rand)	Total cost per person (inclusive of all cost and taxes) (Rand)

Deliverable 2: Status Quo Research Report						
Activities	Position Name of Resources in the proposed project Team	Duration of Activity	Commitment % of resource	Equivalent person Days	Daily Rate (inclusive of all cost and taxes) (Rand)	Total cost per person (inclusive of all cost and taxes) (Rand)

Deliverable 3: Eastern Seaboard Regional Integrated Transport Network and Services Assessment and Analysis						
Activities	Position Name of Resources in the proposed project Team	Duration of Activity	Commitment % of resource	Equivalent person Days	Daily Rate (inclusive of all cost and taxes) (Rand)	Total cost per person (inclusive of all cost and taxes) (Rand)

Deliverable 4: Draft Eastern Seaboard Regional Eastern Seaboard Regional Integrated Transport Master Plan						
Activities	Position Name of Resources in the proposed project Team	Duration of Activity	Commitment % of resource	Equivalent person Days	Daily Rate (inclusive of all cost and taxes) (Rand)	Total cost per person (inclusive of all cost and taxes) (Rand)

Deliverable 5: Public Participation and 2nd Draft Regional Eastern Seaboard Regional Integrated Transport Master Plan						
Activities	Position Name of Resources in the proposed project Team	Duration of Activity	Commitment % of resource	Equivalent person Days	Daily Rate (inclusive of all cost and taxes) (Rand)	Total cost per person (inclusive of all cost and taxes) (Rand)

Deliverable 6: Closeout and approved ESB Integrated Transport and Master Plan						
Activities	Position Name of Resources in the proposed project Team	Duration of Activity	Commitment % of resource	Equivalent person Days	Daily Rate (inclusive of all cost and taxes) (Rand)	Total cost per person (inclusive of all cost and taxes) (Rand)



MUNICIPAL INFRASTRUCTURE SUPPORT AGENT

Cooperative Governance & Traditional Affairs

Tender no.: **MISA/IDMS/ESB/015/2022/23**

**PROJECT: APPOINTMENT OF A PROFESSIONAL SERVICE PROVIDER TO
DEVELOP EASTERN SEABOARD INTEGRATED TRANSPORT MASTER PLAN
(ESBITMP).**

PART C3: SCOPE OF WORK

C3.1 PROJECT DESCRIPTION AND SCOPE OF CONTRACT

1 DESCRIPTION OF WORKS

1.1 Background

1.1.1 *Eastern Seaboard Development*

Twenty-five years into democracy the Presidency notes that the legacy of apartheid spatial planning is still prevalent, and no reversal measures have been enforced. In response to reversing the impact of the apartheid spatial planning, the Department of Cooperative Governance conceptualized the development of a New African Coastal Smart City along the underdeveloped coastline covering the 600km coastal stretch from Buffalo City to Port Shepstone wherein the initial phases will encompass the 120km coastal stretch between Port St Johns and Margate and its surroundings.

In the State of the Nation Address (SoNA), the President introduced his vision to develop new post-apartheid cities to reverse and address the legacy of apartheid spatial planning that perpetuated and also normalised fabricated spatial injustice and inequality. In the 2021 SoNA, the President stated that “New post-apartheid cities are being conceptualized in a number of places in South Africa and form part of Government’s dream of building new cities that will enable the country to make a break with apartheid’s spatial development”.

In light of the President’s vision to develop new post-Apartheid smart cities, the National Department of Cooperative Governance and Traditional Affairs (CoGTA) through the Municipal Infrastructure Support Agent (MISA) has embarked on a process to develop the Eastern Seaboard, which will ultimately culminate in one or more African coastal smart cities in the region.

In June 2022, a Government Gazette was issued by the Minister of Agriculture, Land Reform and Rural Development (DALRRD), Honorable Thoko Didiza, through a Notice in terms of Section 18 (3) of the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA), declaring the Eastern Seaboard as a Region to develop a Regional Spatial Development Framework that will give effect to national land-use policy priorities. The development of the Eastern Seaboard Region would be centered around its communities with the ease of travel and connectivity within the region. It will showcase an advanced high-tech ICT infrastructure, integration, and best-of-breed sustainable renewable energy offerings. This will align with global practices and trends in developing a New African Coastal Smart City.

1.1.2 Project Location National and Provincial Context

The Eastern Seaboard lies between the Eastern Cape and KwaZulu-Natal Province, covering 4 Districts and 17 Local Municipalities and is home to over 3,6 million people residing in significant portions of land either communal, tribal or state owned. The region is endowed with natural resources spanning across multiple administrative boundaries; however, it is largely underdeveloped with poverty, unemployment and inequality rampant across the region.

The Eastern Seaboard is located along the 227 km coastal stretch between Port St Johns and Margate. The Eastern Seaboard consists of regional development anchors, rural service centres and dispersed rural settlements across and along the N2 corridor in municipalities within KwaZulu-Natal to the Eastern Cape province mainly by the road network. There is currently no city and there is limited physical and ICT infrastructure as well as economic development. The area is endowed with natural resources spanning across multiple administrative boundaries and lies between two (2) provinces, the Eastern Cape and KwaZulu-Natal.

1.1.3 Beneficiaries

According to the 2016 Household survey currently 3 591 620 people living in the collective area covering the Eastern Seaboard Development. OR Tambo has the largest population of 1 457 384 (within the Eastern Seaboard Development area) while Alfred Nzo, which is the poorest district in South Africa, has the second largest population standing 878 635, 71.5% of which are living in poverty. Ugu District Municipality has a population of 753 336 while Harry Gwala District Municipality has the smallest population within the Eastern Seaboard Development standing at 502 265.

The table below provides the estimate population in the Major Towns within the District Municipalities that fall within the Eastern Seaboard Development.

Major Municipal Towns and District Municipality	Population (<i>estimated</i>)
Port St Johns (OR Tambo DM)	166 779
Bizana (Alfred Nzo DM)	319 948
Margate (Ugu DM)	753 336
Kokstad (Harry Gwala DM)	76 753
Total	

2 EMPLOYER'S OBJECTIVES

- a) The objective of the engagement is to appoint a Professional Service Provider to develop the Integrated Transportation Master Plan Eastern Seaboard Development.
- b) In light of the above, the Department of Transport and Municipal Infrastructure Support Agent as the leaders of Integrated Transport and Social Services workstream, Workstream 2, has initiated a process to develop the Eastern Seaboard Regional Integrated Transport Master Plan (ESBITMP).
- c) The development of ESBITMP is primed around the planning of transport network that is integrated, efficient, affordable, accessible and comprehensive. In that, a good multimodal and/or modal interchanges are central to creating such efficient transport networks and systems.
- d) The ESBITMP would depict a dynamic, long-term strategies, sustainable land use/multi modal transportation systems aimed at delivering network infrastructures facilities, interchange termini facilities and transport services that are demand responsive to the regional and/or the socio-economic growth strategy or the Eastern Seaboard Regional Spatial Development Framework.

3 PURPOSE

- a) The purpose of ESBITMP is to develop a long-term, sustainable, comply with local and international transportation protocols and standards, well-planned transport system that is easy to use, affordable, accessible to all, and comprehensive in the destinations it serves. The ESBITMP would provide for a transport system that will:
 - a. Facilitate the movement of goods and people,
 - b. Enable equitable access to economic opportunities and social services,
 - c. Support economic and environmental sustainability and inclusive growth; and
 - d. Advance the competitiveness of the ESD Region.
- b) An integrated planning approach advocate for the development of transport system and land uses that support the creation of a well-integrated, efficient, sustainable, vibrant and compact to the region that maximises the investments in transport infrastructure.
- c) In this regard, a well-coordinated, integrated and a comprehensive transport system would have the capacity to deliver an enhanced regional mobility, accessibility and healthy economic. The ESBITMP would be aligned and integrated with any other ESD planning frameworks.
- d) The ESBITMP is therefore a forward planning tool that will provide a strategic guidance for the delivery of a well-integrated transport system, helps identify priority projects, resource mobilisations and/or infrastructure investments.

- e) The Eastern Seaboard Regional Integrated Transport Master Plan would seek to capacitate and empower stakeholders, particularly municipalities with the technical tools and systems to create an enabling environment for provisions of a smart transportation system.
- f) The system would be characterised by the use smart technologies to enhance efficiency, advanced service design and sustainable infrastructure planning and development.
- g) The key is to enhance access to government services provided for the benefit of the communities, the services including public education, housing, health (medical care), and universal accessible services.
- h) The fundamental objective is to ensure a strong residential growth and promotion of the general welfare of the people and communities. The plan will outline the existing social infrastructures and economic nodes to help accelerate economic growth and social development.

4 OVERVIEW OF THE WORKS

- a) The fundamentals of an Integrated Transport and Social Services workstream is to ensure an adequate supply of transport infrastructure and services in correlation to the demand of the users. In order to ensure the supply of transport, there is need to deliver transport system that is:
 - a. Smart, accessible and integrated with land use
 - b. Efficient and effective;
 - c. Sustainable and reliable;
 - d. Safe and secure;
 - e. Comprehensive, and
 - f. Environmentally friendly.
- b) The ESBITMP is a long-term (20 years or longer) strategy for the delivery of such effective transport network system and services that have a direct linkage to the regional mobility and accessibility to social and economic activities.
- c) The plan intends at providing strategic guidance over a 20-year period for the social and economic policies and the capital investments that would have an impact on transport for the Region. The ESBITMP shall focuses on addressing key transport priorities and objectives;
 - a. Multi modal integration.
 - b. Public Transport services optimisation and system integration,
 - c. Transport network development (Road, Rail, Maritime (Waterways) and Air transport).

- d. Improved regional transport connectivity.
 - e. Delivery of dynamic and active transport facilitations through a land use and transport integration and/or Non-Motorised Transport integration,
 - f. Catalytic transport infrastructure priority project identifications
 - g. Transport implementation strategies; and funding strategies
 - h. Strong monitoring and evaluation plan
- d) The Master Plan will be developed over 12 Months. The principal methodological approach for the development of the Eastern Seaboard Regional Integrated Transport Master Plan requires the application of numerous activities. The scope of work will comprise of key transport network development components (focus areas) indicated below: that includes:
- a. Review of existing legislative framework on transport and land use (Policies, Legislations, strategies, studies and plans).
 - b. Benchmark of best international practices (research and data analysis on the best practice model).
 - c. Current Transport status Quo: Extensive data collections (primary and secondary data).
 - d. Comprehensive identification and outline of key transport modes and infrastructure relating to Roads, Rail, Maritime and Air Transport Networks), issues and solutions/strategies.
 - e. Description of the current and future transport networks (Roads, Rail, Maritime and Air Transport) and land uses.
 - f. Develop and define implementable funding strategies.
 - g. Conceptual Transport Infrastructure Investment Framework.
 - h. Develop short, medium- and long-term transport implementation strategies and/or plans.
 - i. Identify catalytic priority projects.

5 EXTENT OF THE WORKS

5.1 Background

Transportation systems in the Republic of South Africa are characterized and riddled with both intra and inter-modal inherited and/or acquired problems. To this effect, various transport components/elements of current transport systems are operated and regulated by different governmental agencies and private operators at all three spheres of government.

An integrated approach in planning and development of an Eastern Seaboard Regional Integrated Transport Master Plan is essential for the provision of a Smart Transportation systems that helps shape territorial mobility and accessibility. Equally, transportation have the capacity to shape an area's economic health and quality of life, hence, it is regarded as the heartbeat of Economic Growth and Social Development.

Thus, the Eastern Seaboard Regional Integrated Transport Master Plan would seek to establish ways and means to improve the efficiency and effectiveness of multi-modal transportation systems. Consequently, the development of Master Plan is focusing on devising alternative approaches to improve coordination and integration amongst the various agencies and operators responsible for operating various elements of transport systems and how to better organize and operate multi-modal systems.

Currently the transport systems are neither demand responsive nor cost effective. To that effect, there is an urgent need to invent smart transportation systems to turn around current supply of inefficient and wasteful transport infrastructure and services to be demand responsive aligned to existing and sensitive land use patterns.

Poor land use/transport integrated planning is aggravated by sporadic unplanned land use within major corridors; and urban areas. It is therefore imperative to effectively relate land-use to transport planning so that changes in one reflect the needs of the other.

There is poor rural accessibility in predominantly rural areas of this region wherein majority of the people within the region live in the rural areas while some of the communities live in such remote areas that accessibility is almost impossible especially during the rainy season. Greater mobility is desired for all. This would fulfil social and employment needs by ensuring a reasonable level of personal mobility.

Provision and maintenance of public transport is essential for public transport captive user- or people with no modal choice. Ideally people in the rural areas should be provided with reasonable access to transport to their places of work, school, recreation; social welfare services delivery points, and shopping.

In order to improve the efficiency and effectiveness of future multi-modal transport systems planning, and operations in the region, there is a need to develop an optimum alternative

institutional organisational arrangement that will institutionalize coordination amongst various modes; and integration of different available services.

The Plan shall take serious cognizance of the transportation need to develop both institutional and human technical capacities and efficiencies in the quest of developing and operating sustainable state-of-the-art transportation systems in the region.

5.2 Transportation networks-road, railway, inland waterways, air, and maritime

According to the Reviewed White Paper on National Transport Policy, 2021 the Department's vision is to provide a transport system which will; "provide safe, reliable, effective, efficient, and fully integrated transport operations and infrastructure which will best meet the needs of freight and passenger customers at improving levels of service and cost in a fashion which supports government strategies for economic and social development whilst being environmentally and economically sustainable".

The White paper also stipulates that the "broad goal of transport is the smooth and efficient interaction that allows the society and the economy to assume their preferred form and using transport systems should be consistent with those that have been set for the country as a whole meeting basic needs, growing the economy, developing human resources, and democratizing the state and society."

In this regard, the essence is to deliver the transportation networks-road, railway, inland waterways, air, and maritime (passengers and freight) 'status quo' primarily concerned with establishing the basic facts needed for any meaningful long-term planning. The presentation of facts will be quite candid so as to describe the regional status quo of various land uses versus the supply of transport services and to indicate alternative models for reliable forecasts over the planning period.

An estimation of the amount, kind and location of travel likely to take place from land uses perspective within the region will be undertaken. This is related with the growth and change in the region and in its travel requirements between now and the coming 20 years. It will delineate the demographic history and economic growth in the region and project these through 20 years long term projections.

The future uses of land will be detailed and future travel requirements will be computed. These future travel requirements will be scaled against the existing supplies of transportation services so that the magnitude of needed future improvements will be known.

This will set forth the criteria for planning, including standards for transportation facilities and for servicing the various land uses. Plans for regional transportation network systems and structural lay outs and public transport infrastructure facilities will be developed and tested.

5.3 Air Transport Plan

The ESBITMP will take cognisance of the existing aviation infrastructure facilities and services for both passengers and freight transportations. The current state of aviation management systems would help in developing a smart airport development strategy for the region.

Currently, ACSA as the responsible agency, is in process of developing airport regional network development strategy. The strategy will be integrated within the master plan to help addresses the air transport management and operational challenges and probable deals with the element of airports improvements.

5.4 Maritime plan

The NPA is responsible for the port's development planning in South Africa. In 2004 the NPA embarked on a process of developing a National Ports Development Plan for all sea-ports. The Master plan will need to take into the account the development of Small Harbours and commercial ports within the regions. There is a need to further look into the maritime development strategies and development of integrating maritime transport with other modes of transport to ensure seamless movement of goods within and outside the region.

5.5 Rail Transport

At the moment the provision and maintenance of rail infrastructure facilities is a national function under TRANSNET (for freight) in the Department of Public Enterprise and PRASA (for Passenger) in the National Department of Transport. In the development of ESBITMP, the consultant will look into mechanisms to enhance the role of municipalities and provinces in the planning of rail transport (Passenger and Freight). The involvement of provinces in the revitalisation of rail branch lines for freight movement. The consolidation of rail passenger and commuter entities. Develop a comprehensive status analyses report on the rail transport both in passenger and freight. Provides smart rail integrated transportation systems.

5.6 Road Transport: Road Infrastructure Planning

One of the functions of the Minister is to develop a framework for roads development in the country. Informed by the White Paper on National Transport Policy, the Road Infrastructure Strategic Framework for South Africa (RISFSA) has been developed to fulfil this critical function. RISFSA is the embodiment of roads policy in South Africa and serves as a blueprint for roads development across the spheres of government i.e. all roads plans need to be aligned with it.

SANRAL is responsible for the development of a plan for the development of national road infrastructure. The SANRAL is responsible to identification of a network of strategic national roads that need to be developed, maintained and rehabilitated to ensure that transport costs are realistic, transit time is reduced and mobility is enhanced.

Provinces are responsible for the development of plans for the regional road network infrastructure that forms an economic backbone and social anchor. At municipal level integrated development plans (IDPs) have been implemented as the official framework for planning and decision-making. As part of the IDPs municipalities are required to develop integrated Transport Plans (ITPs), which should contain the infrastructure plan for roads, among others.

5.7 Non-Motorised Transport

Non-Motorized Transportation (NMT) includes all forms of travel that do not rely on an engine or motor for movement. This include walking and bicycle, and using small-wheeled transport (skates, skateboards, push scooters and hand carts) and wheelchair . These modes of transport can provide both recreation and transportation. For example, some people will choose to walk or bicycle rather than drive because they enjoy the activity.

The importance of non-motorized transport can be summarized as follows: they provide door-to-door transport; Non-motorized infrastructure usually has a very high spatial penetration; Non-motorized do not lead to waiting, times compared with waiting at public transport stops; Non-motorized have a favourable environmental performance; they are cheap transport modes.

5.8 Land use-Analysis

The potential service provider/consultant shall analyse and forecast the identified major land uses' development intensity, and density of land that is currently in use, and the proportion and stability of any land use earmarked for different future land uses. Land use potential is a measure of the scale of socio-economic activity that takes place on a given area of land. Such an activity may be, but not limited to,

- a) residential families in their households
- b) commercial or retail-shoppers in various malls or centres,

- c) office complexes-executive boardrooms and conference centres
- d) education-scholars at academic institutions,
- e) Home Affairs and social development services
- f) manufacturing-workers tending machines
- g) tourism and/or recreation-crowds playing/watching sporting activities,
- h) multi-modal transportation terminal facilities

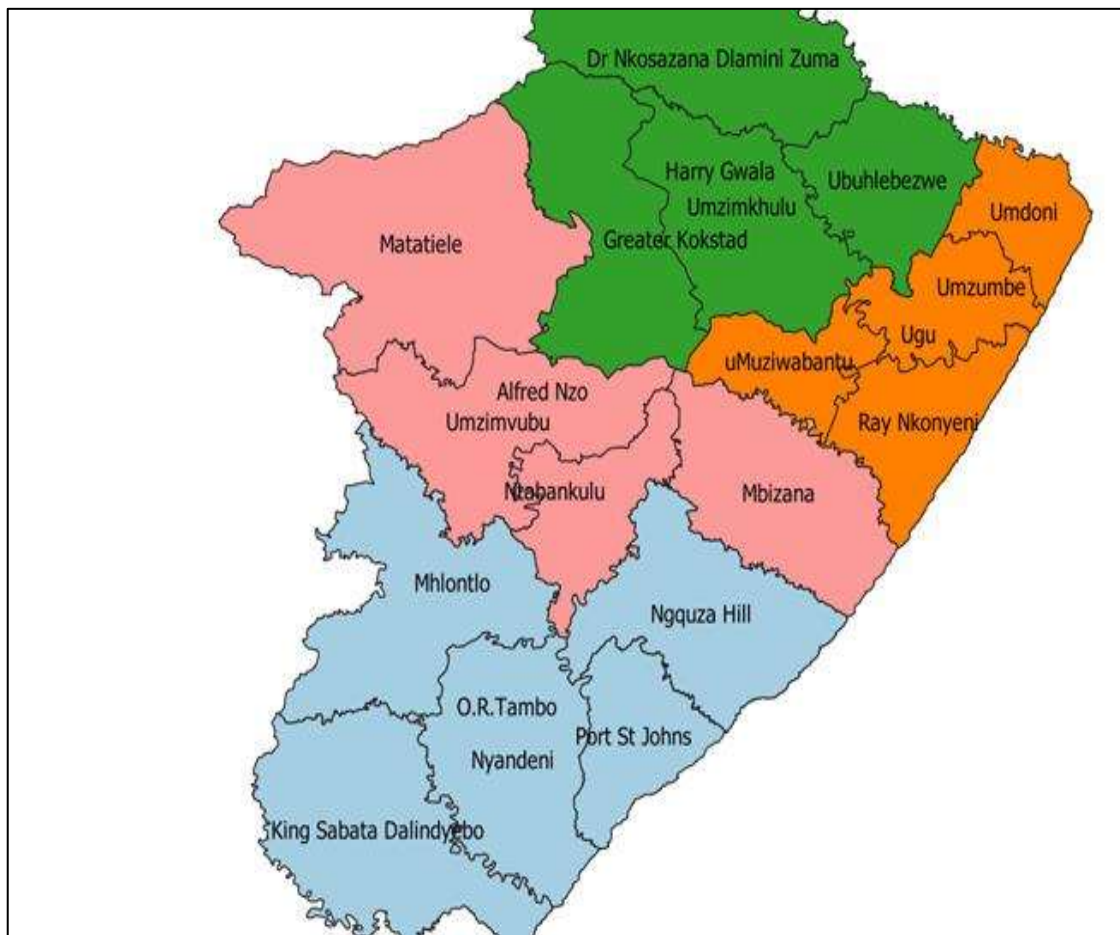
The fundamental objective is to undertake a quantitative analysis and determine; interaction equation or a state-of-the-art model that expresses the amount of trip generations and attractions and their spatial distribution as a function of the land-use transportation systems.

5.9 Network Analysis

The analyses of transport network in the region is essential as it will help generate an understanding of each transport mode's network in order to determine the performance of each parameter; and the sensitivity of each parameter's coefficient.

5.10 Location of the works District Context

The Eastern Seaboard Development is a multi-nodal (polycentric) development anchored by various nodes, namely: Port St Johns, Bizana, Margate and Kokstad. These nodes are respectively situated in the Districts of O.R. Tambo, Alfred Nzo, Ugu and Harry Gwala.



The above depicted (Figure 1) Eastern Seaboard Region covers the geographic area of the provinces of the Eastern Cape and KwaZulu Natal. It incorporates the four Districts and seventeen Local Municipalities highlighted in Table 1 below.

EASTERN CAPE PROVINCE	KWA-ZULU NATAL PROVINCE
O.R TAMBO DISTRICT MUNICIPALITY	HARRY GWALA DISTRICT MUNICIPALITY
1. Ingquza Hill Local Municipality	1. Dr. Nkosazana Dlamini-Zuma Local Municipality
2. Port St John's Local Municipality	2. Greater Kokstad Local Municipality
3. Nyandeni Local Municipality	3. Ubuhlebezwe Local Municipality
4. Mhlontlo Local Municipality	4. Umzimkhulu Local Municipality

5. King Sabatha Dalindyebo Local Municipality	
ALFRED NZO DISTRICT MUNICIPALITY	UGU DISTRICT MUNICIPALITY
1. Matatiele Local Municipality	1. Ray Nkonyeni Local Municipality
2. Umzimvubu Local Municipality	2. Umdoni Local Municipality
3. Mbizana Local Municipality	3. Umzumbe Local Municipality
4. Ntabankulu Local Municipality	4. Umziwabantu Local Municipality

6 PROJECT STAGES AND DELIVERABLES

PHASE 1: INCEPTION AND INITIATION REPORT

Development of a project implementation plan setting out the process and activities for the development of the Eastern Seaboard Regional Integrated Transport Master Plan which will include the following:

1. Stakeholder identification and clustering.
2. Specification of roles and responsibilities (organogram).
3. Outline and detail plan comprising of the following:
 - Conceptual Plan.
 - Project Management Plan.
 - Risk Management.
 - Information and data Resource Plan.
 - Stakeholder Management and Social facilitation Strategy.
 - Communication and Marketing Strategy.
 - Capacity Building and Skills Transfer Plan.
 - Monitoring and Evaluation Strategy.

The Service Provider must demonstrate that the project has been well thought out and conceptualized.

Deliverable – Initiation and inception report covering all of the above

PHASE 2: STATUS QUO RESEARCH REPORT

1. *Situational Analyses and Projections*

Identify the population numbers and growth projections to 2050, settlement spread, transport demand by all settlements and movements, income profile and transport affordability, transport types, transport infrastructure requirements, relevant infrastructure authorities, their state of readiness to deliver, transport systems, relevant transport authorities and their readiness to deliver, finance and budgetary requirements by all involved, institutional arrangements required to drive the implementation of both infrastructure and transport systems.

2. *Prioritization*

- The identified required infrastructure and transport systems would be prioritised and the relevant authority would make a final determination.
- The provision of infrastructure versus transport systems/modes would be separated.
- Procurement for the delivery of each are best done separately. For example, a bus transport system would require very different roads infrastructure compare la to a train service that may require its own rail line, stations and intermodal facilities to interact with other transport modes.

3. *Overview*

The Status quo also provides an overview of current transportation systems, land use, demographic and socio-economic conditions. The activities for Phase 2 include but not limited to the following:

- a) International and national legislative and policy context.
- b) Demographics, Socio-economic and, land use analysis.
- c) Current travel patterns and characteristics.
- d) Current supply and use of existing transportation infrastructure facilities.
- e) Current supply and provision of existing transportation services.
- f) Current transport networks (Road, Rail, Maritime and Air Transport networks) in the region.
- g) Current institutional organisations, jurisdiction/interactions, capacities and performance.
- h) Identification of priority regional development anchors, nodes, corridors, special zones, precincts, and infrastructure requirements in line with the ESRSDF.
- i) Identification of relevant infrastructure sector plans and programmes, investment strategies and interventions for the following key sectors – Home Affairs, Sports, Art and Culture, Social Development, human settlements, information and communications technology, health, education, environment and heritage, maritime and eco-tourism infrastructure.

- j) Identify linkages and alignment with other existing master plans available from other sectors.
- k) Research regional investment priorities, interests, and funding mechanisms.
- l) Research concept of smart transportation and social services infrastructure and conceptualization of smart infrastructure in the context of the Eastern Seaboard.
- m) Research on integrated transport master planning and integrated infrastructure planning and its application to the Eastern Seaboard.
- n) International best practice and lessons learnt on Transport Master Plans.

Deliverable – Status Quo Research Report covering all of the above

PHASE 3: EASTERN SEABOARD REGIONAL TRANSPORT NETWORK AND LAND USE ASSESSMENT AND ANALYSIS REPORT

1. Conceptual spatial layout planning

Conceptual Transport and land use integration layout design of the Eastern Seaboard including but not limited to the following aspects:

- Transport and land use integration vision and network design narrative for priority of regional transport development in line with the ESRSDF vision, principles, strategies, and plans.
- Define and conceptualize smart transportation system to smart city linkages.

2. Comprehensive transportation networks infrastructure assessment and analysis

Comprehensive Infrastructure Assessments, Analysis, Synthesis and Implementation Plans for the following sectors for the Eastern Seaboard Regional Integrated Transport Master Plan must include the following:

- a) Air Transport Networks
- b) Maritime Transport Networks
- c) Logistical Networks
- d) Road Networks
- e) Rail Transport networks
- f) Information and Communication Technology
- g) Economic, education & health and other social infrastructure
- h) Agriculture, environment, heritage (cultural and indigenous resources), Coastal and Oceans economy infrastructure.

3. Land Use Assessment and Analysis of:

- a) Priority areas identified in the Regional and Municipal Spatial Development Frameworks and projects as per municipal IDPs.
- b) Priority areas for Land Use requiring infrastructure to meet the demands for the Eastern Seaboard development.
- c) Identified major land uses' development intensity, and density of land that is currently in use, and;
- d) The proportion and stability of any land use earmarked for different future land uses.

4. Transport Assessment and Analysis of:

- a) Existing and planned transportation modes in the region
 - a. Existing road network.
 - b. Existing rail network.
 - c. Existing air network.
- b) Ocean transportation modes.
- c) Public Passenger Transportation systems Analysis.
- d) Proposals to the transport network that would be required to meet the demands for regional development priorities.
- e) Existing and planned freight and logistics hubs.
- f) Indicate smart, sustainable, innovative, green and cost-effective infrastructure solutions.
- g) Information contained in recently compiled transport plans may be used where such is available and reliable.
- h) A Transport Implementation Plan with budget estimates and timelines based on:
 - 1. Demand projections for the next 20 years.
 - 2. Develop an implementation plan with funding requirements and timeframes (short to long term projects) as well as identify potential funding sources.

5. Economic, Health and Education, and other Social Facilities Assessment and Analysis of:

- a) Existing key economic infrastructure as drivers of job creation and sustainable economic growth. Define the economic sectors and their location.
- b) Plans of proposed key economic infrastructure projects.
- c) Existing provincial and municipal health care facilities (district, regional, specialized, and central hospitals as well as community health centres and primary

health care centres).

- d) Planned provincial and municipal health care facilities to be developed.
- e) Existing public primary, high schools and higher education facilities, type skills and curriculum provided.
- f) Planned public educational facilities to be developed.
- g) Existing public social facilities.
- h) Planned public social facilities to be constructed.
- i) Priority projects for large scale upgrades and refurbishment.
- j) Proposals on smart economic, health and education, social facilities for the digital advancement of communities in the Eastern Seaboard.
- k) Indicate smart, sustainable, innovative, green and cost-effective infrastructure solutions.
- l) An Economic, Health and Education, and other Social Facilities Implementation Plan with cost estimates and timelines based on:
 - 1. Demand projections for the next 20 years.
 - 2. Develop an implementation plan with funding requirements and timeframes (short to long term projects) as well as identify potential funding sources.

Deliverable: Eastern Seaboard Regional transport network and land use assessment and analysis report

PHASE 4: DRAFT EASTERN SEABOARD REGIONAL INTEGRATED TRANSPORT MASTER PLAN

The Draft Eastern Seaboard Regional Integrated Transport Master Plan will comprise of, but not be limited to the following aspects:

- 1. Eastern Seaboard policy context and imperatives
 - Transport vision and principles.
 - Network Development Objectives.
 - Transport Network Development proposals and Strategies.
 - Integrated Transport and land use.
 - Universal access facility development strategies.

Detailed transport network plans (strategies) for the identified priority regional transport and land use development areas (regional development anchors, towns, settlements nodes, special economic zones, precincts, corridors, and network connectivity.) based on the settlement hierarchy and spatial structuring components.

- Regional development nodes (e.g., primary, secondary, tertiary nodes, corridors, and network connectivity.)
 - Special Economic Zones (e.g., economic, industrial, and recreational zone)
 - Detailed precinct or area plans (e.g., mixed land use, airport, harbour precinct, civic centre precincts).
2. Determine smart land use patterns and systems and transport network connectivity.
 3. 3D visual layout designs for identified areas where required.
 4. Detailed infrastructure sector plans for the identified priority regional development area (anchor towns, nodes, precincts, special zones and networks) with existing and proposed infrastructure layout for each sector with links to information on proposed projects.
 5. Incorporation of smart concepts and technology including sustainability, innovation, eco-friendly and cost-effective solutions for infrastructure development in the Eastern Seaboard region.
 6. Comprehensive Infrastructure Investment Implementation Plans for each priority regional transport network development with a breakdown of the infrastructure projects with funding requirements and timeframes (short to long term projects) as well as potential funding sources.
 7. Infrastructure Master Plan Geographic Information System (maps).
 8. Governance and Institutional arrangements with proposals on appropriate institutional arrangements that would ensure coordinated planning and delivery of infrastructure across Government and the private sector as well as the monitoring and evaluation of the implementation of the Eastern Seaboard Transport Master Plan.
 9. Implementation and management measures.
 10. Monitoring and Evaluation processes.

Deliverable: Draft Eastern Seaboard Regional Integrated Transport Master Plan

PHASE 5: PUBLIC PARTICIPATION AND 2nd DRAFT EASTERN SEABOARD INTEGRATED TRANSPORTATION MASTER PLAN.

1. Stakeholder Consultation and Public Participation

- a) Stakeholder engagements will occur throughout the development of the Master Plan as per the Stakeholder Management and Social Facilitation Plan, and other role-players will be identified and consulted.
- b) Bilateral engagements will be held with identified Municipalities, National and Provincial Sector Departments, Traditional Authorities, State Owned Enterprises, relevant interest groups, private sector investors and other stakeholders.
- c) Advertisement of the Draft ESBITMP in relevant public print media platforms in the 2 Provinces for public comment for a period of 60 days.
- d) Engagements with communities will be take place as outlined with the Stakeholder Management and Social Facilitation Plan.
- e) Analysis of comments and preparation of final draft ESBITMP.

2. Capacity building and Skills Transfer

Capacity building is an integral part of the process to ensure that there is appreciation, understanding, ownership, implementation, monitoring and evaluation, as well as accountability.

This should include workshops on all aspects of the project from spatial planning to infrastructure investment, as well as tools and mechanisms to create a conducive environment to attract investment and mobilising private funding.

The process should ensure that skills transfer is achieved within the relevant municipalities/government departments and other stakeholders including the capacitation of young professionals in line with the Capacity Building and Skills Transfer Plan.

3. 2nd Draft Eastern Seaboard Integrated Transportation Master Plan

The Revised Draft Eastern Seaboard Regional Integrated Transport Master Plan will also include the following:

- 1. Transport networks, Passenger Transportation and Infrastructure Information System (GIS) to be incorporated into the Transport and Land Use Information System on the Eastern Seaboard Website.
- 2. Universal access network development strategies.
- 3. Monitoring and evaluation Framework.
- 4. 3D visual layout designs to be incorporated into the Eastern Seaboard Website.
- 5. Stakeholder Engagement and Social facilitation report.
- 6. Capacity building and Skills Transfer Report.
- 7. Communication and Marketing Presentations and Marketing material.
- 8. Information and data References.
- 9. Implementation management measures.

10. Governance and Institutional Arrangements.

Deliverable: Public Participation Report and 2nd Draft Eastern Seaboard regional Integrated Transport Master Plan

PHASE 6: CLOSEOUT REPORT AND FINAL APPROVED EASTERN SEABOARD INTEGRATED TRANSPORTATION MASTER PLAN

The final Eastern Seaboard Regional Integrated Transport Master Plan will all components project, include the following:

1. Eastern Seaboard Regional Integrated Transport Master Plan with an Executive Summary.
2. Transport Networks, Passenger Transportation and Infrastructure Information System (GIS) to be incorporated into the ESRDF Spatial Information System on the Eastern Seaboard Website.
3. Universal access network development strategies.
4. 3D visual layout designs to be incorporated into the Eastern Seaboard Website.
5. Final Stakeholder Engagement and Social facilitation report.
6. Final Communications and Marketing Report including all marketing material and presentations.
7. Final Capacity building and Skills Transfer Report.
8. Information and data References.

Deliverable: Closeout Report And Final and approved Eastern Seaboard Regional Integrated Transport Master Plan

7 REPORTING REQUIREMENT

The following recurring reports would be required from the Service Provider as per format to be agreed upon with the employer.

Phase 1: Inception And Conceptualization

Phase 2: Status Quo Research Report

Phase 3: Eastern Seaboard Regional Transport Network And Land Use Assessment And Analysis Report

Phase 4: Draft Eastern Seaboard Regional Integrated Transport Master Plan

Phase 5: Public Participation And 2nd Draft Eastern Seaboard Regional Integrated Transport Master Plan

Phase 6: Close-Out Report and Final Eastern Seaboard integrated Transportation Master Plan and Contract Closeout

8 FREQUENCY OF REPORTING;

- a) Weekly progress reports during the first month indicating progress on achievements and identified challenges requiring urgent attention.
- b) Stakeholder engagement reports to be submitted in each Phase.
- c) Monthly progress reports on the 25th day of each month.
- d) Contract Closeout report to be submitted at least 2 weeks prior to the contract end date.

9 PROFESSIONAL FEES CALCULATION

Professional fees excluding additional costs must be calculated as a percentage of the total professional fees costs. After coming to the product thereof, payment of professional fees will be divided into % per Professional Fees Stage/Phase according to the table below.

PHASES	% PAYABLE	ESTIMATE TIMEFRAMES (months)	DELIVERABLES
Phase 1: Inception And Conceptualization	5%	1	Signed Contract and accepted Project Inception Report
Phase 2: Status Quo Research Report	5%	2	Status Quo Research Report
Phase 3: Eastern Seaboard Regional Transport Network And Land Use Assessment And Analysis Report	10%	3	Eastern Seaboard Regional Integrated Transport Network and Services Assessment and Analysis Report
Phase 4: Draft Eastern Seaboard Regional Integrated Transport Master Plan	30%	2	Draft Eastern Seaboard Regional Eastern Seaboard Regional Integrated Transport Master Plan
Phase 5: Public Participation And 2nd Draft Eastern Seaboard Regional Integrated Transport Master Plan	40%	2	Public Participation & 2 nd Draft Eastern Seaboard Regional Eastern Seaboard Regional Integrated Transport Master Plan
Phase 6: Close-Out Report and Final Eastern Seaboard integrated Transportation Master Plan and Contract Closeout	10%	2	Close-Out Report and Final Eastern Seaboard integrated Transportation Master Plan and Contract Closeout
TOTAL	100%	12	

10 QUALITY ASSURANCE

A project steering committee will form part of the Quality Assurance team with Project Steering Committee engagements to be scheduled per phase to interrogate the quality and content of each deliverable.

11 TIME FRAMES

MISA expects the project to be completed within 12 months from the date of acceptance of award. Proposal for early completion of project would be appreciated. The Service Provider has to propose the implementation schedule and cost together with cash flow projection accordingly.

12 GENERAL REQUIREMENTS OF THE TENDERER

Tenders must take note that this requirement is not for evaluation purpose but will be part of contractual requirement or obligation on the part of the successful bidder during project implementation.

Tenderers must demonstrate knowledge and practical experience in preparation of Integrated Transportation Master Plan. This experience must only relate to instance where the tenderer acted as the main/principal consultant.

The Successful Tender must have within their employ the following resources;

No	Resource/Role	Minimum Qualification Required	Professional Body	Minimum Number of Experience
1	Transportation Planner Project Leader	Bachelor's degree / B Tech (NQF 7 In Civil Engineering	ECSA	10 years in Transportation Planning
2	Civil Engineer (Roads)	Bachelor's degree / B Tech (NQF 7 In Civil Engineering	ECSA	8 years
3	Port Planner and Development	Bachelor's degree / B Tech (NQF 7 In Engineering	ECSA/Other relevant	8 years in maritime transportation
4	Air Transport Planner	Bachelor's degree / B Tech (NQF 7 In Engineering	ECSA/Other relevant	8 years in air transport planning
5	Town and Regional Planner	Bachelor's degree / B Tech (NQF 7 in Town and Regional Planning	SACPLAN	8 years
6	Architect	Bachelor's degree / B Tech (NQF 7 in Architecture or Architectural Technology	SACAB	8 years

No	Resource/Role	Minimum Qualification Required	Professional Body	Minimum Number of Experience
7	Transportation Economist	Bachelor's degree / B Tech (NQF 7) of Commerce in Transportation Economics.	N/A	8 years
8	Financial Practitioner	Bachelor's degree / B Tech (NQF 7) in Finance	N/A	8 Years
9	Environmental Practitioner	Bachelor's degree / B Tech (NQF 7) in Environmental Science or Environmental Management	SACNASP	8 years
10	GIS Practitioner	Bachelor's degree / B Tech (NQF 7) in Geographic Information Science or Geographic Information Systems	SAGC	8 years

The Tenderer must have an operational office accessible to the Employer at any given time with necessary support staff, hardware and software.

13 SUBCONTRACTING

Should the Service provider subcontract work, it should not be more than 25% of the total value of the contract.

14 PERMITS AND WAY LEAVES

All authorisations and specialists' studies relating to the preparation of any project identified shall be the responsibility of the Service Provider.

15 STAKEHOLDER MANAGEMENT AND COMMUNICATION

The Eastern Seaboard Development/ New Coastal Smart City is a multi-sectoral initiative; a proper stakeholder audit and scanning would be conducted to develop a comprehensive stakeholder matrix so that all stakeholders' goals and objectives are aligned with the advancement of the proposed Eastern Seaboard Development and the New African Coastal Smart City development.

The main duties of the function as the following:

- a) Liaise with MISA, government, affected communities, external stakeholders and authorities and promote cooperative working relations to realise Eastern Seaboard Development and the New African Coastal Smart City projects.
- b) Conduct informative meetings and workshops about the proclamation of Eastern Seaboard Development and New African Coastal Smart City projects with authorities and the public.
- c) Represent MISA's and government's views in an open-minded, confident, and credible manner and be the ideal face of the projects.
- d) Ensure that economic, social, and environmental success is accurately represented and understood by all relevant parties and communities.

Stakeholder / Participant	Role	RACI classification
Project Custodian -MISA	<ul style="list-style-type: none"> CEO of MISA overall project custodian. Support the ESBITMP development. Approve the final ESBITMP. 	Accountable
Project Manager – MISA	<ul style="list-style-type: none"> Provide overall Project Management. Budget control. Review/approve all project elements and reports. Reports progress at certain strategic platforms as required. Stakeholder management. National Project Steering Committee and Provincial Structures established. Provides project direction (service providers, affected stakeholders, beneficiaries, etc.). Review and approve all reports produced in the Phases of the development of the ESBITMP. Support in the development of the communication plan. Stakeholder consultation arrangements. Approval of schedule and budget before approaching the relevant affected parties. Monitor and direct project progress by the programme 	Responsible

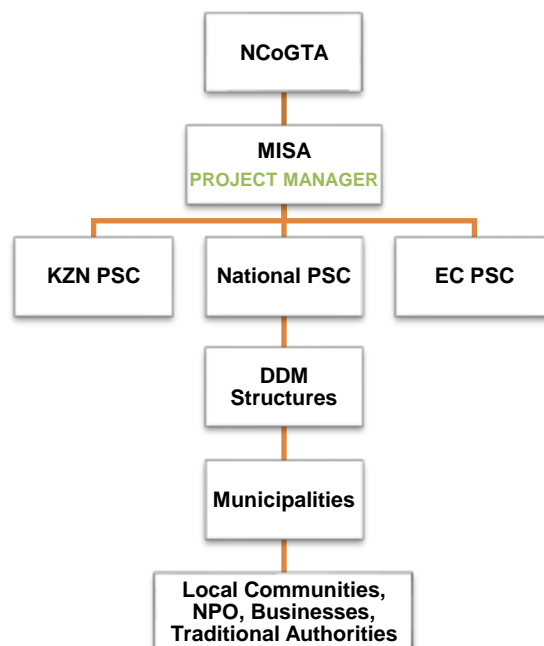
Stakeholder / Participant	Role	RACI classification
	plan/schedule. <ul style="list-style-type: none"> Stakeholder capacity building. 	
National Project Steering Committee and Provincial Structures	<ul style="list-style-type: none"> Provide technical support to the project Direct/lead. Advise on all matters related to project objectives and outcomes. Support development of the ESBITMP. Ensure the participate of relevant stakeholders. 	Consulted
SALGA	<ul style="list-style-type: none"> Participate the National Project Steering Committee and Provincial Structures. 	Consulted
Traditional Authorities	<ul style="list-style-type: none"> Consulted through Traditional Authority structures. Consulted through the DDM Structures. Stakeholder consultations and capacity. 	Consulted
Relevant National and Provincial Sector Departments and State Owned Entities	<ul style="list-style-type: none"> Participate in National Project Steering Committee and Provincial Structures and Workstreams. Provide technical support. Provide the required information. Participate in the Project Steering Committee and specific consultation with the relevant branches in the Departments and entities. 	Consulted
Asset Owners /Municipalities	<ul style="list-style-type: none"> Participate in DDM Structure. Provide enabling environment for engagements on all aspects and phases during the development of the Master Plan. Provide all required information. Participate in consultations and capacity building workshops. 	Consulted
Service Providers/Tenders	<ul style="list-style-type: none"> Develop the ESBITMP. Ensure stakeholder consultations. Capacity building of relevant stakeholders. Meet all requirements and deliverables. 	Responsible

Stakeholder / Participant	Role	RACI classification
Communities	<ul style="list-style-type: none"> Consulted through Municipal structures or forums. Consulted during the 60 days public participation process. Beneficiaries of improved spatial planning and infrastructure development and investment. Participate in public participation processes. 	<p>Consulted</p> <p>Informed</p>

16 REPORTING STRUCTURE

MISA will lead the project supported by the National COGTA, the Eastern Seaboard National Project Steering Committee (NPSC) and KwaZulu Natal and Eastern Cape Provincial Project Steering Committees (PPSCs), 4 Districts, 17 Local Municipalities, Traditional Authorities, local communities, private sector and other interested and affected parties.

Project management Structure:



17 INFORMATION DISTRIBUTION AND SUBMISSION OF THE EASTERN SEABOARD REGIONAL INTEGRATED TRANSPORT MASTER PLAN

- a) Submissions should be in the form of both hard and electronic versions of the ESBITMP.
- b) The final document must be accompanied by all maps in the relevant ArcGIS software package format, 3D layout design in relevant 3D modelling software, as well as electronic image files (e.g., JPEG, GIF) including geodatabases containing all the spatial datasets.
- c) Layout plans and designs will be submitted in the required format, eMetadata must be provided for all derivative data sets according to the applicable metadata standards of the Republic as published by the Committee for Spatial Information (CSI)
- d) The Service Provider will be expected to use the Eastern Seaboard website and must work jointly with the other MISA appointed Service Providers to develop and/or improve the website which will consist of all Master Plan information.
- e) Spatial and Infrastructure (GIS) Information and data and 3D spatial layout designs must be integrated into the Eastern Seaboard GIS system and Website
- f) All project Phases and other documents must be placed on the Website.
- g) The Service Provider will be expected to develop and distribute printed copies of the ESBITMP documents, Communication and Marketing material during physical stakeholder consultations.
- h) The Communication and Marketing material documents (including summarised version of the ESBITMP) will be prepared in the different languages (English, IsiXhosa and IsiZulu) and distributed to the relevant stakeholders during stakeholder engagements.
- i) Electronic and where necessary printed copies shall be distributed a week prior to meetings as per approved stakeholder engagement and consultation plan, or as determined by the MISA Project Manager.
- j) Stakeholder engagements must be recorded via agenda, minutes, signed attendance registers and photos (for physical meetings) as well as recordings of any online engagements.
- k) All presentations made during the period inclusive of a comprehensive final presentation must be submitted in electronic format (MS PowerPoint).
- l) All Marketing Material (e.g., brochures, banners, posters etc) to be submitted in hardcopies and placed on the website. The material will be prepared in the different languages (English, IsiXhosa and IsiZulu) and shared with the relevant stakeholders during consultations. All artwork in the format designed must be supplied to MISA.

18 RISK MANAGEMENT

The Service Provider is responsible to identify relevant risks to the project and is expected to factor these risks into the pricing Schedule and to take steps to mitigate these risks during the period of providing the service. These risks may include:

- a) Limited information for the developments in the Eastern Seaboard Development.
- b) Lack of infrastructure data and information from the Municipality and other stakeholders.
- c) Insufficient stakeholder involvement.
- d) Protracted delays by the municipality and other stakeholders in providing available information relevant to projects
- e) Unclear information and parameters from relevant stakeholders.

Risk	Risk Description	Impact	Likelihood	Mitigation
Understanding of spatial vision of the ESD	General lack of understanding of the ESD and its spatial vision	Medium	Medium	MISA to ensure alignment of identified municipal projects with the spatial vision of the ESD as outlines in the Regional Spatial Development Framework
Willingness to participate in the ESD from the side of municipalities	Lack of willingness by Municipalities to participate in the ESD and support the identification of projects	High	High	MISA to constantly communicate the ESD project preparation progress through the Joint Accounting Officers Forum
Delays in municipal delays	Delays from municipalities with granting the required approvals for studies required for project preparation	High	High	MISA to engage Municipal Accounting Officers on the support and speed of providing the necessary approvals



MUNICIPAL INFRASTRUCTURE SUPPORT AGENT

Cooperative Governance & Traditional Affairs

Tender no.: MISA/IDMS/ESB/015/2022/23

**PROJECT: APPOINTMENT OF A PROFESSIONAL SERVICE PROVIDER TO
DEVELOP EASTERN SEABOARD REGIONAL INTEGRATED TRANSPORT MASTER
PLAN (ESBITMP).**

PART C3 : SCOPE OF WORK

C3.1 PROJECT DESCRIPTION AND SCOPE OF CONTRACT

NOT APPLICABLE



MUNICIPAL INFRASTRUCTURE SUPPORT AGENT

Cooperative Governance & Traditional Affairs

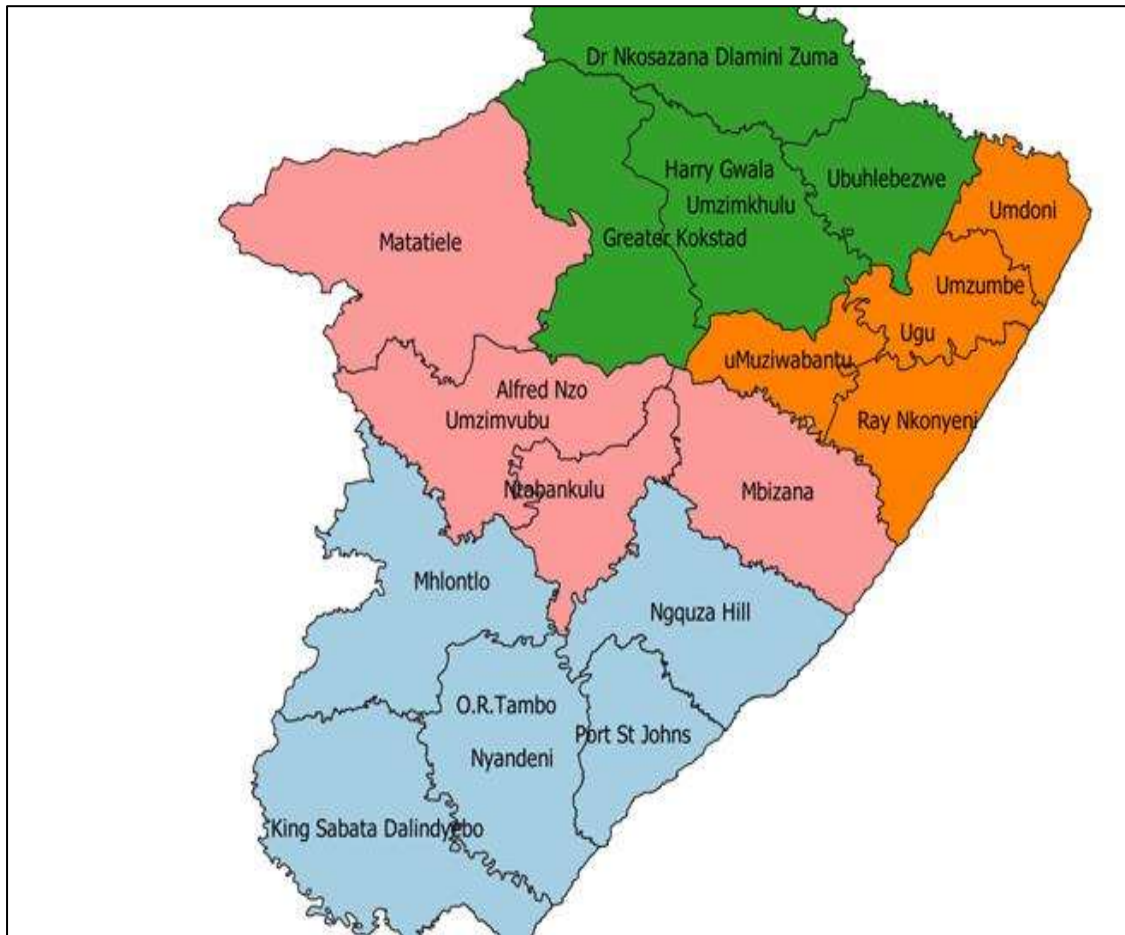
Tender no.: MISA/IDMS/ESB/015/2022/23

**PROJECT: APPOINTMENT OF A PROFESSIONAL SERVICE PROVIDER TO
DEVELOP EASTERN SEABOARD REGIONAL INTEGRATED TRANSPORT MASTER
PLAN (ESBITMP).**

PART C4 : SITE INFORMATION

C4.1 LOCALITY PLAN

C4.1 LOCALITY PLAN



The Eastern Seaboard is located along the 227 km coastal stretch between Port St Johns and Margate. The Eastern Seaboard consists of regional development anchors, rural service centres and dispersed rural settlements across and along the N2 corridor in municipalities within KwaZulu-Natal to the Eastern Cape province mainly by the road network. There is currently no city and there is limited physical and ICT infrastructure as well as economic development. The area is endowed with natural resources spanning across multiple administrative boundaries and lies between two (2) provinces, the Eastern Cape and KwaZulu-Natal.

C4.2 **CONDITIONS ON SITE** *Not Applicable*

C4.3 TEST RESULTS *Not Applicable*