

REQUEST FOR QUOTATION

RFQ 002-2022-23
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Tel: 012 315 5280
Email: rfp@gtac.gov.za

ATTENTION: PROSPECTIVE BIDDERS

RFQ 002-2022-23: FOR THE PROVISION OF TECHNICAL ADVISORY SERVICES TO DEPARTMENT OF TRANSPORT WITH THE HIGH-SPEED RAIL FRAMEWORK – REQUIRED SERVICE PROVIDER: TRANSPORT ECONOMIST

The Government Technical Advisory Centre (GTAC) hereby invites credible suppliers to submit a quotation in response to the Terms of Reference attached hereto.

1. EVALUATION METHODOLOGY

1.1. The table below reflects the evaluation methodology for this Request for Quotation:

Evaluation Stage	Description
Administrative Compliance	Evaluation of documents cited in section 2 below. Documents must be submitted and duly completed and signed where required.
Technical Evaluation	Refer to the Terms of Reference (TOR).
Price and B-BBEE	Refer to section 4 below. Valid B-BBEE certificate/Affidavit and duly completed and signed SBD 6.1 and SBD 3.3 required.



REQUEST FOR QUOTATION

2. ADMINISTRATIVE COMPLIANCE

2.1. The following documents must be submitted for administrative compliance evaluation. Documents must be duly completed and signed (where applicable).

- a) SBD 1
- b) SBD 4
- c) SBD 6.1
- d) B-BBEE Certificate/sworn Affidavit
- e) SBD 3.3
- f) CSD registration report/MAA number
- g) Technical response (Response to technical evaluation criteria cited in the TOR)

3. TECHNICAL EVALUATION (REFER TO THE TOR)

- 3.1. Bidders are required to submit a technical proposal in response to the technical evaluation criteria cited in the Terms of Reference.
- 3.2. Bidders are required to meet the minimum technical threshold to progress to price and B-BBEE evaluation.

4. PRICE AND B-BBEE EVALUATION BASED ON THE PPPFA (REFER TO THE SBD 6.1 FOR MORE DETAIL)

4.1. 80/20 Preference Points Evaluation

- a. In terms of regulation 5 of the Preferential Procurement Regulations pertaining to the Preferential Procurement Policy Framework Act, 2000 (Act 5 of 2000), responsive bids with a Rand value up to R50 million will be adjudicated by the State on the 80/20-preference point for Broad-Based Black economic empowerment in terms of which points are awarded to bidders on the basis of:
 - The bid price (maximum 80 points)
 - Broad-based black Economic Empowerment as well as specific goals (maximum 20 points)



REQUEST FOR QUOTATION

5. CONDITIONS

5.1. The following conditions will apply:

- a. Price quotation must be provided separately on the SBD 3.3 provided.
- b. Price(s) quoted must be valid for sixty (60) days from date of offer.
- c. Total cost must be inclusive of all applicable taxes (if no indication is given, quoted prices will be evaluated as all inclusive).
- d. Price (s) quoted must be within the RFQ threshold of R1 000 000.00 to be compliant and valid.
- e. Late or incomplete submissions will not be accepted. Failure to comply with these conditions will invalidate your offer.

5.2. The following attachments must be submitted with the quotation:

- a. Standard Bidding Document (SBD) forms: (SBD 1, SBD 3.3, SBD 4, SBD 6.1).

NB: Bidders will be disqualified if the bidder's disclosure (SBD 4) is found not to be true and complete in every respect.

- b. CSD registration report/number; and
- c. Valid B-BBEE Certificate/sworn affidavit if applicable.

6. SUBMISSION DETAILS AND CLARIFICATION

Submissions must be sent to: rfp@gtac.gov.za by 14:00 on 21 July 2022.

GTAC will evaluate submissions in accordance with the evaluation methodology cited above but is neither legally bound nor obligated to accept quoted rates and further reserves the right to negotiate professional rates around any quotation before the award of this RFQ.

Any clarification regarding this invitation or the Terms of Reference must be addressed to the aforementioned email address.

Yours sincerely



Thando Nyoka

Professional Services Procurement

Date: 14 July 2022



TERMS OF REFERENCE

**For the Provision of Technical Advisory Services to Department of Transport with
the High-Speed Rail Framework**

**Required Service Provider: Transport Economist
(PN1238)**

BACKGROUND INFORMATION

Programme Identification

Name of Client	Department of Transport
Name of Project	High speed Rail Framework
Contracting Authority	Government Technical Advisory Centre (GTAC, National Treasury)
Accounting Officer	Ms Ronette Engela, Acting Head of GTAC
Budget Manager	Ms Emmanuelle Gille, Chief Director – Institutional Development Support
Project Purpose	To review and finalise the High Speed Rail Framework for the Department of Transport

Contents

1	BACKGROUND INFORMATION.....	3
1.1	Introduction.....	3
1.2	Organisational environment.....	4
1.3	Strategic Alignment	5
1.4	Project Beneficiaries.....	5
1.5	The Request for Assistance	5
2	OBJECTIVES OF THE SERVICES TO BE PROVIDED.....	5
2.1	Approach, Scope, and Phases	5
3	REQUIRED EXPERTISE	7
3.1	Number of Assistants	7
3.2	Expertise	7
4	SCOPE OF THE WORK	7
4.1	General.....	7
4.2	Main Tasks to be Performed.....	8
4.3	Project Management	8
5	THE EXPECTED OUTCOMES AND OUTPUTS	8
5.1	Outcomes	8
5.2	Outputs.....	8
6	EVALUATION CRITERIA	9
7	LOGISTICS AND SCHEDULE OF THE ASSIGNMENT	10
7.1	Location where the Services are Required	10
7.2	Time Frame	10
7.3	Budget	10
7.4	Logistic Support.....	10
7.5	Contracting	10
8	BID SUBMISSION REQUIREMENTS	10
9	BID VALIDITY PERIOD.....	11
	Annexure A: CV Template	12
	Annexure B: List of projects/assignments	15

1 BACKGROUND INFORMATION

1.1 Introduction

The National Transport Master Plan 2050 (NATMAP 2050) was commissioned in 2005 and the NATMAP Synopsis Update was approved by Cabinet in 2016. The goal being the development of a dynamic; long term; and sustainable land use/multi-modal transportation systems framework for the development of networks infrastructure facilities; interchange termini facilities and service delivery that shall be demand responsive to national/provincial/district and/or any socio-economic growth strategy, and/or any sectoral integrated spatial development plan.

The Synopsis Update specified the outcomes and strategic priorities that linked NATMAP 2050 with the NDP 2030 and the Strategic Infrastructure Projects (SIPs). In terms of High Speed Rail (HSR), the Synopsis Update remained unchanged proposing the same HSR corridors proposed in the NATMAP, 2050. It does, however, recommend that HSR infrastructure be proven feasible before any final decisions on the implementation thereof are made and proposed the following design standards for HSR:

- As a general rule and standard practice, HSR passenger systems will be separated from freight systems.
- For metropolitan, urban and sub-regional passenger rail corridors less than 200 km, average travelling speeds should be between 150 km/h and 200 km/h but also allowing maximum speeds up to 300 km/h along specific long-distance sections.
- Inter-city rail passenger systems in excess of 200 km; average travelling speeds should be between 250 km/h and 300 km/h; with maximum speeds of 400 km/h for specific uninterrupted sections.
- Any railway line that will allow mixed traffic should firstly be designed to give preference to the origins and destinations of passengers; and secondly that maximum speeds should for both passenger and freight should be adapted to the maximum speeds that will be allowed for freight operations.
- All high-speed passenger rail systems should allow freight traffic limited to not exceeding 17 tons/axle (packages, pallets and perhaps low mass hybrids of pallets/containers).
- All new rail lines for freight will also be on wide gauge with average speeds between 60 km/h and 100 km/h, and maximum speeds of 120 km/h.
- Freight operations on lines that are used for mixed passenger and freight operations should allow for operating speeds not less than 100 km/h and should not allow heavy freight loads. Rail design should allow for axle loads and gradients that will not exceed container traffic.

The Rail Transport Branch of the National Department of Transport (DoT) is responsible for facilitating and coordinating the development of sustainable rail transport policies, rail

economic and safety regulations, infrastructure development strategies and systems that reduce system costs and improves customer service. Cabinet has approved the revised White Paper on Transport Policy (2020) and DoT is currently developing the Road to Rail strategy amongst others and participates in internal/regional forums where new directions are discussed.

During the 2020/21 fiscal year the branch included the development of the HSR Framework as one of the Key Results Area (KRA) in the Department's Strategic Plan. The draft HSR Framework was developed based on specific strategic objectives.

The draft Framework was developed internally by officials, using secondary research. However, there is a need for a professional governmental review and finalisation of the draft document, prior to it being submitted for approval by the relevant authorities including the Ministry and Portfolio committee in transport.

The objectives of the HSR framework according to the current draft are to:

- Relieve congestion on current and future transport networks,
- Improve Rural and Urban environments,
- Reduce Green House Gas (GHG) emissions, pollution and dependence on foreign oil,
- Increase prospects of economic activities and regional development,
- Create direct and indirect jobs,
- Stimulate growth of the travel and the tourism industry, and
- Create additional network capacity.

During the development of the HSR framework by GTAC, a particularly important aspect will be to ensure that the proposed HSR corridors are financially and economically viable and sustainable.

1.2 Organisational environment

During the State of the Nation Address of June 2019, President Ramaphosa pronounced that the country aspires to develop excellent public transport systems which is inclusive of a HSR network.

During the 2020/21 financial year, the DoT commenced work on developing the HSR Framework, which is currently in draft format. The draft Framework was developed through secondary research undertaken by the Department and took into consideration international best practice in the prioritisation of HSR lines to ensure financial and economic viability. The Framework considers the specific strategic HSR objectives, including relieve of congestion and time saving, reducing Green House Gas (GHG) emissions, direct and indirect job creation, increase in economic activity, regional development and other planning parameters, to provide a foundation for developing HSR in South Africa.

1.3 Strategic Alignment

The HSR Framework will promote and align with the following national and international policy and strategic aspirations:

- a) The National Development Plan tables the following points amongst others:
 - Bridge geographic distances affordably, reliably and safely so that all South Africans can access previously inaccessible economic opportunities, social spaces and services.
 - Promote a low-carbon economy by offering transport alternatives that minimise environmental harm.
- b) The White Paper on National Transport Policy (2020) highlights the following objectives amongst others:
 - The Government will prioritise investment in track, rolling stock and appropriate technologies in rail,
 - A comprehensive upgrade and renewal of infrastructure and investment in world-class, high-performance network and appropriate competitive technologies is required to enable the shift of freight and passenger traffic from road to rail.
 - Rail infrastructure planning and strategic decisions remain a national competency, and
 - Investments in high-speed intercity, heavy-haul, double-stacking, heavy intermodal and contemporary urban rail networks will be considered where viable.

The NATMAP 2050 highlights that the Strategic Infrastructure Projects - SIP 2 and SIP 7 have identified the Johannesburg – Durban high - speed passenger rail corridor for consideration and implementation.

1.4 Project Beneficiaries

This project will benefit commuters who will travel for business, tourists as well as locals. It will provide commuters with an alternative mode of transport that will be faster, safe and value for money.

1.5 The Request for Assistance

The Department of Transport requested GTAC to assist with the review of the draft HSR framework and produce a revised and final document.

2 OBJECTIVES OF THE SERVICES TO BE PROVIDED

2.1 Approach, Scope, and Phases

Below is a description of the approach and scope of the project:

1) Recruit skills internally and externally

A project manager, financial advisor and legal advisor have been appointed from the GTAC Long-term advisor (LTA) pool. The capital appraisal advisor will be sourced from the GTAC's Capital Projects Appraisal unit (CPAU). The transport economist will be procured from the

panel of Technical Advisors (TA) or Central Supplier Database. Normal procurement activities for the appointment of a transport economist will be followed. The DoT will participate in the procurement by GTAC.

2) Conduct a gap analysis of the current draft HSR framework

The gap analysis will be undertaken by implementing the following activities:

- a) Review current draft HSR framework and incorporate inputs of stakeholder who were consulted by the DoT into the revised draft HSR framework.
- b) Recognising that some stakeholders have been engaged by the DoT, it will be assessed whether there is a need to conduct further engagements with selected stakeholders based on the gap analysis and the literature review. Most likely there might be a need to engage PRASA and Transnet (Blue train) on the situational analysis and plans of the long-distance passenger rail service status and that of the rail network especially in the light of vandalism of the rail infrastructure during the lockdowns from 2020 to date.
- c) Conduct a desk review of current legislation, policies, strategies, research studies related to modernisation of transport and related economic development. These will include the African Integrated High Speed Rail Network (AIHSRN), White Paper on Transportation, Road to rail working paper and the Standard gauge railway strategy amongst others.

The team will determine gaps that must be covered to finalise the draft framework. The gap analysis will enhance the scope of areas to be strengthened.

3) Update and finalise HSR framework

The team will address issues that emerged from the literature review and stakeholder engagements and strengthen the HSR framework. The HSR framework will address the following:

- a) Purpose and objectives
- b) Priority corridors
- c) Demand forecast
- d) Rail infrastructure including proposed type of gauge and technology
- e) Socio-economic benefits
- f) Spatial planning
- g) Environmental benefits
- h) Legislative and policy imperatives
- i) Financial viability
- j) Recommended implementation steps

The revised framework will be workshopped with the DoT and selected stakeholders. It will be beneficial to establish a reference group composed of relevant experts, including academics,

who can make inputs from strategic and technical areas. The composition of such reference group would be agreed with the DoT.

The revised draft HSR framework will be presented to the Director-General, the Minister of Transport, National Treasury and the Portfolio Committee on Transport.

3 REQUIRED EXPERTISE

3.1 Number of Experts

One transport economist expert is required to provide the work outlined in the scope and tasks above.

The proposed expert will be evaluated individually in the event that more than one (1) technical expert is proposed. The number of proposed technical experts is limited to three (3) per Bidder. Should the submission exceed the indicated limit, only the first three (3) CVs will be considered for evaluation purposes.

3.2 Expertise

The expert must have a relevant qualification in either transport economics, economics, econometrics, finance, or investment management, and more than five years' relevant experience providing advisory services (or undertaking similar activities) in the area of transport economics.

Relevant experience is deemed to be technical experience in developing frameworks, transport models, cost-benefit analyses or PPPs related to the transport/rail sectors and/or policies in transport.

4 SCOPE OF THE WORK

4.1 General

This assignment is delivered by a team of advisors and experts that comprises of financial, legal and policy experts.

The transport economist is expected to:

- Review documents including the draft High speed rail Framework, policies, strategies and other relevant documents to ascertain economic prospects and rational for the high-speed rail.
- Conduct a high level demand forecast, estimate ridership and high-level forecasts for revenue.
- Provide a high level demand and supply model (or microsimulation) that will be used to inform the economic benefits and cost estimates (with the financial LTA advisor) for the recommended routes and corridors for the high-speed rail.
- Provide an analysis of options (including a review of full HSP or mixed freight) and recommendations for the high-speed rail against other modes of transport.

- Review opportunities for possible HSR connections.
- Review and assess the opportunities and viability for HSR against other modes of transport
- Provide guidance on investments required working in conjunction (with the financial LTA advisor).

4.2 Main Tasks to be Performed

The transport economist will undertake the following tasks:

- a. Document review including benchmarks
- b. Provide analysis and review
- c. Produce estimates, forecasts and models
- d. Costs and benefits of the options
- e. Comparisons with competing modes of transport
- f. Estimates of investments
- g. Socio-economic benefits

4.3 Project Management

GTAC has appointed a Long-term Advisor to serve as the project manager. The transport economist together with other team members will report to the project manager. Regular team working sessions will be held to ensure that the team works coherently to deliver quality outputs. Regular consultations will be held with the client to keep them abreast of developments and to table outputs for review.

The project manager reports to Chief Director: Institutional Development Support, GTAC.

5 THE EXPECTED OUTCOMES AND OUTPUTS

5.1 Outcomes

The technical advisor will work as a team member to deliver outputs that will satisfy the expectations of the client. The technical advisor will contribute toward knowledge management for GTAC and the client.

5.2 Outputs

The main outputs will be as follows:

- Written sections of the Gap analysis report on the current draft High speed rail Framework.
- Analysis and recommendations based on research including lessons from other countries where high speed rails have been established.
- Written sections of the revised High speed rail Framework.
- Written contributions to the presentations of presentations and reports to the client.

The project manager will review and approve outputs before these are submitted/presented to the client.

6 EVALUATION CRITERIA

A two-phased approach will be followed for the evaluation:

- 1) Technical evaluation
- 2) Price and BBBE evaluation

The technical proposal will be evaluated as per the criteria in Table 1 below. Bidders must ensure that all required information is included in their bid as per the submission requirements.

This will be evaluated based on the CVs as per the format in Annexure A, and the summary table in the format in Annexure B, as well as copies of qualifications. The scores will be calculated and assessed individually in the event that more than 1 Technical advisor is proposed.

Table 1: Technical Evaluation Criteria

	CRITERIA	SCORING	WEIGHT
A	Qualifications An appropriate relevant tertiary qualification. E.g. Transport economics, Economics, Econometrics, Finance, Investment Management.	5 = Doctorate 4 = Masters (NQF 9) or higher 3 = Honours (NQF 8) 2 = Bachelor's degree (NQF 7) 1 = Diploma (NQF 6) 0 = No required/related qualification	30%
B	Working experience Experience in passenger and freight rail transport that is relevant to this bid in either a management capacity, as a specialist or as a consultant (or a combination of these). “ Relevant experience is deemed to be technical experience in developing frameworks, transport models, cost-benefit analyses or PPPs related to the transport/rail sectors and/or policies in transport.	5 = > 13 years 4 = 9 - 13 years 3 = 5 – 8 years 2 = 3- 4 years 1 = less than 2 years 0 = No required/relevant experience demonstrated	35%
C	Relevant projects completed Number of successfully completed projects that are relevant to this bid. This should include transport economics advisory on feasibility, multi-criteria analysis, cost-benefit analysis, policy design or development of frameworks.	5 = 5 or more successfully completed relevant projects 4 = 4 successfully completed relevant projects 3 = 3 successfully completed relevant projects	35%

	CRITERIA	SCORING	WEIGHT
	<p>The projects must reflect on socio-economic analysis of transport especially rail.</p> <p>“Successfully completed” in the context of this bid means the advisor contributed toward or completed the project in accordance with her/his contractual provisions, service level agreement or award letter and get paid the agreed upon contract amount.</p>	<p>2 = 2 successfully completed relevant projects</p> <p>1 = 1 successfully completed relevant projects</p> <p>0 = 0 successfully completed relevant projects</p>	
TOTAL TECHNICAL POINTS			100
MINIMUM THRESHOLD			70%

The bid must attain a minimum score of 70% in order to be shortlisted and evaluated further based on price and B-BBEE (80/20). The description and the quality criteria and the maximum of possible score for each criterion are shown in the above table.

7 LOGISTICS AND SCHEDULE OF THE ASSIGNMENT

7.1 Location where the Services are Required

Most of the work will be done remotely, including interviews and meetings. However, some travelling may be required. To this end, the contract of the successful service provider will include a disbursement budget. Actual expenses against the budget can be claimed for trips that are pre-authorised and against submission of the required supporting documents.

7.2 Time Frame

The contract is expected to commence in August 2022, until March 2023.

7.3 Budget

For costing purposes, the Service Provider should budget for 20 consulting days.

7.4 Logistic Support

No office accommodation will be provided. The technical advisor/s must provide their own computer and equipment. A list of key stakeholders for engagements will be identified and provided by GTAC and the client.

7.5 Contracting

The appointed Service Provider shall enter into an agreement with GTAC as soon as possible after receiving and accepting of the award

8 BID SUBMISSION REQUIREMENTS

Bidders should ensure that the following submission requirements are included in their bids:

- a) Duly completed and signed Standard Bidding Documents (SBD 1, 3.3, 4, and 6.1), bidders are to make sure that they fully complete the SBDs. Bidders will be disqualified if the bidder's disclosure (SBD 4) is found not to be true and complete in every respect.
- b) Central Supplier Database (CSD) summary registration report/number.
- c) Bidder's tax matters must be compliant at the time of award.
- d) Bidders must submit all the information required for evaluation purposes in the CV of the proposed expert including their qualifications, skills and experience, and a track record of the expert in conducting similar assignments.
- e) The CV of the proposed expert must be submitted in the prescribed format provided in Annexure A. Failure to do so will result in the disqualification of the bid.
- f) Cop(ies) of the relevant tertiary qualification(s) or equivalent from a recognized institution in line with area of expertise (where applicable).
- g) Non-submission of qualifications will lead to a score of zero for the qualifications criterion.
- h) GTAC reserves the right to request receipt of certified copies of qualifications after the closing date of the bid.
- i) International qualifications must be accompanied by SAQA confirmation of accreditation. Non-submission of SAQA confirmation will lead to a score of zero for the qualifications criterion.
- j) Failure to adhere to the above requirements i.e. misrepresentation and/or non-submission of the required documentation may lead to a disqualification or termination of the contract with the appointed service provider at any stage of the implementation.

9 BID VALIDITY PERIOD

The bid will be valid for a period of 60 (sixty) days.

Annexure A: CV Template

Personal Information:	Surname	
	First names	
	Identity Number	
	Date of birth	
	Sex	
	Nationality	
Contact Details:	Telephone number (land line)	
	Cell Number	
	Email Address	

Work Experience: (Add entries if needed. Start from the most recent)

Date [from – to]	Position Held	
	Employer's or Consulting Company's Name	
	Employer's or Consulting Company's locality and contact details	
	Main Activities and Responsibilities	
Date [from – to]	Position Held	
	Employer's or Consulting Company's Name	
	Employer's or Consulting Company's locality and contact details	
	Main Activities and Responsibilities	
Date [from – to]	Position Held	
	Employer's or Consulting Company's Name	
	Employer's or Consulting Company's locality and contact details	
	Main Activities and Responsibilities	
Date [from – to]	Position Held	
	Employer's or Consulting Company's Name	
	Employer's or Consulting	

	Company's locality and contact details	
	Main Activities and Responsibilities	

Qualifications: (Add entries if needed. Start from the most recent)

Name of Qualification Awarded	
Name of Institution	
Date	
NQF level	
Name of Qualification Awarded	
Name of Institution	
Date	
NQF level	
Name of Qualification Awarded	
Name of Institution	
Date	
NQF level	
Name of Qualification Awarded	
Name of Institution	
Date	
NQF level	

References: (provide at last three references from the past 5 years)

1	Name	
	Organisation	
	Position	
	Dates	
	Contact telephone / Cell number	
2	Name	
	Organisation	
	Position	
	Dates	
	Contact telephone / Cell number	
3	Name	
	Organisation	
	Position	
	Dates	

	Contact telephone / Cell number	
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Indicate other training in areas relevant to this bid and with particular reference to this role:

[Add narrative]

Annexure B: List of projects/assignments relevant to this bid to be completed:

NO	NAME OF CLIENT	CLIENT CONTACT PERSON & HER/HIS TELEPHONE OR CELLPHONE NUMBER	BRIEF PROJECT DESCRIPTION (<i>Objectives and accomplishments</i>)	PERIOD OF PROJECT EXECUTION (<i>From month & year to month & year</i>)

PART A INVITATION TO BID

YOU ARE HEREBY INVITED TO BID FOR REQUIREMENTS OF THE (NAME OF DEPARTMENT/ PUBLIC ENTITY)					
BID NUMBER:	RFQ 002-2022-23	CLOSING DATE:	21 JULY 2022	CLOSING TIME:	14:00 PM
DESCRIPTION	FOR THE PROVISION OF TECHNICAL ADVISORY SERVICES TO DEPARTMENT OF TRANSPORT WITH THE HIGH-SPEED RAIL FRAMEWORK – REQUIRED SERVICE PROVIDER: TRANSPORT ECONOMIST				
THE SUCCESSFUL BIDDER WILL BE REQUIRED TO FILL IN AND SIGN A WRITTEN CONTRACT FORM.					
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					
		TCS PIN:		OR	CSD No:
B-BBEE STATUS LEVEL VERIFICATION CERTIFICATE [TICK APPLICABLE BOX]		<input type="checkbox"/> Yes		B-BBEE STATUS LEVEL SWORN AFFIDAVIT	
		<input type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	
IF YES, WHO WAS THE CERTIFICATE ISSUED BY?					
AN ACCOUNTING OFFICER AS CONTEMPLATED IN THE CLOSE CORPORATION ACT (CCA) AND NAME THE APPLICABLE IN THE TICK BOX		<input type="checkbox"/> AN ACCOUNTING OFFICER AS CONTEMPLATED IN THE CLOSE CORPORATION ACT (CCA)			
		<input type="checkbox"/> A VERIFICATION AGENCY ACCREDITED BY THE SOUTH AFRICAN ACCREDITATION SYSTEM (SANAS)			
		<input type="checkbox"/> A REGISTERED AUDITOR			
		NAME:			
[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]					
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]		ARE YOU A FOREIGN BASED SUPPLIER FOR THE GOODS /SERVICES /WORKS OFFERED?	
				<input type="checkbox"/> Yes <input type="checkbox"/> No [IF YES ANSWER PART B:3 BELOW]	
SIGNATURE OF BIDDER			DATE	
CAPACITY UNDER WHICH THIS BID IS SIGNED (Attach proof of authority to sign this bid; e.g. resolution of directors, etc.)					
TOTAL NUMBER OF ITEMS OFFERED				TOTAL BID PRICE (ALL INCLUSIVE)	
BIDDING PROCEDURE ENQUIRIES MAY BE DIRECTED TO:			TECHNICAL INFORMATION MAY BE DIRECTED TO:		
DEPARTMENT/ PUBLIC ENTITY	GTAC		CONTACT PERSON	Lebakang Mogale	
CONTACT PERSON	Lebakang Mogale		TELEPHONE NUMBER	0123155280	
TELEPHONE NUMBER	0123155280		FACSIMILE NUMBER	-	
FACSIMILE NUMBER	-		E-MAIL ADDRESS	rfp@gtac.gov.za	
E-MAIL ADDRESS	rfp@gtac.gov.za				

PART B TERMS AND CONDITIONS FOR BIDDING

1. BID SUBMISSION:								
<p>1.1. BIDS MUST BE DELIVERED BY THE STIPULATED TIME TO THE CORRECT ADDRESS. LATE BIDS WILL NOT BE ACCEPTED FOR CONSIDERATION.</p> <p>1.2. ALL BIDS MUST BE SUBMITTED ON THE OFFICIAL FORMS PROVIDED–(NOT TO BE RE-TYPED) OR ONLINE</p> <p>1.3. BIDDERS MUST REGISTER ON THE CENTRAL SUPPLIER DATABASE (CSD) TO UPLOAD MANDATORY INFORMATION NAMELY: (BUSINESS REGISTRATION/ DIRECTORSHIP/ MEMBERSHIP/IDENTITY NUMBERS; TAX COMPLIANCE STATUS; AND BANKING INFORMATION FOR VERIFICATION PURPOSES). B-BBEE CERTIFICATE OR SWORN AFFIDAVIT FOR B-BBEE MUST BE SUBMITTED TO BIDDING INSTITUTION.</p> <p>1.4. WHERE A BIDDER IS NOT REGISTERED ON THE CSD, MANDATORY INFORMATION NAMELY: (BUSINESS REGISTRATION/ DIRECTORSHIP/ MEMBERSHIP/IDENTITY NUMBERS; TAX COMPLIANCE STATUS MAY NOT BE SUBMITTED WITH THE BID DOCUMENTATION. B-BBEE CERTIFICATE OR SWORN AFFIDAVIT FOR B-BBEE MUST BE SUBMITTED TO BIDDING INSTITUTION.</p> <p>1.5. THIS BID IS SUBJECT TO THE PREFERENTIAL PROCUREMENT POLICY FRAMEWORK ACT 2000 AND THE PREFERENTIAL PROCUREMENT REGULATIONS, 2017, THE GENERAL CONDITIONS OF CONTRACT (GCC) AND, IF APPLICABLE, ANY OTHER LEGISLATION OR SPECIAL CONDITIONS OF CONTRACT.</p>								
2. TAX COMPLIANCE REQUIREMENTS								
<p>2.1 BIDDERS MUST ENSURE COMPLIANCE WITH THEIR TAX OBLIGATIONS.</p> <p>2.2 BIDDERS ARE REQUIRED TO SUBMIT THEIR UNIQUE PERSONAL IDENTIFICATION NUMBER (PIN) ISSUED BY SARS TO ENABLE THE ORGAN OF STATE TO VIEW THE TAXPAYER'S PROFILE AND TAX STATUS.</p> <p>2.3 APPLICATION FOR TAX COMPLIANCE STATUS (TCS) OR PIN MAY ALSO BE MADE VIA E-FILING. IN ORDER TO USE THIS PROVISION, TAXPAYERS WILL NEED TO REGISTER WITH SARS AS E-FILERS THROUGH THE WEBSITE WWW.SARS.GOV.ZA.</p> <p>2.4 BIDDERS MAY ALSO SUBMIT A PRINTED TCS TOGETHER WITH THE BID.</p> <p>2.5 IN BIDS WHERE CONSORTIA / JOINT VENTURES / SUB-CONTRACTORS ARE INVOLVED, EACH PARTY MUST SUBMIT A SEPARATE PROOF OF TCS / PIN / CSD NUMBER.</p> <p>2.6 WHERE NO TCS IS AVAILABLE BUT THE BIDDER IS REGISTERED ON THE CENTRAL SUPPLIER DATABASE (CSD), A CSD NUMBER MUST BE PROVIDED.</p>								
3. QUESTIONNAIRE TO BIDDING FOREIGN SUPPLIERS								
<table style="width: 100%; border: none;"> <tr> <td style="width: 70%;">3.1. IS THE BIDDER A RESIDENT OF THE REPUBLIC OF SOUTH AFRICA (RSA)?</td> <td style="text-align: right;"><input type="checkbox"/> YES <input type="checkbox"/> NO</td> </tr> <tr> <td>3.2. DOES THE BIDDER HAVE A BRANCH IN THE RSA?</td> <td style="text-align: right;"><input type="checkbox"/> YES <input type="checkbox"/> NO</td> </tr> <tr> <td>3.3. DOES THE BIDDER HAVE A PERMANENT ESTABLISHMENT IN THE RSA?</td> <td style="text-align: right;"><input type="checkbox"/> YES <input type="checkbox"/> NO</td> </tr> <tr> <td>3.4. DOES THE BIDDER HAVE ANY SOURCE OF INCOME IN THE RSA?</td> <td style="text-align: right;"><input type="checkbox"/> YES <input type="checkbox"/> NO</td> </tr> </table> <p>IF THE ANSWER IS "NO" TO ALL OF THE ABOVE, THEN, IT IS NOT A REQUIREMENT TO OBTAIN A TAX COMPLIANCE STATUS / TAX COMPLIANCE SYSTEM PIN CODE FROM THE SOUTH AFRICAN REVENUE SERVICE (SARS) AND IF NOT REGISTER AS PER 2.3 ABOVE.</p>	3.1. IS THE BIDDER A RESIDENT OF THE REPUBLIC OF SOUTH AFRICA (RSA)?	<input type="checkbox"/> YES <input type="checkbox"/> NO	3.2. DOES THE BIDDER HAVE A BRANCH IN THE RSA?	<input type="checkbox"/> YES <input type="checkbox"/> NO	3.3. DOES THE BIDDER HAVE A PERMANENT ESTABLISHMENT IN THE RSA?	<input type="checkbox"/> YES <input type="checkbox"/> NO	3.4. DOES THE BIDDER HAVE ANY SOURCE OF INCOME IN THE RSA?	<input type="checkbox"/> YES <input type="checkbox"/> NO
3.1. IS THE BIDDER A RESIDENT OF THE REPUBLIC OF SOUTH AFRICA (RSA)?	<input type="checkbox"/> YES <input type="checkbox"/> NO							
3.2. DOES THE BIDDER HAVE A BRANCH IN THE RSA?	<input type="checkbox"/> YES <input type="checkbox"/> NO							
3.3. DOES THE BIDDER HAVE A PERMANENT ESTABLISHMENT IN THE RSA?	<input type="checkbox"/> YES <input type="checkbox"/> NO							
3.4. DOES THE BIDDER HAVE ANY SOURCE OF INCOME IN THE RSA?	<input type="checkbox"/> YES <input type="checkbox"/> NO							

NB: FAILURE TO PROVIDE ANY OF THE ABOVE PARTICULARS MAY RENDER THE BID INVALID.

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

2.2 Do you, or any person connected with the bidder, have a relationship

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.

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 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

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.

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

PREFERENCE POINTS CLAIM FORM IN TERMS OF THE PREFERENTIAL PROCUREMENT REGULATIONS 2017

This preference form must form part of all bids invited. It contains general information and serves as a claim form for preference points for Broad-Based Black Economic Empowerment (B-BBEE) Status Level of Contribution

NB: BEFORE COMPLETING THIS FORM, BIDDERS MUST STUDY THE GENERAL CONDITIONS, DEFINITIONS AND DIRECTIVES APPLICABLE IN RESPECT OF B-BBEE, AS PRESCRIBED IN THE PREFERENTIAL PROCUREMENT REGULATIONS, 2017.

1. GENERAL CONDITIONS

1.1 The following preference point systems are applicable to all bids:

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

1.2

- a) The value of this bid is estimated to **not exceed** R50 000 000 (all applicable taxes included) and therefore the 80/20 preference point system shall be applicable.

1.3 Points for this bid shall be awarded for:

- (a) Price; and
- (b) B-BBEE Status Level of Contributor.

1.4 The maximum points for this bid are allocated as follows:

	POINTS
PRICE	80
B-BBEE STATUS LEVEL OF CONTRIBUTOR	20
Total points for Price and B-BBEE must not exceed	100

1.5 Failure on the part of a bidder to submit proof of B-BBEE Status level of contributor together with the bid, will be interpreted to mean that preference points for B-BBEE status level of contribution are not claimed.

1.6 The purchaser 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 purchaser.

2. DEFINITIONS

- (a) **“B-BBEE”** means broad-based black economic empowerment as defined in section 1 of the Broad-Based Black Economic Empowerment Act;
- (b) **“B-BBEE status level of contributor”** means the B-BBEE status of an entity in terms of a code of good practice on black economic empowerment, issued in terms of section 9(1) of the Broad-Based Black Economic Empowerment Act;
- (c) **“bid”** means a written offer in a prescribed or stipulated form in response to an invitation by an organ of state for the provision of goods or services, through price

quotations, advertised competitive bidding processes or proposals;

- (d) **“Broad-Based Black Economic Empowerment Act”** means the Broad-Based Black Economic Empowerment Act, 2003 (Act No. 53 of 2003);
- (e) **“EME”** means an Exempted Micro Enterprise in terms of a code of good practice on black economic empowerment issued in terms of section 9 (1) of the Broad-Based Black Economic Empowerment Act;
- (f) **“functionality”** means the ability of a tenderer to provide goods or services in accordance with specifications as set out in the tender documents.
- (g) **“prices”** includes all applicable taxes less all unconditional discounts;
- (h) **“proof of B-BBEE status level of contributor”** means:
 - 1) B-BBEE Status level certificate issued by an authorized body or person;
 - 2) A sworn affidavit as prescribed by the B-BBEE Codes of Good Practice;
 - 3) Any other requirement prescribed in terms of the B-BBEE Act;
- (i) **“QSE”** means a qualifying small business enterprise in terms of a code of good practice on black economic empowerment issued in terms of section 9 (1) of the Broad-Based Black Economic Empowerment Act;
- (j) **“rand value”** means the total estimated value of a contract in Rand, calculated at the time of bid invitation, and includes all applicable taxes;

3. POINTS AWARDED FOR PRICE

3.1 THE 80/20 PREFERENCE POINT SYSTEMS

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

80/20

$$P_s = 80 \left(1 - \frac{P_t - P_{\min}}{P_{\min}} \right)$$

Where

- P_s = Points scored for price of bid under consideration
- P_t = Price of bid under consideration
- P_{\min} = Price of lowest acceptable bid

4. POINTS AWARDED FOR B-BBEE STATUS LEVEL OF CONTRIBUTOR

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

B-BBEE Status Level of Contributor	Number of points (80/20 system)
1	20
2	18
3	14
4	12
5	8
6	6

7	4
8	2
Non-compliant contributor	0

5. BID DECLARATION

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

6. B-BBEE STATUS LEVEL OF CONTRIBUTOR CLAIMED IN TERMS OF PARAGRAPHS 1.4 AND 4.1

- 6.1 B-BBEE Status Level of Contributor: =(maximum of 20 points)

(Points claimed in respect of paragraph 7.1 must be in accordance with the table reflected in paragraph 4.1 and must be substantiated by relevant proof of B-BBEE status level of contributor.)

7. SUB-CONTRACTING

- 7.1 Will any portion of the contract be sub-contracted?

(***Tick applicable box***)

YES	<input type="checkbox"/>	NO	<input type="checkbox"/>
-----	--------------------------	----	--------------------------

- 7.1.1 If yes, indicate:

- i) What percentage of the contract will be subcontracted.....%
- ii) The name of the sub-contractor.....
- iii) The B-BBEE status level of the sub-contractor.....
- iv) Whether the sub-contractor is an EME or QSE

(***Tick applicable box***)

YES	<input type="checkbox"/>	NO	<input type="checkbox"/>
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- v) Specify, by ticking the appropriate box, if subcontracting with an enterprise in terms of Preferential Procurement Regulations, 2017:

Designated Group: An EME or QSE which is at last 51% owned by:	EME √	QSE √
Black people		
Black people who are youth		
Black people who are women		
Black people with disabilities		
Black people living in rural or underdeveloped areas or townships		
Cooperative owned by black people		
Black people who are military veterans		
OR		
Any EME		
Any QSE		

8. DECLARATION WITH REGARD TO COMPANY/FIRM

- 8.1 Name of
company/firm:.....

- 8.2 VAT registration
number:.....

- 8.3 Company registration
number:.....
- 8.4 TYPE OF COMPANY/ FIRM
- ☐ Partnership/Joint Venture / Consortium
 - ☐ One person business/sole propriety
 - ☐ Close corporation
 - ☐ Company
 - ☐ (Pty) Limited
- [TICK APPLICABLE BOX]
- 8.5 DESCRIBE PRINCIPAL BUSINESS ACTIVITIES
-
-
-
-
-
- 8.6 COMPANY CLASSIFICATION
- ☐ Manufacturer
 - ☐ Supplier
 - ☐ Professional service provider
 - ☐ Other service providers, e.g. transporter, etc.
- [TICK APPLICABLE BOX]
- 8.7 Total number of years the company/firm has been in business:.....
- 8.8 I/we, the undersigned, who is / are duly authorised to do so on behalf of the company/firm, certify that the points claimed, based on the B-BBE status level of contributor indicated in paragraphs 1.4 and 6.1 of the foregoing certificate, qualifies the company/ firm for the preference(s) shown and I / we 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 6.1, the contractor may be required to furnish documentary proof to the satisfaction of the purchaser that the claims are correct;
 - iv) If the B-BBEE status level of contributor has been claimed or obtained on a fraudulent basis or any of the conditions of contract have not been fulfilled, the purchaser 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 by the National Treasury 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.

WITNESSES

1.

2.

.....
SIGNATURE(S) OF BIDDERS(S)

DATE:

ADDRESS

.....

.....

SWORN AFFIDAVIT – B-BBEE EXEMPTED MICRO ENTERPRISE

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 authorised to act on its behalf:

Enterprise Name	
Trading Name	
Registration Number	
Enterprise Address	

3. I hereby declare under oath that:
 - The enterprise is _____ % black owned;
 - The enterprise is _____ % black woman owned;
 - Based on the management accounts and other information available on the _____ financial year, the income did not exceed R10,000,000.00 (ten million rands);
 - 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)	
More than 51% black owned	Level Two (125% B-BBEE procurement recognition)	
Less than 51% black owned	Level Four (100% B-BBEE procurement recognition)	

4. The entity is an empowering supplier in terms of **the dti** Codes of Good Practice.
5. 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.
6. The sworn affidavit will be valid for a period of 12 months from the date signed by commissioner.

Deponent Signature: _____

Date: _____

Commissioner of Oaths
Signature & stamp

PRICING SCHEDULE

(Professional Services)

NAME OF BIDDER: RFQ 002-2022-23

CLOSING TIME 14:00 PM ON 21 JULY 2022

OFFER TO BE VALID FOR 60 DAYS FROM THE CLOSING DATE OF BID.

ITEM NO	DESCRIPTION	BID PRICE IN RSA CURRENCY INCLUSIVE OF **ALL APPLICABLE TAXES
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RFQ 002-2022-23: PROVISION OF TECHNICAL ADVISORY SERVICES TO DEPARTMENT OF TRANSPORT WITH THE HIGH-SPEED RAIL FRAMEWORK.

- Services must be quoted in accordance with the attached Terms of Reference.
- The appointment is for a single Technical Advisor, the proposed expert will therefore be evaluated individually in the event that more than 1 Technical advisor is proposed.
- All prices quoted **must** be inclusive of all applicable taxes, if no indication is given, prices will be evaluated as all-inclusive.

Proposed Expert	Rate per hour (Vat Exclusive)	Rate per hour (Vat Inclusive)	Total (Vat Inclusive) Based on 20 consulting days (160 hours x Rate p/h)
	R	R	R
	R	R	R
	R	R	R

Disbursements estimation fee (which will be subject to pre-authorization) R _____
 This fee will be used for budgetary purpose and not for the evaluation of bids.

- The financial proposal for this assignment should cover for all assignment activities as per the Terms of Reference (ToR) including the potential disbursements.
- Period required for commencement with project after acceptance of bid _____
- Are you a VAT vendor? Yes/No
- Are the rates quoted firm for the full period? Yes/No
- If not firm for the full period, provide details of the basis on which adjustments will be applied for, for example consumer price index.

Any enquiries regarding this Request for Quotation (RFQ) procedures may be directed to: rfp@gtac.gov.za

** "all applicable taxes" includes value- added tax, pay as you earn, income tax, unemployment insurance fund contributions and skills development levies.