



LIMPOPO

PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

**DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY**

**TERMS OF REFERENCE (TOR) FOR THE DEVELOPMENT OF
MARULENG LOCAL MUNICIPALITY INTEGRATED
TRANSPORT PLAN (ITP) 2024 - 2029**

1. INTRODUCTION

Maruleng Local Municipality is one of the municipalities which is bordered by the Kruger National Park and is within some of Limpopo prime tourist attractions. An existing airport i.e Hoedspruit Airforce Base, also plays a significant role in increasing tourist traffic. Maruleng Local Municipality has no dedicated staff that can assume the responsibility for the development of their ITP. Therefore, a comprehensive Integrated Transport Plan (ITP) needs to be developed so that the transport aspects are adequately and timeously addressed. This is in terms of Technical Transport Planning Guidelines for Local Integrated Transport Plans (LITPs) to be prepared by Type 3 Planning Authorities 2009. The developed five-year ITP must be updated annually and in line with the Municipality Integrated Development Plan (IDP). ITPs are components of IDPs. An IDP cannot be complete if there is no chapter that covers transport related issues.

Although the ITP is required, there is a need for an urgent parallel process to be followed to have a Public Transport Plan that would identify the network and public transport services designs in Maruleng Local Municipality. The Transport Register (TR), Operating License Strategy (OLS), Rationalization Plan (RatPlan) and Public Transport Plan (PTP) need to be completed within the first nine (9) months of the appointment of the successful bidder. In light of these developments the Limpopo

Department of Transport and Community Safety is calling for a proposal to develop an ITP for Maruleng Local Municipality and to fast track the development of the TR, OLS, RatPlan and Public Transport Plan.

2. SCOPE OF WORK

The development of the Maruleng Local Municipality Integrated Transport Plan should be guided by the prescripts of the following documents, amongst others:-

- White Paper on National Transport Policy 1996
- National Land Transport Act No 5 of 2009
- Government Gazette: Regulation No.30506 dated 30 November 2007- National Land Transport Regulations on Publications of Transport Plans.
- Managerial Transport Planning Guidelines 2009
- Technical Transport Planning Guidelines for Local Integrated Transport Plans (LITPs) to be prepared by Type 3 Planning Authorities 2009
- Pro-forma Local Integrated Transport Plan (Fictitious Local Municipalities) 2009
- Northern Province Interim Passenger Transport Act, No 4 of 1999
- Provincial Land Transport Framework 2012
- Public Transport Strategy and Action Plan 2007
- National Transport Master Plan (NATMAP) 2050
- National Freight Transport Strategy 2005
- Limpopo Freight Transport Strategy 2012
- National Small Vessels Regulation of 2007
- National Land Transport Spatial Framework (NLTSF)
- Limpopo in Motion 2003
- Limpopo Freight Databank 2011
- Integrated Public Transport Networks in the Limpopo Province 2010
- Limpopo Employment Growth and Development Strategy

- Limpopo Province Rural Transport Strategy 2011
- Limpopo Development Plan (LDP)
- Maruleng Local Municipality IDP
- Maruleng Local Municipality LED strategy
- Maruleng Local Municipality Spatial Development Framework
- Mopani District Integrated Transport Plan 2015
- Minimum Requirements for the Preparation of Integrated Transport Plans as in Government Notice No. 881 issued on the 29th July 2016

Without deviating from the legislative guidelines, requirements and prescripts of the above-mentioned documents, the development of the Integrated Transport Plan through consultation of all stakeholders and the community at large, should at least incorporate the following information:-

3. MINIMUM CONTENTS OF THE ITP

The contents of the ITP must be in line with the Technical Transport Planning Guidelines for Local Integrated Transport Plans to be prepared by Type 3 Planning Authorities, 2009. In addition, the contents must also take account of the requirements as below:

3.1. CHAPTER ONE: INTRODUCTION

As additional to chapter 1, the introductory part should indicate the demographics of Maruleng Local Municipality in relation to Mopani District Municipality as well as population per ward.

3.1.1. OBJECTIVES OF THE PLAN:

The main objective of the study is to develop Maruleng Local Municipality ITP as well as to update the Transport Registrar (TR) relative to Maruleng Local Municipality from Mopani District Municipality ITP. The TR must detail an inventory of:

- Public transport facilities being the responsibility of Maruleng Local Municipality

- Verify the supply of public transport operators against the Operating License Administration System (OLAS) database (differentiate between legal and illegal public transport operators)
- Verify the public transport routes within the Maruleng Local Municipality
- Survey passenger numbers on the afore-mentioned routes.

As far as possible the TR should be more comprehensive and be compiled according to Regulation No. 30506 dated 30 November 2007 and attached as an annexure to the ITP.

Operating License Strategy (OLS) should be developed in terms of National Land Transport Regulations no. 30506 dated 30 November 2007 and form an annexure to the ITP. The Service Provider is also expected to develop a detailed PTP incorporating the RatPlan.

Freight Transport Strategy covering the transportation of goods to/from and through Maruleng by road and rail should be developed must also be attached as an annexure to the ITP. The strategy must at least identify routes for moving goods so as to promote their seamless movement and in the case of road freight transport, to avoid conflict with other road traffic. The role of freight rail transport and how it could be improved to relieve road transportation should also be considered. The Freight Transport Strategy must also include a plan for movement of hazardous substances.

3.2. CHAPTER TWO: TRANSPORT STATUS QUO ANALYSIS

3.2.1. Municipal Road Network

The Municipal Road Network for Maruleng Local Municipality should capture the following information:

- Route number
- Length of road

- Condition of the roads.

All the information required for the municipal road network must be captured for any National and Provincial roads running through and within the area of jurisdiction of Maruleng Local Municipality.

The current and the medium-term municipal, provincial and national budget allocations for maintenance and upgrading of roads should be ascertained. Indication should also be made of the budget needed to improve the roads surface to an acceptable level of riding quality.

The Service Provider is also expected to indicate the priority routes for upgrading and maintenance.

3.2.2. Public Transport Facilities

The plan must also encompass all modes of public transport (both scheduled and unscheduled) commonly used in Maruleng Local Municipality. Taxi Operators (Associations) and Bus Companies operating in Maruleng Local Municipality, their points of departure, routes, distances and destinations should also be incorporated in the plan. The plan must also indicate the availability of ranking facilities, their sizes, standard and conditions, and state recommendations.

3.2.3. Non-motorized Transport

Indicate the infrastructure and the extent to which non-motorized transport such as bicycles and animal-drawn carts are utilized in Maruleng as well as the availability of sidewalks, cycle paths and parking lots.

3.2.4 Freight transport

Conduct a study and provide a report on freight operations in relation to truck stops, weighbridges and classification of commodities and so forth.

3.2.5. Rail transport

Conduct a study and provide a report on rail operations to improve socio economic development in the municipality.

3.2.6. Aviation

Conduct a study and provide a report on aviation to improve socio economic development in the municipality.

3.2.7. Municipal Parking Areas

The plan should depict the existing parking areas provided by the municipality in Maruleng, their location, type and conditions, and make recommendations.

3.2.8. Utilisation of Light Delivery Vehicles (LDVs)

Conduct analysis on the utilization of LDVs as a means of public transport and make specific recommendations.

3.2.9. Current contribution of the transport sector to Growth and Domestic Product (GDP)

A further analysis needs to be undertaken to illustrate the economic impact that this sector has on the local economy. Highlighting the contribution made by the formal and informal industries would be critical.

3.3. CHAPTER THREE: TRANSPORT NEEDS ASSESSMENT

Flowing out of the *Status Quo* Analysis, there should be a report preferably in a form of matrix:

- Outlining problem areas
- Outline public transport facilities requirements including upgrading, or new facilities

- Outline the non-motorized transport infrastructure requirements such as sidewalks, parking lots and cycle paths.
- Outline road network requirements e.g. resealing, upgrading to include shoulders, re-surfacing and so forth.
- Strategies to mitigate all shortcomings unveiled, and the actual need in relation to demand for improvement in the transportation industry. This assessment should be guided by the development trajectory of Maruleng.

3.1. Public Participation

Consultative meetings must be held with all relevant stakeholders and the community at large and such meetings should be preceded by a presentation on the outcomes of the status quo analysis. Venues, dates, minutes and attendance registers of such meetings should be incorporated in the plan.

3.4. CHAPTER FOUR: TRANSPORT IMPROVEMENT PROPOSALS

- This chapter should outline proposed objectives with clear strategic interventions to be undertaken by the municipality in improving the status of transportation modes, modern technology applicable and management systems to be put in place to sustain this.
- The proposals should also take into account the development of an Integrated Public Transport Network (IPTN) for Mopani District Municipality as Maruleng Local Municipality falls within the District.
- The Municipality must be able to have an indication as to how these proposed improvements will contribute towards job creation and revenue enhancement.

3.5. CHAPTER FIVE: IMPLEMENTATION BUDGET AND PROGRAMME

3.5.1 Available budget

Obtain data and information on current budget for the Maruleng Local Municipality as well as possible contributions from Mopani District Municipality, National Department of Transport, Limpopo Department of Transport and Community Safety, South African National Roads Agency Limited (SANRAL), Roads Agency Limpopo (RAL) and other conditional grants as well as other sources over the MTEF period.

3.5.2 Project implementation Budget and Programme

Indicate transport projects (such as spaces for driving schools) to be executed over the period of five years. In this exercise indicate potential costs per project, the projected period of implementation and amount budgeted for each project. Prepare a possible implementation plan to coincide with the budget allocations as far as possible. Identify possible funding sources and possible appetite for investment based on private sector funding where possible.

3.5.3 Project plan and Transport projects

A project plan should be drawn up for each project approved and budgeted for and incorporated in the transport plan.

3.5.4 Monitoring and Evaluation

- A better mechanism of monitoring the implementation of Integrated Transport Plan should be developed as part of the services to be rendered in this instance.
- Evaluation criteria should also be developed in order to guide the municipality as to the effectiveness of its strategic interventions and/or implementation.

3.4. CHAPTER 6: PUBLIC TRANSPORT PLAN AND OPERATING LICENCE STRATEGY

The process of developing the PTP will have to be fast tracked and completed within six (6) months of date of appointment. In this chapter, a brief summary of the PTP should be provided. The details should be submitted as a separate annexure to the ITP and should at least address the following:

- Development of an operational plan for public transport
- Development of a fare regime
- Recommendation of strategic and physical integration of services between modes
- Costs for the provision of the service
- Recommendations on the need for subsidy

The operating license strategy must be able to verify the supply of public transport services on public transport routes compared to the demand for such services i.e confirm whether the routes are viable/lucrative or not. The Operating license strategy must provide details in terms of numbers on specific routes where there is need for additional licenses as well as analysis of those routes where there is saturation or over supply of operating license particularly for minibus taxi services and scheduled/unscheduled bus services. The issues of passenger numbers and model used on routes or corridors must be surveyed in a way that could guide the provincial regulatory entity to award or not award an application for a new service or a new entrant in the public transport space.

4. DELIVERABLES

4.1. DATA CAPTURING, DISSEMINATION AND STORAGE

Shape files tables and plans should be captured electronically on a suitable Geographic Information System (GIS). Data should also be presented according to the defined district and local municipal boundaries of Limpopo Province.

The output of the project must be provided to the Limpopo Department of Transport and Community Safety and Maruleng Local Municipality on the date as specified in this document. The copyright of the adopted/approved ITP shall vest with the Maruleng Local Municipality.

4.2. CO-ORDINATION AND QUALITY CONTROL

Maruleng Local Municipality in conjunction with the Project Steering Committee will be responsible to co-ordinate the process with all other spheres of government and stakeholders including Transport Forums, and the Technical Task Team.

The Project Steering Committee will also be responsible to monitor the process with the Service Provider being responsible for the quality of the final output. Regular project meetings should be held with stakeholders to obtain necessary inputs into the development process. The quality control of the project will be done by the Limpopo Department of Transport and Community Safety.

5. PROCUREMENT

5.1. REQUIREMENTS

5.1.1. TIME FRAME

The duration of the entire study and the compilation of a comprehensive ITP will be twelve (12) months after awarding of tender as follows:

PHASE	DURATION	DELIVERABLES
Phase 1	1 st – 9 th months	Developed detailed TR, OLS, RatPlan and PTP as annexures.
Phase 2	10 th – 12 th months	Final Report

5.1.2. PROJECT PROPOSAL

A detailed project proposal must be submitted as part of the tender document, by the competing bidder containing the following:

- The work procedure (methodology) to be followed in order to obtain the required results and to execute the tasks described above;
- Key milestone events or activities;
- A detailed timetable (project plan) within the time frames as mentioned above for completion of the project and any specific tasks the Service Provider proposes to undertake, lined in a time sequence and the estimated cost of each activity;
- Proposed payment amounts linked to the milestones;
- Facilities and resources that will be provided, if any; and
- Any other information in support of or to elucidate the proposal e.g. Company Profile.

5.1.3. SKILLS / EXPERTISE REQUIRED

The Limpopo Department of Transport and Community Safety invites service providers or consortia to bid to undertake the above project. The necessary skills / expertise required include:

- Transport planning
- Transport economics
- Transport engineering
- Research skills and capabilities

- Transport policy and strategy development
- Past experience in transport planning, policy and strategy development and implementation of projects of this nature.

The above is in addition to the general evaluation criteria.

5.1.4 PRICING (all disbursements should be included)

The price, inclusive of all disbursements (e.g meetings and presentations, printing, consultations, data collection exercises, travelling and accommodation and so forth), must be fixed and VAT inclusive. No price adjustment will be done during the contract period.

5.1.5 PAYMENT TERMS

Payments shall be in terms of the phases of the project as shall be indicated in the Project Plan that shall be submitted by the service provider. Original invoices will be required.

5.2. PROJECT MANAGEMENT/ CLIENT MEETINGS

5.2.1 PROJECT EXECUTION

The following should be adhered to during the project:

- Regular reporting during the project will be required as per detailed reporting requirements below.
- Critical aspects should be discussed and agreement should be reached with the Project Steering Committee before implementation of such aspects.
- All information or reports compiled for the Project Steering Committee must be made available to the Project Steering Committee in hard copy as well as in electronic format, or as required at the time.
- Information compiled for and on behalf of the Project Steering Committee is generally regarded as the property of the Project Steering Committee and should not be distributed or provided to another party/institution/government without the consent of the Project Steering Committee.

- Any changes in the project plan, programme or team during the project must be approved by the Project Steering Committee.

5.2.2. REPORTING

- The successful service provider shall provide the Department with the Project Plan within seven (7) working days after appointment.
- The service provider shall provide the Limpopo Department of Transport and Community Safety and the Local Municipality with monthly progress reports on the project.
- The successful service provider shall liaise with all relevant stakeholders for:
 - ✓ Meetings and presentations and render secretarial services.
 - ✓ Consultations on information gathering exercises.
 - ✓ Data collection exercises and so forth

5.2.3. FINAL PRODUCT

- The final product, six (6) hard and six (6) electronic copies in full colour of the study will be a report conforming to the terms of reference as discussed above and prepared to the satisfaction of the Project Steering Committee and ready for submission to the Council, MEC and National Minister of Transport, for their approval.

6. BRIEFING SESSION

A compulsory briefing session will be arranged on a date and venue to be indicated in the Tender Bulletin. Failure to attend the briefing session meeting will be an automatic disqualification.

7. EVALUATION CRITERIA:

7.1. Proposals received by the Department on the stipulated closing date and time, will be evaluated on the basis of functionality, administrative requirements and Price/Preference Point System:

Evaluation on Functionality (Gate 0)	Administrative Requirements (mandatory) (Gate 1)	Price and Preference Point System (Gate 2)
Bidder(s) are required to achieve a minimum of 52 points out of 80 points to proceed to Gate 1.	Bidders must submit all documents as outlined in paragraph 7.3 (Table 1) below. Only bidders that comply with all these criteria will proceed to Gate 2.	Bidder(s) will be evaluated on price and the preference points

7.2 Gate 0: Evaluation on Functionality

All bidders are required to respond to the functionality evaluation criteria. Bidders will be evaluated in Gate 0 for functionality as per below table:

Functionality Evaluation – Bidders will be evaluated out of 80 points and are required to achieve minimum threshold of 52 points to proceed to Gate 1 for evaluation on administrative requirements, which is mandatory.

Evaluation Criteria for Functionality is as follows:

Item	Criterion	Weight	Scores
1.	Experience of service provider (attach company profile covering relevant experience in similar project/s with reference letters by serviced clients within the corporate or government)	45	No relevant experience/similar projects = 0 1 – 2 projects = 1 3 – 5 projects = 2 6 and above = 3

2.	Technical qualifications of the project leader. (Any of the following: Transport Planning, Transport Economics, Transport Engineering, Research Skills and Capabilities, Transport Policy and Strategy Development or equivalent. Attach copies of qualifications).	15	No relevant qualification/ qualification below diploma = 0 Diploma / Degree plus proof of registration with professional body = 1 Hons Degree plus proof of registration with professional body = 2 Masters Degree and higher plus proof of registration with professional body = 3
3.	Experience of the project leader. (number of projects in a Transport Planning Environment. Reference letters proving experience in similar projects to be attached).	10	No relevant experience/similar projects = 0 1 – 2 projects = 1 3 – 5 projects = 2 6 and above = 3
4.	Technical qualifications of Deputy Project Leader. (Any of the following: Transport Planning, Transport Economics, Transport Engineering, Research Skills and Capabilities, Transport Policy and Strategy Development or equivalent. Attach copies of qualifications).	5	No relevant qualification/ qualification below diploma = 0 Diploma / Degree = 1 Hons Degree = 2 Masters Degree and higher = 3
5.	Experience of the Deputy Project Leader. (number of projects in a Transport Planning Environment. Reference letters proving experience in similar	5	No relevant experience/similar projects = 0 1 – 2 projects = 1 3 – 5 projects = 2 6 and above = 3

	projects to be attached).		
Total		80	
Maximum possible score = 240			

The maximum points that can be scored on functionality equals to 80.

Bidders that score less than 52 points out of 80 in respect of functionality will be regarded as non-responsive and will not be considered for further evaluation. Points scored by qualifying bidders will not be taken into consideration for price and preference point evaluation. **Only the qualifying proposals will be evaluated in Gate 1. Scores will be converted to 80 as follows:**

$$\text{Points} = A/240 \times 80$$

Where A = Total scores out of 240 scored by the bidder

7.3 Gate 1: Administrative (mandatory) requirements

Bidder(s) must submit the documents listed in **Table 1** below. All documents must be completed and signed by the duly authorised representative of the prospective bidder(s). **Correction fluid is not allowed and any cancellation on the bid document must be initialled by the authorized signatory.** During this phase, Bidders' responses will be evaluated based on compliance with the listed administration and mandatory bid requirements. The bidder(s) proposal may be disqualified for non-submission of any of the documents.

Table 1: Documents that must be submitted for administrative/mandatory requirements

Document that must be submitted	Mandatory	Non-submission will result in disqualification
Original Bid Documents	YES	Duly completed and signed.
Company Profile	YES	Company profile indicating project leader and deputy project leader

Invitation to Bid – SBD 1, Indicating Central Supplier Database Number	YES	Complete and sign the supplied pro forma document with a fixed physical address for their business operations for in-loco inspection and proof of registration on CSD.
Pricing Schedule – SBD 3.3 (Professional Services)	YES	Complete and sign the supplied pro forma document.
Bidder's Disclosure – SBD 4	YES	Complete and sign the supplied pro forma document.
Preference Point Claim Form – SBD 6.1	NO	Complete and sign the supplied pro forma document.

NB: Bidders that do not comply with any of the stipulations as stated above shall be disqualified from the evaluation process

7.4 Gate 2: Price/Preference Point System,

Only Bidders that have complied with the requirements of Gate 1 will be evaluated in Gate 2 for price/preference point system.

The 80/20 price/preference point system will be applicable for this tender, where the 80 points shall be awarded for price and the 20 points shall be awarded for specific goals.

The preference points shall be allocated based on the specific goals below:

No	DESIGNATED GROUP	POINTS
1	Enterprises owned by black people	3
2	Enterprises owned by youth	5
3	Enterprises owned by women	5
4	Enterprises owned by persons with disability	3
5	Small, Medium and Micro Enterprises (SMMEs)	2
6	Enterprises located in rural areas or underdeveloped areas	2
	Total	20

PART A INVITATION TO BID

YOU ARE HEREBY INVITED TO BID FOR REQUIREMENTS OF THE (NAME OF DEPARTMENT/ PUBLIC ENTITY)					
BID NUMBER:	PUDP 782	CLOSING DATE:	04/08/2023	CLOSING TIME:	11H00
DESCRIPTION	THE DEVELOPMENT OF MARULENG LOCAL MUNICIPALITY INTERGRATED TRANSPORT PLAN(ITP) 2024-2029				
BID RESPONSE DOCUMENTS MAY BE DEPOSITED IN THE BID BOX SITUATED AT (STREET ADDRESS)					
BID BOX SITUATED AT THE ENTRANCE OF DEPARTMENT OF TRANSPORT AND COMMUNITY SAFETY					
PHAMOKO TOWERS BUILDING,					
39 CORNER CHURCH AND BODENSTEIN STREET					
BIDDING PROCEDURE ENQUIRIES MAY BE DIRECTED TO			TECHNICAL ENQUIRIES MAY BE DIRECTED TO:		
CONTACT PERSON	Ms Bopape MM		CONTACT PERSON	Mr Mukhavhuli R/ Maenetja MAO	
TELEPHONE NUMBER			TELEPHONE NUMBER		
FACSIMILE NUMBER			FACSIMILE NUMBER		
E-MAIL ADDRESS	bopapemm@dtcs.limpopo.gov.za		E-MAIL ADDRESS	mukhavhulir@dtcs.limpopo.gov.za maenetjao@dtcs.limpopo.gov.za	
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]					
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 THE QUESTIONNAIRE BELOW]
QUESTIONNAIRE TO BIDDING FOREIGN SUPPLIERS					
IS THE ENTITY A RESIDENT OF THE REPUBLIC OF SOUTH AFRICA (RSA)?				<input type="checkbox"/> YES <input type="checkbox"/> NO	
DOES THE ENTITY HAVE A BRANCH IN THE RSA?				<input type="checkbox"/> YES <input type="checkbox"/> NO	
DOES THE ENTITY HAVE A PERMANENT ESTABLISHMENT IN THE RSA?				<input type="checkbox"/> YES <input type="checkbox"/> NO	
DOES THE ENTITY HAVE ANY SOURCE OF INCOME IN THE RSA?				<input type="checkbox"/> YES <input type="checkbox"/> NO	
IS THE ENTITY LIABLE IN THE RSA FOR ANY FORM OF TAXATION?				<input type="checkbox"/> YES <input type="checkbox"/> 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 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, 2017, 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 PIN 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."

NB: FAILURE TO PROVIDE / OR COMPLY WITH ANY OF THE ABOVE PARTICULARS MAY RENDER THE BID INVALID.

SIGNATURE OF BIDDER:

.....

CAPACITY UNDER WHICH THIS BID IS SIGNED:

.....

(Proof of authority must be submitted e.g. company resolution)

DATE:

.....