

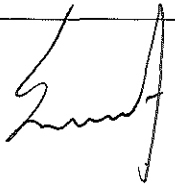
	Tender Technical Evaluation Strategy	FLEET MANAGEMENT SERVICES MATLA POWER STATION
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 B Shabalala FLEET OFFICER Date 23/10/2025	 NA Gumbi SERVICES MANAGER Date 2025/10/23	 E Katasa FINANCE MANAGER Date 24/10/2025
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1. INTRODUCTION

Provision of Commuter Transport Services between Eskom Matla Power Station and Middelburg Eskom Distribution Customer Network Centre (CNC) for Normal Day Workers

1.1 SCOPE

This scope covers all the relevant documentation necessary to do a technical evaluation

1.1.1 Purpose

The purpose of this tender technical evaluation strategy is to define the Mandatory Evaluation Criteria, Qualitative Evaluation Criteria and TET member responsibilities for tender technical evaluation. The technical evaluation strategy serves as basis for the tender technical evaluation process.

1.1.2 Applicability

Fleet Management Services

1.2 NORMATIVE/INFORMATIVE REFERENCES

Parties using this document shall apply the most recent edition of the documents listed in the following paragraphs

1.2.1 Normative

- [1] 240-168966153 Generation Tender Technical Evaluation Procedure <or>
- [2] 240-48929482 Tender Technical Evaluation Procedure (Transmission and Distribution)
- [3] 32-1033 Eskom Procurement and Supply Chain Management Policy
- [4] 32-1034 Eskom Procurement and Supply Management Procedure

1.2.2 Informative

National Road Traffic Act) and NRTR (National Road Traffic Regulations) Classification

Controlled Disclosure: Controlled Disclosure to external parties (either enforced by law, or discretionary)

1.3 ABBREVIATIONS

Abbreviation	Description
BNRC	Business National Traffic Register Number Certificate
C O F	Certificate of Fitness
PDP	Public Driver Permit

1.4 ROLES AND RESPONSIBILITIES

As per 240-168966153 Generation Tender Technical Evaluation Procedure for Generation
OR

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240-48929482 Tender Technical Evaluation Procedure for Transmission and Distribution

1.5 PROCESS FOR MONITORING

All the TET members will do the evaluation, and the average score will be used

1.6 RELATED/SUPPORTING DOCUMENTS

2. TENDER TECHNICAL EVALUATION STRATEGY

2.1 TECHNICAL EVALUATION THRESHOLD

The minimum weighted final score (threshold) required for a tender to be considered from a technical perspective is 75%

2.2 TET MEMBERS

Table 1: TET Members

TET number	TET Member Name	Designation
TET 1	Ntombizodwa Gumbi	Manager Support Services
TET 2	Bheki Shabalala	Fleet Officer
TET 3	Sonja Cilliers	Snr Clerk Fleet Services

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2.3 MANDATORY TECHNICAL EVALUATION CRITERIA

Table 2: Mandatory Technical Evaluation Criteria

2.4 QUALITATIVE TECHNICAL EVALUATION CRITERIA

TECHNICAL EVALUATION	
GATEKEEPER	
Note: These criteria are the Gatekeepers and Failure to submit a copy of the required documents means no further technical evaluation. <u>Further Technical Evaluation</u> shall be conducted	
1 The service provider shall submit a Letter of proof that they belong to the acknowledged Local Taxi Association for the area in which they will be operating.	Adhere? Yes / No
TECHNICAL EVALUATION IF GATEKEEPER WAS ADHERE TO:	
(a) Vehicles currently in use to comply to the following: Provide copies of all vehicles that will be used: Vehicles should not be older than 2 years at start of the contract.	
(i) Back up / contingency vehicle (provide proof of at least one additional vehicle).	2.5%
(ii) Back up / contingency driver (provide proof of at least one additional driver).	2.5%
(iii) Vehicle Registration Certificate.	5%
(iv) Valid Operating Permit for passenger transport in service area of this tender for the vehicle tendered with	5%
(v) COF & Current Licence	5%
(vi) Copy of Insurance documents of existing passenger transportation vehicle(s) (Public & Passenger Liability Insurance)	5%

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OR	25%
(b) Submit Letter of intent to purchase a vehicle Dealership with vehicle specification, and Bank pre-approval	
1. Drivers' experience including back up driver (Minimum 4 years' experience in bus / minibus driving)- Confirmation Letter from the company where the driver worked with contactable references	12.5%
2. Copies of valid Drivers' Licenses and PDP (Including back-up driver)	12.5%
3. Company's experience in staff transportation (minimum 4 years – provide proof and or references) Source of evidence: Testimonial/s from the company from which the service was rendered OR the purchase order numbers OR the affidavit where the company is rendering the transportation of people privately.	25%
4. Traffic Business Number Registration Certificate (BNRC)	25%
TOTAL %	100%
A minimum threshold of 75% to be achieved to qualify for further evaluation of the tender.	

2.5 TET MEMBER RESPONSIBILITIES

<In Table 4 identify the TET members allocated to review/evaluate each Qualitative criterion (minimum 2 evaluators per criteria / sub-criteria)>

Table 3: TET Member Responsibilities

Mandatory Criteria Number	TET 1	TET 2	TET 3
1	X	X	X
Qualitative Criteria Number	TET 1	TET 2	TET 3
1	X	X	X
2	X	X	X
3	X	X	X
4	X	X	X

2.6 FORESEEN ACCEPTABLE / UNACCEPTABLE QUALIFICATIONS**2.6.1 Risks****Table 4: Acceptable Technical Risks**

Risk	Description
1	Confirmation letter with all drivers and back-up drivers experience at least 4 years' experience in bus/mini bus to get full score, but no less than 2 years Any driver with less than 2 years will fail

Table 5: Unacceptable Technical Risks

Risk	Description
1	A Taxi association operating in a different route than where the bus will be operating in This will expose the passengers to taxi violence
2	Vehicle Registration Certificate as proof of vehicle first registration (age of vehicle) Vehicles older than 2 years will fail
3	Confirmation letter with all drivers and back-up drivers experience Any driver with less than 2 years will fail

2.6.2 Exceptions / Conditions**Table 6: Acceptable Technical Exceptions / Conditions**

Risk	Description
1	After a tender is awarded, the contractors' vehicles will be physically inspected They will have to adhere to the Eskom Vehicle Safety Specification Document Identifier 32-345 before starting the contract and the Scope of Work <u>The acceptable exceptions will be</u> 1 1 Curtains and blinds – the windows can be tinted instead 1 2 "iv Alarm/immobiliser – factory-fitted" It will be the prerogative of the contractor to safeguard his vehicle
2	Referring to Scope of Work ADDITIONAL REQUIREMENTS FOR DRIVERS Buses must be fitted with On Board Computer with active tracking system which will be paid for and fitted by Eskom Holdings SOE " Eskom will not force the contractor to install these devices if a) it will cause problems with the warrantee of the vehicles b) it causes interference with the starting and battery of the bus Once all the technical problems that Eskom is experiencing with the OBC units in the Eskom vehicles are fixed and not occur again, it can be installed in the buses



	The contractor can instal their own On-Board computer units as well
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Table 7: Unacceptable Technical Exceptions / Conditions

Risk	Description
1	
2	

3. AUTHORISATION

This document has been seen and accepted by

Name	Designation	Signature
Elias Katasa	Finance Manager	
Ntombizodwa Gumbi	Manager Support Services	
Bheki Shabalala	Fleet Officer	

4. REVISIONS

Date	Rev.	Compiler	Remarks
SEP 2023	01	Bheki Shabalala	

5. DEVELOPMENT TEAM

B Shabalala

NA Gumbi

6. ACKNOWLEDGEMENTS

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