



**Tender Reference Number: COR7851/2025/RFP**

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**DESIGN, SUPPLY, PROJECT MANAGEMENT, INSTALLATION, INTEGRATION, TESTING, COMMISSIONING, HANDOVER AND MAINTENANCE OF SMART NEW DETECTION EQUIPMENT AND DE-COMMISSIONING OF EXISTING DETECTION EQUIPMENT FOR A PERIOD OF 10 YEARS AT AIRPORTS COMPANY SOUTH AFRICA OWNED AND OPERATED AIRPORTS**

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**MAY 2025**

**Tel +27 11 723 1400 Fax +27 11 453 9354**

**Western Precinct, Aviation Park, O.R. Tambo International Airport, 1 Jones Road, Kempton Park, Gauteng, South Africa, 1632**

**P O Box 75480, Gardenview, Gauteng, South Africa, 2047**

**[www.airports.co.za](http://www.airports.co.za)**

Airports Company South Africa SOC Ltd Reg No 1993/004149/30 VAT no 4930138393 Board of Directors: F Zikalala Mvelase (Interim Chairperson), Dr K Badimo, D Hlatshwayo, A Khumalo, G Mancotywa, L Mbotya (Chief Financial Officer), M Mpofo (Chief Executive Officer), Y Pillay, S Sambo, N Siyotula, F Sefara (Company Secretary)

**COR7850/2025/RFP**



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**Bid Number:** : **COR7851/2025/RFP**

**Issue Date** : **15 MAY 2025**

**Query Closing Date** : **11 JUNE 2025**

**Compulsory Briefing Session Date and Time** : **23 May 2025 @10AM**

**Site Inspection Requirements** :

#	Airport	Walkabout date	Time
1.	Chief Dawid Stuurman International	26-May-25	10:00hrs
2.	King Shaka International Airport	27-May-25	10:00hrs
3.	George Airport	28-May-25	10:00hrs
4.	Bram Fischer International Airport	29-May-25	10:00hrs
5.	Kimberly International Airport	30-May-25	10:00hrs
6.	Cape Town International Airport	04-Jun-25	10:00hrs
7.	OR Tambo International Airport	06-Jun-25	10:00hrs
8.	Upington International Airport	TBC	10:00hrs
9.	King Phalo Airport	TBC	10:00hrs

**Bid Closing Date and Time** : **13 June 2025 at 12H00 PM**

Tel +27 11 723 1400 Fax +27 11 453 9354

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**COR7850/2025/RFP**

**PART A****INVITATION TO BID**

YOU ARE HEREBY INVITED TO BID FOR REQUIREMENTS OF THE AIRPORTS COMPANY SOUTH AFRICA					
BID NUMBER:	COR7851/2025/RFP	CLOSING DATE:	13 <sup>th</sup> June 2025	CLOSING TIME:	12H00pm
DESCRIPTION	DESIGN, SUPPLY, PROJECT MANAGEMENT, INSTALLATION, INTEGRATION, TESTING, COMMISSIONING, HANDOVER AND MAINTENANCE OF SMART NEW DETECTION EQUIPMENT AND DE-COMMISSIONING OF EXISTING DETECTION EQUIPMENT FOR A PERIOD OF 10 YEARS AT AIRPORTS COMPANY SOUTH AFRICA OWNED AND OPERATED AIRPORTS.				
BID RESPONSE DOCUMENTS MAY BE DEPOSITED IN THE BID BOX SITUATED AT (STREET ADDRESS)					
O R Tambo International Airport					
North Wing Offices, 3 <sup>rd</sup> Floor, Tender office, Tender box B					
Kempton Park, Johannesburg					
BIDDING PROCEDURE ENQUIRIES MAY BE DIRECTED TO			TECHNICAL ENQUIRIES MAY BE DIRECTED TO:		
CONTACT PERSON	Thami Mncube		CONTACT PERSON	Thami Mncube	
TELEPHONE NUMBER	061 653 0462		TELEPHONE NUMBER	061 653 0462	
FACSIMILE NUMBER	n/a		FACSIMILE NUMBER	n/a	
E-MAIL ADDRESS	<a href="mailto:Thami.Mncube@Airports.co.za">Thami.Mncube@Airports.co.za</a>		E-MAIL ADDRESS	<a href="mailto:Thami.Mncube@Airports.co.za">Thami.Mncube@Airports.co.za</a>	
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
ARE YOU THE ACCREDITED REPRESENTATIVE IN SOUTH AFRICA FOR THE GOODS /SERVICES OFFERED?	<input type="checkbox"/> Yes <input type="checkbox"/> No [IF YES ENCLOSE PROOF]		ARE YOU A FOREIGN BASED SUPPLIER FOR THE GOODS /SERVICES 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	

Request for Proposals Reference number: COR7851/2025/RFP



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
<b>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.</b>	

**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: .....



## 1. SECTION 1: INSTRUCTIONS TO BIDDERS

### 1.1. Access to RFP documents

Tenders are available on [www.etenders.gov.za](http://www.etenders.gov.za) and [www.acsa.co.za](http://www.acsa.co.za). Kindly print and complete.

#### **Submission of bid documents**

The envelopes containing bid documents must have on the outside, the bidder's return address, the full description of the bid, bid number and the details of the Supply Chain Management department where the bid will close. The documents must be signed and completed by a person who has been given authority to act on behalf of the bidder. The bottom of each page of the bid documents must be **signed or stamped** with the bidder's stamp as proof that the bidder has read the bid documents. Bid documents must be submitted on or before **12H00 PM on 13<sup>th</sup> June 2025** using the following method(s):

#### 1.1.1. Hand delivery:

The bid document must be delivered to the address below and must be addressed as follows:

#### **Tender box:**

The **Tender Box B** is located at:

**Airports Company South Africa SOC Limited Offices**

**North Wing**

**3<sup>rd</sup> Floor**

**OR Tambo International Airport**

1.1.2. Proposals must be in duplicate (an original printed copy and a printed copy of the original) together with an electronic copy of the bid documents using a compact disc or flash drive. The original copy will be the legal and binding copy, in the event of discrepancies between any of the submitted documents; the original copy will take precedence.

1.1.3. Electronic copies/links of the tenders are to be e-mailed to the following email address:  
[thami.mncube@airports.co.za](mailto:thami.mncube@airports.co.za)

**ENSURE THAT THE ELECTRONIC COPY IS WELL LABELLED IN SEPARATE ANNEXURES AS PER THE RETURNABLES SCHEDULE**

**PLEASE NOTE THAT BOTH METHODS MUST BE UTILIZED. BIDDERS SHOULD NOT CHOOSE JUST ONE OF THEM AND THE PHYSICAL SUBMISSION INFORMATION WILL TAKE PRECEDENCE SHOULD THERE BE A DISCREPANCY BETWEEN THE TWO SUBMISSION METHODS.**

**FAILURE TO SUBMIT THE PHYSICAL DOCUMENTS BEFORE THE CLOSING TIME WILL RESULT IN A DISQUALIFICATION.**



**1.2 Late Bids**

Bids which are submitted after the closing date and time will not be accepted.

**1.3 Clarification and Communication**

Name: Thami Mncube

Designation: Specialist Category Management

Email: Thami.Mncube@Airports.co.za

- 1.3.1 Request for clarity or information on the bid may only be requested until **11<sup>th</sup> June 2025 close of business**. Any responses to queries or for clarity sought by a bidder will also be sent to all the other entities which have responded to the Request for Proposal/Bid /Information invitation.
- 1.3.2 Bidders may not contact any ACSA employee on this bid other than those listed above. Contact will only be allowed between the successful bidder and ACSA Business Unit representatives after the acceptance of the letter of award bid. Contact will also only be permissible in the case of pre-existing commercial relations which do not pertain to the subject of this bid.

**1.4 Compulsory Briefing Session**

A **compulsory** briefing session will be held on the 23rd of May 2025 at 10:00 (AM). The session will be held at the following location:

ACSA Media Room

OR Tambo International Airport

Next to the Terminal A International Arrivals

Between the Post Office and the Inter Africa Bureau de Change kiosks.

**AN MS TEAMS LINK WILL ONLY CREATED FOR INTERNATIONAL BIDDERS WHO CANNOT ATTEND PHYSICALLY UPON REQUEST VIA EMAIL. THIS LINK WILL NOT BE PROVIDED TO LOCAL BIDDERS.**

**Proof of Briefing Attendance will be via the attendance register. Entity names must match with those on the register. In the case of a Joint Venture, at least one of the entities must have attended the Compulsory Briefing.**

**SITE VISIT TIME AND LOCATION:**

#	Airport	Walkabout date	Time
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9.	King Phalo Airport	TBC	10:00hrs

**BIDDERS TO ARRIVE TWO HOUR BEFORE THE START OF THE SITE VIEWING IN ORDER TO GO THROUGH THE PERMIT OFFICE/PROCESS.**

Every bidder must come to sites with the following:

1. Reflective jacket
2. Identity Document (not driver's license) plus a Certified Copy
3. Safety Boots

### 1.5 Bid Responses

Bid responses must be strictly prepared and returned in accordance with this bid document. Bidders may be disqualified where they have not materially complied with any of ACSA's requirements in terms of this bid document. Changes to the bidder's submission will NOT be allowed after the closing date of the bid. All bid responses will be regarded as final offers. No bidder or any of its consortium/joint venture members may have an interest in any of the other bidder/joint venture/consortium participating in this bid.

### 1.6 Disclaimers

It must be noted that ACSA reserves its right to:

- 1.6.1 Award the whole or a part of this bid.
- 1.6.2 Split the award of this bid.
- 1.6.3 Negotiate with all or some of the shortlisted bidders.
- 1.6.4 Award the bid to a bidder other than the highest scoring bidder where objective criteria allow; and,
- 1.6.5 Cancel this bid.



1.6.6 Final award of this bid is subject to South African Civil Aviation Authority (SACAA) Approval

**1.7 Validity Period**

ACSA requires a validity period of **One hundred and eighty (180) business/working days** for this bid. During the validity period the prices which have been quoted by the bidder must remain firm and valid

**1.8 Confidentiality of Information**

1.8.1 ACSA will not disclose any information disclosed to ACSA through this bid process to a third party or any other bidder without any written approval from the bidder whose information is sought.

1.8.2 ACSA will not disclose the names of bidders until the bid process has been finalised.

1.8.3 Bidders may not disclose any information given to the bidders as part of this bid process to any third party without the written approval from ACSA. If the bidder requires to consult with third parties on the bid, such third parties must complete confidentiality agreements, which should also be returned to ACSA with the bid.

**1.9 Hot – Line**

ACSA subscribes to fair and just administrative processes. ACSA therefore urges its clients, suppliers and the general public to report any fraud or corruption to:

Airports Company South Africa TIP-OFFS ANONYMOUS

Free Call: 0800 00 80 80 or 086 726 1681

Email: [office@thehotline.co.za](mailto:office@thehotline.co.za)



## SECTION 2: BACKGROUND, SCOPE OF WORK AND SITE INFORMATION

### 2.1 Background and/or Purpose of this Bid

Since inception approximately 30 years ago, Airports Company South Africa Limited (ACSA) has transformed into a focused, profitable and commercial enterprise that is market-driven and customer service oriented. The principal ACSA sites comprise of major international airports namely O.R. Tambo International Airport (ORTIA), Cape Town International Airport (CTIA) and King Shaka International Airport (KSIA). The other airports are, Bram Fischer International Airport, Upington International Airport, Chief Dawid Stuurman International Airport, King Phalo Airport, George Airport, Kimberley Airport and the Corporate Office.

The sustained growth in traffic over the years, coupled with a creative and performance focused management and leadership team have contributed to the Company's excellent financial performance over time. This has enabled the Company to transform South Africa's airports into world-class airports, delivering value for customers, stakeholders, shareholders, and employees.

ACSA is focused on creating and operating world-class airports measuring up to international standards. Numerous international awards won by some of its airports over the years confirm that the Company has largely succeeded in this vision. This is also shown in the latest ratings for O.R. Tambo International Airport, Cape Town International Airport and King Shaka International Airport ratings for the Best Airport ACI-ASQ awards for Africa.

Enterprise Security and Compliance is mandated to implement security measures that will prevent acts of unlawful interference by deploying security screening detection equipment's at passenger screening points in accordance with South African Civil Aviation Authority (SACAA) standards as well as European Civil Aviation Conference (ECAC) and Transportation Security Administrations (TSA) global best practices. As part of implementing this mandate, Enterprise Security and Compliance seeks to:

- Adopt risk-based security initiatives to address evolving global threats.
- Enable focused resource mitigation risks based on advanced detection of metallic or non-metallic anomalies.
- Improve passenger processing to positively impact the airport's brand by reducing dwell times.
- Introduce new technology to allow focused screening on threat items that are considered most relevant in today's risk context.

The Detection Equipment and Automated Lanes concept provides a long-term plan towards the global adoption of risk-based security initiatives.

The current equipment has reached the end of its life span and is unreliable due to frequent breakdowns. ACSA seeks to replace the old screening equipment with the latest technology available in the market.

The new technology must be able to:

- Screen all bags without removing contents (laptops & LAGS).
- Create efficiencies through more advanced penetration and detection through slicing contents of the bag.



Security screening is a mandatory requirement to maintain the airport license to operate in accordance CARS Part 139. The screening detection equipment will enhance security operational efficiency, effectiveness, and accuracy of the screening process to assist in better penetration and detection of explosives, improvised explosive devices, home-made explosives, and prohibited items. The equipment should allow screening of baggage of persons entering restricted areas to detect any potential hidden objects, explosives, and weapons.

Further, the capital investment used to purchase the equipment will reduce the current operating cost and enable the achievement of total cost of ownership targets. This demand requisition will enable the procurement process of the security screening detection equipment and automated lanes.

The scope of this program is to replace the current Security Detection equipment (standard 1 single view X-ray machines) with standard 3 (3D) X-ray machines at security checkpoints (both International and Domestic) and goods screening (dual view) at all ACSA airports including the implementation of automated lanes.

To keep abreast with emerging aviation security trends, this program entails the implementation of Security Hand Baggage Screening System with Automated Tray Return (ATR) & Centralized passenger Screening System at the Airport in a time bound manner to be able to:

- Improve Operational Efficiency and effectiveness at the central search points.
- Detect metallic and non-metallic threats at the airports.
- Enhancing airport safety and security for passengers, employees, stakeholders and the airport community.
- Increase search point throughput and optimise asset utilisation.
- Improved passenger experience – reduce queues and passenger waiting time.
- Improve ability to counter threats, focus resources where risk is greater and to leverage investment made on existing technology.
- Create security screening points that allow for less intrusive security screening for the passengers (Light and heartwarming to passengers; ensure passengers do not feel stressed and anxious)
- Faster, more convenient, and less intrusive security screening.
- Reduction in departure delays and higher customer satisfaction.
- Increase Baggage Security
- Improve Focus on Checkpoint Operations and Security Issues
- Ensure future expansion through a Modular Design
- Rapid Return on Capital Investment
- Low Operating Costs
- Continuously measure the number of Passengers being processed.
- Consequently, the successful implementation of this replacement programme will result in improved compliance to multilateral agreements with ECAC, TSA, for certification of equipment.
- Replacement of the current equipment and conventional machines at airports that have reached end-of-life, which often fail and thus creating operational inefficiencies.



## 2.2 Purpose of this Bid

The purpose of this RFP is to appoint a bidder/s, in respect of the relevant scope of work/services. The appointment of a successful bidder/s will be through a rigorous evaluation process as outlined in this document. On appointment, the service provider will be required to fulfil the requirements set out in this RFP.

The duration of this contract is anticipated to be for a minimum period of **ten (10) years (18 months for equipment installation and > 3 years warranties and > 5 years maintenance)**. Upon appointment of the bidder/s, a contract and service level agreement/s shall be further negotiated and concluded.

Global Authorities are currently advocating for introduction of automated explosives detection technologies into checkpoints. This includes detection systems, trace and people screening. Bringing these technologies into the aviation checkpoint market will mean increasing levels of security and expedited checkpoint operations.

The detection and screening systems specified herein are designed to prohibit the introduction of contraband materials, weapons, explosives, dangerous articles, substances & devices in baggage/package type objects. The detection systems as specified herein, will allow security personnel to examine baggage, packages and freight to ensure that the above-mentioned items are not being transported into a security restricted areas (SRA) / Aircraft.

The following sections provide information on the equipment meeting the **European Civil Aviation Conference (ECAC)** and/or **Transport Security Administration (TSA)** performance standards.

## 2.3 Scope of Work

Design, Supply, Installation, Testing, maintenance, Commissioning and Project Management of security detection system, full body scanners, trace detection with Automated Tray Return (ATR) & Centralized Screening System for Hand Baggage. X-Ray Inspection System at ACSA Airports, with a three-year on-site warranty and five years Comprehensive Annual Maintenance Contract with 24hours and 7 days dedicated resources deployment, spares as per terms, conditions, and specifications of the tender.

- The Bidder and their Partner shall sign a back-to-back contract for the Annual Support and Maintenance for a minimum of five (5) years or as per the terms and conditions agreed between the successful bidder and ACSA.
- The maintenance cost over the duration of the contract will also form an integral part of the tender evaluation criteria.
- The maintenance contract will also entail a Subject Matter Expert condition assessment and a middle of life refurbishment program on all equipment.
- ACSA will award this contract based on TOTAL COST OF OWNERSHIP, that is OPEX and CAPEX.
- It will be the responsibility of the Bidder/Partner to ensure that the targeted maintenance is achieved per quarter for the duration of the contract.
- Items that are excluded from the maintenance contract should be clearly stipulated.
- It will also be a requirement that strategic spares holdings will always be available to enable the achievement of Mean Time to Repair (MTTR).



- The Operating Cost will also entail the certification and training of maintenance staff for the duration of the contract.
- The training and development of Security Staff (content and frequency) should also be stipulated as part of the tender returnable.
- All Vendors MUST include ALL IT equipment and cabling for the solution to work as per the ACSA IT standards provided.

### 2.3.1 Regulatory Certification

The equipment will conform, meets and/or exceeds:

- TSA and/or ECAC standards
- Applicable Electrical Safety standards
- ISO 9001 or similar internationally recognised quality management Standards
- The X-ray systems must be certified to be in full compliance with radiation safety requirements and external radiation limits.

### 2.3.2 Automated Lane Equipment

The Automated Lanes Project includes contactless technologies to enable the following services and systems:

- Full Body Scanner
- Be able to detect threats both metallic and non-metallic concealed in the body.
- Arch Way Metal Detector
- 3D x ray machine as per the specification
- Goods screening X ray machines as per the specification (conveyor height should be as low as possible to allow operators to load and unload with ease).
- Automated Tray Return (ATR)
- Central remote screening room
- Secondary screening station
- IT services and integration to ACSA network

Scope of work also includes provision of automated Lanes, Recheck Workstation/s and Centralized Screening Workstations for Remote Viewing, image storage, forwarding and analysis. Communication technologies that enable contact between staff in remote viewing facility with security staff present at the central search points.

The Vendor-Partner shall implement the lanes in a manner that this will not have a detrimental effect on the operations. The Project Plan shall be explicit in terms of the period when these lanes will be implemented per airport and location.



Vendor-Partner shall provide all design, engineering, labour and materials, equipment transport, installation, testing, commissioning, reliability testing, guarantee certificates, and operational handholding services for at least 90 days, as required to achieve the project objectives.

Vendor-Partner shall supply all necessary, required material (hardware and software) including, networking switches and cabling for back-end connectivity to realize the 3D screening machines with Automated Tray Return (ATR), Recheck Workstation/s and Centralized Screening, workstations, as described in this document, and with consideration of the operational and security requirements. This must strictly be done in line with ACSA IT standards.

The Vendor-Partner is expected to propose a Project plan with timelines for the execution of the Project as part of the tender returnable. This will be a framework plan. Upon receipt of the notice of award, the Vendor-Partner will be required to provide a level 3 activity schedule that corresponds to the time stipulated in the tender returnable. The project plan should ensure that 80% of the current processing capacity is always available for the peak operating hours of the airport. With respect to the site readiness and other aspects, Vendor Partner Project Manager shall coordinate with the ACSA Team and/or its contractors to ensure a smooth execution of the project. As per Vendor-Partner's detailed design by the employer, the Vendor-Partner shall carry out the work and provide complete, operable, and maintainable systems with seamless integration with the existing system in compliance with this technical specification.

The vendor-Partner shall fulfil all the technical and performance requirements specified in this document.

The Vendor-Partner shall work along with the Xray OEM and take its consent and approval as ATR is integrated with it for image fetching. Vendor-Partner shall include all works related to X Ray integration to the scope including commercials for any modification. A Separate power line for each ATRS shall be considered and laid by Vendor-Partner. Power Tap OFF source will be shown by ACSA.

It is the responsibility of the Vendor-Partner to ensure that the proposed solution is accommodated within the plot space and infrastructure limitations of current central search points equipment. The dimensions of these spaces will be provided in the tender document. Further, the infrastructure integrity should not be compromised with the installation (load bearing, strength and stability). The requirement for adequate lighting and suitable site conditions (temperature, moisture content etc.) should be confirmed by the Contractor through a professional engineering assessment. Proof of this must be provided to ACSA through the approval of relevant structure and civil professional engineering disciplines. For the purpose of the tender, ACSA will provide the load bearing of the current equipment in the current central search points. This should be validated by the vendor prior to finalizing the design.

The Vendor-Partner shall provide a solution that will enable monitoring of equipment and processing performance through suitable IT systems. These IT systems should enable remote monitoring of CSP operation, monitor processing of passengers, provide data on the processing and incidents records, provide statistics such as equipment down-time, machine resetting/restarts, positive ID of test pieces and/or mock testing of screeners, and equipment monitoring data such as radiation



levels, temperature, etc. Furthermore, these IT systems should have the capability to store at least 60-days record of all items processed. The technical specified for IT systems and redundancy will be provided by ACSA (servers, cooling redundancy in data rooms, back-up power system, information back-up requirements, connectivity of systems to ACSA IT network, information storage devices etc.).

### 2.3.3 General

The latest screening technology including 3D Xray machines, AMD, full body scanners with ATR shall:

- Improve the passenger flow at security checkpoints to support passenger growth and reduce waiting times as well as delays.
- Automate the dispensing, movement, sortation and collection of Hand baggage trays. All tray transportation units shall be motorized and work synchronously with the X-Ray Baggage Inspection System.
- The suppliers shall be expected to provide a technology & layout that meets ACSA's needs with regards to the processing speed and the available space that is aligned to the maximum processing capacity of the infrastructure. The new technology will have to cater for the needs of the airport capacity for at least 10 years (or the useful life of the screening equipment) and to consider the passenger processing forecasts.

### 2.3.4 Aesthetics

The latest Screening Technology with ATR shall have a modern look and feel, matching the airport design and décor. The colour scheme and Logo for the screening technology with ATR shall correspond to the branding at ACSA Airports and be finalized in collaboration with ACSA. The following capabilities are desired by ACSA from an integrated technology solution and concept:

- Checkpoint Performance Improvements
- Provide effective and efficient screening of accessible property.
- Require comparable or more efficient staffing as a standard to carry-on screening lane configuration.

### 2.3.5 Access Control

- Maintain item control from entry (divestiture) to exit (re-compose).
- Ability to automatically divert items requiring additional screening.
- Ability to manage item spacing to reduce item reruns.

### 2.3.6 Integration

Interoperate within the existing checkpoint environment, including infrastructure, electrical and mechanical interfaces and with existing screening equipment.



### 2.3.7 Training

Support for training of staff to operate the system which allows for continuity in successful screening operations. Training shall be provided on a regular basis to ensure continuity in process.

### 2.3.8 Maintenance

Reliability, Maintainability and Availability metrics of the technology must be maintained to ensure operational availability.

### 2.3.9 Automation Elements

The physical layout of each airport is different and may require different or scalable or modular configurations based on the following five primary automation elements:

- **Parallel Divestiture**  
A divestiture element provides divest space and a powered means for conveying articles from the point of divestiture to the input. The parallel capability modifies the current serial approach (“First-in-First-Out” scenario) where queuing passengers must wait for the previous passenger to divest before submitting their own items for screening. This new process is to provide improved system utilization that allows for higher capacity per screening lane and is to be both intuitive to the passengers using it and not requiring significant modification of the space. This is a guideline from ACSA while the Vendor will be held accountable for the processing capacity within the spatial layout. It is imperative for the Vendor to design a solution that guarantees the technical and business requirements stipulated by ACSA.
- **Diverter**  
Automatically, without physical human intervention, sends a bin to:  
The re-composure conveyer (for cleared bins).  
  
The secondary screening conveyer (for threat bins) after an X-ray operator has determined that the contents of the bin are either a threat or not; or  
Threat Containment.  
  
The Automated Diverter also decreases or eliminates access control incidents by maintaining control of the bins on a roller bed that is not physically accessible to the public.  
  
The diverter element is a powered means to automatically and accurately separate items based on security screening decisions.



- **Secondary Screening (Escalation)**  
The secondary screening element is a powered or unpowered means to stage and hold suspected bins until a secondary screening security officer can convey the bag to a secondary search area.
- **Re-Composure**  
The re-compose element is a powered or unpowered system which queues cleared bins, allowing individuals to retrieve their items in a convenient and efficient manner.
- **Bin Return**  
The bin return element is a powered system that transports empty bins from the re-composure or secondary screening areas to the divestiture area for retrieval by passengers. This is to facilitate the expedited flow of passengers by providing an intuitive process during re-composure for returning bins back into the system for automatic return to the divest stations. This also eliminates the resource intensive task of manually moving empty bins to the front of the conveyor.

#### **2.3.10 Threat Containment**

Automatically diverts bins to isolate bins that have been identified as high/obvious threats during primary viewing, but allows the lane to continue to screen items, which eliminates the need for a screening officer to manually handle the item. If an item such as a bomb or firearm is detected, an alarm will flag, and the screener will follow the dictates of the SOP.

#### **2.3.11 Tracking**

All screened items and trays are tracked throughout the screening process. Trays are tagged (RFID or other enabling technology) to support tracking of accessible property throughout the screening process (enables each tray to be sent for action appropriate to its contents). The tracking capability associates screening images and Optical Overhead Photo to the appropriate tray and provides the ability to recall the image as needed for any secondary screening area (not necessarily the viewing station for the same lane that the images were captured). The tracking capability also provides input to the Enhanced Data Capture & Reporting regarding the operator's image interpretation and performance.

#### **2.3.12 Optical Overhead Photo**

The system will capture optical overhead photos and associate them to screened items and bins via tracking capability. The photo will be associated with screening images for display during primary and secondary viewing.

#### **2.3.13 Cross-Lane and Remote Operation**

The screening equipment shall provide for cross-lane and remote primary viewing station operation of screening functions. Cross-Lane operation is defined as the capability to serve images to an available operator and associated primary viewing station within the checkpoint (and not necessarily the operator located directly beside a specific location). Remote operation is defined as the capability to serve images to operators and associated primary viewing stations



located physically separate from the checkpoint in a viewing room. The purpose of this is to position X-ray operators in a remote location to facilitate economy of resources (each operator can view images from multiple lanes) while providing an environment for the operators that is designed to maximize security effectiveness by removing unnecessary distraction.

#### 2.3.14 Enhanced Data Capture & Reporting

Provide enhanced automated data capture regarding system operation, screening functions, and to provide for the ability to deliver captured data in a standard report format.

#### 2.3.15 Cyber-Security

Maintain the construct of current ACSA network configuration (i.e., information sharing between components making up the system but not outside of the system) with documented additional connections to enable the operation of the section of Automation Elements.

#### 2.3.16 Screening Capacity

It is important to note that the security screening equipment has a shelf-life of 7-10 years, the approach to screening capacity proposed by Bidders should target the terminal design capacity. The table that follows outlines details of the security checkpoints, current operating capacity, and the target terminal design capacity.

Table 5: The proposed solution to handle traffic as per below table

		Current (pax/hr)	Future Processing (pax/hr)
Description	Airport		
Domestic	ORTIA	2160	3000
	CTIA	2315	2400
	KSIA	1191	1750
International	ORTIA	2880	3000
	CTIA	750	1250
	KSIA	332	350
Local Airports	CDSIA	421	450
	George	355	450
	KPA	317	500
	BFIA	243	300



	<b>Kimberley</b>	125	150
	<b>Upington</b>	37	120

**NOTE:**

At a minimum, bidders must demonstrate a processing rate and layout plan that provides processing capacity that exceeds current equivalent capacities by 15% which is measured during normal operation. Bidders who can demonstrate processing capabilities closer to the future processing requirements or higher, within the set footprint, will score higher in the evaluation process.

The processing capacity should be achieved within the targeted availability of equipment. This means, that the Vendor should make provision for redundancy (breakdowns, inspections, training, simulations, servicing) before the processing capacity can be determined. The processing capacity will be determined through a reliability test with a duration no less than 45 days of operation of the central search points. The processing capacity will be information will be segmented to periods of high processing; normal processing; and low processing periods.

**2.3.17 CSP Floor Space**

ACSA shall provide dimensions of current CSP areas. This floor space will set the boundary within which the proposed layout should be accommodated. Additionally, ACSA Airports are designed to an "optimum" design basis. The figure that follows provides the acceptable processing waiting times and the minimum queue width that should be adhered to.

- Minimum queue width = 1.2m
- Queuing time at Security checkpoint for economy class passengers = 5 — 10 minutes (LOS Optimum(C), Refer IATA Spec)

**Exhibit 3.4.5.3: LoS Guidelines for Airport Terminal Facilities**

Passenger Terminal Sub-System	SPACE STANDARDS FOR WAITING AREAS (m <sup>2</sup> /pax)					WAITING TIME STANDARDS FOR PROCESSING FACILITIES (Minutes)					WAITING TIME STANDARDS FOR PROCESSING FACILITIES (Minutes)					PROPORTION OF SEATED OCCUPANTS (%)				
	A	B	C	D	E	Economy Class					Business Class / First Class					A	B	C	D	E
ADRM 9th Edition	Over design	Optimum	Suboptimum	Over design	Optimum	Suboptimum	Over design	Optimum	Suboptimum	Over design	Optimum	Suboptimum	Over design	Optimum	Suboptimum	Over design	Optimum	Suboptimum		
Public Departure Hall	>2,3	2,0-2,3	<2,0																	
Check-in	Self-Service Boarding Pass / Tagging	>1,8	1,3-1,8	<1,3	<1	1-2	>2	<1	1-2	>2	<1	1-2	>3							
	Bag Drop Desk (queue width 1,4 - 1,6 m)	>1,8	1,3-1,8	<1,3	<1	1-5	>5	<1	1-3	>3	Business Class Check-in Desk	<3	3-5	>5						
	Check-in Desk (queue width 1,4 - 1,6 m)	>1,8	1,3-1,8	<1,3	<10	10-20	>20	<10	10-20	>20	First Class Check-in Desk	<1	1-3	>3						
											Fast Track	<1	1-3	>3						
Security Checkpoint (queue width: 1,2 m)	>1,2	1,0-1,2	<1,0	<5	5-10	>10	<5	5-10	>10	<1	1-3	>3								
Emigration (Passport Control) (queue width: 1,2 m)	>1,2	1,0-1,2	<1,0	<5	5-10	>10	<5	5-10	>10	<1	1-3	>3								
Boarding Gate Lounge	Seating	>1,7	1,5-1,7	<1,5																
	Standing	>1,2	1,0-1,2	<1,0											>70%	50%-70% <sup>1</sup>	<50%			
Immigration (Passport Control) (queue width: 1,2 m)	>1,2	1,0-1,2	<1,0	<5	5-10	>10	<5	5-10	>10	<1	1-5	>5								
Baggage Claim Area	Narrow Body	>1,7	1,5-1,7	<1,5	<1	1-15	>15	<1	1-15	>15	<1	1-15	>15							
	Wide Body	>1,7	1,5-1,7	<1,5	<1	1-25	>25	<1	1-25	>25	<1	1-15	>15							
Public Arrival Hall	>2,3	2,0-2,3	<2,0											>20%	15%-20% <sup>1</sup>	<15%				

<sup>1</sup> The lower limit is only to be considered if extensive F+B seating is provided in the departure lounge, or, concession zone seating available.

Source: IATA

Bidders must provide the queuing time for their proposed designs. Bidders who can demonstrate shorter queuing time for a target capacity, will score higher. The minimum queue width of 1.2m is mandatory. Proposals that are below this threshold will not be considered.

**GOODS SCREENING SOLUTION**

**Table 6:** Current goods screening solution and configuration

Airport	No of screening points	Screening point	No of screening lanes	Size (cm)	Total number of Machines per Airport
ORTIA	3	International entrance	1	150x150	4
		International exit	2	Lane 1:150x150	
				Lane 2: 100x100	
	1	Domestic	1	100x100	
KSIA	2	Basement South (domestic)	1	150x150	2
		Basement North			
		(international)	1	100x100	
CTIA	2	Domestic	1	150x150	2
		International	1	150x150	



UPN	1	N/A	1	100x100	1
KIM	1	N/A	1	75x55	1
CDSIA	0	N/A	0	N/A	0
KPA	0	N/A	0	N/A	0
BFIA	0	N/A	0	N/A	0
GRJ	0	N/A	0	N/A	0

**Note:**

The proposed solution for the international and regional airports is a 2N+1 solution (One main screening point, **plus** 1 redundant screening point **plus** 1 back up screening point). This solution provides high availability and reliability for goods screening services at the Airports. With this solution, it means there will be two independent screening points or lanes plus an extra screening point or lane. This will help in completely cutting the risk of downtime of the goods screening services and ensuring that the services are always available to ACSA customers at the Airports. The final proposed goods screening solutions shall be subjected to approval by ACSA.

**Table 7:** Proposed Goods Screening Solution for International Airports

Airport/ Site	No. of Good Screening Points	Screening Point	No. of Goods Screening Lanes	Size (cm)	Design Approach	Total Number of Machines per Airport
ORTIA	3	International Entrance	1	150 x 150	2N+1	6
		International Exit	2	Lane 1: 150 x 150 Lane 2: 100 x 100		
	3	Domestic Entrance	1	100 x 100	2N+1	
		Domestic Exit	2	100 x 100 100 x 100		
KSIA	3	Basement South (Domestic)	1	150 x 150	2N+1	3
		Basement North (International)	1	100 x 100		
		Backup Screening Point	1	100 x 100		
CTIA	3	Domestic Entrance	1	150 X 150	2N+1	6
		Domestic Exit	2	100 x 100 100 x 100		
	3	International Entrance	1	150 X 150	2N+1	
		International Exit	1	100 x 100 100 x 100		

Taking into consideration that the passenger (pax) growth rate at the regional airports being above 40%, it is recommended that the goods screening points be implemented at the regional airports.

**Table 8:** Proposed Goods Screening Solution for Regional Airports

Airport/ Site	No. of Good Screening Points	Screening Point	No. of Goods Screening Lanes	Size (cm)	Design Approach	Total Number of Machines per Airport
UPN	2	Entrance	1	100 X 100	2N+1	3
		Exit	1	100 X 100		
		Redundant	1	100 X 100		
KIM	2	Entrance	1	100 X 100	2N+1	3
		Exit	1	100 X 100		
		Redundant	1	100 X 100		
BFN	2	Entrance	1	100 X 100	2N+1	3
		Exit	1	100 X 100		
		Redundant	1	100 X 100		
GRJ	2	Entrance	1	100 X 100	2N+1	3
		Exit	1	100 X 100		
ELZ	2	Entrance	1	100 X 100	2N+1	3
		Exit	1	100 X 100		
PLZ		Entrance	1	100 X 100	2N+1	3
		Exit	1	100 X 100		

The weighing scale shall be provided at each goods screening point to avoid overloading of the screening machines which may results damaging the of the conveyor belts and reducing the reliability of the machines.

## 2.4 ADMINISTRATIVE & PROCEDURAL RFP REQUIREMENTS

The following information must be provided as requested in the Appendices to have the bid considered by ACSA. Any individual, company, partnership, joint venture, or close corporation submitting a bid must meet the minimum administrative and procedural requirements to have its bid considered.

### Bid Submission

The Bid submission must consist of all Annexures/Appendices and returnable documents properly indexed as per instructions given in Section 7 "Returnable Documents and Check List". Each part of the bid submission must be adhered to and inserted as per the RFP for ease of reference, and applicable authorised signatures attached where applicable:

**2.4.1 Acceptance of ACSA's terms and conditions of RFP-** This annexure must be completed in full, signed and submitted with the bid.

**2.4.2 Covering Letter** - A covering letter must be provided to properly identify the bid and to highlight other general verifiable information that the Bidder has included regarding, for instance, the business and/or organisation.

**2.4.3 Company Background and Executive Summary and Organogram –**

A detailed background of the bidding entity, executive summary and organogram of the bidding entity must be included as part of the returnable documents. Bidders should include the bid information requested in the Appendices such as Full name, address, fax and/or telephone numbers, including the full citation of Bidder, and registration number (in the case of a company or close corporation) exactly as the company or close corporation is registered.



- 2.4.4 Board/Executive Committee resolution** - If the Bidder is an entity other than a natural person, please provide the name of an individual who is authorised to represent the Bidder supported by an official and signed board/Executive Committee resolution of the bidder.
- 2.4.5 Description of Bidder** - (i.e. Corporation, Joint Venture, Consortium, Sole Proprietorship)
- (a) If an Incorporated Entity: List the date of incorporation and the names of all persons or entities owning 10% or more of the Bidders voting shares.
  - (b) If a Partnership: List the date of commencement of the partnership and the name, address, and share of each partner and include a copy of the partnership agreement.
  - (c) If a Joint Venture: List date of commencement of the agreement. Also list the name and address of each member of the joint venture, including a copy of the agreement recording such a joint venture.
  - (d) If a Sole Proprietorship: List all the business names under which such proprietor has done business during the last two (2) years, address/es, and the duration of the contract/project.
  - (e) Provide a brief history of the Bidder and its experience. State the number of persons the Bidder presently employs. Also indicate any changes in the Bidders name and ownership structure and any trading names under which the Bidder has been doing business.
- 2.4.6 Bidder's Proof of relevant experience of providing similar services** - The Bidder is to detail the nature of similar services provided and such experience must be supported with at least three (3) letters of verifiable clients where the bidder is providing or have provided similar services.
- 2.4.7 References Letter** (Verifiable/Contactable clients) - **Original letters** of reference dully signed by at least one executive/director of the client stating similar services provided, including value of contract per project and site. The letters must briefly describe the scope of services provided during term of contract. Details for each reference (Name, Position, Phone number and/or email address) and inform these references in advance that ACSA **will** contact them during the evaluation period as per the timelines provided. **Note that this is an important component of the evaluation.**
- 2.4.8 Partner Status** – Bidders must provide letters of partner status with the Original Equipment Manufacturer, technology partner and/or vendor (where applicable).
- 2.4.9 Broad Based Black Economic Empowerment (B-BBEE) particulars** - Bidders must submit a valid Broad-Based Black Economic Empowerment (B-BBEE) verification certificate **and** the supporting detailed report issued by a verification agency for recognition of the B-BBEE status as determined in accordance with the B-BBEE Codes of Good Practice. B-BBEE information must be detailed confirming the BEE ownership and attached hereto, a certified copy of the identity documents of all owners. In the case of a Company (Pty) Ltd, submit CM29 or equivalent and in the case of a Close Corporation CK1 or CK2.



- 2.4.10 Valid, South African Revenue Services (SARS) PIN and/or proof of application** - The Bidder must submit same together with the bid. The validity status of bidders will be verified on an ongoing basis.
- 2.4.11 Declaration of Solvency** - A statement declaring whether the Bidder or any Director or member of the Bidder has ever been declared insolvent or liquidated or whether, either the Bidder or member has ever filed an application for sequestration or liquidation.
- 2.4.12 Proof of Joint Venture** – Formal Agreement of Joint Venture (JV) or partnership with the JV's B-BBEE certificate where applicable must be submitted with the bid.
- 2.4.13 Proof of membership**- Bidders are requested to submit, as applicable, proof of registration with or any membership to a recognised Original Equipment Manufacturer (OEM) related to the services required.
- 2.4.14 European Civil Aviation Conference (ECAC) and/or Transport Security Administration (TSA)** – Bidders must submit certified and verifiable proof of registration and accreditation of equipment by ECAC and/or TSA.
- 2.4.15 Schedule of Rates/Bid Prices**—must be submitted as per schedules provided under Pricing Annexure.
- 2.4.16 Additional Information** - Bidders are requested to indicate any additional information they deem relevant to strengthen their bid.



## SECTION 3: EVALUATION CRITERIA

### 3.1 Evaluation Criteria

3.1.1. ACSA will use a pre-determined evaluation criteria when considering received bids. The evaluation criteria will consider **functionality**. During the evaluation of received bids ACSA will make an assessment whether all the bids comply with set minimum requirements and whether all returnable documents/information have been submitted. **Bidders which fail to meet the minimum functionality thresholds or have not submitted required mandatory documents will be disqualified from the bid process.**

3.1.2 The requirements of any given stage must be complied with prior to progression to the next stage. ACSA reserves the right to disqualify bidders without requesting any outstanding document/information.

### 3.2 A staged approach will be used to evaluate bids, and the approach will be as follows:

Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6
Check if all the documents have been received.	Mandatory Requirements	Evaluate on functionality or the technical aspect of the bid.	Evaluate price and Preference.	Security Vetting <b>(If needed)</b>	Security Vetting <b>(Will be conducted if deemed necessary)</b>

### 3.3 **Mandatory Administrative Requirements**

Bidders are expected to comply with all the mandatory requirements stated for this bid, to proceed to the next stage 2 of the evaluation. The below mandatory requirements must be submitted and valid as at the closing date and time of this bid. Bidders are expected to meet all the below stated pre-qualification and mandatory requirements to proceed to the next stage 2 of this bid evaluation. **Any company that fails to meet all the mandatory requirements will be disqualified at this stage of the bid.** The pre-qualification and mandatory requirements are stated in the table below:

Item	Mandatory Requirements
a)	The Bidder must complete and sign the Form of Offer
b)	Bidder must submit verifiable proof that the bidder has been in business (active and continuous) for a minimum of 5 years (please provide a list of verifiable projects and/or contracts/services in progress/completed). In the case of Joint Ventures, proof that one of the partners has been in business (active and continuous) for a minimum of 5 years.
c)	The Bidder shall be registered with Private Security Industry Regulatory Authority (PSIRA) and provide proof of registration Grade B.
d)	The Bidder must complete and sign Standard Bidding Document 4 - Declaration of Interest
e)	The Bidder must complete and sign ACSA Terms and Conditions

**NB: No Bid will be awarded to any person whose tax matters have not been declared to be in order by South African Revenue Services (SARS).**

**No award will be made to an entity which is not registered on the CSD (Central Supplier Database) with National Treasury. Bidders must supply their unique number.**

### 3.4 Functionality

Functionality is the terminology used to define the technical ability of the Tenderer, based on experience to deliver the required product in accordance with the specialised quality, reliability and functionality. The functionality/technical evaluation will be conducted by the Bid Evaluation Committee which comprises of various skilled and experienced members from diverse professional disciplines. The evaluation process will be based on threshold criteria.

The functional/technical evaluation will be based on a minimum threshold, of **60 points out of a total of 100 points**. Bidders must meet the minimum score of 60 points out of a total of 100 points to be considered for the next stage of evaluation. Bidders who **do not meet the** total minimum score of 60 points out of a total of 100 points shall be disqualified at this stage and not be eligible for further evaluations on Price and Preference (B-BBEE).

**Bidders need to demonstrate clear and concise understanding of each criterion relative to scope of work and deliverables. The summary of each functionality and their scores are stated in the table below:**

Evaluation Category	Max Score	Weighting
Operational Readiness	20	20%
Technical Requirements	80	80%
<b>Total</b>	<b>100</b>	<b>100%</b>

## DETAILED FUNCTIONALITY BREAKDOWN

### OPERATIONAL REQUIREMENT (Part of the Scope of Work)

	Operational Requirements	Criteria met (Y/N)	Reference / Proof in Technical Submission
Cabin baggage (3D X-ray machine)	<ul style="list-style-type: none"> <li>Automatic threat detection of explosives, organic objects, inorganic objects, flammable explosive, narcotics alert and prohibited items.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall be capable of detecting opaque and dense objects.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall be able to store, export and import images.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall have advanced detection algorithms which includes automatic target recognition – which enable faster and more accurate decision-making and reduce operational overheads.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall have an automated object recognition software which allows for automated detection of an ever-expanding list of prohibited items (latest threats) improving security outcomes and efficiency.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall be installed with security features and controls to ensure that customer data and assets are well protected from cyberattacks.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall have the capability of producing screener performance detection (TIP Server) report.</li> </ul>		
	<ul style="list-style-type: none"> <li>The system shall allow for Screeners to log in and log off on a rotational 20-minute interval. The system must be able to alert the Screener 15 minutes into log in to allow for a rotation.</li> </ul>		
	<ul style="list-style-type: none"> <li>The system must allow for the rotation functionality to be auditable.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine TIP (Thread Image Projection) library shall be expandable to include new threat images.</li> </ul>		
<ul style="list-style-type: none"> <li>The machine shall produce quality images to allow the Screener to have a better and accurate judgement on bag contents.</li> </ul>			

	<ul style="list-style-type: none"> <li>The machine shall reduce human errors, enhance efficiency and increase detection accuracy.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall have a high detection rate combined with extremely low false alarm rates.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall have the ability to screen bags with electronics including laptops and with liquids inside the bags.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall have the ability to produce 360 rotatable 3D images.</li> </ul>		
	<ul style="list-style-type: none"> <li>The supplier shall provide a manufacturer's machine specific standard test piece (STP) per machine.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall be ECAC or TSA approved.</li> </ul>		
Goods and Supplies Xray machine (Dual View)	<ul style="list-style-type: none"> <li>The machine shall be capable of accommodating bigger and out of gauge consignments (pallets)</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall be capable of detecting opaque and dense objects.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall have an automatic threat detection of explosives, organic objects, inorganic objects, flammable explosive, narcotics alert and prohibited items.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall have advanced detection algorithms which includes automatic target recognition – which enable faster and more accurate decision-making and reduce operational overheads.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall be able to store, export and import images</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall have the capability of producing screener performance detection (TIP Server) report.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall reduce human errors and enhance efficiency and increase detection accuracy.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall have a high detection rate combined with extremely low false alarm rates (DPrime).</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall be installed with security features and controls to ensure that customer data and assets are well protected from cyberattacks.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine TIP library shall be expandable to include new threat images.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall have the capability of producing screener performance detection (TIP Server) report.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall produce quality images to allow the Screener to have a better and accurate judgement on bag contents.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall reduce human errors, enhance efficiency and increase detection accuracy.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall have a high detection rate combined with extremely low false alarm rates.</li> </ul>		

	<ul style="list-style-type: none"> <li>The machine shall have a manufacturer's machine specific standard test piece (STP) per machine.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall have the ability to screen bags with electronics including laptops and liquids.</li> </ul>		
	<ul style="list-style-type: none"> <li>The supplier shall provide a manufacturer's machine specific standard test piece (STP) per machine.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall be ECAC or TSA approved.</li> </ul>		
Automated Lanes (ATR)	<ul style="list-style-type: none"> <li>The Automated Lanes system shall deliver the subsequent benefits of increased throughput and an improved passenger experience.</li> </ul>		
	<ul style="list-style-type: none"> <li>The Automated Lanes system shall remove current capacity bottlenecks and keeping the process moving, by addresses the key issues of passenger divestment:               <ul style="list-style-type: none"> <li>tray loading and return.</li> <li>re- routing suspicious items.</li> <li>and 'reclaim space at the end of the checkpoint</li> </ul> </li> </ul>		
	<ul style="list-style-type: none"> <li>The Automated Lanes system shall offer the flexibility to develop a variety of configurations to meet different requirements and expand to handle increasing passenger traffic.</li> </ul>		
	<ul style="list-style-type: none"> <li>The Automated Lanes system shall be future proof with the capability to incorporate new inspection systems and functions.</li> </ul>		
	<ul style="list-style-type: none"> <li>The Automated Lanes system shall be capable of throughput increase by more than 100% compared to conventional checkpoints.</li> </ul>		
	<ul style="list-style-type: none"> <li>The Automated Lanes system shall have a Greater operational efficiency.</li> </ul>		
	<ul style="list-style-type: none"> <li>Open interfaces for technologies as               <ul style="list-style-type: none"> <li>Remote screening</li> <li>Automatic and random diversion</li> </ul> </li> </ul>		
	Arch Way Metal Detector	<ul style="list-style-type: none"> <li>The AMD shall have the capability of reliable and consistent detection of ferrous and non-ferrous metal.</li> </ul>	
<ul style="list-style-type: none"> <li>Location, orientation and speed of metal passing through should not influence the detection capability.</li> </ul>			
<ul style="list-style-type: none"> <li>The electromagnetic field inside the AMD shall meet minimum standards.</li> </ul>			
<ul style="list-style-type: none"> <li>The AMD shall have the capability to differentiate between different metals and alloys. (iron based and non-iron-based)</li> </ul>			
<ul style="list-style-type: none"> <li>The AMD shall have both audible and visual alarm indication, and the alarm duration should be adjustable.</li> </ul>			
<ul style="list-style-type: none"> <li>The AMD shall be able to indicate the location of the metal detected.</li> </ul>			
<ul style="list-style-type: none"> <li>The AMD shall be able to detect at multiple zones.</li> </ul>			
<ul style="list-style-type: none"> <li>The AMD shall be able to adjust to selectable settings.</li> </ul>			



	<ul style="list-style-type: none"> <li>The AMD shall have continuous self-checking of key parameters and will alarm when a malfunction is detected.</li> </ul>		
	<ul style="list-style-type: none"> <li>The system shall include features to minimize electromagnetic interference from external sources, such as nearby electronic equipment.</li> </ul>		
	<ul style="list-style-type: none"> <li>The AMD shall be capable of accumulating statistical data such as time of operation; passenger counts and alarm counts.</li> </ul>		
	<ul style="list-style-type: none"> <li>The AMD shall be designed for ease of maintenance.</li> </ul>		
	<ul style="list-style-type: none"> <li>The AMD should have a battery backup with automatic such as time of operation, passenger counts and alarm counts.</li> </ul>		
	<ul style="list-style-type: none"> <li>The AMD should have a battery backup with automatic intervention in the event of power blackout and battery operation signalling.</li> </ul>		
	<ul style="list-style-type: none"> <li>Instructions for installation, operation, maintenance, trouble- shooting, list of essential spare parts and equipment guarantees and warranties should be provided by the manufacturer.</li> </ul>		
	<ul style="list-style-type: none"> <li>The AMD must be fitted with a randomizer.</li> </ul>		
	<ul style="list-style-type: none"> <li>The supplier shall provide a manufacturer’s machine specific standard test piece (STP) per machine.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall be ECAC or TSA approved.</li> </ul>		
Full body scanner	<ul style="list-style-type: none"> <li>The scanner shall have the capability to detect anomalies from head to toe.</li> </ul>		
	<ul style="list-style-type: none"> <li>The scanner shall have automatic threat detection of explosives, plastic explosives, and prohibited items.</li> </ul>		
	<ul style="list-style-type: none"> <li>The scanner shall have advanced detection algorithms which includes automatic target recognition – which enable faster and more accurate decision-making and reduce operational overheads.</li> </ul>		
	<ul style="list-style-type: none"> <li>The scanner shall have an automated object recognition software which allows for automated detection of an ever-expanding list of prohibited items (latest threats) improving security outcomes and efficiency.</li> </ul>		
	<ul style="list-style-type: none"> <li>The scanner shall be Installed with security features and controls to ensure that customer data and assets are well protected from cyberattacks.</li> </ul>		
	<ul style="list-style-type: none"> <li>The scanner shall be capable of adapting to future threats.</li> </ul>		
	<ul style="list-style-type: none"> <li>The scanner shall be able to display the position of a weapon on a person.</li> </ul>		
	<ul style="list-style-type: none"> <li>The scanner shall have the capability to detect anomalies from head to toe.</li> </ul>		
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	<ul style="list-style-type: none"> <li>The scanner shall be able to display the position of a weapon on a person.</li> </ul>		
	<ul style="list-style-type: none"> <li>The scanner shall increase the rate of persons passing whilst effectively detecting weapons and prohibited items.</li> </ul>		
	<ul style="list-style-type: none"> <li>The scanner shall identify multiple locations of weapons on person.</li> </ul>		
	<ul style="list-style-type: none"> <li>The scanner shall have the ability to provide high speed of detection.</li> </ul>		
	<ul style="list-style-type: none"> <li>The scanner shall have a manufacturer's machine specific standard test piece.</li> </ul>		
	<ul style="list-style-type: none"> <li>The machine shall be ECAC or TSA approved.</li> </ul>		
Goods Weighing Scales	<ul style="list-style-type: none"> <li>Each goods screening machine area shall be supplied with an industrial platform weighing scale for measuring weight of the goods before loading onto the machine to ensure the conveyor is not overloaded.</li> </ul>		
	<ul style="list-style-type: none"> <li>It is desirable that the industrial platform weighing scale is floor mount type.</li> </ul>		
	<ul style="list-style-type: none"> <li>The weighing scale platform dimensions shall at minimum correspond to the goods screening tunnel dimensions.</li> </ul>		
	<ul style="list-style-type: none"> <li>The weighing scale capacity shall at a minimum correspond to the goods screening conveyor maximum loading capacity (up to 5000kg).</li> </ul>		
	<ul style="list-style-type: none"> <li>The weighing scale shall have a digital display indicator.</li> </ul>		
	<ul style="list-style-type: none"> <li>The weighing scale shall have ramps on both side for ease of loading and offloading trolley</li> </ul>		

Selection Criteria	Description of Quality criteria	Max Score												
1. Company experience	<p>Bidder must provide proof of company experience in successful <b>installation</b> and / or <b>maintenance</b> (ad-hoc preventative and equipment reconditioning) of detection and screening equipment.</p> <table border="1" data-bbox="384 544 1246 1059"> <tr> <td>No site or project</td> <td>0</td> </tr> <tr> <td>Two projects in installation</td> <td>2</td> </tr> <tr> <td>More than two projects in installation</td> <td>4</td> </tr> <tr> <td>More than two projects in installation plus one or more maintenance projects</td> <td>5</td> </tr> </table> <p>Proof to be provided in the form of reference letters (with contactable reference) clearly stating the successful completion and handover of the works. The reference letters must be on the client's letterhead.</p> <p><b>Note:</b> ACSA reserves the right to conduct site visits (Proof of concepts) to view the work done by the bidder.</p>	No site or project	0	Two projects in installation	2	More than two projects in installation	4	More than two projects in installation plus one or more maintenance projects	5	5				
No site or project	0													
Two projects in installation	2													
More than two projects in installation	4													
More than two projects in installation plus one or more maintenance projects	5													
2. Critical Project Resources	<p><b>Project Manager:</b></p> <p>The project manager must have adequate experience in project management of brown fields projects and relevant experience in dealing with project governance issues such as stakeholder management, risk management, issues management, project assurance, project progress reporting and operational interface management.</p> <p>i <b>Relevant Project management experience</b> (details and reference to be supplied on the CV)</p> <table border="1" data-bbox="443 1615 1010 1704"> <thead> <tr> <th>&gt;5 years</th> <th>3 – 5 Years</th> <th>&lt;3 Years</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>0.5</td> <td>0</td> </tr> </tbody> </table> <p>ii <b>Brown fields developments: Successful project implementation with live business/infrastructure</b> (Attach project portfolio summary)</p> <table border="1" data-bbox="443 1850 1182 1937"> <thead> <tr> <th>More than 2 Projects</th> <th>2 Projects</th> <th>Less than 2 Projects</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>0.5</td> <td>0</td> </tr> </tbody> </table>	>5 years	3 – 5 Years	<3 Years	1	0.5	0	More than 2 Projects	2 Projects	Less than 2 Projects	1	0.5	0	10
>5 years	3 – 5 Years	<3 Years												
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More than 2 Projects	2 Projects	Less than 2 Projects												
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	<p>iii <b>Successful stakeholder management</b> (<i>sanitised stakeholder matrix /interface matrix from previous works</i>)</p> <table border="1"> <thead> <tr> <th>Matrix Provided</th> <th>Matrix not Provided</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>0</td> </tr> </tbody> </table>	Matrix Provided	Matrix not Provided	1	0			
Matrix Provided	Matrix not Provided							
1	0							
	<p>iv <b>Relevant Education &amp; Qualification</b> (<i>qualification certificate to be provided</i>)</p> <table border="1"> <thead> <tr> <th>&gt;NDip</th> <th>NDip</th> <th>&lt;NDip</th> </tr> </thead> <tbody> <tr> <td>0.5</td> <td>0.2</td> <td>0</td> </tr> </tbody> </table>	>NDip	NDip	<NDip	0.5	0.2	0	
>NDip	NDip	<NDip						
0.5	0.2	0						
	<p><b>Lead Engineer:</b></p> <p>The Lead engineer must have design and commissioning experience in Detection and screening equipment.</p>							
	<p>i <b>Relevant design experience</b> (<i>details and reference to be supplied on the CV</i>)</p> <table border="1"> <thead> <tr> <th>&gt;5 years</th> <th>3 – 5 Years</th> <th>&lt;3 Years</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>0.5</td> <td>0</td> </tr> </tbody> </table>	>5 years	3 – 5 Years	<3 Years	1	0.5	0	
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0.5	0.2	0						
	<p><b>Lead Technician</b></p> <p>The Lead Technician must have as a minimum a National Diploma and relevant experience in doing ad-hoc maintenance, preventative maintenance, and advanced troubleshooting of security screening equipment.</p>							
	<p>i <b>Relevant maintenance experience</b> (<i>details and reference to be supplied on the CV</i>)</p> <table border="1"> <thead> <tr> <th>&gt;5 years</th> <th>3 – 5 Years</th> <th>&lt;3 Years</th> </tr> </thead> <tbody> <tr> <td>0.5</td> <td>0.2</td> <td>0</td> </tr> </tbody> </table>	>5 years	3 – 5 Years	<3 Years	0.5	0.2	0	
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>NDip	NDip	<NDip						
0.5	0.2	0						

	<p><b>Professional Engineering Services/Consultant: Structural</b></p> <p>It is the responsibility of the bidder to ensure that the proposed solution is accommodated within the plot space of the current equipment. Furthermore, the infrastructure integrity should not be compromised with the installation (load bearing, strength, and stability). The structural integrity assessment shall be conducted and signed off or approval by a relevant structural/civil engineering professional.</p> <p>i <b>Civil/Structural Engineering Qualification &amp; ECSA Professional Registration</b> (<i>qualification certificate to be provided</i>)</p> <table border="1" data-bbox="438 660 1232 779"> <tr> <td>&gt;BEng/ BSc Eng + Pr Eng or BTech + Pr Tech Eng</td> <td>&lt; BTech or No Pr Eng/Pr Tech Eng</td> </tr> <tr> <td>2</td> <td>0</td> </tr> </table>	>BEng/ BSc Eng + Pr Eng or BTech + Pr Tech Eng	< BTech or No Pr Eng/Pr Tech Eng	2	0					
>BEng/ BSc Eng + Pr Eng or BTech + Pr Tech Eng	< BTech or No Pr Eng/Pr Tech Eng									
2	0									
	<p><b>Professional Engineering Services/Consultant: Electrical</b></p> <p>It is the responsibility of the bidder to ensure that the proposed solutions power requirements are met by tapping electrical power from the power tap-off provided by ACSA. The electrical reticulation design, which also includes safe shut-off instruments and equipment and ability to switch over to back-up power in the event of grid failure shall be approved by an electrical engineering professional engineering.</p> <p>i <b>Electrical Engineering Qualification &amp; ECSA Professional Registration</b> (<i>qualification certificate to be provided</i>)</p> <table border="1" data-bbox="418 1146 1228 1281"> <tr> <td>&gt;BEng/ BSc Eng + Pr Eng or BTech + Pr Tech Eng</td> <td>&lt; BTech or No Pr Eng/Pr Tech Eng</td> </tr> <tr> <td>2</td> <td>0</td> </tr> </table>	>BEng/ BSc Eng + Pr Eng or BTech + Pr Tech Eng	< BTech or No Pr Eng/Pr Tech Eng	2	0					
>BEng/ BSc Eng + Pr Eng or BTech + Pr Tech Eng	< BTech or No Pr Eng/Pr Tech Eng									
2	0									
3. Project Management Plan	<p>The Bidder must provide a detailed project management plan/document which includes Project Execution, Project Schedule, Risk Management, Stakeholder Management, Project report template, Work permit, and Safety Management for a period of 3 years ONLY for evaluation purposes.</p> <table border="1" data-bbox="379 1496 1225 1944"> <thead> <tr> <th>Component</th> <th>Score</th> </tr> </thead> <tbody> <tr> <td>No project management plan</td> <td>0</td> </tr> <tr> <td>Project management plan with project execution and project schedule, at minimum and anyone of the required items</td> <td>3</td> </tr> <tr> <td>Project management plan which includes: <ul style="list-style-type: none"> <li>•Project execution</li> <li>•Project schedule</li> <li>•Risk management</li> <li>•Stakeholder management</li> <li>•Project report template</li> <li>•Work permit and safety management.</li> </ul> </td> <td>5</td> </tr> </tbody> </table>	Component	Score	No project management plan	0	Project management plan with project execution and project schedule, at minimum and anyone of the required items	3	Project management plan which includes: <ul style="list-style-type: none"> <li>•Project execution</li> <li>•Project schedule</li> <li>•Risk management</li> <li>•Stakeholder management</li> <li>•Project report template</li> <li>•Work permit and safety management.</li> </ul>	5	5
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4. Specifications	The bidder must submit a technical proposal in response to the operational requirements (listed above) with clear reference to evidence provided in the technical proposal for each line item in the operational requirement.			<b>10</b>
	<b>Component</b>	<b>Full Compliance with all requirements</b>	<b>Greater than or equal to 80% compliance with all requirements</b>	<b>Less than 80% compliance with all requirements</b>
	Cabbin Baggage 3D X-Ray	2	1	0
	Goods and Supplies Dual-View X-Rays	2	1	0
	AMD (Metal Detector)	2	1	0
	ATR	2	1	0
	Full Body Scanner	2	1	0
5. Evidence of Test Piece Performance	The bidder shall provide evidence of that the test pieces are ECAC or TSA approved/accredited for each equipment in the form of: a. Table showing test piece (part number) for each equipment type. b. Evidence of test piece ECAC or TSA approval/accreditation c. Evidence of test piece performance (how each machine type performs against the associated test piece)			<b>10</b>
	<b>Component</b>	<b>Full Evidence Provided: a+b+c</b>	<b>Partial Evidence Provided: a+b</b>	<b>Evidence not provided</b>
	Cabbin Baggage 3D X-Ray	2.5	1.5	0
	Goods and Supplies Dual-View X-Rays	2.5	1.5	0
	AMD (Metal Detector)	2.5	1.5	0
	Full Body Scanner	2.5	1.5	0

6. Processing Capacity	<p>Guarantee that the proposed Central Search Point (CSP) +Automated Tray Return (ATR) solution will improve the current capacity by at least 15% at a targeted availability of 99.5% at normal operation and taking into consideration asset redundancy.</p> <table border="1" data-bbox="383 459 1236 683"> <thead> <tr> <th>Processing Capacity</th> <th>Score</th> </tr> </thead> <tbody> <tr> <td>Current</td> <td>0</td> </tr> <tr> <td>Current + 15%</td> <td>6</td> </tr> <tr> <td>Current + 20%</td> <td>8</td> </tr> <tr> <td>Current + 35%</td> <td>10</td> </tr> </tbody> </table> <p>The bidder must provide a detailed design document detailing how the proposed Central Search Point (CSP)+Automated Tray Return (ATR) solution will improve the current capacity at least by 15%.</p>	Processing Capacity	Score	Current	0	Current + 15%	6	Current + 20%	8	Current + 35%	10	10					
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7. Proof of Equipment certification or qualification	<p>The bidder must provide proof of ECAC Approval or TSA qualification in the form of a certification, or the latest TSA published screening technology list or ECAC Common Evaluation Process (CEP) list of evaluated equipment for the equipment listed below.</p> <p>NB: Bidders to note that failure to provide the required TSA or ECAC certification for the equipment proposed, will result in the bidder not being considered for that <b>specific</b> equipment</p> <p><b>Note to evaluators:</b> that pricing submitted for equipment without ECAC or TSA certification can also not be considered in price evaluation phase of the tender</p> <table border="1" data-bbox="383 1198 1236 1691"> <thead> <tr> <th>Equipment</th> <th>Evidence ECAC or TSA approval/ Accreditation</th> <th>No Evidence of ECAC Approval or ECAC Qualification</th> </tr> </thead> <tbody> <tr> <td>Cabin Baggage X-ray</td> <td>2</td> <td>0</td> </tr> <tr> <td>Goods &amp; Supplies Dual View X-ray</td> <td>2</td> <td>0</td> </tr> <tr> <td>Automatic Metal Detection (AMD)</td> <td>2</td> <td>0</td> </tr> <tr> <td>Full Body Scanner</td> <td>2</td> <td>0</td> </tr> </tbody> </table>	Equipment	Evidence ECAC or TSA approval/ Accreditation	No Evidence of ECAC Approval or ECAC Qualification	Cabin Baggage X-ray	2	0	Goods & Supplies Dual View X-ray	2	0	Automatic Metal Detection (AMD)	2	0	Full Body Scanner	2	0	8
Equipment	Evidence ECAC or TSA approval/ Accreditation	No Evidence of ECAC Approval or ECAC Qualification															
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Goods & Supplies Dual View X-ray	2	0															
Automatic Metal Detection (AMD)	2	0															
Full Body Scanner	2	0															
8. Decommissioning of Screening Equipment Experience	<p>a) Detailed Decommissioning and Disposal plan for the Screening Equipment in line with relevant regulatory requirements.</p> <p>b) Experience shall be provided in the form of project portfolio list where Screening Equipment were decommissioned with a description or summary of work that was done.</p> <p>c) Bidder to provide an OEM Extended Producer Responsibility Program (EPR)</p>	10															



	<table border="1"> <thead> <tr> <th>Component</th> <th>Score</th> </tr> </thead> <tbody> <tr> <td>No experience</td> <td>0</td> </tr> <tr> <td>Detailed plan provided in line with (a) above</td> <td>5</td> </tr> <tr> <td>Detailed plan provided in line with (a) and (b) above.</td> <td>7</td> </tr> <tr> <td>Detailed plan provided in line with (a) and (b) and (c) above, and the ability to monetise the equipment with benefit to the disposing party (ACSA).</td> <td>10</td> </tr> </tbody> </table>	Component	Score	No experience	0	Detailed plan provided in line with (a) above	5	Detailed plan provided in line with (a) and (b) above.	7	Detailed plan provided in line with (a) and (b) and (c) above, and the ability to monetise the equipment with benefit to the disposing party (ACSA).	10															
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9. Reliability Engineering Information	<p>The bidder shall provide the reliability information as part of the tender submission. The reliability information shall include the respective mean time before failures (MTBF) and mean time to repair (MTTR) values. The availability shall include both redundancy and scheduled maintenance.</p> <table border="1"> <thead> <tr> <th>System Availability</th> <th>&lt;99%</th> <th>99% -99.5%</th> <th>&gt;99.5%</th> </tr> </thead> <tbody> <tr> <td>Cabin Baggage X-ray</td> <td>0</td> <td>0.5</td> <td>1</td> </tr> <tr> <td>Automatic Tray Return System</td> <td>0</td> <td>0.5</td> <td>1</td> </tr> <tr> <td>Goods &amp; Supplies Dual View X-ray</td> <td>0</td> <td>0.5</td> <td>1</td> </tr> <tr> <td>Automatic Metal Detection (AMD)</td> <td>0</td> <td>0.5</td> <td>1</td> </tr> <tr> <td>Full Body Scanner</td> <td>0</td> <td>0.5</td> <td>1</td> </tr> </tbody> </table> <p><b>Note:</b> Availability = MTBF/ (MTBF + MTTR). For this availability also provide a guarantee and what it will take to achieve it and under which conditions.</p>	System Availability	<99%	99% -99.5%	>99.5%	Cabin Baggage X-ray	0	0.5	1	Automatic Tray Return System	0	0.5	1	Goods & Supplies Dual View X-ray	0	0.5	1	Automatic Metal Detection (AMD)	0	0.5	1	Full Body Scanner	0	0.5	1	5
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10. Maintenance Information	<p>A detailed Maintenance information pack containing the following information as a minimum shall be provided:</p> <ol style="list-style-type: none"> <li>Maintenance catalogues (operations and maintenance manuals) containing frequency of inspections and items/components to be inspected for each equipment.</li> <li>Maintenance cost curve (Preventative Maintenance Costs; Corrective Maintenance Costs) for the lifecycle of the asset for an asset that operate on average of 12 hours a day.</li> <li>Maintenance cost curve that provides details of the major components of the machine, replacement schedules of these components.</li> </ol>	9																								



	<b>Component</b>	<b>Score</b>								
	Maintenance Information pack not provided	0								
	Maintenance Information pack with required minimum information of a	4								
	Maintenance Information pack with required minimum information of a + b	6								
	Maintenance Information pack with required minimum information of a + b + c	9								
11. Quality Assurance	<p>A detailed Quality Assurance Program shall be provided and shall contain the following as a minimum:</p> <p>a) Typical Check-sheets to be used during inspections/assessments.</p> <p>b) Indicate quality management standard e.g. ISO9001 or equivalent</p> <table border="1" data-bbox="395 913 1235 1151"> <thead> <tr> <th data-bbox="395 913 1059 969"><b>Component</b></th> <th data-bbox="1064 913 1235 969"><b>Score</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="395 976 1059 1010">Quality Assurance Program not provided</td> <td data-bbox="1064 976 1235 1010">0</td> </tr> <tr> <td data-bbox="395 1016 1059 1084">Quality Assurance Program with required minimum information of (a).</td> <td data-bbox="1064 1016 1235 1084">3</td> </tr> <tr> <td data-bbox="395 1090 1059 1151">Quality Assurance with minimum required information of (a + b).</td> <td data-bbox="1064 1090 1235 1151">5</td> </tr> </tbody> </table>	<b>Component</b>	<b>Score</b>	Quality Assurance Program not provided	0	Quality Assurance Program with required minimum information of (a).	3	Quality Assurance with minimum required information of (a + b).	5	5
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12. OEM Agreement	<p>The Bidder must provide written confirmation, signed by a mandated OEM executive. (NB: If the equipment is from multiple OEMs, the bidder must provide an OEM letter for each OEM equipment. At a minimum the bidder must provide an OEM letter(s) for the Cabin Baggage, Goods and Supplies, ATR, and the Full Body Scanner). The letter(s) must include at the minimum the following:</p> <p>a) OEM to confirm that they have an existing agreement and/or the OEM is prepared to enter into a project specific agreement with the bidder for the duration of the contract.</p> <p>b) OEM to confirm that the bidder will have access to the screening equipment and spares for the contract term.</p> <p>c) Confirmation that the bidder has the required technical expertise to successfully install, configure, commission, support and maintain the screening equipment.</p> <p>d) OEM to confirm that the bidder has expertise to provide training on the use of the screening equipment to the end user.</p> <p>Scoring</p> <table border="1" data-bbox="395 1738 1219 1937"> <thead> <tr> <th data-bbox="395 1738 879 1783"><b>Criteria</b></th> <th data-bbox="884 1738 1219 1783"><b>Score</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="395 1789 879 1823">1. OEM letter(s) cover all the equipment</td> <td data-bbox="884 1789 1219 1823">5</td> </tr> <tr> <td data-bbox="395 1830 879 1886">2. OEM letter(s) cover more than three equipment</td> <td data-bbox="884 1830 1219 1886">3</td> </tr> <tr> <td data-bbox="395 1892 879 1937">3. OEM letter(s) cover less than three equipment</td> <td data-bbox="884 1892 1219 1937">0</td> </tr> </tbody> </table>	<b>Criteria</b>	<b>Score</b>	1. OEM letter(s) cover all the equipment	5	2. OEM letter(s) cover more than three equipment	3	3. OEM letter(s) cover less than three equipment	0	5
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2. OEM letter(s) cover more than three equipment	3									
3. OEM letter(s) cover less than three equipment	0									

<p>13. Critical Resources for Support and Maintenance</p>	<p>The following information shall be provided as a minimum pertaining to critical resources for support and maintenance:</p> <p><i>i Relevant Training Certification (proof of training on the equipment e.g. OEM letter or certificate</i></p> <table border="1" data-bbox="435 593 1233 795"> <thead> <tr> <th>Cabin Baggage X-ray</th> <th>Goods &amp; Supplies Dual View X-ray</th> <th>Full Body Scanner</th> <th>Automatic Metal Detection (AMD)</th> <th>ATR</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> </tr> </tbody> </table> <p><b>Note:</b> The bidder to ensure that the skills matrix/expertise must cover all the equipment's proposed</p> <p><i>ii Relevant maintenance experience Team Lead (details and reference to be supplied on the CV)</i></p> <table border="1" data-bbox="435 1012 1233 1104"> <thead> <tr> <th>&gt;5 years</th> <th>3 – 5 Years</th> <th>&lt;3 Years</th> <th>0 Years</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>1</td> <td>0.5</td> <td>0</td> </tr> </tbody> </table> <p><i>iii Relevant Education Team Lead (qualification certificate to be provided</i></p> <table border="1" data-bbox="435 1164 1048 1254"> <thead> <tr> <th>&gt;NDip</th> <th>NDip</th> <th>&lt;NDip</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>0.5</td> <td>0</td> </tr> </tbody> </table>	Cabin Baggage X-ray	Goods & Supplies Dual View X-ray	Full Body Scanner	Automatic Metal Detection (AMD)	ATR	1	1	1	1	1	>5 years	3 – 5 Years	<3 Years	0 Years	2	1	0.5	0	>NDip	NDip	<NDip	1	0.5	0	<p><b>8</b></p>
Cabin Baggage X-ray	Goods & Supplies Dual View X-ray	Full Body Scanner	Automatic Metal Detection (AMD)	ATR																						
1	1	1	1	1																						
>5 years	3 – 5 Years	<3 Years	0 Years																							
2	1	0.5	0																							
>NDip	NDip	<NDip																								
1	0.5	0																								

### Engineering, Risk, and Technical Information (part of the technical proposed solution)

ACSA Requirement	Rationale for request	Additional Comments/Guideline to Bidders
D.1 Contingency planning to prevent interruption of airport operation	Outline the situations that can cause business interruption during the installation of CSP equipment and mitigation there-of.	<ul style="list-style-type: none"> <li>• Describe the situations/incidents that could occur during the installation and the contingency plan to prevent business interruption.</li> <li>• Provide a view of how redundancy of the current system/s can be leveraged to continue operation while the new devices are being installed.</li> <li>• At a minimum, contingency planning for the following should be contained in the bid: equipment damage during installation; deviations in the rigging plan; environmental occurrence; damage to building; injury to staff and/or passenger.</li> <li>• ACSA further expects that the Estimated Maximum Loss (EML) of these occurrences will be covered by the insurance program of the Bidder. Bidders to confirm this.</li> </ul>
D.2 Detailed environmental management plan	Assessing the impact on the environment, disposal/installation and remediation plans	<ul style="list-style-type: none"> <li>• This is a critical requirement for a project of this nature. Particularly on the matter of handling and disposal of radio-active materials. The handling of such matters will be in a live operating environment. Irrespective of whether work will be done after-hours, aspects such as isotope half-lives will need to be provided, and test certificates issued daily that radioactivity is within acceptable limits</li> <li>• Guidelines for handling Radio-active substances is prescribed by Department of Health with the completion of certain forms and arrangements for inspection serves and on-site presence during such work.</li> <li>• ACSA expectation is that the environmental program will ensure that the equipment replacement does not negatively impact flora and fauna. ACSA environmental management commitments cannot be compromised as it would threaten our operating permits.</li> </ul>

<p>D.3 Detailed engineering, technology and quality plans</p>	<p>ACSA receives assessments of the suitability of the terminal infrastructure and obligations to ensure that the quality management program is executed</p>	<ul style="list-style-type: none"> <li>• Bidders to provide such a plan in their bids</li> <li>• ACSA expects a Class 2 cost estimate for this proposal. The level of detail for such an estimate is contained in Appendix 1.</li> <li>• Engineering and structural due diligence, method statements, process and instrumentation diagrams, battery limit conditions, and assurance plan. This should be approved by a Professional Engineer.</li> <li>• This is to ensure that ACSA terminal building infrastructure would not be compromised during the build program. Failing this, a work permit to perform the replacement cannot be issued.</li> </ul>
<p>D.4 Plans for commissioning and decommissioning</p>	<p>Ensuring the Airport Operations value chain functions during the program as well as assurance on technology performance without negative impact to health and airport</p>	<ul style="list-style-type: none"> <li>• The duration of the program is important for each airport to enable ACSA to alert stakeholders and provision for movement of materials to and from the staging area</li> <li>• Plans for the decommissioning and safely disposal of current equipment assets.</li> <li>• Start-up, declaring beneficial operation, and reliability testing. The reliability test condition and the report will be required to provide assurance that safety and equipment deviations (if any) are manageable</li> </ul>
<p>D.5 Construction completion guarantees and reliability test program for the new installation</p>	<p>An incomplete construction renders the airport operations value chain interrupted and/or terminal building</p>	<ul style="list-style-type: none"> <li>• This is a significant installation, and an incomplete project can render the airport at risk of disruption for an extended period.</li> <li>• In the event of a radio-active incident, there is also risk of contamination, human and environment radiation and permanent damage to high value equipment.</li> <li>• ACSA will require this risk to be suitably covered in the Builders all risk insurance program.</li> <li>• The underwriting technical report should consider these situations. In the event such situations are triggered, there should be clear remedy in favour of ACSA and its stakeholders that business is able to fulfil its payment obligations.</li> </ul>

		<ul style="list-style-type: none"> <li>Business interruption is a well-known insurance risk and ACSA has the expectation that ACS provides it with an instrument that addresses and covers such a risk.</li> </ul>
D.6 Risk management and safety plan to enable issue of works permits	Risk assessment to enable suitable insurance coverage and to understand the likely occurrences plus their mitigation	<ul style="list-style-type: none"> <li>ACSA has OHS processes for construction and stakeholders. These should be adhered to and will be provided in the tender data-room.</li> <li>A risk assessment should be performed, and all risks be evaluated from a monetary perspective to enable determination of the loss events that can occur. This is crucial in determining whether the insurance claims procedure and recurrences are properly stipulated.</li> </ul>
D.7 Insurance program for the replacement plus policy wording	ACSA and stakeholders are name insured. Suitable coverage and coverage areas indicated	<ul style="list-style-type: none"> <li>ACSA requires the policy wording for the Builders All Risk program and Third-Party Liability that would be project specific.</li> <li>ACSA also expects to receive a copy of the underwriting technical manuscript. This will be a submission that will form part of the work permit.</li> </ul>
D.8 Maintenance Regime and Cost	Determine the maintenance program and associated cost	<ul style="list-style-type: none"> <li>Provide detail of the preventative maintenance regime to be followed over the useful life of the equipment. Provide indication of cost and duration to perform such work.</li> <li>Assessment of the top 10 recurring failures on such equipment. The time taken to repair and the components replacements for such work. Provide cost estimate in each case.</li> <li>View of the maintenance team required to provide maintenance services on such equipment.</li> <li>Training and development program plus costs to capacitate staff to maintain/operate such equipment</li> </ul>

D.9 Life Cycle Costing	Assess the total cost of ownership for the equipment	<ul style="list-style-type: none"> <li>• Capital cost (Equipment)</li> <li>• Preventative maintenance cost estimate for the duration of the useful live</li> <li>• Reactive Maintenance cost estimate for the duration of the equipment</li> <li>• List of critical spares and spares holding cost per site</li> <li>• Establishment/Set-up costs to enable the maintenance and oversight of equipment.</li> <li>• Operating overheads to enable the asset management program.</li> <li>• Cost to inspection and certify equipment from time to time</li> </ul>
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### Cost Estimate Input Checklist and Maturity Matrix

S – Specific, P – Preliminary, C – Complete	ESTIMATE CLASSIFICATION				
	CLASS 5	CLASS 4	CLASS 3	CLASS 2	CLASS 1
<b>MATURITY LEVEL OF PROJECT DEFINITION DELIVERABLES</b>	0% to 2%	1% to 15%	10% to 40%	30% to 75%	65% to 100%
<b>General Project Data</b>					
Project Scope Description	General	Preliminary	Defined	Defined	Defined
Plant Production / Facility Capacity	Assumed	Preliminary	Defined	Defined	Defined
Plant Location	General	Appropriate	Specific	Specific	Specific
Soils & Hydrology	None	Preliminary	Defined	Defined	Defined
Integrated Project Plan	None	Preliminary	Defined	Defined	Defined
Project Master Schedule	None	Preliminary	Defined	Defined	Defined
Escalation Strategy	None	Preliminary	Defined	Defined	Defined
Work Breakdown Structure	None	Preliminary	Defined	Defined	Defined
Project Code of Accounts	None	Preliminary	Defined	Defined	Defined
Contracting Strategy	Assumed	Assumed	Preliminary	Defined	Defined
<b>Engineering Deliverables</b>					
Block Flow Diagrams	S/P	P/C	C	C	C
Plot Plans		S/P	C	C	C
Process Flow Diagrams (PFD'S)		P	C	C	C
Utility Flow Diagrams (UFD's)		S/P	C	C	C
Piping & Instrument Diagrams (P&ID's)		S/P	C	C	C
Heat & Material Balances		S/P	C	C	C



Process Equipment List		S/P	C	C	C
Utility Equipment List		S/P	C	C	C
Electrical one-line drawings		S/P	C	C	C
Specifications and Datasheets		S	P/C	C	C
General Equipment Arrangement Drawings		S	C	C	C
Spare-parts Listings			P	P	C
Mechanical Discipline Drawings			S/P	P/C	C
Electrical Discipline Drawings			S/P	P/C	C
Instrumentation/Control System Discipline Drawings			S/P	P/C	C
Civil/Structural/Site Discipline Drawings			S/P	P/C	C

**Comparison of Cost Estimate Classification Practices**

	AACE Classification Standard	ANSI Standard Z94.0	AACE Pre-1972	Association of Cost Engineers (UK) ACoStE	Norwegian Project Management Association (NPP)	American Society of Professional Estimators (ASPE)
INCREASING PROJECT DEFINITION	Class 5	Order of Magnitude Estimate -30/+50	Order of Magnitude Estimate	Order of Magnitude Estimate Class IV -30/+30	Concession Estimate	Level 1
					Exploration Estimate	
		Feasibility Estimate				
	Class 4	Budget Estimate -15/+30	Study Estimate	Study Estimate Class III -20/+20	Authorization Estimate	Level 2
	Class 3				Preliminary Estimate	Budget Estimate Class II -10/+10
Class 2	Definitive Estimate -5/+15	Definitive Estimate	Definitive Estimate Class I -5/+5	Current Control Estimate	Level 4	
Class 1					Detailed Estimate	Level 5
						Level 6

**Estimation Classification Matrix**

AACE Estimate Class	End Usage Typical Purpose	ANSI Standard Z94.0
Class 5	Concept Screening	Order of Magnitude (OOM) Estimate
Class 4	Study or Feasibility	Budget Estimate
Class 3	Budget, Authorization, or Control	
Class 2	Control or Bid	Definitive Estimate
Class 1	Check Estimate or Bid	

**3.5.1. Price and Preference**

This is the final stage of the evaluation process and will be based on the PPPFA preference point system of **90/10**. Price will amount to **90 points**, whilst specific goals will be **10 points**. The award of business will be made to a bidder which has scored the highest overall points for this stage of the evaluation, unless objective criteria exist, justifying an award to another bidder or ACSA splits the award or cancels the bid, *etcetera*.

A maximum of 90 points will be allocated for price based on the following formulae:

$$P_s = 90 \left( 1 - \frac{P_t - P_{min}}{P_{min}} \right)$$

Where:

- P<sub>s</sub> = Points scored for price of tender under consideration
- P<sub>t</sub> = Price of tender under consideration
- P<sub>max</sub> = Price of highest acceptable tender

Please refer to **Pricing Instructions and Schedule FORM 5**

**Evaluation of Preference**

ACSA will score specific goals out of 10 in accordance with the PPP Regulations 2022. If a bidder fails to meet the Specific goals as outlined on the table below and to submit proof, the bidder will score zero (0) out of 10. ACSA will not disqualify the bidder. See below Specific goals that must be achieved for this bid:



<b>No.</b>	<b>Specific Goals</b>	<b>Number of points (90/10 system)</b>
1.	<b><i>B-BBEE Status Level 1</i></b>	<b>5</b>
	<b><i>B-BBEE Status Level 2</i></b>	<b>4.5</b>
	<b><i>B-BBEE Status Level 3</i></b>	<b>4</b>
	<b><i>B-BBEE Status Level 4</i></b>	<b>3</b>
	<b><i>B-BBEE Status Level 5</i></b>	<b>2</b>
	<b><i>B-BBEE Status Level 6</i></b>	<b>0.5</b>
	<b><i>B-BBEE Status Level 7</i></b>	<b>0.3</b>
	<b><i>B-BBEE Status Level 8</i></b>	<b>0.1</b>
2.	<b><i>Black youth majority-owned entities</i></b>	<b>5</b>
3.	<b><i>Black women majority-owned entities</i></b>	<b>5</b>
4.	<b><i>Company majority owned by people with disabilities</i></b>	<b>5</b>
5.	<b><i>Sub-contracting of South African EMEs and/or QSEs 51% owned by black people, youth, women, or disabled people</i></b>	<b>5</b>
6.	<b><i>Non-compliant contributor</i></b>	<b>0</b>

**Note to Bidders**

The 10 points allocated to specific goals are divided as follows:

- Specific goal no.1 on the table, five (5) Points for BBBEE Level 1 (and lower BBBEE level will be allocated lesser points on a sliding scale), bidders must comply with this specific goal failure which will result to five (5) of the ten points (10) being forfeited.
- Bidders must select one specific goal they intend to claim preference points between Specific goal no. 2 and No. 5 and provide supporting documentation to that effect.
- Points claimed must not exceed ten (10).

**Bidder to provide proof to support The Preference Points being Claimed.**

- Provide original or certified copy Valid sworn Affidavit OR
- B-BBEE Certificate from a SANAS accredited rating agency
- If bidder is a Joint Venture (JV) – a consolidated B-BBEE certificate from a SANAS accredited agency must be provided as prescribed by the B-BBEE Act and its relevant/most recent Codes of Good Practice
- Any other supporting information.

## SECTION 4: RETURNABLE DOCUMENTS

### 4.2. Mandatory and Functionality Returnable Documents

ACSA will disqualify from the bid process any bidder that has failed to submit mandatory returnable documents and information. Bidders should therefore ensure that all the mandatory returnable documents and information have been submitted. To assist bidders, ACSA has also included a column next to the required mandatory document and information to enable bidders to keep track of whether they have submitted or not.

### 4.4. Other Returnable Documents and information

These types of documents and information are required but are not mandatory ACSA may request bidders to submit these documents or information after the closing date and time or might already have them on the system.

### 4.5. Validity of submitted information.

Bidders must ensure that all conditions, documents and information which has been submitted in pursuance to this bid remains valid for the duration of the contract period. In the event where a validity document expires an updated document must be submitted. The duty is on the bidder to provide updated information to ACSA immediately after such information has changed.

Item No.	Returnable Documents	Checklist
Annexure 1	Cover Letter	
Annexure 2	Background, Executive summary & Organogram	
Annexure 3	Certificate of incorporation documents CIPC	
Annexure 4	Names and identity numbers of directors	
Annexure 5	Certificate of Authority for Signatory	
Annexure 6	Certificate of Authority for Joint Ventures (where applicable)	
Annexure 7	Joint Venture Agreement	
Annexure 8	Schedule of the Tenderer's Recent Experience related to this Project	
Annexure 9	Reference letters of previous projects completed	
Annexure 10	Proof of Contract Values of Previous Projects Completed	
Annexure 11	Equipment Specifications	
Annexure 12	CVs of key personnel	



Annexure 13	Certified Certificates of Qualifications of Key Personnel	
Annexure 14	Proof of Registration or application with Private Security Industry Regulatory Authority (PSIRA)	
Annexure 15	Project management plan and Proposed Methodology	
Annexure 16	Schedule of Proposed Subcontractor/s	
Annexure 17	Partner Status with Original Equipment/Software Manufacturer/s	
Annexure 18	Original Equipment Manufacturer's Approved supplier agreements and any additional Information	
Annexure 19	SBD 4: Declaration of Interest	
Annexure 20	SBD 8: Declaration of Bidder's past supply chain management practices	
Annexure 21	SBD 9: Certificate of independent bid determination	
Annexure 22	ACSA Terms and Acceptance of the Bid	
Annexure 23	Proof of registration for Contractor's Workers Compensation Act (WCA) and/or Compensation for Occupational Injuries and Diseases (COID)	
Annexure 24	A valid Tax Clearance Certificate or SARS Pin issued by the SARS.	
Annexure 25	Standard Bidding Document 6.4 (SBD 6.4)	
Annexure 26	A certified copy of B-BBEE Verification Certificate	
Annexure 27	Enterprise Questionnaire	
Annexure 28	Occupational Health and Safety Act Compliance by Bidder	
Annexure 29	Detailed Specifications of Detection Equipment	



**Annexure 1: Cover Letter**

**A covering letter must be provided to properly identify the bid and highlight important information that the Bidder considers crucial for consideration during the evaluation of the bid which must be included regarding their business and/or organisation.**

Signed	
Date	
Name	
Position	
Bidder Name	



**Annexure 2: Background, Executive summary & Organogram**

**A detailed background of the bidding entity, executive summary and organogram of the bidding entity. Bidders should include the bid information requested in the Appendices such as Full name, address, fax and telephone numbers, including the full citation of Bidder, and registration number (in the case of a company or close corporation) exactly as the company or close corporation is registered.**

Signed	
Date	
Name	
Position	
Bidder Name	



**Annexure 3: Companies and Intellectual Property Commission (CIPC) Certificate of incorporation documents**

Signed	
Date	
Name	
Position	
Bidder Name	

- **Please attach certified copies including certified copies of sub-contractors**



**Annexure 4: Names and identity numbers of directors**

Signed	
Date	
Name	
Position	
Bidder Name	



**Annexure 5: Certificate of Authority for Signatory**

**This is to certify that:**

The signatory has been duly authorised to sign all documents in connection with this tender and any contract which may arise therefrom on behalf of the Bidder.

*An example is shown below:*

"By resolution of the board of directors taken on ..... 20 .....  
Mr/Ms ..... has been duly authorized to sign all  
documents in connection with this tender and any contract which may arise therefrom on behalf of  
(block capitals) .....

Signed on behalf of Company:

..... In his/her capacity as:  
.....

Date: .....

Authorised Signatory: .....

Witness:

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

**Attach:**

- Annual Audited Financial Statement/Report
- Company Documents



**Annexure 6: Certificate of Authority for Joint Ventures (where applicable)**

This Returnable Schedule is to be completed only by joint ventures in addition to Form A3 for each JV member.

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.

NAME OF FIRM	ADDRESS	DULY AUTHORISED SIGNATORY
Lead partner		Signature: ..... Name: ..... Designation: .....
		Signature: ..... Name: .....



		Designation:  .....
--	--	---------------------------

Signed	
Date	
Name	
Position	
Bidder Name	



**Annexure 7: Joint Venture Agreement (If applicable)**

Signed	
Date	
Name	
Position	
Bidder Name	

**Annexure 8:** Schedule of the Tenderer's Recent Experience related to this Project

The experience of the tenderer or joint venture partners in the case of an unincorporated joint venture or consortium as opposed to the key staff members / experts in similar projects or similar areas and conditions in relation to the scope of work over the last **five years**.

Bidders are requested to submit a comprehensive portfolio of relevant (value and complexity) projects successfully completed supported by reference letters.

<b>Employer, contact person and telephone number</b>	<b>Principal Agent (Name, Tel No, Contact Person)</b>	<b>Description of works/ Project Name</b>	<b>Value of work inclusive of VAT (Rand)</b>	<b>Date started</b>

The description should be put in tabular form with the following headings:

**Note:** When completing the above schedule, Tenderer's must take cognisance of the evaluation criteria as described in the evaluation process. The undersigned, who warrants that he / she is duly authorized to do so on behalf of the enterprise, confirms that the contents of this schedule are within my personal knowledge and are to the best of my belief both true and correct.



**Annexure 9: Reference Letters of Previous Projects Completed**

Please attach Client Reference letters of Previous Projects Completed as listed under **Annexure 8** above to this page.

A minimum of three (3) reference letters are required for relevant projects

The undersigned, who warrants that he / she is duly authorized to do so on behalf of the enterprise, confirms that the contents of this schedule are within my personal knowledge and are to the best of my belief both true and correct.

Signed	
Date	
Name	
Position	
Bidder Name	



**Annexure 10: Proof of Contract Values of Previous Projects Completed**

Please attach proof of Contract Values of Previous Projects Completed as listed under Annexure 8 above to this page. A minimum of three (3) reference letter required for relevant projects

The undersigned, who warrants that he / she is duly authorized to do so on behalf of the enterprise, confirms that the contents of this schedule are within my personal knowledge and are to the best of my belief both true and correct.

Signed	
Date	
Name	
Position	
Bidder Name	



**Annexure 11: Equipment Specifications**

Please add detailed equipment specifications as per the required specifications

Signed	
Date	
Name	
Position	
Bidder Name	

**Annexure 12:** CVs of key personnel

**Note to Bidder:**

When completing this schedule, Bidder's must take cognizance of the evaluation criteria as described in the Functionality Evaluation Criteria, as described under Section 6.

Compulsory detailed CVs are required for the following:

- Project Manager, who will be the Primary Person
- Lead Engineer, who will be on site full time when works are executed
- Lead Technician, who will be on site full time when works are executed
- Professional Engineering Services/Consultant: Structural
- Professional Engineering Services/Consultant: Electrical

The full CVs are to be attached to the relevant pages, and, in addition, the following summaries are to be completed for each of the above key personnel members.



Project Resources	Requirement	Years of Related Experience	Projects of Brownfields / Related Experience	Qualification (Certified copy of qualification to be provided)	List of successfully completed projects	Project Value	Project Duration	Attached CV and / or Project Portfolio (Y/N)
Project Manager	The project manager must have extensive experience in project management of brown fields projects and relevant experience in dealing project governance issues such as stakeholder management, risk management, issues management, project assurance, project progress reporting and operational interface management.							
Lead Engineer	The Lead engineer must have design and commissioning experience in Integrated Hold Baggage Screening Systems,							
Lead Technician	The Lead Technician must have as a minimum a National Diploma and relevant experience in doing ad-hoc maintenance, preventative maintenance, and advanced troubleshooting of security screening equipment.							
Professional Engineer / Consultant: Structural	It is the responsibility of the bidder to ensure that the proposed solution is accommodated within the plot space of current equipment. Furthermore, the infrastructure integrity should not be compromised with the installation (load bearing, strength, and stability). The structural integrity assessment shall be conducted and signed-off or approval by a relevant structural/civil engineering professional.							
Professional Engineer / Consultant: Electrical	It is the responsibility of the bidder to ensure that the proposed solutions power requirements are met by tapping electrical power from the power tap-off provided by ACSA. The electrical reticulation design which also includes safe shut-off instruments and equipment and ability to switch over to back-up power in the event of grid failure shall be approved by an electrical engineering professional engineering.							



**Annexure 13: Certified Certificates of Qualifications of Key Personnel**

Please attach certified copies of Qualifications of Key Personnel as listed under **Annexure 12** above to this page for the following resources:

- Project Manager, who will be the Primary Person
- Lead Engineer, who will be on site full time when works are executed
- Lead Technician, who will be on site full time when works are executed
- Professional Engineering Services/Consultant: Structural
- Professional Engineering Services/Consultant: Electrical

Signed	
Date	
Name	
Position	
Bidder Name	



**Annexure 14:** Proof of Registration with Private Security Regulatory Authority (PSIRA)

## **Annexure 15: Project Management Plan and Proposed Methodology**

Bidders are to provide a written project management plan demonstrating how they intend to execute the works from initial site set-up right through to final certification of the works. Bidders to include a detailed works programme in a bar chart format illustrating the dependencies between the various activities. The contractor shall be required to provide method statements for the installation of the works in various areas.

The Bidder must provide a detailed project management schedule in Microsoft Projects with logical sequence for a project implementation for Year 1 of the contract period ONLY for evaluation purposes.

### Schedule:

Logical Sequence of activities:

- (a) Schedule as per scope of services, must include (Supply, Install, Commission, Test, Training and Handover)
- (b) Schedule must include 9 airports. CTIA, KSIA and ORTIA shall not be implemented in parallel and normal operations should not be hampered.
- (c) Schedule must include all lead times such as delivery of parts, site set-up etc.
- (d) Detection migration plan such as commissioning, de-commissioning, Rigging and Delivery of equipment which includes Department of Health processes and Occupational Health and Safety.



**Annexure 16: Schedule of Proposed Subcontractors**

Name and address of proposed Subcontractor	Nature, extent and approximate value of work to be sub-contracted	Previous experience details

(Attach additional information to this page)

We notify you that it is our intention to employ the following Subcontractors for work in this contract.

If we are awarded a contract, we agree that this notification does not change the requirement for us to submit the response in accordance with requirements in the tender and the contract for such appointments. If there are no such requirements in the contract this list shall be binding between the bidder and CSA.

Signed	
Date	
Name	
Position	
Bidder Name	

**Annexure 17: Partner Status with Original Equipment/Software Manufacturer/s**

Bidders must provide original letters of partner status with the Original Equipment Manufacturers/ Software Technology or the vendor (where applicable).

Signed	
Date	
Name	
Position	
Bidder Name	

**Annexure 18: Additional Information and OEM Approved supplier agreements**

Attach as any existing or draft agreements between bidder and OEM of equipment proposed in this tender

Signed	
Date	
Name	
Position	
Bidder Name	

**Annexure 19: SBD 4 - Declaration of Interest**

1. Any legal person, including persons employed by the state<sup>1</sup>, or persons having a kinship with persons employed by the state, including a blood relationship, may make an offer or offers in terms of this invitation to bid (includes a price quotation, advertised competitive bid, limited bid or proposal). In view of possible allegations of favouritism, should the resulting bid, or part thereof, be awarded to persons employed by the state, or to persons connected with or related to them, it is required that the bidder or his/her authorised representative declare his/her position in relation to the evaluating/adjudicating authority where-

- the bidder is employed by the state; and/or
- the legal person on whose behalf the bidding document is signed, has a relationship with persons/a person who are/is involved in the evaluation and or adjudication of the bid(s), or where it is known that such a relationship exists between the person or persons for or on whose behalf the declarant acts and persons who are involved with the evaluation and or adjudication of the bid.

2. **To give effect to the above, the following questionnaire must be completed and submitted with the bid.**

2.1. Full Name of bidder or his or her representative: .....

2.2. Identity Number: .....

2.3. Position occupied in the Company (director, trustee, shareholder<sup>2</sup>): .....

2.4. Company Registration Number: .....

2.5. Tax Reference Number: .....

2.6. VAT Registration Number: .....

2.6.1 The names of all directors / trustees / shareholders / members, their individual identity numbers, tax reference numbers and, if applicable, employee / personnel numbers must be indicated in paragraph 3 below.

<sup>1</sup>"State" means –

- a) any national or provincial department, national or provincial public entity or constitutional institution within the meaning of the Public Finance Management Act, 1999 (Act No. 1 of 1999).
- b) any municipality or municipal entity.
- c) provincial legislature.
- d) national Assembly or the national Council of provinces; or (e) Parliament.

<sup>2</sup>"Shareholder" means a person who owns shares in the company and is actively involved in the management of the enterprise or business and exercises control over the enterprise.

2.7. Are you or any person connected with the bidder presently employed by the state? Yes / No

2.7.1 If so, furnish the following particulars:

Name of person / director / trustee / shareholder/ member: .....

Name of state institution at which you or the person connected to the bidder is employed: .....

Position occupied in the state institution: .....

Any other particulars: .....

2.7.2 If you are presently employed by the state, did you obtain the appropriate authority to undertake remunerative work outside employment in the public sector? Yes / No

2.7.2.1 If yes, did you attach proof of such authority to the bid document? Yes / No

**(Note: Failure to submit proof of such authority, where applicable, may result in the disqualification of the bid.**

2.7.2.2 If no, furnish reasons for non-submission of such proof:

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.....  
.....  
.....

2.8. Did you or your spouse, or any of the company's directors / trustees / shareholders / members or their spouses conduct business with the state in the previous twelve months? Yes / No

2.8.1 If so, furnish particulars:

.....  
.....  
.....

2.9. Do you, or any person connected with the bidder, have any relationship (family, friend, other) with a person employed by the state and who may be involved with the evaluation and or adjudication of this bid? Yes/No

2.9.1 If so, furnish particulars:

.....  
.....  
.....

2.10. Are you, or any person connected with the bidder, aware of any relationship (family, friend, other) between any other bidder and any person employed by the state who may be involved with the evaluation and or adjudication of this bid? Yes/No

2.10.1 If so, furnish particulars:

.....  
.....  
.....

2.11. Do you or any of the directors / trustees / shareholders / members of the company have any interest in any other related companies whether or not they are bidding for this contract? Yes/No

2.11.1 If so, furnish particulars:

.....  
.....  
.....

**3 Full details of directors / trustees / members / shareholders.**

<b>Full Name</b>	<b>Identity Number</b>	<b>Personal Tax Reference Number</b>	<b>State Employee Personnel Number</b>

**4 DECLARATIONS**

I, THE UNDERSIGNED (NAME).....

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

I ACCEPT THAT THE STATE MAY REJECT THE BID OR ACT AGAINST ME IN TERMS OF PARAGRAPH 23 OF THE GENERAL CONDITIONS OF CONTRACT SHOULD THIS DECLARATION PROVE TO BE FALSE.

.....  
Signature Date

.....  
Position Name of bidder

**Annexure 20: SBD 8 - Declaration of Bidder's Past Supply Chain Management Practices**

- 1 This Standard Bidding Document must form part of all bids invited.
- 2 It serves as a declaration to be used by institutions in ensuring that when goods and services are being procured, all reasonable steps are taken to combat the abuse of the supply chain management system.
- 3 The bid of any bidder may be disregarded if that bidder, or any of its directors have-
  - a. abused the institution's supply chain management system.
  - b. committed fraud or any other improper conduct in relation to such system; or
  - c. failed to perform on any previous contract.

**To give effect to the above, the following questionnaire must be completed and submitted with the bid.**

Item	Question	Yes	No
4.1	<p>Is the bidder or any of its directors listed on the National Treasury's Database of Restricted Suppliers as companies or persons prohibited from doing business with the public sector?</p> <p><b>(Companies or persons who are listed on this Database were informed in writing of this restriction by the Accounting Officer/Authority of the institution that imposed the restriction after the <i>audi alteram partem</i> rule was applied).</b></p> <p>The Database of Restricted Suppliers now resides on the National Treasury's website(<a href="http://www.treasury.gov.za">www.treasury.gov.za</a>) and can be accessed by clicking on its link at the bottom of the home page.</p>	Yes <input type="checkbox"/>	No <input type="checkbox"/>

4.1.1	If so, furnish particulars:
-------	-----------------------------

4.2	<p>Is the bidder or any of its directors listed on the Register for Tender Defaulters in terms of section 29 of the Prevention and Combating of Corrupt Activities Act (No 12 of 2004)?</p> <p><b>The Register for Tender Defaulters can be accessed on the National Treasury's website (<a href="http://www.treasury.gov.za">www.treasury.gov.za</a>) by clicking on its link at the bottom of the home page.</b></p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
4.2.1	If so, furnish particulars:		
4.3	<p>Was the bidder or any of its directors convicted by a court of law (including a court outside of the Republic of South Africa) for fraud or corruption during the past five years?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
4.3.1	If so, furnish particulars:		
4.4	<p>Was any contract between the bidder and any organ of state terminated during the past five years on account of failure to perform on or comply with the contract?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
4.4.1	If so, furnish particulars:		

**CERTIFICATION**

I, THE UNDERSIGNED (FULL NAME) .....CERTIFY THAT THE INFORMATION FURNISHED ON THIS DECLARATION FORM IS TRUE AND CORRECT.

I ACCEPT THAT, IN ADDITION TO CANCELLATION OF A CONTRACT, ACTION MAY BE TAKEN AGAINST ME SHOULD THIS DECLARATION PROVE TO BE FALSE.

.....  
Signature

.....  
Date

.....  
Position

.....  
Name of Bidder

**Annexure 21: SBD 9 - Certificate of independent bid determination**

- 1 This Standard Bidding Document (SBD) must form part of all bids<sup>1</sup> invited.
- 2 Section 4 (1) (b) (iii) of the Competition Act No. 89 of 1998, as amended, prohibits an agreement between, or concerted practice by, firms, or a decision by an association of firms, if it is between parties in a horizontal relationship and if it involves collusive bidding (or bid rigging).<sup>2</sup> Collusive bidding is a *pe se* prohibition meaning that it cannot be justified under any grounds.
- 3 Treasury Regulation 16A9 prescribes that accounting officers and accounting authorities must take all reasonable steps to prevent abuse of the supply chain management system and authorizes accounting officers and accounting authorities to:
  - a. disregard the bid of any bidder if that bidder, or any of its directors have abused the institution's supply chain management system and or committed fraud or any other improper conduct in relation to such system.
  - b. cancel a contract awarded to a supplier of goods and services if the supplier committed any corrupt or fraudulent act during the bidding process or the execution of that contract.
- 4 This SBD serves as a certificate of declaration that would be used by institutions to ensure that, when bids are considered, reasonable steps are taken to prevent any form of bid-rigging.
- 5 To give effect to the above, the attached Certificate of Bid Determination (SBD 9) must be completed and submitted with the bid:

***<sup>1</sup> Includes price quotations, advertised competitive bids, limited bids and proposals.***

***<sup>2</sup> Bid rigging (or collusive bidding) occurs when businesses, that would otherwise be expected to compete, secretly conspire to raise prices or lower the quality of goods and / or services for purchasers who wish to acquire goods and / or services through a bidding process. Bid rigging is, therefore, an agreement between competitors not to compete.***

I, the undersigned, in submitting the accompanying bid:

---

(Bid Number and Description)

in response to the invitation for the bid made by:

---

(Name of Institution)

do hereby make the following statements that I certify to be true and complete in every respect:

I certify, on behalf of: \_\_\_\_\_ that:  
(Name of Bidder)

1. I have read and I understand the contents of this Certificate.
2. I understand that the accompanying bid will be disqualified if this Certificate is found not to be true and complete in every respect.
3. I am authorized by the bidder to sign this Certificate, and to submit the accompanying bid, on behalf of the bidder.
4. Each person whose signature appears on the accompanying bid has been authorized by the bidder to determine the terms of, and to sign the bid, on behalf of the bidder.
5. For the purposes of this Certificate and the accompanying bid, I understand that the word "competitor" shall include any individual or organization, other than the bidder, whether affiliated with the bidder, who:
  - (a) has been requested to submit a bid in response to this bid invitation.
  - (b) could potentially submit a bid in response to this bid invitation, based on their qualifications, abilities or experience; and
  - (c) provides the same goods and services as the bidder and/or is in the same line of business as the bidder
6. 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 consortium<sup>3</sup> will not be construed as collusive bidding.
7. Without limiting the generality of paragraphs 6 above, there has been no consultation, communication, agreement or arrangement with any competitor regarding:
  - (a) prices.
  - (b) geographical area where product or service will be rendered (market allocation)
  - (c) methods, factors or formulas used to calculate prices.
  - (d) the intention or decision to submit or not to submit, a bid.
  - (e) the submission of a bid which does not meet the specifications and conditions of the bid; or
  - (f) bidding with the intention not to win the bid.
8. In addition, there have been no consultations, communications, agreements or arrangements with any competitor regarding the quality, quantity, specifications and conditions or delivery particulars of the products or services to which this bid invitation relates.
9. 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.
10. 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.

***<sup>3</sup> 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.***

Signed	
Date	
Name	
Position	
Bidder Name	

## **Annexure 22: ACSA Terms and Acceptance of the Bid**

This RFP is open to South African Registered Bidders and overseas. All legal requirements for tax and customs must be observed and the cost is for the bidder.

ACSA reserves the right to award the contract based on RFP submitted or to negotiate at the option of ACSA terms and conditions suitable to this RFP; and by submission of its RFP the proposer agrees to be legally bound thereby if its RFP is accepted by ACSA.

ACSA or its duly appointed representatives shall be the sole adjudicators of the RFP s received. The decision shall be final and **no discussion or correspondence regarding the reason for the acceptance or rejection of any RFP will be furnished except as required by law.**

ACSA shall not be liable for any expense incurred by any proposer in the preparation and submission of its RFP.

If the RFP has been awarded on the strength of information furnished by a proposer, which information proves to have been incorrect, in addition to any other legal remedy it may have, ACSA may at any time during the life of the contract:

- (a) Recover from the relevant proposer all costs, losses or damages incurred by it because of the award and/or
- (b) Cancel the award of the RFP and/or contract and claim any damages, which it may have suffered or will suffer because of having to make less favourable arrangements.

If a written contract has been concluded between the parties and ACSA exercises the right to cancel such contract, the proposer shall be liable to pay for losses sustained and/or additional costs or expenditure incurred by ACSA because of such cancellation and having to make alternative arrangements. ACSA shall furthermore have the right to recover such losses, damages or additional costs by means of set off against monies due or which may become due to the proposer in terms of the said contract. Otherwise, ACSA may process a claim in terms of a performance bond provided for due fulfilment of the contract by the proposer. Until such time as the amount of such losses, damages or additional costs have been determined, ACSA shall retain such monies for any loss or damage, which ACSA may suffer or has suffered.

If ACSA and the successful proposer fail to enter into and execute a formal written contract within thirty (30) days of the award because of the proposer's failure to comply with the representation made in his/her

RFP , then the RFP may be deemed null and void. ACSA' s aforesaid rights are without prejudice and in addition to any other rights that ACSA may have to claim damages.

ACSA reserves the right to amend the terms and conditions of this RFP at any time prior to finalisation of the contract between the parties and shall not be liable to any proposer or any other person for damages of whatsoever nature which they may have suffered because of such amendment. All RFPs are submitted at the entire risk of the proposer.

All agreements arising from RFP's submitted in terms hereof (including any negotiations that follow) shall not be binding on ACSA, its officers, employees or agents unless reduced to writing and signed by a duly authorised representative of ACSA in accordance with applicable laws and policy.

ACSA reserves the right **to postpone the closing date for submission** of RFP s or to withdraw the RFP at any time.

Works must be executed in the name of the business tendering to perform the supply, installation and maintenance, and if awarded the contract it must be signed by an authorised representative of the proposer. In the case of a joint venture or partnership, evidence of such authorisation from all members must be included. In the case of a joint venture RFP, officers authorised by both entities must sign the RFP form. The address and telephone numbers of the proposer must appear in B-BBEE Vendor form

The foreign exchange values for the imported content shall be indicated in the country of source and in US Dollar. The exchange rates used in calculating the SA Rand value must be clearly stated in the Schedule of rates, in the RFP.

The following is of utmost importance to ensure the smooth and efficient payment of invoices:

Ensure that a proper procurement process was followed, and a PO number is obtained before any goods are delivered or services are rendered.

The above PO number must be reflected on the invoice. ACSA will not pay any suppliers if they have delivered any goods or services without a PO number. Even if you have a signed contract with ACSA, you **STILL** need a PO number. Please ensure that you receive a PO number from ACSA which you then can quote on all your invoices that relate to that contract.

An invoice will only be accepted at the Contact Centre if it has an ACSA Purchase Order (PO) number. Invoices without a PO number will be returned directly to the supplier and will not be forwarded to the SSC for processing.

Please provide business with a delivery note or a copy tax invoice to assist them in processing the goods receipt as soon as the goods are delivered or the service rendered.

Please deliver or post the original invoices to the relevant Contact Centre, and to speed up the process you can email the invoice in PDF format to [invoices.acsa@airports.co.za](mailto:invoices.acsa@airports.co.za). The original invoice should not be handed to business.

Ensure that you obtain a reference number for your invoice submission as you would require this number for any future correspondence and as proof of submission.

Please contact the Contact Centre only for any queries as the SSC will not receive any further direct queries.

Payment by means of electronic funds transfers.

At present Airports Company South Africa affects all payments by means of the Electronic Funds Transfer (EFT). We do not issue any cheques anymore.

Invoices will be paid on the last working day of the month following the invoice date e.g. if an invoice date is 15 April 2010, it will be paid on the 31 May 2010, unless ACSA has contractually in writing committed to different payment terms. Invoices must be submitted in time for payment.

Should you have different payment terms negotiated in writing with Airports Company South Africa, please mail this signed contract to [suppliers@acsa.co.za](mailto:suppliers@acsa.co.za) to ensure that your payment is made in time.

If you have been paid historically via cheque, you need to ensure that you submit your correct banking details to us to be loaded on our system. Please in this instance ensure that you do the following:

- Email a copy of a cancelled cheque to [suppliers@acsa.co.za](mailto:suppliers@acsa.co.za) as proof of your banking details
- The RFP Submission shall be in English.

### **Binding Arbitration Provision**

It is a condition of participation in this RFP process and the proposer and ACSA agree that should any dispute or difference arise between any proposer and ACSA:

- Concerning the purport or effect of the RFP documents or of anything required to be done or performed there under.
- Concerning any aspect of the RFP process to anything done or decided there under or
- Concerning the validity of the award of the RFP to any proposer or the failure to award same to any proposer, then such dispute or difference shall be finally resolved by arbitration.

Such arbitration shall be by a single arbitrator who shall be:

- Selected by agreement between the parties, or failing such agreement nominated on the application of any party by the Arbitration Foundation of Southern Africa (AFSA).
- The arbitrator shall have power to open, review and revise any certificate, opinion, decision, requisition or notice relating to all matters in dispute submitted to him/her and to determine all such matters in the same manner as if no such certificate, opinion, decision, requisition or notice had been issued.
- Upon every or any such reference, the costs of an incidental to the reference and award shall be in the discretion of the arbitrator, who may determine the amount of the costs, or

direct them to be taxed as between attorney and client or as between party and party and shall direct by whom and to whom and in what manner they shall be borne and paid.

- The award of the arbitrator shall be final and binding on the parties and any party shall be entitled to apply to the Courts to have such award made an order of court.
- Save as set out in this clause, the arbitration shall be conducted in accordance with the rule of the Arbitration Foundation of Southern Africa.
- The arbitration shall be held in Johannesburg in the English language.

**RFP Acceptance**

ACSA reserves the right to reject:-

1. Incomplete RFP s
2. Late RFP s
3. Conditional RFP s
4. Non-compliant RFP s with one or more of the procedural and administrative criteria
  - ACSA reserves the right to withdraw the RFP at any time without giving rise to any obligation to be responsible for any loss or financial damage which may be incurred or suffered by any Proposer.
  - ACSA reserves the right to weigh criteria and is not obligated to offer this opportunity to the highest financial proposer nor any responsibility for expenses or loss, which may be incurred by any Proposer in preparation of his RFP.
  - Proposers may include with their RFP any descriptive matter, which, if referred to in the RFP, will form part of the RFP. In case of any discrepancy, however, the issued RFP and Contract Documents and information completed therein by the Proposer, will be considered as the valid and binding RFP.
  - ACSA reserves the right to award portions of the RFP to different proposers and is not obligated to accept the whole or only one RFP for purposes of the award of the contract or contracts.
  - Proposers may be asked to revise, clarify and/or provide additional information during the RFP evaluation process. These requests would require immediate action and responded to in writing within two (2) working days of the receipt of such request.
  - Final award is subject to SACAA review and approval

<b>ACCEPT</b>	
<b>ACCEPT WITH AMENDEMENT/S</b>	
<b>DO NOT ACCEPT</b>	

<b>Signed</b>	
---------------	--

<b>Date</b>	
<b>Name</b>	
<b>Position</b>	
<b>Bidder Name</b>	

**Annexure 23:** Proof of registration for Contractor's WCA registration and or COID

**This is to certify that:**

The Bidder is registered and is in good standing with the Department of Labour, in terms of section 80 of the Compensation for Injury and Disease Act (COID) (Act 130 of 1993)

Please attach proof of registration and letter of good standing.

Signed	
Date	
Name	
Position	
Bidder Name	

**Annexure 24: Confirmation of Good Standing with the South African Revenue Services**

**This is to certify that:**

The Bidder's Tax Matters have been declared in order by the South African Revenue Services. In the event of a Joint Venture, each member shall comply with this requirement.

Please attach an valid Tax Compliance Status Pin Certificate issued by the South African Revenue Services.

If a company or close corporation has not yet been formed at the time of submitting a bid, the prospective shareholders or members must each supply a tax clearance certificate in their personal capacities.

Signed	
Date	
Name	
Position	
Bidder Name	

**Annexure 25:** Submission of Standard Bidding Document 6.4 (SBD 6.4)

Signed	
Date	
Name	
Position	
Bidder Name	

**Annexure 26:** A certified copy of B-BBEE Verification Certificate

The bid must include an original or certified copy of the B-BBEE verification certificate issued by a SANAS accredited ratings agency, or an IRBA Registered Accounting Practice or a Sworn Affidavit certified by the Commissioner of Oath.

The Preferential Procurement Regulations Part 3, section 11 (9) states that, “A person awarded a contract may not sub-contract more than 25% of the value of the contract to any other enterprise that does not have an equal or higher B-BBEE status level than the person concerned, unless the contract is sub-contracted to an Exempted Micro Enterprise that has the capability and ability to execute the sub-contract.

A trust, consortium or joint venture, will qualify for points for their B-BBEE status level as a legal entity, if the entity submits their B-BBEE status level certificate.

A trust, consortium or joint venture will qualify for points for their B-BBEE status level as an unincorporated entity, if the entity submits their consolidated B-BBEE scorecard as if they were a group structure and that such a consolidated B-BBEE scorecard is prepared for every separate bid.

A person will not be awarded points for B-BBEE status level if it is indicated in the bid documents that such a bidder intends sub-contracting more than 25% of the value of the contract to any other enterprise that does not qualify for at least the points that such a bidder qualifies for, unless the intended sub-contractor is an EME that has the capability and ability to execute the sub-contract.

A person awarded a contract may not sub-contract more than 25% of the value of the contract to any other enterprise that does not have an equal or higher B-BBEE status level than the person concerned, unless the contract is sub-contracted to an EME that has the capability and ability to execute the sub-contract.

**Annexure 26:** Proof of registration with the Central Supplier Database (CSD)

This is to Certify that:

The Bidder's is registered with the Department of National Treasury's Central Supplier Database.

Please attach proof of valid registration on CSD.

Signed	
Date	
Name	
Position	
Bidder Name	

**Annexure 27: Enterprise Questionnaire**

The following particulars must be furnished. In the case of a joint venture, separate enterprise questionnaires in respect of each partner must be completed and submitted.

**Section 1:** Name of enterprise:  
 .....

**Section 2:** VAT registration number, if any:  
 .....

**Section 3:** CIDB registration number, if any:  
 .....

**Section 4:** Particulars of sole proprietors and partners in partnerships

Name*	Identity number*	Personal income tax number*

\* Complete only if sole proprietor or partnership and attach separate page if more than 3 partners

**Section 5:** Particulars of companies and close corporations  
 Company registration number  
 .....

Close corporation number  
 .....

Tax reference number

.....

**Section 6: Record in the service of the state**  
 Indicate by marking the relevant boxes with a cross, if any sole proprietor, partner in a partnership or director, manager, principal shareholder or stakeholder in a company or close corporation is currently or has been within the last 12 months in the service of any of the following:

- a member of any municipal council - an employee of any provincial department,
- a member of any provincial legislature national or provincial public entity or constitutional
- a member of the National Assembly or the institution within the meaning of the Public National Council of Province Finance Management Act, 1999 (Act 1 of 1999)

- a member of the board of directors of any
- a member of an accounting authority of any municipal entity national or provincial public entity
- an official of any municipality or municipal
- an employee of Parliament or a provincial entity legislature

**If any of the above boxes are marked, disclose the following:**

Name of sole proprietor, partner, director, manager, principal shareholder stakeholder	Name of institution, public office, board or organ of state and position held	Status of service (tick appropriate column)	
		Current	Within last 12 months


\*Insert separate page if necessary

**Section 7: Record of spouses, children and parents in the service of the state**

Indicate by marking the relevant boxes with a cross, if any spouse, child or parent of a sole proprietor, partner in a partnership or director, manager, principal shareholder or stakeholder in a company or close corporation is currently or has been within the last 12 months been in the service of any of the following:

- a member of any municipal council
- an employee of any provincial department,
- a member of any provincial legislature national or provincial public entity or constitutional
- a member of the National Assembly or institution within the meaning of the Public Finance the National Council of Province Management Act, 1999 (Act 1 of 1999)
- a member of the board of directors of \_\_\_\_\_
- a member of an accounting authority of any municipal entity national or provincial public entity
- an official of any municipality or - an employee of Parliament or a provincial municipal entity legislature

Name of spouse, child or parent	Name of institution, public office, board or organ of state and position held	Status of service (tick appropriate column)	
		Current	Within last 12 months
*Insert separate page if necessary			
<p>The undersigned, who warrants that he / she is duly authorised to do so on behalf of the enterprise:</p> <p><i>i)</i> authorizes the Employer to obtain a tax clearance certificate from the South African Revenue Services that my / our tax matters are in order.</p> <p><i>ii)</i> confirms that the neither the name of the enterprise or the name of any partner, manager, director or other person, who wholly or partly exercises, or may exercise, control over the enterprise appears on the Register of Tender Defaulters established in terms of the Prevention and Combating of Corrupt Activities Act of 2004.</p> <p><i>iii)</i> confirms that no partner, member, director or other person, who wholly or partly exercises, or may exercise, control over the enterprise, has within the last five years been convicted of fraud or corruption.</p> <p><i>iv)</i> confirms that I / we are not associated, linked or involved with any other tendering entities submitting tender offers and have no other relationship with any of the tenderers or those responsible for compiling the scope of work that could cause or be interpreted as a conflict of interest; and</p> <p><i>v)</i> confirms that the contents of this questionnaire are within my personal knowledge and are to the best of my belief both true and correct.</p>			

<b>Signed</b>	
<b>Date</b>	
<b>Name</b>	
<b>Position</b>	
<b>Bidder Name</b>	

**Annexure 28: Occupational Health and Safety Act Compliance by Bidder**

In terms of the Occupational Health and Safety Act (1993) Section 37(2) I,  
..... on behalf of (Contractor) hereby accept full legal  
responsibility for the actions of all persons employed by  
..... (Contractor) to perform work in terms of this  
contract.

While such acceptance relieves the company of that responsibility, I undertake to respond to  
any information or direction from the company, aimed at improving or ensuring the safety and  
health of the persons mentioned above, or those affected by their actions.

I hereby acknowledge that I have read and understand the above rules and undertake to  
ensure all persons working on this contract observe them.

Position\_\_\_\_\_

Name\_\_\_\_\_

Signature\_\_\_\_\_

Date\_\_\_\_\_

Countersigned by company authorised official

Position\_\_\_\_\_

Name\_\_\_\_\_

Signature\_\_\_\_\_

Date\_\_\_\_\_

**Annexure 29: Attach Detailed Specifications of Detection Equipment**

*Insert*

Signed	
Date	
Name	
Position	
Bidder Name	