

QUESTIONS and ANSWERS – Batch 1

Tender Ref No	COR8075/2025/RFP
Tender Description	Acquisition of Valet Parking Operators for a period of three (3) years at Airports Company South Africa's, O R Tambo International Airport, Cape Town International Airport and King Shaka International Airport.

NB: Tenderers to acknowledge this Q&A in their tender submission in the table for RECORD OF ADDENDA TO TENDER DOCUMENTS.

No.	BIDDER QUERY/QUESTION	ACSA'S RESPONSE
1.	what type of proof ACSA considers acceptable to show that the bidder is the accredited representative in South Africa and what kind of proof must be enclosed.	SBD1 – Invitation to bid. For Valet Parking tender, bidder can indicate not applicable.
2.	What insurance framework does ACSA expect operators to have in place, particularly regarding liability and vehicle coverage while the vehicle is under valet control?	Refer bid document under contractual strategy – page 40.
3.	For the bays at the ORTIA Engen garage, how many vehicles in a single bay are expected to be accommodated operationally per day.	A single bay can accommodate 1 vehicle at a time. Number of total bays for the ORTIA Engine Garage are listed on BID document.
4.	From an operator's perspective, if the daily client charge is around R250 per day, the cost structure could become quite tight, it would help to understand ACSA's operational expectations and assumptions behind the bay allocation. You say it's minimum ask is R550 rate per bay excluding VAT.	The bidder must determine their own business model to determine their bidding price. A bay can be used multiple times.
5.	How will illegal or unauthorised valet parking operators will be managed, especially those currently operating around MSP or airport areas, to ensure that compliant bidders who are awarded the tender are protected from unfair competition.	ACSA will be responsible to ensure that no illegal valet operators are operating within the ACSA premises.
6.	For operations at ORTIA, will valet operators be issued with access cards for the boom gates when transporting client vehicles from the MSP drop-off area to the Engen basement parking area.	The valet parking will get full support from ACSA to ensure efficient operation.

<p>7.</p>	<p>Will the access card system be linked to vehicle registration details and driver identification, such as capturing the driver’s face and vehicle registration when exiting MSP, for security and tracking purposes.</p>	<p>Access card is for entry and exit into the MSP.</p> <p>The successful bidder will be responsible for the security of their vehicles.</p>
<p>8.</p>	<p>Regarding wash bay facilities, will there be dedicated wash bays allocated to each of the 15 successful bidders and if not dedicated, will the wash bay facilities be shared among operators, and how will the allocation or scheduling of these facilities be managed?</p>	<p>This will be dealt with post award stage, understanding that valet operations require the wash bays.</p>

End