


Department:	Supplier Chain Management	Document number:	AIDC-SCM-TMP-011-03	 Supplier Park Development Company SOC Ltd t/a Automotive Industry Development Centre Your partner in becoming globally competitive
Document Classification	Normal document			
Document Type	TEMPLATE			
Name of Document:	REQUEST FOR QUOTATION/PROPOSAL (RFQ)			

## REQUEST FOR QUOTATION (RFQ)

REQUEST FOR POTENTIAL SERVICE PROVIDERS TO SUBMIT A QUOTATION TO COMPLETE A LIMITED PRE-FEASIBILITY STUDY TO CONSIDER THE ESTABLISHMENT OF A GAUTENG AUTOMOTIVE RESEARCH INSTITUTE (GARI).

### REQUEST FOR QUOTATION (RFQ) DETAILS

RFQ NUMBER	: 16354
PROJECT NO.	:
ISSUE DATE	: 19 JUNE 2026
BRIEFING YES/NO	: YES (COMPULSORY)
BRIEFING VENUE	: 30 HELIUM ROAD, ROSSLYN, PRETORIA
BRIEFING SESSION DATE AND TIME	: 26 JUNE 2026 @ 10H00
CLOSING DATE	: 03 JULY 2026
CLOSING TIME	: 14H00
RFQ VALIDITY DATE	: 90 Business days

### REQUESTOR DETAILS


Requested By (SCM):	ALI MALEFO
Contact Number:	012 564 5043
Department Requested for:	SPD
For general RFQ and submissions contacts:	quotations@aidc.co.za

### REQUEST FOR QUOTATION (RFQ) CLOSING VENUE

E-mail to: [quotations@aidc.co.za](mailto:quotations@aidc.co.za)

**NB: DO NOT COPY ANY AIDC PERSONNEL, INCLUDING THE SCM OFFICIAL, ON YOUR RESPONSE; RESPONSES WITH AIDC EMPLOYEES COPIED WILL BE DISQUALIFIED.**

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**DETAILS OF BIDDER**

**COMPANY NAME:** .....

**CONTACT PERSON:** .....

**TELEPHONE NUMBER:** .....

**CELLULAR NUMBER:** .....

**FAX NUMBER:** .....

In submitting any information or documentation requested in this RFQ, the Respondent is hereby consenting to the processing of their personal information for the purpose of this RFQ and further confirming that they are aware of their rights in terms of Section 5 of POPIA

**Respondents are required to provide consent below:**

YES		NO	
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	YES	NO
Please indicate if your company is Registered on National Treasury – Central Supplier Database (provide your CSD Number)		
CSD number		

**"ACTIVE STATUS":** - means your BBBEE Certificate or Sworn affidavit is still valid (thus your documents have not yet expired)

**NB: Please Note:** - AIDC won't be able to do business with suppliers not registered on CSD as per National Treasury SCM Instruction No.4 of 2016/17.


**EVALUATION CRITERIA**

**EVALUATION CRITERIA**

The following will be considered in the evaluation:

EVALUATION CRITERIA (DELETE IF NOT APPLICABLE)
• Compliance
• Pre-qualification -
• Functionality at <b>100%</b> with a minimum of <b>70%</b>
• Price <b>(80)</b>
• Specific goals <b>(20)</b>


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THE FOLLOWING DOCUMENT ARE REQUIRED - PLEASE TICK YES ONLY IF THE DOCUMENTS ARE ATTACHED TO YOUR PROPOSAL

A. ADMINISTRATION CRITERIA	YES	NO
SARS Pin to verify your status		
Valid Sworn affidavit (as issued by DTI/or CIPC), must be an original or certified copy or a certified copy of BBBEE SANAS accredited verification certificate. NB: Suppliers to use approved DTI or CIPC Affidavit template (check website: <a href="http://www.dti.gov.za">www.dti.gov.za</a> )		
SBD 6.1 Preference points claim form in terms of the preferential procurement regulations 2022 (PPR 2022)		
SBD 6.2 - Declaration Certification For Local Production and Content. (PPR 2022) and Annexure C where local content production is a specific goal, it must be noted under 6.1 for specific goal.		N/A
Integrity Pact		
B. MANDATORY DOCUMENTATION	YES	NO
SBD 4 – Declaration of Interest form – Bidders will be disqualified if the declaration is not completed in full, submitted, and signed		
Pricing schedule -Fully completed and signed, an incomplete form will lead to disqualification		


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**THE FOLLOWING DOCUMENTS ARE REQUIRED - PLEASE TICK YES ONLY IF THE DOCUMENTS ARE ATTACHED TO YOUR PROPOSAL**

<b>A. PRE-QUALIFICATION DOCUMENTS</b>	<b>YES</b>	<b>NO</b>
<p><b>Company Industry or Feasibility Study Experience</b> Bidder must submit:</p> <p>Minimum 3 completed projects involving any of the following:</p> <ul style="list-style-type: none"> <li>• Feasibility studies</li> <li>• Pre-feasibility studies</li> <li>• Business case development</li> <li>• Research institute establishment</li> <li>• Innovation hub development</li> </ul> <p>NB! Letters of completion for similar projects (the above-listed) for the past 5 years All letters should contain:</p> <ul style="list-style-type: none"> <li>• The client's letterhead or company information</li> <li>• Contact information (client's contactable details (e.g., physical address, e-mail, telephone, etc.))</li> <li>• Reference to a completed project within the scope mentioned above.</li> <li>• Awarded description/scope of the work.</li> </ul>		
<p><b>Organogram</b> Bidder must submit the organogram demonstrating the following roles:</p> <ul style="list-style-type: none"> <li>• Economist</li> <li>• Project Lead</li> <li>• Research Specialist</li> <li>• Automotive Expert/Consultant</li> </ul>		
<p><b>NB: All submitted documentation are subject to verification by AIDC. Documents that are forged will immediately result in disqualification.</b></p>		


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#### FUNCTIONALITY


	Maximum	Score	Minimum
Based on Capability	Maximum Points	Point Scored	Minimum Points
<b>Bidder must obtain minimum of 70 points for Stage1 and 2 combined to be evaluated on price and specific goals</b>	<b>100</b>		<b>70</b>
<b>Stage 1</b>			
<b>Experience of project lead in similar projects (the CV, corresponding with the organogram, with mention of relevant projects)</b> <b>Project Lead</b> Number of projects completed 3 projects = 20 points 2 projects = 15 points 1 project= 10 points 0 projects=0 points <b>Note: Similar/relevant projects would be considered as industrial research.</b>	<b>20</b>		
Qualifications of the <b>Researcher Specialist</b> (the CV, corresponding with the organogram, with the relevant certificates) PhD (NQF 10) = 20 points Master's (NQF 9) = 15 points Honours or 4-year degree (NQF 8) = 10 points Degree/Diploma (NQF 7 or below) =0 points	<b>20</b>		
<b>NB! Bidders who didn't score a minimum of 30 points on stage 1 will not be evaluated for stage 2</b>			
<b>TOTAL SCORE STAGE 1</b>	<b>40</b>		<b>30</b>

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	STAGE 2	Maximum	Score	Minimum
			Point Scored	Minimum Points
<b>A)</b> <b>Stakeholder Engagement</b>		<b>45</b>		
<b>A.1)</b> Proposed Stakeholder List	<ul style="list-style-type: none"> <li>Relevant stakeholders, industrial, academic, and statutory stakeholders identified.</li> </ul> <b>NB! (Clarity, Confidence, Responsiveness, Technical competence)</b>	15		
<b>A.2)</b> Access to Stakeholders	<ul style="list-style-type: none"> <li>The bidder has established networks (access) to these stakeholders</li> </ul> <b>NB! (Clarity, Confidence, Responsiveness, Technical competence)</b>	15		
<b>A.3)</b> Stakeholder Engagement Plan	<ul style="list-style-type: none"> <li>The plan will yield good market and business intelligence.</li> </ul>	15		
<b>B)</b> <b>Projects Schedule</b>	<ul style="list-style-type: none"> <li>The schedule offers a clear and concise plan to execute this project (all deliverables) in 3 months.</li> </ul>	15		

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	<b>NB! (Clarity, Confidence, Responsiveness, Technical competence)</b>			
<b>SCORE (A+B)</b>		<b>60</b>		<b>40</b>

## Stage 2

**Interview will be conducted via a panel Bid Evaluation Members. The purpose of interview is to ensure that the successful bidder has the required capability to engage stakeholders effectively yielding relevant, good quality business intelligence and on time delivery. All qualifying will be scored as per the above scoresheet.**

### Preferential procurement targets

#### Take note!

**The following preferential procurement targets will be followed out of 20 points. Points will be awarded for specific goals related to this RFQ. The total points obtained will be used to evaluate 80/20, where 80 points are assigned to price, and the remaining 20 points are assigned to a specific goal. Bidder must attach supporting documents listed below and complete SBD6.1 in full on page 4 of 5. (To be completed by the tenderer), a bidder who fails to complete in full or complete incorrectly SBD 6.1 to claim points for specific goals will receive a score of zero for that goal.**

Specific goals	Supporting evidence for meeting preferential procurement targets	Points
B-BBEE status contributor level 1, 2, 3 or 4.	Valid affidavit (as issued by DTI/or CIPC), must be an original or certified copy or a certified copy of SANAS accredited verification certificate.	<b>Level 1 – 20 points</b> <b>Level 2 – 15 points</b> <b>Level 3 – 10 points</b> <b>Level 4 – 5 points</b>

Dear Service Provider


## REQUEST FOR PROPOSAL /QUOTATION (RFQ) – SCOPE OF WORK/SERVICE

### 1. INTRODUCTION

#### MANDATE

AIDC is the dedicated developmental agency of the Gauteng Growth and Development Agency (GGDA) in relation to the specific industrial, infrastructure and training needs required by the automotive and allied sector - those based in the Gauteng province. The AIDC is thus tasked by GGDA with special developmental type projects aimed at enhancing and possibly expanding the automotive and allied-related sector with a focus on enterprise development; also, in support of government's aims at BBEE SMME development and the radical transformation of various townships. The AIDC otherwise explores other developmental projects, external to the objectives of the GGDA, in support of the AIDC's own business development processes. These include projects related to the transport and energy sectors, as well as the development of Tshwane Auto City. The AIDC's focus, in terms of the 2016 Gauteng Economic Development Plan/Framework (GEDP/F), is towards the automotive sector in the Northern Corridor of the Gauteng City Region (GCR) framework.

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## VISION

The Vision of the AIDC is:

To be the leading implementation agency delivering creative, efficient, best practice and value-based solutions in support of government programs related to the automotive and allied sectors.

## MISSION

The mission of AIDC, in pursuit of its Vision, is to provide innovative customized solutions:

To develop the automotive manufacturing sector to globally competitive standards of excellence through a world-class value proposition which enables effective and sustainable socio-economic growth.

## 2. RFQ OBJECTIVES

The purpose of this RFQ is to appoint a service provider to undertake a **limited high-level pre-feasibility** for the establishment of **Gauteng Automotive Research Institute (GARI)**.

## 3. BACKGROUND AND CONTEXT

### THE AIDC

The Automotive Industry Development Centre (AIDC) is mandated to support the growth, competitiveness, and sustainability of the automotive sector in Gauteng. As part of its strategic initiatives, AIDC seeks to establish the **Gauteng Automotive Research Institute (GARI)**.

### THE TSHWANE AUTOMOTIVE CITY MASTERPLAN


The Tshwane Automotive City Masterplan (TAC, 2016) identifies the establishment of a specialized Automotive University & Research and Development Centre as one of twelve catalytic development nodes within the broader precinct. The proposed **Gauteng Automotive Research Institute (GARI)** aligns well with the Tshwane AutoCity Masterplan (2016), which envisions the development of an integrated automotive hub combining manufacturing, logistics, skills development, and innovation.

### THE AIDC AUTOMOTIVE CENTRE OF EXCELLENCE PROJECT (ACoE)

The AIDC's Automotive Center of Excellence (ACoE) Phase 1 & 2 focuses on future skills training. The AIDC has recently commenced with Phase 1 and 2 of the ACoE which focuses specifically on industry led training programs with a strong focus on future skills such as New Electric Vehicles, Battery Technology, Mechatronics, Robotics and Industry 4.0/Smart Factory.

The AIDC plan to launch the CoE (Phase 1) officially mid-year 2026. Work on Phase 2 is ongoing and will be an expansion of Phase 1. The **Gauteng Automotive Research Institute (GARI)** could potentially complement this project by introducing a space where industry and higher education can collaborate to solve problems relevant to Gauteng and South Africa's Automotive industry using applied research and innovative platforms. If feasible the **GARI** could be positioned as Phase 3 of this project to complete an industry driven, automotive learning ecosystem catering for everything from short courses to world class industrial research.

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## THE AUTOMOTIVE SUPPLIER PARK (ASP) IN ROSSLYN

The Automotive Supplier Park (ASP) in Rosslyn is a critical component of the automotive ecosystem in Gauteng. It has proved its sustainability and has been serving automotive manufacturing in Rosslyn and Silverton for more than 20 years. The ASP host Tier 1 and Tier 2 suppliers to the Gauteng and national Automotive OEMs as well as logistics providers and support services. The ASP is in proximity (within 2km) of major OEMs such as BMW- and Nissan South Africa (recently sold and in transition to become Chery South Africa). The AIDC is currently supplying shared services such as ICT, maintenance, gardening and landscaping and security to approximately 13 tenants within the park.

While the ASP is largely developed, approximately 3 hectares of open land could be made available for the establishment of additional infrastructure. This land parcels, adjacent to the to the established ACoE Phase 1&2 could present a strategic opportunity to develop a **Gauteng Automotive Research Institute (GARI)**, co-located within a functioning manufacturing park. Note that this is a potential opportunity, should the best business case require such infrastructure and should not drive the recommendations.

## CONTEXT OF THE GAUTENG AUTOMOTIVE RESEARCH INSTITUTE (GARI)

### 3.1.1. Objective of the Limited Pre-Feasibility Study

The objective of this project is to develop a **limited pre-feasibility** study for the establishment of a **Gauteng Automotive Research Institute (GARI)\***. The pre-feasibility study is limited in that it:


- **focuses heavily on developing a viable concept, borne out of real demand from industry and academia within a limited time frame (3 months).**
- aims to ensure that any recommendations represent a clear opportunity which industry and academia would be interested in supporting, validated by a requirement for expressions of interest.
- is not focussed on the financial business case, only requiring very high-level estimations of capex and opex if applicable to a recommended solution.
- **plan to leave fully testing the financial business case to a subsequent full feasibility study which is not part of this scope** - a separate project. And only if this limited pre-feasibility study yields a recommendation that is clearly aligned with the needs of key stakeholders.

### 3.1.2. Definition of the Gauteng Automotive Research Institute (GARI)

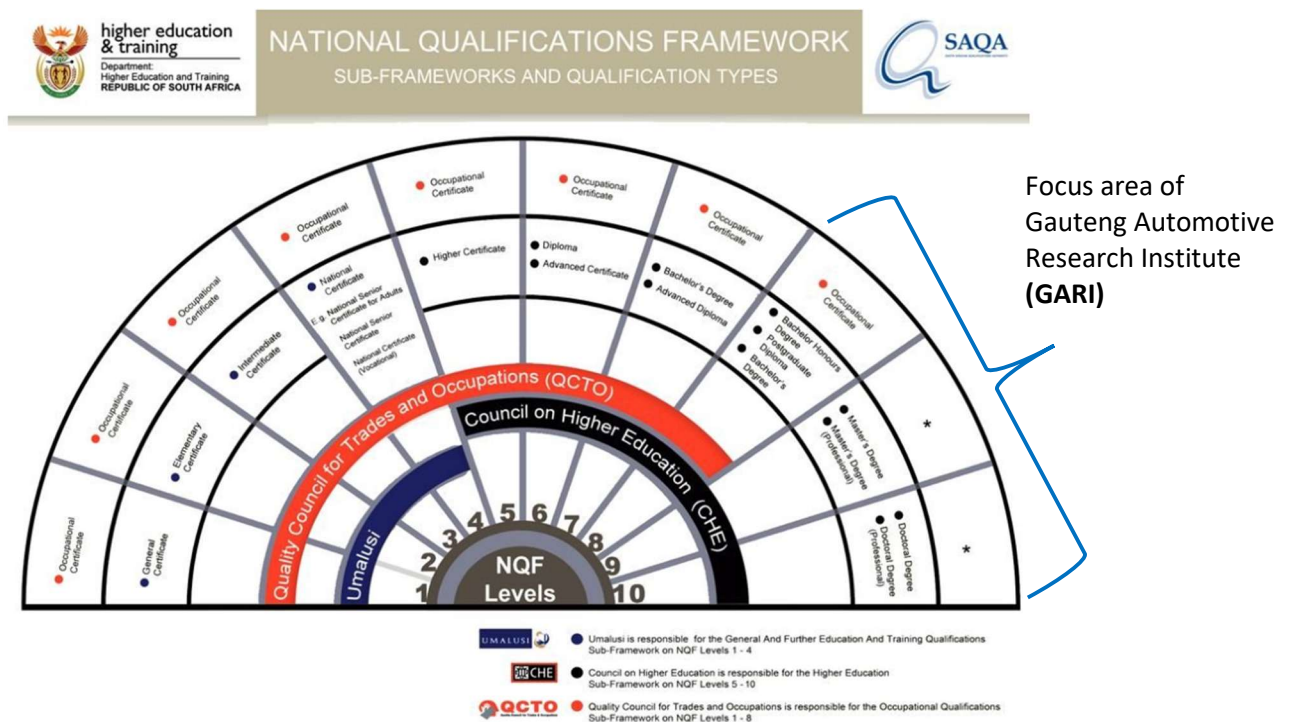
The definition of the **Gauteng Automotive Research Institute (GARI)\*** is intentionally kept open within the following guidelines:

- It should primarily focus on research. Focus areas could be any fields that add value to the automotive value chain in Gauteng, South Africa and Africa. Examples could be, but are not limited to, engineering (industrial, mechanical, electrical, electronic & robotics), logistics, operations, quality assurance, energy management, green business parks, circular economy and even business management and economics. It should where possible leverage GARI's co-location within a working business park.
- GARI should create a space where industry can bring relevant operational or strategic problems and academia could offer the solutions through research.** Mutually benefitting Industry with homegrown R&D access, and academia with resourced opportunities to conduct industry relevant post-graduate research.

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- c. As per **Figure 1**, GARI should therefore be primarily involved in research within academic qualifications on NQF levels 8, 9 and 10, which is mostly post graduate within higher education. Also consider TVET Specialised Occupational Diplomas, an example is the Specialised Occupational Diploma: Energy Management Advisor at NQF Level 8.
- d. GARI should leverage an industry led / government support partnership model.
- e. The concept should aim for a high impact – small footprint model, where the AIDC supplies the infrastructure and shared services, and the partners are responsible for operations. It should aim to be self-sustainable in terms of operations.
- f. The operational model could be based physically at the ASP (preferred but any other venue in Gauteng could be considered in case of significant benefit) or utilize a hybrid, satellite or virtual concept.



**Figure 1: GARI within the South African Educational Qualifications framework**


\* Note: **Gauteng Automotive Research Institute (GARI)** as a name was selected as a placeholder, the service provider is welcome to suggest a more marketable name in the final recommendations.

The background and context shared in section 3 will enable the service provider to bid to complete the deliverables set out in Section 4. SCOPE OF WORK.

#### 4. SCOPE OF WORK

The deliverables of this limited pre-feasibility study are set out in this section.

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## MARKET ASSESSMENT AND CONCEPT DEVELOPMENT

### 4.1.1. Market assessment

**Benchmarking and Best Practice Review:** Conduct a detailed benchmarking analysis of local and international models for academic-industrial cooperation, including:

**Local:** such as but not limited to TUT Institute for the Future of Work (IFoW), CSIR-UP collaborations, NMU eNtsa Engineering solutions, Ford engine research unit (FERU)-Ford and NMU, VWSA-DAAD International Chair in Automotive Engineering, UNISA Automotive Niche Areas.

**Global:** such as, but not limited to, small-footprint, high-impact academic-industrial facilities and organizations such as the BMW Group Research Campus (Munich), Clemson University International Center for Automotive Research (CU-ICAR, USA) and PPP models like the Ford Research Campus (Michigan).

The review should critically assess the structure, partnerships, operational, governance and funding models of these entities as well as their impact and sustainability.

**Initial Stakeholder Engagement:** Identify and engage relevant academic and industry stakeholders to assess interest and explore similar concepts/collaborations/institutes. The stakeholder engagement should also consider suggested solutions or identified gaps shared by industry and academia. This process would be preceded by creating a **Stakeholder Register** and a **Stakeholder Engagement Plan**, to be approved by the project steering committee (see section 5.2 for details).

The stakeholder engagement process should identify and validate key operational, technology, research, and innovation challenges within the automotive value chain in Gauteng and South Africa. Engagements should assess whether sufficient industry demand, research opportunity, and institutional support exist to justify the establishment of GARI. This process should include structured engagements with OEMs and major Tier 1 suppliers, logistics providers, higher education institutions, TVET colleges, public research institutions, and relevant government stakeholders. The service provider should **develop an industry problem and opportunity matrix** identifying priority research themes, collaboration opportunities, and expected industry value creation pathways to inform the development and evaluation of feasible GARI concept options

### 4.1.2. Technical Assessment and Concept Option Development


Develop a range of feasible concept options for the GARI that would technically satisfy interest by industry and academia. These solutions should follow logically from the market assessment, initial stakeholder input and the definition of GARI in the first section of section 4. Scope of Work.

### 4.1.3. Concept Options Evaluation

To ensure that the concept(s) recommended are technically sound and aligned to the objectives of this RFQ the service provider must assess viable concepts:

- By the development of an assessment framework that matched this RFQ's objective and scope and
- By evaluating all concepts and shortlisting (1 or 2 at most) the most suitable one(s) using the above assessment framework.

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## HIGH-LEVEL OPERATING, GOVERNANCE, AND FUNDING MODEL

**Important to note:** The subsequent scope relates only to the concepts (2 at most) shortlisted in 4.1.3 “Concept Options Evaluation”. For example, as per the requirement below, it is not required to propose a high-level operating, governance, and funding model for all concepts evaluated - ONLY for the selected concept(s).

### 4.1.4. High-Level Operating Model and Academic Framework

**Operating Model:** Propose and describe the high-level operating model and how the operating model will involve the AIDC (including the AIDC’s Rosslyn Automotive Supplier Park) as well as industry- and academic partners. If relevant to the solution, it also includes potential strategic partnerships with local institutions (e.g., CSIR, TIA, NRF, etc.) and international entities. This operating model should be fit for purpose for an industry-led, government-supported entity and should consider relevant PPP where applicable.

**Academic Framework:** Propose and describe the academic framework within which the selected concept(s) will operate. Consider especially who would underwrite and manage qualifications (if required) and at what level on the NQF spectrum it will operate. Also consider the possibility of international academic cooperation with global, especially African, universities.

### 4.1.5. Proposed High-Level Governance Model

Propose and describe a high-level governance framework for the selected concept(s). This framework should include the roles and responsibilities of all partners within such a concept.

### 4.1.6. Proposed High-Level Funding/Financial Model

Propose a high-level funding/financial model able to sustain the selected concept(s). As part of this model, potential funding sources and income should be identified for:


- Project development funding (funding for further project development, full feasibility, business case development, transactional advisory, etc.)
- Capital investment funding (AIDC, GGDA/GDED, IDC, DHET, etc.) includes private sector co-investment opportunities from OEMs, suppliers and corporates.
- Operational and program funding, including revenue streams such as research grants and corporate contributions.

**Important to note: Funding sources need to be identified rather than quantified in this deliverable.**

## MARKET RE-ALIGNMENT (2<sup>nd</sup> STAKEHOLDER ENGAGEMENT)

The developed selected concept(s) from sections 4.1 & 4.2 must be presented back to key stakeholders for input and alignment. This should be concluded in line with the **Stakeholder Engagement Plan** requested in section 4.1.

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#### 4.1.7. Aligning and refine the selected concept(s) with key Stakeholders

Present the developed selected concept back to key academic and industrial stakeholders. Gauge interest and input for concept improvement as well as potential project risks. The service provider must be willing to refine, update and even re-define the selected technical concept(s) selected should stakeholder input require it.

#### 4.1.8. Expressions of Interest from key Stakeholders

Secure written expressions of interest from key academic and industrial stakeholders to formally gauge and record interest.

### IMPLEMENTATION ROADMAP

#### 4.1.9. Recommend a refined and aligned Technical Concept for GARI

Integrate the market assessment and comprehensive stakeholder feedback into a **clear technical concept for the Gauteng Automotive Research Institute (GARI)**. The concept should be clearly defined in terms of its:

- Operating Model (including academic and partnership model)
- Governance Model
- Infrastructure footprint requirement (if required) - high level m<sup>2</sup> per use case such as office space, laboratory/workshop space, classroom/lecture space etc.
- High level equipment requirement
- High level capital expenditure requirement (Class 5 / Concept/Screening Estimate level)
- High level operational expenditure requirement (Class 5 / Concept/Screening Estimate level)
- Funding Model

#### 4.1.10. Identify and Assess High-Level Risks

Complete a high-level risk assessment of the recommended concept that focuses on key:

- Fatal Flaw Risks (specific risks or conditions that could make the project impossible, non-viable, or unacceptable) and
- Go/No-Go Risks (risks to enablers and decisions used as stage gates to determine whether the project advances or not).

#### 4.1.11. Develop an Implementation Roadmap


Develop an implementation roadmap tailored to the recommended concept.

## 5. GENERAL REQUIREMENTS

### PROJECT DURATION

The project must be **completed within three (3) months** of the inception meeting (see section 5.2).

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## PROJECT GOVERNANCE AND DELIVERABLES

Project progress will be managed by a Project Steering Committee (PSC), nominated by AIDC, consisting of at least two (2) members including the relevant project manager. Progress meetings and **deliverables (A,B & C)** are listed below:


<b>Meeting</b>	<b>Deliverables &amp; Agenda*</b>	<b>Schedule &amp; Format</b>
<b>Inception meeting</b>	<b>(A) Project Inception Report</b> including: <ul style="list-style-type: none"> <li>1) Project Schedule</li> <li>2) Stakeholder Register (initial)</li> <li>3) Stakeholder Engagement Plan</li> </ul> Draft Report ( <b>Outline only</b> )	<b>Schedule:</b> Within two weeks of receiving the Purchase Order (PO).  <b>Physical meeting at AIDC if required by PSC.</b>  <b>Format:</b> Inception Report – any suitable format Draft Report - MS Word
<b>PSC Meeting 1</b>	Draft Report for approval, including: <ul style="list-style-type: none"> <li>1) Market Assessment and Concept Development</li> <li>2) High-Level Operating, Governance, And Funding Model</li> </ul>	<b>Schedule:</b> As per project schedule agreed to in inception meeting.  <b>Format:</b> MS Word.
<b>PSC Meeting 2</b>	Draft Report for approval, including: <ul style="list-style-type: none"> <li>3) Market Re-Alignment (2nd Stakeholder Engagement)</li> <li>4) Implementation Roadmap</li> </ul>	<b>Schedule:</b> As per project schedule agreed to in inception meeting.  <b>Format:</b> MS Word.
<b>Final Report &amp; Project Presentation</b>  (to PSC and AIDC Executive)	<b>(B) Final Report</b>  <b>(C) Report Presentation</b>	<b>Schedule:</b> As per project schedule agreed to in inception meeting.  <b>Physical meeting at AIDC if required by PSC.</b>  <b>Format:</b> Final Report - MS Word & .pdf Report Presentation – MS PowerPoint

\* Agenda and meeting structure may be amended by the PSC in consultation with the service provider.

## Requirements for Project Meetings

1. For all meetings the relevant deliverable should be shared at least two (2) full working days before the scheduled meeting to allow the PSC time to study the submission.
2. The service provider will have one (1) week to action requested amendments after a meeting.
3. The service provider is responsible for minuting all decisions taken at all meetings.

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4. The PSC may request a follow-up meeting should a deliverable not be met, require rework or need too many changes to be acceptable for conditional approval.
5. The **Final Report** is to be shared with the PSC members electronically (MS Word & pdf) as well as in two (2) bound, colour printed, hard copies.
6. The quoted price submitted in the pricing Schedule should be inclusive of all costs, including cost associated with supporting the required meetings on site at the AIDC.

### PRICING SCHEDULE


**Important Note: NB:** The detailed pricing proposal must be submitted as per below prices which are quoted subject to confirmation will not be considered. Bidders should not be requested or permitted to alter their quotation after the deadline for the receipt of quotes. Only firm prices in South African Rand ('R') will be accepted

ITEM NO.	DESCRIPTION/SCOPE OF WORK	UOM*	NUMERIC QUANTITY	UNIT PRICE (EXCL. VAT)	TOTAL PRICE (EXCL. VAT)
1	Project Inception Report	Approved Report	1		
2	Market Assessment and Concept Development	Approved Draft Report	1		
3	High-Level Operating, Governance and Funding Model	Approved Draft Report	1		
4	Market Re-Alignment (2nd Stakeholder Engagement)	Approved Draft Report	1		
5	Implementation Roadmap	Approved Draft Report	1		
6	Final Report and Report Presentation	Approved Report and Presentation	1 of each		
				<b>SUB-TOTAL</b>	
				<b>VAT@15%</b>	
				<b>TOTAL</b>	

\*UOM = Unit of measure, e.g., Hours/Days, etc.

Delivery period in months: .....

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## QUOTE CONDITIONS:

1. This Quote is subject to the Government Procurement General Conditions of Contract that may not be amended. Quotes should not be qualified by own conditions.
2. All price(s) must be inclusive of all costs plus VAT and must be firm for the duration of the contract period. VAT must be shown separately by VAT Vendors, and non-registered or deregistered Vendors should exclude VAT from their quotes. Price(s) quoted must be valid for at least ninety (90) days from the closing date of the quotation and a firm delivery period must be indicated.
3. AIDC will not accept any changes or purported changes by the Respondent to the bid rates after the closing date and/or after the award of the business, unless the quotation/offer specifically provides for it
4. AIDC reserves the right to validate any information submitted by Respondents in response to this bid. This would include, but is not limited to, requesting the Respondents to provide supporting evidence. By signing POPIA clause and submitting a bid, respondents hereby irrevocably grant the necessary consent to AIDC to do so;
5. All goods must be delivered to the address as indicated in the RFQ document.
6. All prices quoted must be fixed & firm prices and where applicable, price negotiation with the preferred supplier will be entered into.
7. All purchases will be made through an AIDC Official Purchase Order with Order Number. Therefore, no goods must be delivered, or a service be rendered without a valid official Purchase Order & Number been received. The onus rests with the service provider to ensure they have received the above. Changes to RFQ/PO specifications should be communicated to the SCM Officer.
8. Fully Complete & sign the attached SBD forms, thus SBD 4, 6.1 and 6.2 (NB: Quotes without or with not fully completed SBD 4 will not be considered, and with SBD 6.1 bidder with score zero)
9. The 80/20 preference point system is applicable to price quotations and tenders with a rand value from R2 000 up to a rand value of R50 million (all applicable taxes included).
10. This RFQ will be evaluated based on the 80/20 preferential point system as stipulated in the Preferential Procurement Policy Framework Act & PPR 2022. 20 Points allocated to specific goals listed in Table 1 of SBD 6.1 PPR 2022 Section 4.2
11. An EME is required to submit a sworn affidavit confirming their annual total revenue of R10 million or less and level of black ownership to claim points as prescribed by regulations 6 and 7 of the Preferential Procurement Regulations 2022. In terms of the Generic Codes of Good Practice, an enterprise including a sole propriety with annual total revenue of R10 million or less qualifies as an EME
12. A QSE is required to submit a sworn affidavit confirming their annual total revenue of between R10 million and R50 million and level of black ownership or a B-BBEE level verification certificate to claim points as prescribed by regulations 6 and 7 of the Preferential Procurement Regulations 2022
13. B-BBEE Status Level Verification Certificates (NB: Certificate are identifiable by a SANAS logo) or Valid Sworn affidavit (as issued by DTI/or CIPC
14. (EME/QSE see point 9&10 above) to be provided in order to claim points for specific goals:
15. **NB: For Construction related services/work\_CIDB Grading & Safety File – The successful contractor should take note that a “Safety File” will be required on appointment and should be submitted to the AIDC before commencement of any work and ensure comply with relevant CIDB grading were required.**

Please note that failure to comply with the RFQ conditions will invalidate your proposal (if mandatory/prequalification documents are not returned then consider your quotation not accepted).

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**Bidders who will only submit the quotation on their letterhead without completing this RFQ documents won't be considered.**

I ..... in my capacity as .....  
certify that the information supplied is correct and I have read and understood the AIDC general terms and conditions, and I accept them.

**Signature:** .....

**Company Name:** .....

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