

REQUEST FOR BID TO APPOINT A SERVICE PROVIDER FOR THE PROVISION OF INFRASTRUCTURE DELIVERY MANAGEMENT AND ROAD ASSET DATA COLLECTION SERVICES IN LINE WITH DORA REQUIREMENTS, FOR A PERIOD OF 5-YEARS

DIRECTORATE: SCM

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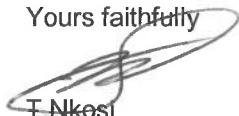
Addendum 1

**DATE ISSUED:
23 March 2023**

This Addendum No.1 comprises a total of 10 **PAGES**, including this page.

Should you have any queries regarding the above, please contact me.

Yours faithfully



T. Nkosi
Acting-Chief Financial Officer

I/We acknowledge receipt of this Addendum No.1 and have made the required alterations to our bid documents.

BIDDER:.....

NAME OF SIGNATORY:.....

DATE:.....

T.N.

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Amendments

Page 3 - Closing date to read :30-03-2023. We should to confirm that the closing remains the 30th of march 2023 in line with the tender document.

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F.3.11.3	The quality criteria and maximum score in respect of each of the criteria are as follows:		
	Functionality	Score	Total
	Schedule 1- Approach Paper		
	<ul style="list-style-type: none"> • Programme management, infrastructure-portfolio planning, while highlighting areas of empowerment; • Contractor Procurement System - Solicitation Process for Contractor Development • Business planning and methodology for class 1 to 5 roads according to RISFA as well as Road Safety Audit in accordance with iRAP 	5 10 5	
	Schedule 2 – Tender’s Experience		
	Experience in data collection using automated road survey equipment for the (2019/20, 2020/21 and 2021/22) financial years;	5	
	Data Acquisition & Assessments on Provincial Roads and demonstrate experience in usage of data to compile RAMP for the (2019/20, 2020/21 and 2021/22) financial years	5	
	Schedule 3 – Experience of Key Staff	5	
	Schedule 4: -Proposed Organisation and Staffing	5	
	Schedule 5 – Tenderer’s Automated Equipment Automated survey data collection equipment	5	
	Schedule 6: Quality Control Procedures specific to data collection	5	
	Maximum possible score	50	
	The minimum required number of evaluation points is 35 which is 70 percent. Failure to achieve this score will lead to disqualification.		

T.H.

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T2.1 List of Returnable Documents

Returnable Schedules required for tender evaluation purposes

The tenderer must fully complete the following returnable schedules as relevant:

- T2.1.1 Record of Addenda to Tender Documents
- T2.1.2 Compulsory Enterprise Questionnaire
- T2.1.3 Certificate of Authority for Joint Ventures and Sub-Contracting
- T2.1.4 Proposed Amendments and Qualifications
- T2.1.5 Declaration of Interest (SBD 4)
- T2.1.6 Preferencing Schedule (SBD 6.1)
- T2.1.7 Declaration of Past Supply Chain Management Practices (SBD 8)
- T2.1.8 Certificate of Independent Bid Determination (SBD 9)
- T2.1.9 Evaluation Schedule 1: Approach Paper
- T2.1.10 Evaluation Schedule 2: Tenderer's Experience
- T2.1.11 Evaluation Schedule 3: Experience of Key Staff -
- T2.1.12 Evaluation Schedule 4: Proposed Organisation and Staffing
- T2.1.13 Evaluation Schedule 5: Tenderer's Automated Equipment
- T2.1.14 Evaluation Schedule 6: Quality Control Procedures
- T2.1.15 C1.1 Offer portion of Form of Offer and Acceptance
- T2.1.16 C1.2 Contract Data (Part 2)
- T2.1.17 C2 Pricing Data

Additional documents required for tender evaluation purposes:

The tenderer must also submit the following returnable documents:

- T2.1.18 Business profile and capability statement
- T2.1.19 Proof of registration with the Companies & Intellectual Property Commission (CIPC);
- T2.1.20 Certified copies of identity documents of all active members/shareholders of the company;
- T2.1.21 A valid SARS Tax Clearance Certificate with a Valid Tax Pin;
- T2.1.22 Proof of Central Supplier Database Registration
- T2.1.23 Proof of intention or availability of Pavement Asset Management Data Collection Equipment (confirmation of availability letter and evidence of existence on all equipment)
- T2.1.24 Proof of professional registration with the respective statutory council i.e. ECSA, SACPM, etc.
- T2.1.25 Confirmation of cover on Professional Indemnity Insurance with a minimum of R 25 Million per claim and up to a minimum R100 million in total.

Failure to fully complete all returnable schedules and submit all returnable documents as listed above will be non-compliance and your bid will be disqualified.

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T2.1.6 Evaluation Schedule 1: Approach Paper

Evaluation Schedule 2: Tenderer's Experience

The approach paper must respond to the scope of work and outline the proposed approach / methodology including that relating to total quality control and assurance, health and safety, etc. The following areas needs to be covered by the approach and methodology;

- I. Programme management and infrastructure portfolio planning and budgeting
- II. Contractor Development and skills development
- III. Socio Radical Economic Transformation
- IV. Business planning and methodology for class 1 to 5 roads according to RISFA and Road Safety Audits in accordance with iRAP with emphasis on star ratings
- V. Data Acquisition & Assessments on Provincial Roads and demonstrate experience in usage of data to compile RAMP.
- VI. Automated survey data collection equipment.
- VII. Experienced personnel
- VIII. Institutionalisation of and training on IDMS
- IX. Development of infrastructure management information, financial-, contract reporting systems within the department: PMS, GMS, BMS, Borrow Pit Management Systems Traffic Accidents and Prioritisation Model

The approach paper should articulate what value add the tenderer will provide in achieving the stated objectives for the project. The tenderer must as such explain his / her understanding of the objectives of the assignment and the Employer's stated and implied requirements, highlight the issues of importance, and explain the technical approach they would adopt to address them. The approach paper should explain the methodologies which are to be adopted, demonstrate the compatibility of those methodologies with the proposed approach. The approach should also include a quality plan which outlines processes, procedures and associated resources, applied by whom and when, to meet the requirements and indicate how risks will be managed and what contribution can be made regarding value management. The tenderer must attach his / her approach paper to this page.

The scoring of the approach paper will be as follows:

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Functionality	Score	Total
<p>Programme management, infrastructure- portfolio planning, while highlighting areas of empowerment. Responses must be under the following sub-headings,</p> <ul style="list-style-type: none"> • Sustainability, integration and development of effective partnerships across government levels and departments, industry and with stakeholders as foundations of successful integrated road infrastructure planning [1] (Evidence- The sustainability and integration plan) • Ensuring that the needs of the community and stakeholders are accommodated within planning processes. [0.5] (Evidence- Appointment of community and stakeholder liaison engagement) • Clarity around the roles and responsibilities of project participants in line with those of provincial and local governments in road infrastructure planning. [0.5] (Evidence- Defined roles and responsibilities as per CV and organogram) • Alignment of road transport planning as a result of tight, reduced and indeed variable budgets for roads down to the route and link level, with continuing funding limitations and variations. [1] (Evidence- Resources to deal with transport planning CV and organogram) • Reporting system for the monitoring (including implementation) of programs and projects in line with FIDPM guidelines, managing budgets, enabled e-documentation management, as well as feedback mechanisms and linkages between levels of government and stakeholders. [2] (Evidence- An agreement or license/ letter of intent /OEM certificate) 		5
<p>Contractor Procurement System - Solicitation Process for Contractor Development Responses must be under the following sub-headings,</p> <ul style="list-style-type: none"> • Plan to encourage small-to-medium-sized road works contractors to grow sustainably, with a focus on, among other things, upskilling (skills development and training), boosting their revenue generation, and increasing their capacity to complete small to medium road infrastructure projects. [4] (Evidence- Plan to facilitate contractor participation mentorship) • A clear outline of a Contractor Development Programme, identifying timescales, development phases and durations, as well as the sequence of activities and the human and material resources needed to reach each milestone. [4] (Evidence- Clear outline of contractor development plan) • A skills development strategy intended to radically transform the education and training of Road Construction Contractors and Workforce (Labours) [2] (Evidence- Resource to do skills development and mentorship as per CV or organogram) 		10
<p>Business planning and methodology for class 1 to 5 roads according to RISFA as well as Road Safety Audit in accordance with iRAP. Responses must be under the following sub-headings,</p> <ul style="list-style-type: none"> • Community and stakeholder consultation within road transport decision-making with recognition that in the past there existed significant gaps in knowledge and information systems concerning community concerns and expectations about the road system. • Considerations of broader network requirements and impacts is a common deficiency in project evaluation. • Roads, Route and Link plans use data collected at higher stages of the transport planning process, i.e., at network strategy and corridor/area planning levels. 		5

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<ul style="list-style-type: none"> The broad issue of sustainability and more specifically that of the environmental impacts of transport projects because of their impact on the society, in a broader context than the users of the roads. Demand-based transport planning for provision of infrastructure to meet the demand is a key factor in business planning and methodology for class 1 to 5 roads. Actual level of demand assessment at route and link level needs to be clear, as is the extent of knowledge of the demand drivers of road infrastructure across road user groups and modes. (Evidence- Number of projects completed in the last 5 years) (less than 3 projects = 0 points) (3-6 projects = 2 points) (7-10 project = 4 points) (10 or more projects = 5 points) 		
<p>Evaluation Schedule 2: Tenderer's Experience</p>		
<p>Experience in data collection using automated road survey equipment for the last 5 years (provide reference letters);</p> <ul style="list-style-type: none"> Number of data collection projects using automated road survey equipment (Evidence- Data collection reference letters from clients and OEM letter for automated road survey) (less than 3 projects= 0) (4- 6 projects= 3 points) (7 projects and more = 5 points) 		5
<p>Data Acquisition & Assessments on roads and demonstrate experience in usage of data to compile RAMP for the last 5 years</p> <ul style="list-style-type: none"> Number of completed and approved RAMP projects conducted (Evidence- reference letter from clients) (no reference letter = 0 points) (1 reference letter = 1 point) (2 reference letters = 2 points) (3 reference letters = 3 points) (4 reference letters = 4 points) (5 reference letters = 5 points) 		5

The undersigned, who warrants that he / she is duly authorised 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 _____
 Tenderer _____

T.A.

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TABLE C - INFRASTRUCTURE ASSET MANAGEMENT FEES
Refer to Section C3.5 - Scope of Works

M	ITE	DESCRIPTION (Activity/Road/Type)	UNIT	APPROXIMATE QUANTITY / PER ANNUM	RATE YR 1 (Excl. V.A.T.)	RATE YR 2 (Excl. V.A.T.)	RATE YR 3 (Excl. V.A.T.)	RATE YR 4 (Excl. V.A.T.)	RATE YR 5 (Excl. V.A.T.)	TOTAL
C1		IRI, Texture, Rutting (Class 1 -5)	LKM's	14 000	R	R	R	R	R	R
C2.1		FWD (Class 1-5)	LKM's (every 50m intervals over 1 lane km)	1 500	R	R	R	R	R	R
C2.2		TSD (Class 1-3)	Continuous measurements per lane km	14 000	R	R	R	R	R	R
C2.3		FWD - Paved (Class 4-5)	LKM's	500			R	R	R	R
C3		Unpaved (VCI and IRI)	LKM's	15 000	R	R	R	R	R	R
C4		Bridge/Culvert	No.	1 500	R	R	R	R	R	R
C5		Traffic Data	No of stations	1 400	R	R	R	R	R	R
C6		Accident Data	L/Sum month per	12	R	R	R	R	R	R
C7		Road Asset Management System	L/Sum month per	12	R	R	R	R	R	R
C8		Ground Penetration Radar (GPR)	LKM's annum per	1 000	R	R	R	R	R	R
C9		Continuous Friction Measurements	LKM's annum per	5 000	R	R	R	R	R	R
C10		Road Safety Audits	LKM's annum per	5 000	R	R	R	R	R	R
Sub-Total (B)					R	R	R	R	R	R

Page 63 must be the same as page 28

C3.8.2 Project Resourcing

The composition of skills and experience in the team shall be proposed in relation to the tasks outlined. As a general indication, it is expected that this project will require approximately 60 person-months. The actual requirements shall depend on the skills mix selected, the methodologies and the deployment of staff.

Project Director (X1)

Experience in infrastructure asset management and planning regarding similar conditions. The desirable qualification is a degree in either civil engineering, construction management, quantity surveying or equivalent as well as registration as a Professional Construction Project Management professional.

Programme Director (x1)

Experience in infrastructure asset management and planning regarding similar conditions. The desirable qualification is a degree in either civil engineering, construction management, quantity surveying or equivalent as well as registration as a Professional Construction Project Management professional.

Senior Programme Manager (X2)

Experience in infrastructure delivery management and planning regarding similar programmes and multiple projects. The desirable qualification is a degree in either civil engineering, construction management, quantity surveying or equivalent as well as registration as a Professional Construction Project Management professional.

Programme Manager (X2)

Experience in infrastructure delivery management and planning regarding similar programmes and multiple projects. The desirable qualification is a degree in either civil engineering, construction management, quantity surveying or equivalent as well as registration as a Professional Construction Project Management professional

Social Facilitator (X2)

A minimum NQF6 in Public Management or similar and 5 years' experience in Social Facilitation and stakeholder management in roads infrastructure.

Programme Engineers (X5)

Experience in road engineering project including road and pavement condition data collection systems and associated data collection. The desirable qualification is Bachelor in Civil Engineering

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Programme Administrator (X2)

Experience in infrastructure delivery management and planning regarding similar programmes and multiple projects. The desirable qualification is a degree in either engineering, construction management, quantity surveying or equivalent

Health and Safety Inspector (X2)

A minimum NQF level 6 in Health and Safety field or similar, with relevant registration as Construction Health and Safety Manager. Minimum 5 years relevant experience.

Asset Data Collection Project Manager (X1)

Experience in infrastructure asset management and planning regarding similar conditions. The desirable qualification is in Civil Engineering or equivalent as well as applicable professional registration.

Data Collection Specialist (X2)

Experience in data assessments of road, traffic and pavement inventory and condition data including location referencing regarding automated data acquisition systems in similar conditions with a minimum of 5000km of assessments in the past 3 years.

Quality Assurance Specialist (X1)

Experience in quality assurance of traffic, road and pavement condition data collection. The desirable qualification is Civil Engineering or equivalent

Data Assessment Specialist (X4)

Experience in data assessments of road, traffic and pavement inventory and condition data including location referencing regarding automated data acquisition systems in similar conditions. The desirable qualification is in Civil Engineering

GIS/Mapping Specialist (X1)

Experience in data processing and conduct assurance of GPS surveys and GIS based road management systems. The desirable qualification is in Civil Engineering or equivalent.

Financial Analyst and Planner (X2)

A minimum NQF Level 7 in Finance Field with relevant 5 years' experience in government Immovable Asset Management. (X1)

A minimum NQF Level 7 in Finance Field with relevant 5 years' experience in Asset Management. (X1) NB: Must be a Chartered Accountant)

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Road Safety Programme Manager (X1)

A minimum Pr Tech Eng in Civil Engineering with iRap accreditation with at least 10 years post graduate experience.

Road Safety Assessors (X5)

A minimum Civil Engineering with iRap accreditation with at least 5 years post graduate experience.

Environmentalist / Geologist (X1)

A Qualification in Geology with at least 5 years post graduate experience in materials and borrow pits. Must be professionally registered.



T Nkosi
Acting-Chief Financial Officer