AIRPORTS COMPANY
SOUTH AFRICA

REFERENCE NUMBER: COR10925/2026/EOI

End-to-end delivery of an integrated aviation security screening solution across the Airports Company South Africa airport network:

Design, Supply, Install, integrate, Commission, Support, Training, Processing Capacity Testing, Decommissioning, Project Management and Maintenance of the following:

- Integrated cabin baggage screening and detection system (3D) and automated screening lanes
- Goods screening machines.
- Passenger Screening X-ray System.
- Design, integration and operationalisation of Remote screening room

NOVEMBER 2026

Issued by

Airports Company South Africa

NAME OF RESPONDENT:

……

AIRPORTS COMPANY SOUTH AFRICA

SBD1

PART A

EOI

AIRPORTS COMPANY SOUTH AFRICA HEREBY INVITES SUITABLY QUALIFIED AND EXPERIENCED ENTITIES TO SUBMIT AN EXPRESSION OF INTEREST (EOI) IN RESPECT OF THE REQUIREMENTS DESCRIBED IN THIS DOCUMENT					
EOI NUMBER:	COR10925/2026/EOI	**CLOSING DATE:**	07 DECEMBER 2026	**CLOSING TIME:**	12H00PM
DESCRIPTION	Potential future Design, Supply, Install, integrate, Commission, Support, decommission, Processing Capacity Testing, Project Management and Maintenance of an integrated aviation security screening solution across the Airports Company South Africa airport network for an overall anticipated lifecycle of approximately ten (10) years.				
EOI RESPONSE DOCUMENTS MUST BE DEPOSITED IN THE BID BOX SITUATED AT *(STREET ADDRESS)*					
ACSA, Tender Box,					
Third Floor, North Wing Office Block,					
OR Tambo International Airport					
EOI RESPONSE PROCEDURE ENQUIRIES MUST BE DIRECTED TO			**TECHNICAL ENQUIRIES MUST 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	**Thami.mncube@airports.co.za**		E-MAIL ADDRESS	**Thami.mncube@airports.co.za**	
RESPONDENTS INFORMATION					
NAME OF RESPONDENT					
POSTAL ADDRESS					
STREET ADDRESS					
TELEPHONE NUMBER	CODE		NUMBER		
CELLPHONE NUMBER					
FACSIMILE NUMBER	CODE		NUMBER		
E-MAIL ADDRESS					
VAT REGISTRATION NUMBER					
REP 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?	☐Yes ☐No [IF YES ENCLOSE PROOF]	*ARE YOU A FOREIGN BASED SUPPLIER FOR THE GOODS /SERVICES OFFERED?*	☐Yes ☐No [IF YES, ANSWER THE QUESTIONNAIRE BELOW]

QUESTIONNAIRE TO SUBMITTING FOREIGN RESPONDENTS	
IS THE ENTITY A RESIDENT OF THE REPUBLIC OF SOUTH AFRICA (RSA)?	☐ YES ☐ NO
DOES THE ENTITY HAVE A BRANCH IN THE RSA?	☐ YES ☐ NO
DOES THE ENTITY HAVE A PERMANENT ESTABLISHMENT IN THE RSA?	☐ YES ☐ NO
DOES THE ENTITY HAVE ANY SOURCE OF INCOME IN THE RSA?	☐ YES ☐ NO
IS THE ENTITY LIABLE IN THE RSA FOR ANY FORM OF TAXATION?	☐ YES ☐ NO
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.	

PART B

TERMS AND CONDITIONS FOR RESPONDING

1. EOI RESPONSE SUBMISSION:
1.1. EOI RESPONSE DOCUMENTS MUST BE DELIVERED BY THE STIPULATED TIME TO THE CORRECT ADDRESS. LATE EOI RESPONSES MAY NOT BE CONSIDERED.
1.2. **ALL EOI RESPONSES MUST BE SUBMITTED ON THE OFFICIAL FORMS PROVIDED (NOT TO BE RE-TYPED) OR IN THE MANNER PRESCRIBED IN THE EOI DOCUMENT.**

SIGNATURE OF RESPONDENT: .....

CAPACITY UNDER WHICH THIS EOI RESPONSE SUBMISSION IS SIGNED: .....
(Proof of authority must be submitted e.g. company resolution)

DATE: .....

AIRPORTS COMPANY
SOUTH AFRICA

Standard Notice and Invitation to submit an Expression of Interest

Expressions of interest are invited for the provision of	POTENTIAL FUTURE REQUIREMENT FOR DESIGN, SUPPLY, INSTALL, INTEGRATE, COMMISSION, SUPPORT, DECOMMISSION, PROCESSING CAPACITY TESTING, PROJECT MANAGEMENT AND MAINTENANCE OF AN INTEGRATED AVIATION SECURITY SCREENING SOLUTION ACROSS THE AIRPORTS COMPANY SOUTH AFRICA AIRPORT NETWORK FOR AN OVERALL ANTICIPATED LIFECYCLE OF APPROXIMATELY TEN (10) YEARS
The Employer is	AIRPORTS COMPANY SOUTH AFRICA (ACSA)
Access to Expression of Interest Documents	DOCUMENTS ARE TO BE DOWNLOADED FROM THE NATIONAL TREASURY ETENDERS WEBSITE (WWW.ETENDERS.GOV.ZA) AND THE ACSA WEBSITE https://www.airports.co.za/Pages/Tender-Bulletin.aspx
Queries relating to the issues of these documents may be addressed to:	Mr Thami Mncube Thami.Mncube@Airports.co.za

AIRPORTS COMPANY
SOUTH AFRICA

POTENTIAL FUTURE DESIGN, SUPPLY, INSTALL, INTEGRATE, COMMISSION, SUPPORT, DECOMMISSION, PROCESSING CAPACITY TESTING, PROJECT MANAGEMENT AND MAINTENANCE OF AN INTEGRATED AVIATION SECURITY SCREENING SOLUTION ACROSS THE AIRPORTS COMPANY SOUTH AFRICA AIRPORT NETWORK FOR AN OVERALL ANTICIPATED LIFECYCLE OF APPROXIMATELY TEN (10) YEARS

Tender Number:	:	**COR10925/2026/EOI**
Issue Date	:	**06 October 2026**
Closing Date	:	**07 December 2026 @ 12H00 Midday**
Non-Compulsory Briefing Session Date / Time	:	**13 November 2026 at 10H00 via MS Teams**
Non - Compulsory Site Inspection	:	**Not Applicable**

AIRPORTS COMPANY SOUTH AFRICA

1. 1. SECTION 1: INSTRUCTIONS TO RESPONDENTS

1.1. Disclaimer: nature and purpose of this Expression of Interest

1.1.1. This Expression of Interest (EOI) is issued by Airports Company South Africa SOC Limited (ACSA) for the purpose of identifying and assessing suitably qualified, experienced and capable entities that may have the technical, operational, financial, regulatory and commercial capability to participate in any subsequent procurement process relating to the design, supply, project management, installation, integration, testing, commissioning, handover, maintenance and/or de-commissioning of security detection and screening equipment and associated systems at ACSA airports.

1.1.2. The EOI constitutes an invitation for interested parties to submit information demonstrating their capability, experience, capacity and suitability in relation to the requirements described in this document.

1.1.3. This EOI is not a request for a tender, bid, proposal or offer capable of acceptance by ACSA and shall not constitute an offer or an invitation to contract.

1.1.4. No respondent shall, by submitting a response to this EOI, acquire any right or expectation that ACSA will proceed with a procurement process, invite the respondent to participate in any subsequent procurement process, or appoint the respondent for any goods or services.

1.1.5. ACSA may, following the EOI process, determine whether to proceed with a subsequent procurement process and, if so, the form, scope, procurement methodology and terms applicable to such process.

1.1.6. Participation in this EOI shall not create any contractual relationship between ACSA and any respondent, other than such obligations as are expressly stated in this EOI to apply to the EOI process.

1.2. Access to EOI documents

1.2.1. EOI documents are available on www.etenders.gov.za and www.airports.co.za. Kindly print and complete.

1.3. Submission of EOI response documents

1.3.1. The envelopes containing EOI response submission must have on the outside the respondent's return address, the full description of the response, EOI reference number and the details of the Supply Chain Management department where the EOI will close. The response documents response must be signed and completed by a person who has been given authority to act on behalf of the respondent. The bottom of each page of the EOI response documents must be **signed or stamped** with the respondent's stamp as proof that the respondent has read the EOI response documents. EOI response documents must be submitted on or before **12h00 (AM) Midday on 7th of December 2026** using the following method(s):

FAILURE TO SUBMIT THE PHYSICAL DOCUMENTS BEFORE THE CLOSING TIME WILL RESULT IN THE EOI RESPONSE NOT BEING CONSIDERED.

1.3.2. **Hand delivery:**

The Expression of Interest response must be delivered to the address below and must be addressed as follows:

Tender box:

The Tender Box is located at:

Airports Company South Africa SOC Limited Tender Box
Third Floor
North Wing Offices
OR Tambo International Airport

LATE OR NO SUBMISSION OF PHYSICAL PACK WILL RESULT IN THE RESPONSE NOT BEING CONSIDERED.

1.3.3. EOI responses must be in printed format (**an original and a copy**) together with an electronic copy of the EOI response documents using an accessible link. The original, in the event of discrepancies between any of the submitted documents, will take precedence.

1.4. **Alternative EOI Responses**

1.4.1. As a general rule, ACSA only accepts EOI response documents which have been prepared in response to the EOI invitation. However, for this EOI, alternative EOI response documents will be accepted **provided** the alternative EOI response is accompanied by the original EOI response document which materially complies with the specifications of this EOI invitation**.** The alternative EOI response document will only be considered where the respondent has submitted together with its alternative EOI response, a submission which materially complies with the requirements of this EOI.

1.5. **Late EOI Response**

EOI responses submitted after the closing date and time will not be considered.

AIRPORTS COMPANY SOUTH AFRICA

1.6. **Clarification and Communication**

Name:	Thami Mncube
Designation:	Specialist Category Management
Email:	Thami.Mncube@Airports.co.za

1.6.1. Request for clarity or information on the EOI may only be requested until **30th of November 2026 close of business**. Any responses to queries or for clarity sought by a respondent will also be sent to all the other entities which have responded to the Expression of Interest invitation.

1.6.2. Respondents may not contact any ACSA employee on this EOI other than those listed above. Contact will also only be permissible in the case of pre-existing commercial relations which do not pertain to the subject of this EOI.

1.7. **Non-Compulsory Briefing Session**

A **non-compulsory** briefing session will be held on the 13th of November 2026 at 10:00 (AM). The session will be held at the following location:

MS TEAMS

NON-COMPULSORY BRIEFING - SMART DETECTION EOI | Meeting-Join | Microsoft Teams

AN MS TEAMS INVITE WILL BE SENT TO RESPONDENTS UPON REQUEST VIA EMAIL. THE LAST DATE FOR AN EMAIL WILL BE 9AM ON THE 13th OF NOVEMBER 2026

1.8. **Non – Compulsory Site Inspection**

Not Applicable

1.9. **EOI Responses**

1.9.1. A response submitted pursuant to this EOI shall be regarded solely as a submission of information for purposes of ACSA's assessment of the respondent's capability and suitability. The submission of a response shall not constitute an offer, tender, bid or proposal capable of acceptance by ACSA and shall not create any obligation on ACSA to accept, negotiate or contract with the respondent. A respondent shall not state or imply in its response that the submission constitutes a binding offer to ACSA.

1.9.2. No pricing submitted, if requested by ACSA for market-information purposes, shall constitute a firm or binding quotation or offer and shall not be used as the basis for the award of a contract under this EOI. Any future procurement process shall be conducted in accordance with the procurement documentation issued for that process, and participation in this EOI shall not confer any right to participate in or be appointed through such subsequent process.

1.10. **No Commitment to Procure**

1.10.1. ACSA is under no obligation to proceed with a subsequent procurement process following the conclusion of this EOI.

1.10.2. ACSA reserves the right, in its sole discretion and subject to applicable law and its procurement policies and procedures, to:

a) proceed with a subsequent procurement process;

b) amend, refine, reduce, expand or otherwise modify the requirements identified in this EOI;

c) issue a subsequent Request for Proposals, Request for Bids, Request for Quotations, competitive negotiation process or other appropriate procurement instrument;

d) invite all, some or none of the respondents to participate in a subsequent procurement process;

e) undertake further market engagement or request additional information from respondents; or

f) cancel, withdraw or discontinue the EOI process.

1.10.3. No respondent shall have any claim against ACSA arising solely from ACSA's decision not to proceed with a subsequent procurement process or not to invite that respondent to participate in such process.

1.11. **Validity Period**

1.11.1. The information submitted in response to this EOI should remain materially accurate for 120 (one hundred and twenty) business/working days following the closing date. This does not constitute a price validity period or an undertaking by a respondent to maintain any price.

1.12. **Pricing**

1.12.1. Respondents shall not be required to submit firm prices, rates or financial offers as part of this EOI.

1.12.2. Where ACSA requests indicative pricing or cost information for purposes of market assessment, benchmarking, affordability assessment or procurement planning, such information shall be clearly identified as indicative and shall not constitute a binding quotation or offer. Any indicative pricing provided shall not be regarded as a commitment by the respondent to supply the relevant goods or services at the stated price.

1.12.3. Pricing, commercial terms and financial evaluation, where applicable, shall be addressed in the subsequent procurement process and shall be subject to the procurement requirements applicable to that process.

1.13. **Contract duration**

1.13.1. ACSA is considering a potential programme with an anticipated lifecycle of approximately ten (10) years. Any contract duration, commercial structure, warranties, maintenance obligations and service levels will be determined in any subsequent procurement process."

1.14. **Confidentiality of Information**

1.14.1. ACSA will not disclose any information disclosed to ACSA through this EOI process to a third party or any other respondent without any written approval from the respondent whose information is sought. Furthermore,

1.14.2. ACSA will not disclose the names of respondents until the EOI process has been finalised.

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1.15. **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**

SECTION 2: BACKGROUND, PURPOSE, AND SCOPE OF WORK

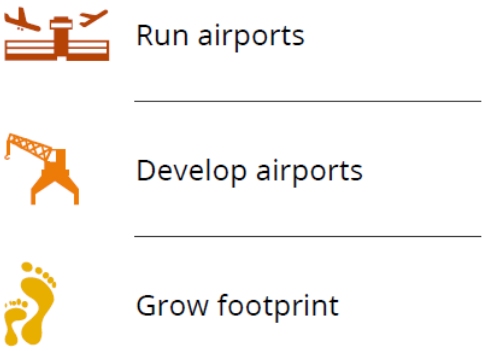
2.1 Background and/or Purpose of this EOI

Since its inception 33 (Thirty-three) years ago, Airports Company South Africa SOC Limited (ACSA) has transformed into a focused commercial enterprise that is market-driven and customer service oriented. The company was formed in 1993 as a public company under the Companies Act of 1973, as amended, and the Airports Company Act of 1993, as amended.

ACSA operates South Africa's Nine (9) principal airports, comprising of the country's major international airports, namely, O.R. Tambo (ORTIA), Cape Town (CTIA) and King Shaka (KSIA) and the smaller regional airports, namely, Chief Dawie Stuurman International Airport (PLZ), King Phalo Airport (ELN), George Airport (GRJ), Bram Fischer (BRAM), Kimberley Airport (KMB), Upington (UTN). ACSA's registered corporate office operates from Airport Park in Kempton Park right next to the OR Tambo International Airport.

ACSA's vision is to be the most sought-after partner in the world for the provision of sustainable airport management solutions by 2030. ACSA's strategy is to create and operate world-class airports measuring up to international standards, its strategic intent is supported by three strategic pillars, namely:

- Run Airports: Run our airports efficiently, optimally, and innovatively.
- Develop Airports: Optimise assets and plan for new capacity and growth opportunities.
- Grow Footprint: Seek growth opportunities in the continent and world.



2.2 Purpose

The ACSA Enterprise Security and Compliance Division is mandated to implement security measures that will prevent acts of unlawful interference by deploying security screening detection equipment 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:

a) Adopt a risk-based security initiative to address evolving global threats.
b) Enable focused resource mitigation risks based on advanced detection of metallic or non-metallic anomalies.
c) Improve passenger processing to positively impact the airport's brand by reducing dwell times.
d) 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 prone to frequent breakdowns. ACSA seeks to replace the old screening equipment with the latest technology available on the market. The new technology must be able to:

(a) Screen all bags without removing contents (laptops & LAGS) and enable higher throughput capacity.
(b) Create efficiencies through more advanced penetration and detection through slicing contents of the bag. CTX technology uses algorithms and an expanded data library to detect anomalies.

Security screening is a mandatory requirement to maintain the airport license to operate in accordance with 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 security screening detection equipment and automated lanes.

The purpose 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 Central Search Points (CSP) (both International and Domestic) including the implementation of automated lanes and goods screening (dual view) at all ACSA airports.

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

a) Improve Operational Efficiency and effectiveness at the central search points.
b) Detect metallic and non-metallic threats at the airports.
c) Enhance airport safety and security for passengers, employees, stakeholders and the airport community.
d) Increase search point throughput and optimise asset utilisation.
e) Improve passenger experience, reduce queues and passenger waiting time.
f) Improve ability to counter threats, focus on resources where risk is greater and to leverage investment made on existing technology.
g) Create security screening points that allow for less intrusiveness for the passenger (Light and heart-warming to passengers; ensure passengers do not feel stressed and anxious).
h) Faster, more convenient, and less intrusive security screening.
i) Reduction in departure delays and higher passenger satisfaction.
j) Increase Baggage Security.
k) Improve Focus on Checkpoint Operations and Security Issues.
l) Ensure future expansion through a Modular Design.
m) Rapid Return on Capital Investment.
n) Low Operating Costs.
o) Continuously measure the number of Passengers being processed.

Consequently, the successful implementation of this replacement Programme will result in the:

a) Compliance with multilateral agreements with ECAC, TSA and ICAO.
b) Replacement of the current equipment and conventional machines at airports that have reached end-of-life, which often fail and thus creating operational inefficiencies.
c) High-throughput, multi-modal security systems that are fully integrated with automated lanes and remote screening capabilities.

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2.3 Scope of Work

2.3.1 Brief description of specifications or scope of works

Design, Supply, Installation, Integration, Commissioning, Support, Training, decommissioning, Processing Capacity Testing, Project Management and Maintenance of integrated aviation security screening and detection solution across ACSA's airport network. The solutions should demonstrate the inclusion of the following subsystems:

2.3.1.1 Automated tray return (ATR) at Central Search points,

2.3.1.2 Cabin Baggage screening equipment at Central Search points,

2.3.1.3 Full body scanners for passenger screening at Central Search points

2.3.1.4 Trace detection where required in accordance with regulations

2.3.1.5 Goods screening equipment at other security gates

2.3.1.6 Archway walk-through metal detectors for people screening at other security gates,

2.3.1.7 Centralised screening control and image management systems,

2.3.1.8 Data transmission and cybersecurity architecture,

2.3.1.9 The proposed solution should be delivered in a 3-phase approach:

- Three (3) year – design, deliver, installation, commission and decommissioning of the equipment to fully meet functional and technical requirements as prescribed in the scope
- Two (2) year - Full On-site warranty covering all equipment, software, system components and maintenance from the date of commissioning
- Five (5) year - Comprehensive maintenance phase aligned to OEM asset management recommendations

2.3.1.10 The replacement should ensure no major building modification take place; thus, the technology shall be retrofitted in the current positions and commissioned for full operations.

2.3.1.11 Equipment should reliably detect threat objects as outlined in the National Aviation Security Programme (NASP) and latest threat assessment, meeting or exceeding the detection performance standards.

2.3.1.12 Screening systems should support passenger and baggage volumes consistent with operational demands without compromising security effectiveness.

2.3.1.13 The scope of the EOI covers the following:

2.3.1.13.1 Design and implementation of automated lanes with automated tray handling Systems.

2.3.1.13.2 Supply, installation and commissioning of 3D X-ray (CT) carry-on baggage scanners.

2.3.1.13.3 Supply, installation and commissioning of Full-body scanners (millimetre-wave or backscatter technology).

2.3.1.13.4 Supply, installation and commissioning of Archway walk-through metal detectors.

2.3.1.13.5 Design and implementation of Remote / multiplexed screening capability for centralised operator review.

2.3.1.13.6 Supply, installation and commissioning of Bulk goods/cargo X-ray screening machines with integrated weighing scales.

2.3.1.13.7 Decommissioning of current equipment to be replaced.

2.3.1.13.8 Maintenance support of the new equipment.

2.3.1.13.9 Training of users through Train-the-Trainer (TTT) course.

2.3.2 REGULATORY CERTIFICATION

The equipment will conform to, meet and/or exceed:

2.3.2.1 TSA or ECAC.

2.3.2.2 Electrical Safety requirements for CE.

2.3.2.3 ISO Standards (Quality & Safety related standard).

2.3.2.4 The X-ray systems must be certified to be in full compliance with radiation safety requirements and external radiation limits.

SACAA recognises certifications from TSA or ECAC as international benchmarks. The respondent should demonstrate that the equipment will be certified by internationally recognised bodies and comply with all applicable national and international aviation security standards.

2.3.3 PROJECT PLAN

It is the responsibility of the respondent to ensure that the proposed solution is accommodated within the plot space and infrastructure limitations of the current central search points equipment. The dimensions of these spaces have been provided. 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.

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2.3.4 THE MAINTENANCE CONTRACT APPROACH

There will be a requirement for the signing a separate contract for the Annual Maintenance for five (5) years as per the terms and conditions decided by ACSA.

Respondents may provide indicative information regarding the proposed maintenance model and cost drivers. Detailed pricing and commercial proposals, if required, will be requested as part of any subsequent procurement process. 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 the contract based on **TOTAL COST OF OWNERSHIP,** that is, OPEX and CAPEX. It will be the responsibility of the respondent 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 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 returnable. Reliability, Maintainability and Availability metrics of the technology will need to be maintained to ensure operational availability.

2.3.5 SCREENING EQUIPMENT (X-ray machines, Full body scanners, Archway metal detectors)

2.3.5.1 It is important for the respondents to note the following requirements of the National Aviation Security Program.

2.3.5.2 South African Civil Aviation Authority (SACAA) will determine minimum specifications of screening equipment intended for use at designated airports.

2.3.5.3 Before a piece of equipment is deployed operationally, the following will be considered:

- 2.3.5.3.1 Size of items to be screened.
- 2.3.5.3.2 Size and mass of the equipment.
- 2.3.5.3.3 Screening capacity (throughput and hourly screening capacity).
- 2.3.5.3.4 Availability, reliability and maintainability.
- 2.3.5.3.5 Integrity (possible sources of interference).
- 2.3.5.3.6 Licensing, such as of frequency bands used by the equipment.
- 2.3.5.3.7 Safety requirements.
- 2.3.5.3.8 Automation.

2.3.5.3.9 Operator interface.
3.5.3.10. Power requirements.
3.5.3.11. Data recording.
3.5.3.12. Threat image projection capability.
3.5.3.13. Training requirements.
3.5.3.14. Ease of use.
3.5.3.15. Environmental constraints (e.g. temperature and humidity); and
3.5.3.16. Networking.

The supplier will have to provide details of how information on an operation is secured, including arrangements for ongoing support and maintenance.

2.3.6 AUTOMATED LANES

The automated lanes shall include

2.3.6.1 Full lane design and installation for high-throughput passenger flow or screening as per the provided screening capacity requirements, in Table 1.
2.3.6.2 Automated tray handling system including the tray supply, collection, return and tracking.
2.3.6.3 Conveyor system and integration with the 3D CT scanners and remote monitoring

The respondent should provide all information on the capability to provide all design, engineering, labour and materials, equipment transport, installation, testing, commissioning, decommissioning, reliability testing, guarantee certificates, and operational handholding services for at least 90 (ninety) days, as required to achieve the project objectives.

The respondent should provide all information on the capability to supply all necessary, required material (hardware and software), including Networking switches and cabling for back-end connectivity to realise the 3D screening machines with Automated Tray Return (ATR), Recheck Workstation/s and Centralised 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.

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2.3.7 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:

2.3.7.1 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 passengers to divest before submitting their own items for screening. This new process is to provide improved system utilisation that allows for higher capacity per screening lane and is to be both intuitive to the passengers using it and not require significant modification of space. This is a guideline from ACSA while the supplier will be held accountable for the processing capacity within the spatial layout. It is imperative for the supplier to design a solution that guarantees the technical and business requirements stipulated by ACSA.

2.3.7.2 Diverter

Automatically, without physical human intervention, sends a bin to:

2.3.7.2.1 The re-composure conveyor (for cleared bins).

2.3.7.2.2 The secondary screening conveyor (for threat bins) after an X-ray operator has determined that the contents of the bin are either a threat or not; or

2.3.7.2.3 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.

2.3.7.3 Secondary Screening (Escalation)

2.3.7.3.1 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.

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2.3.7.4 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.

2.3.7.5 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.

2.3.7.6 Threat Containment

2.3.7.6.1 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.

2.3.7.6.2 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 Enhanced Data Capture & Reporting regarding the operator's image interpretation and performance.

2.3.7.7 Optical Overhead Photo

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

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2.3.7.8 Cross-Lane and Remote Operation

The screening equipment shall be provided 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 is able to view images from multiple lanes) while providing an environment for the operators that is designed to maximise security effectiveness by removing unnecessary distraction.

2.3.7.9 Enhanced Data Capture & Reporting

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

2.3.7.10 Cyber-Security

Maintain the construction 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.

2.3.8 SCREENING CAPACITY

It is important to note that the security screening equipment has a useful life of a minimum of ten (10) years; the approach to screening capacity proposed by Respondents 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. The proposed solution to handle traffic is as per show on Table 1 below:

Table 1: The proposed solution to handle traffic

Airport Area	Airport	Current Processing Rate (Pax/Hr)	Future Processing Rate (Pax/Hr)
Domestic	**ORTIA**	2160	3000
	CTIA	2315	2400
	KSIA	1191	1750
International	**ORTIA**	2880	3000
Local Airports	**CTIA**	750	1250
	KSIA	332	350
	CDSIA	421	450
	George	355	450
	KPA	317	500
	BFIA	243	300
	Kimberley	125	150
	Upington	37	120

At a minimum, respondents must demonstrate a processing rate and layout plan that provides processing capacity that exceeds current capacities and is measured during normal operation. Respondents who can demonstrate processing capabilities closer to the future processing requirements or higher, within the set footprint, will score higher in the assessment process.

The processing capacity should be achieved within the targeted availability of equipment. This means that the respondent 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 of no less than 45 (forty-five) days of operation of the central search points and goods receiving. A failure in the testing resets the 45 (forty-five) day period. The processing capacity will be information that will be segmented into periods of high processing, normal processing; and low processing periods.

2.3.9 CSP Floor Space

ACSA will 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 on 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**

		SPACE STANDARDS FOR WAITING AREAS (m^2/pax)			WAITING TIME STANDARDS FOR PROCESSING FACILITIES (Minutes)			WAITING TIME STANDARDS FOR PROCESSING FACILITIES (Minutes)			PROPORTION OF SEATED OCCUPANTS (%)		
Passenger Terminal Sub-System					Economy Class			Business Class / First Class					
ADRM 9th Edition		A B	C	D E	A B	C	D E	A B	C	D E	A B	C	D E
ADRM 10th Edition		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	> 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			
	Check-in Desk (queue width 1.4 - 1.6 m)	>1.8	1.3 - 1.8	<1.3	<10	10 - 20	>20	Business Class Check-in Desk < 3	3 - 5	> 5			
								First Class Check-in Desk <1	1 - 3	>3			
Security Checkpoint (queue width: 1.2 m)		>1.2	1.0 - 1.2	<1.0	<5	5-10	>10	Fast Track <1	1 - 3	>3			
Emigration (Passport Control) (queue width: 1.2 m)		>1.2	1.0 - 1.2	<1.0	<5	5-10	>10	Fast Track <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% [1]	<50%
Immigration (Passport Control) (queue width: 1.2 m)		>1.2	1.0 - 1.2	<1.0	<5	5 - 10	>10	Fast Track <1	1 - 5	>5			
Baggage Claim Area					First passenger to first bag			First passenger to first bag					
	Narrow Body	>1.7	1.5 - 1.7	<1.5	<1	1 - 15	>15	<1	1 - 15	> 15			
	Wide Body	>1.7	1.5 - 1.7	<1.5	<1	1 - 25	>25						
Public Arrival Hall		>2.3	2.0 - 2.3	<2.0				*n.b. Priority bags to be delivered before Economy*			>20%	15%-20% [1]	<15%

[1] 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

Respondents must provide the queuing time for their proposed designs. Respondents 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 should not be considered.

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2.3.9 GOODS SCREENING SOLUTION

Table 2: Current Goods Screening Arrangement and Configuration

Airport	# of Area Machines	Area	# of Sub-Area Machines	Machine Size	Total Machines
ORTIA	3	International entrance	1	150x150	4
		International exit	2	Lane 1:150x150	
				Lane 2: 100x100	
	1	Domestic	1	100x100	
KSIA	2	Basement South (Dom)	1	150x150	2
		Basement North (Int.)	1	100x100	
CTIA	2	Domestic	1	150x150	2
		International	1	150x150	
UPN[1]	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

The proposed solution for the international and regional airports shall be the same arrangement. The weighing scale shall be provided at each screening point to avoid overloading of the screening machines which may result in damaging the conveyor belts and reducing the reliability of the machines.

It is also recommended that other auxiliary equipment to support the goods screening process be considered, this includes lighting, HVAC, CCTV, as well as data logging and data storage/archiving.

2.3.10 CENTRAL SCREENING REMOTE ROOM

The respondent shall design, construct, and set-up secure rooms for centralised image and alarm review. The central screening remote room shall form an integral part of the integrated airport security detection system. This should allow the AVSEC screener (video operator) to analyse the Xray/ CT images away from the CSP in a dedicated and controlled environment. The concept should cover International departures screening lanes, Domestic lanes and Transfer screening areas at international airports and only domestic lanes for local airports.

The respondent will have to demonstrate that they can do capacity planning based on screening lanes assumptions, operator ratio (multiplexing) and determine the number of workstations for supervisors and operators. The rooms must be protected from cyber-attacks and as such the respondent must demonstrate how this will be accomplished. The respondent should provide information regarding the provision for redundancy as part of the designs.

The central screening remote room should make provision for the following zones or operational areas:

2.3.10.1 Screening Operations Room:

- Main area with operator workstations
- Clear sightlines for supervision
- Low-light environment

2.3.10.2 Supervisor & Control Area:

- Overlooks screening room
- Monitoring dashboards

2.3.10.3. Server / Equipment Room:

- Must be physically secured
- Climate-controlled

2.3.10.4Support Areas:

- Staff break room
- Lockers

2.3.11 INTERGRATION

Interoperate within the existing checkpoint environment, including infrastructure, electrical and mechanical interfaces and existing screening equipment. Full integration of all devices with Automated screening lanes and remote screening rooms. Integration

with airport IT, CCTV, access control, baggage management and alarm reporting system. Support the multiplexed remote operation, allowing centralised operators to manage multiple lanes and devices simultaneously.

2.3.12 IT SYSTEMS AND NETWORK

The respondent should provide information with regard to 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 processing and incident records, provide statistics such as equipment downtime, 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 a 60 (sixty) day record of all items' processes. The technical specifications 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.).

2.3.10. COMMISSIONING AND TESTING

Factory Acceptance Testing (FAT) and site Acceptance Testing for all equipment and automated lanes.

Operational readiness validation, including throughput, detection performance, remote screening and weighing accuracy.

Regulatory approvals by the South African Civil Aviation Authority

2.3.11. THREAT IMAGE PROJECTION (TIP) SPECIFICATION

TIP software facility should be incorporated in the offered X Ray machine to assist the supervisors in testing the operator's alertness and training X Ray screener/operator to improve the ability in identifying specific threat objects. TIP software should be compatible with other X Ray technologies. All X Ray image functions should be available at the same time along with TIP. The TIP facility should have an image library of sufficient capacity and variety. The library should be able to expand and to incorporate additional images by users without the assistance of the manufacturer. The image library should contain images of threats at different orientations; both plane and end – on orientation should be used. All image projection images

should be realistic, representative and non-distinguishable from real threat items.

The programming facility should be available to project images in different intervals. Once the screener has responded to identify the computer-generated threat image, it should remain on the screen for a predefined user programmable time for analysis. The image should be highlighted upon identification, and feedback message shall be visible to the screener. The system should have to bypass the TIP facility, if programmed so, by the system administrator. It is to be ensured that the TIP software should not be a hindrance to the normal functioning of X Ray Machines. All data should be stored on the system for a minimum period of 60 (sixty) days (two (2) months), after it has been downloaded. No individual, regardless of access rights to the TIP components, should be able to delete or amend any of the TIP data. The feedback should clearly indicate in a screen that:

- TIP object has been correctly identified
- TIP object has been missed
- No TIP object was present.
- No message needs to be presented if the screener correctly passes a clear bag.

The system should automatically prepare the daily log of events for each shift and for each screener's performance. The system should be able to generate daily, weekly and monthly reports as well as for any given time and period.

2.3.12. GENERAL

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

2.3.15.1 Improve the passenger flow at security checkpoints to support passenger growth and reduce waiting times as well as delays.

2.3.15.2 Automate the dispensing, movement, sortation and collection of Hand baggage trays. All tray transportation units should be motorised and work synchronously with the X-Ray Baggage Inspection System.

The suppliers shall be expected to provide a technology and layout that meets ACSA's needs with regard 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 ten (10) years (or the useful life of the screening equipment) and to consider the passenger processing forecasts.

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2.3.16 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 screening technology with ATR shall correspond to the branding at ACSA Airports and be finalised in collaboration with ACSA.

The following capabilities are desired by ACSA from an integrated technology solution and concept:

2.3.16.1 Checkpoint Performance Improvements

2.3.16.2 Provide effective and efficient screening of accessible property.

2.3.16.3 Require comparable or more efficient staffing as a standard to carry-on screening lane configuration.

2.3.17 ACCESS CONTROL

2.3.17.1 Maintain item control from entry (divestiture) to exit (re-compose).

2.3.17.2 Ability to automatically divert items requiring additional screening.

2.3.17.3 Ability to manage item spacing to reduce item re-runs.

2.3.18 OUT OF SCOPE

The provision as well as maintenance of the following is out of scope where the services are the responsibility of ACSA's Internal infrastructure teams:

2.3.18.1 IT network infrastructure (switches, routers, LAN and WAN including cabling);

2.3.18.2 Datacentre.

2.3.18.3 Wire Centre equipment.

2.3.18.4 Servers.

2.3.18.5 External Electrical Power; and

2.3.18.6 Cooling in the Data Centre

SECTION 3: EXPRESSION OF INTEREST INSTRUCTIONS

Proposal Procedure

This section outlines the **procurement process** that will be followed:

Phases

1. **Phase 1 – Non-Financial Proposal**
    - Focus on capability, methodology, resources, and compliance with functional criteria.
    - Employer evaluates these proposals against **pre-disclosed functionality criteria**.
    - Only tenderers meeting minimum technical requirements proceed to Stage 2.
2. **Phase 2 – Financial Offer**
    - Shortlisted tenderers receive **procurement documents** (including full scope and contract details).
    - They submit **priced offers** based on updated information.
    - Evaluation at this stage considers **price and preference points** (e.g., B-BBEE).

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SECTION 4: ASSESSMENT CRITERIA

4.1 Assessment of Responses

4.1.1. ACSA will assess the information submitted by respondents against the requirements and assessment criteria stated in this EOI.

4.1.2. The purpose of the assessment is to determine the extent to which respondents demonstrate relevant experience, technical capability, operational capacity, regulatory compliance, financial and organisational capacity, and the ability to deliver solutions of the nature contemplated by ACSA.

4.1.3. The assessment of an EOI response shall not constitute an award, appointment or selection of a preferred bidder.

4.1.4. ACSA may use the information obtained through this EOI to inform the development of the scope of work, technical requirements, procurement strategy, evaluation criteria and other requirements for any subsequent procurement process.

4.1.5. ACSA may request clarification or additional information from a respondent where ACSA considers such clarification or information necessary to properly understand the respondent's submission.

4.2 Assessment Criteria

4.2.1. Responses may be assessed against the following criteria:

a) experience in the provision and implementation of comparable security screening and detection solutions;

b) technical capability and technological expertise;

c) experience with aviation security screening environments;

d) experience with ECAC and/or TSA-approved or qualified technologies, where applicable;

e) experience in the design, integration, installation, testing and commissioning of comparable systems;

f) maintenance, support and lifecycle capability;

g) operational capacity and availability of suitably qualified resources;

h) experience in implementation within live airport or other security-sensitive environments;

i) regulatory and statutory compliance;

j) organisational and financial capacity; and

k) any other criteria expressly identified in this EOI.

4.2.2. ACSA may apply minimum requirements or thresholds where expressly stated in this EOI.

4.2.3. A failure to meet a stated minimum requirement may result in the respondent not being considered for a subsequent procurement process, subject to applicable law and ACSA's procurement policies and procedures.

4.3. No Ranking or Award

4.3.1. Unless expressly stated otherwise, the assessment of EOI responses shall not constitute a competitive bid evaluation and shall not result in the award of a contract.

4.3.2. ACSA may, where appropriate, identify respondents that demonstrate the capability required for further consideration. Such identification shall not constitute an appointment, award or commitment to contract.

4.3.3. ACSA reserves the right to invite respondents to participate in a subsequent procurement process in accordance with the procurement methodology determined by ACSA and applicable law.

4.4. A staged approach will be used to assess the responses, and the approach will be as follows:

Stage 1	**Stage 2**	**Stage 3**
Check if all the documents have been received.	Mandatory Requirements	Assess on functionality or the technical aspect of the EOI response.

4.5. Mandatory Regulatory Requirements

A list of mandatory returnable documents must be consulted to understand which documents are required at the closing date and time. Further, to the mandatory returnable documents/information, ACSA will only consider Respondents who have:

a) Compliance with International Screening Equipment Standards - Provide evidence that all proposed assets (including associated test pieces) are certified with TSA/ECAC (Note that any certification from alternative bodies must be accompanied by evidence of ICAO recognition or equivalency) – APPENDIX E

b) Duly filled in and signed Declaration of commitment to provide PSIRA Accreditation Certificate – APPENDIX F

- Respondents shall provide information demonstrating their experience and capability in complying with applicable aviation security, civil aviation, safety, security, technical and other regulatory requirements relevant to the proposed solution.

- Respondents shall provide details of applicable certifications, approvals, qualifications, accreditations and/or regulatory authorisations held by the respondent, its technology partners and/or the equipment proposed, where applicable.

- Respondents shall provide evidence of experience with technologies assessed, approved, certified or qualified by recognised aviation security authorities or bodies, including ECAC and/or TSA.

- **PSIRA -** Respondents shall identify any regulatory approvals, certifications or authorisations that would be required before implementation and shall provide details of how such requirements would be addressed.

- The information submitted pursuant to this clause is intended to enable ACSA to assess market capability and inform the requirements of any subsequent procurement process.

4.3 Functionality

The functionality assessment will be conducted by the Bid Evaluation Committee (BEC), which comprises of various skilled and experienced members from diverse professional disciplines. The assessment process will be based on functionality criteria. The criteria will be as follows:

The minimum threshold for functionality is the minimum threshold set for criterion/criteria and achieve a minimum of 120 points out of 150 points for functionality for their tender to progress to the next stage.

SUMMARY OF FUNCTIONAL CRITERIA

Selection Criteria	Total Score
1. **Company and/or OEM and/or JV Experience and Reference** – provide a portfolio of delivered projects that include: 1.1. Designing and implementation of detection and screening equipment with automated lanes 1.2. Maintenance of screening equipment as well as the ability to achieve equipment life cycle costing. 1.3. Decommissioning and Disposal of Screening Equipment Experience	20

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Selection Criteria	Total Score
2. **Organisational Capability and Key Personnel** - Suitability, qualifications and related experience of the following: 2.1. Project Manager 2.2. Lead Engineers (Professional) 2.3. Lead Technician 2.4. Professional Structural engineers 2.5. Subject Matter Expert	25
3. **Project Delivery Approach -** Quality and practicality of the proposed implementation approach, including project execution methodology, programme, governance, stakeholder management, risk management, testing, commissioning and transition to operations.	10
4. **Technical Information –** Provide Technical Capability and Proposed Technology Solutions against technical specification in Annexure C. (Data sheets for all proposed equipment issued on the OEM's official letterhead.)	20
5. **OEM Authorisation and/or Local Support Capability** - OEM authorisation confirming partnership or accreditation, together with evidence of local maintenance capability, availability of spare parts, technical support and long-term lifecycle support.	5
6. **Processing Capacity** - Demonstrated capability of the proposed solution to achieve or exceed the prescribed processing capacities specified in **Error! Reference source not found.**, supported by performance data, simulation, modelling or reference installations.	20
7. **Respondent's Financial Capacity** - Demonstrate adequate financial capability and access to financial resources, supported by appropriate evidence, confirming the organisation's capacity to successfully deliver projects of similar size, value and complexity.	10
8. **Performance Guarantees** - a detailed document detailing the process to be followed to guarantee the performance of the proposed solution. The document shall cover the following performance guarantees as a minimum: • Guarantee the time design basis will not be breached (Level of service is IATA optimum). • Guarantee the processing time design basis will not be breached (Level of service is IATA optimum).	10
9. **Reliability Engineering and Lifecycle Support** - Demonstrated capability in reliability engineering, predictive and preventive maintenance, asset lifecycle management and achievement of a minimum system availability of 99%.	10
10. **Quality Assurance Program** - Evidence of a documented Quality Management System (e.g. ISO 9001 or equivalent), including inspection and testing procedures, quality control checklists and alignment to recognised national or international quality standards	10
11. Total Cost of Ownership (TCO) and Lifecycle Costing - Total Cost of Ownership (TCO) model demonstrating the projected lifecycle costs of the proposed solution over its declared design life in line with OEM's asset lifespan prescription. The submission shall include, as a minimum: 11.1. Capital acquisition and installation costs 11.2. Commissioning and integration costs 11.3. Preventive and corrective maintenance costs 11.4. Software licensing, subscriptions and upgrades.	10

Selection Criteria	Total Score
11.5. Spare parts and consumables. 11.6. OEM technical support costs 11.7. Reliability engineering and asset availability assumptions 11.8. Refurbishment or mid-life overhaul requirements 11.9. End-of-life decommissioning and disposal costs.	
TOTAL	150

FULL FUNCTIONAL ASSESSMENT

<table>
<tr><th>Selection Criteria</th><th>Description of Quality criteria</th><th>Total Score</th></tr>
<tr><td>1. Company and/or OEM and/or JV Experience and Reference</td><td>Demonstrate proof of company experience in installation and maintenance (ad hoc, preventative, and equipment recondition) of detection and screening equipment, as well as the ability to achieve equipment life cycle costing or forecasted annual maintenance costs and availability targets or the coordination of similar work.

i. Designing and implementation of detection and screening equipment with automated lanes
ii. Maintenance of screening equipment as well as the ability to achieve equipment life cycle costing.
iii. Decommissioning and Disposal of Screening Equipment Experience
<table>
<tr><th>Demonstrated Experience</th><th>Score</th></tr>
<tr><td>No Sites/Projects of any of the three</td><td>0</td></tr>
<tr><td>Two (2) Sites/Projects of any two of the three above respectively</td><td>5</td></tr>
<tr><td>Three (3) Sites/Projects of any two of the three above respectively</td><td>8</td></tr>
<tr><td>3 Sites/Projects of installation + Maintenance (ad hoc, preventative, and equipment reconditioning or upgrades) + decommissioning</td><td>10</td></tr>
<tr><td>3 Sites/Projects of installation + Maintenance (ad hoc, preventative, and equipment reconditioning or upgrades) + as well as the ability to achieve equipment life cycle costing.</td><td>15</td></tr>
<tr><td>>> 3 Sites/Projects of installation + Maintenance (ad hoc, preventative, and equipment
reconditioning or upgrades) + as well as the ability to achieve equipment life cycle costing.</td><td>20</td></tr>
</table></td><td>20</td></tr>
<tr><td>2. Organisational Capability and Key Personnel.</td><td>Demonstrate organisational capacity and provide details of key personnel, including qualifications, professional registrations, relevant experience, and their roles in delivering similar project
i. Project Manager (5)
The project manager must have adequate experience in project management of brown fields projects and relevant experience in dealing project governance issues</td><td>25</td></tr>
</table>

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<table>
<tr><th>Selection Criteria</th><th>Description of Quality criteria</th><th>Total Score</th></tr>
<tr><td></td><td>
such as stakeholder management, risk management, issues management, project assurance, and operational interface management. Relevant design experience (details and reference to be supplied on the CV)
<table>
<tr><th>Qualification</th><th>Years of Experience</th><th>Professional Registration</th></tr>
<tr><td>≥ BTech Project management / Eng</td><td>≥ 3 years post registration</td><td>PrCPM</td></tr>
</table>
ii. Lead Engineer (5)

The Lead Engineer shall demonstrate demonstrable experience in the delivery of airport security screening and detection systems, including security screening equipment, automated screening technologies, X-ray/CT screening systems, Smart Lanes, Explosive Detection Systems (EDS), Explosive Trace Detection (ETD), associated control systems, software, networking and interfaces with existing airport security infrastructure. Relevant design experience (details and reference to be supplied on the CV)
<table>
<tr><th>Qualification</th><th>Years of Experience</th><th>Professional Registration</th></tr>
<tr><td>≥ BTech Eng</td><td>≥ 3 years post registration</td><td>Pr Eng or BTech</td></tr>
</table>
iii. Lead Technician: (Electrical, Electronic, Mechatronic or Control Engineering) & ECSA Professional Registration (qualification certificate to be provided) (5)

The lead technician shall demonstrate practical experience in the installation, integration, testing, commissioning and maintenance of airport security screening and detection equipment, including X-ray/CT screening systems, EDS/ETD equipment, Smart Lane technologies, conveyors, scanners, sensors, control systems, PLCs, HMIs, networking and associated airport security infrastructure. Relevant design experience (details and reference to be supplied on the CV)
<table>
<tr><th>Qualification</th><th>Years of Experience</th><th>Professional Registration</th></tr>
<tr><td>≥ N. Diploma</td><td>≥ 3 years post registration</td><td>Pr. BTech</td></tr>
</table>
iv. Professional Engineering Services/Consultant: Structural ECSA Professional Registration (qualification certificate to be provided) (5)

The structural engineer shall demonstrate experience in condition assessments, structural investigations, load assessments, structural analysis, design of modifications and strengthening works, construction supervision, inspections, certification and as-built documentation. Relevant design experience (details and reference to be supplied on the CV)
<table>
<tr><th>Qualification</th><th>Years of Experience</th><th>Professional Registration</th></tr>
</table>
</td><td></td></tr>
</table>

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<table>
<tr><th>Selection Criteria</th><th>Description of Quality criteria</th><th>Total Score</th></tr>
<tr><td></td><td>
<table>
<tr><td>≥ BTech Eng</td><td>≥ 3 years post registration</td><td>Pr Eng or BTech</td></tr>
</table>

v. Subject Matter Expert for continuation operations (5)

The SME shall demonstrate extensive experience in aviation security screening and detection technologies, preferably within major international airports, and shall provide specialist advice to ensure that the proposed solution meets the required security, operational, regulatory, technology and passenger-processing objectives.

The following information shall be provided as a minimum pertaining Subject Matter Expert (SME) assessment:
a. Sample reports/due diligence reports that will be presented to ACSA.
b. Clearly showing the headline items that will be reported against
<table>
<tr><th>Component</th><th>Score</th></tr>
<tr><td>SME Assessment information with required minimum information of (a)</td><td>3</td></tr>
<tr><td>SME Assessment information with required minimum information of (a + b)</td><td>5</td></tr>
</table>
</td><td></td></tr>
<tr><td>3. Project Delivery Approach.</td><td>
Quality and practicality of the proposed implementation approach, including project execution methodology, programme, governance, stakeholder management, risk management, testing, commissioning and transition to operations.
<table>
<tr><th>Component</th><th>Score</th></tr>
<tr><td>No project implementation plan</td><td>0</td></tr>
<tr><td>Project Implementation Plan with Project Execution Plan and Project Schedule at minimum, and anyone (1) of the required items.</td><td>5</td></tr>
<tr><td>Project Implementation plan which includes:
• Project Execution Plan
• Project Schedule
• Risk Management Plan
• Stakeholder Management Plan
• Project Interface Management Plan
• Work permit and Safety Management</td><td>10</td></tr>
</table>
</td><td>10</td></tr>
<tr><td>4. Technical Capability and Proposed Technology Solutions.</td><td>Technical Capability and Proposed Technology Solutions against technical specification in Annexure C. (Data sheets for all proposed equipment issued on the OEM’s official letterhead).</td><td>20</td></tr>
<tr><td>5. OEM Authorisation and/or Local Support Capability</td><td>OEM authorisation confirming partnership or accreditation, together with evidence of local maintenance capability, availability of spare parts, technical support and long-term lifecycle support by technical resources, service centres, engineering support, training capability, and spare parts inventory to support ongoing operations.</td><td>5</td></tr>
</table>

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<table>
<tr><th>Selection Criteria</th><th>Description of Quality criteria</th><th>Total Score</th></tr>
<tr><td>6. Processing Capacity</td><td>Demonstrated capability of the proposed solution to achieve or exceed the prescribed processing capacities specified in Error! Reference source not found., supported by performance data, simulation, modelling or reference installations.

<table>
<tr><th>Processing Capacity</th><th>Score</th></tr>
<tr><td>Targeted Processing</td><td>5</td></tr>
<tr><td>Less than or equal to 15% above targeted processing capacity</td><td>10</td></tr>
<tr><td>15% above targeted processing capacity</td><td>20</td></tr>
</table>

The following scoring matrix shall apply:

<table>
<tr><th>Number</th><th>Airport</th><th>Allocation</th></tr>
<tr><td>1</td><td>ORTIA</td><td>40%</td></tr>
<tr><td>2</td><td>CTIA</td><td>20%</td></tr>
<tr><td>3</td><td>KSIA</td><td>15%</td></tr>
<tr><td>4</td><td>CDSIA</td><td>10%</td></tr>
<tr><td>5</td><td>GRG</td><td>5%</td></tr>
<tr><td>6</td><td>BFIA</td><td>4%</td></tr>
<tr><td>7</td><td>KPA</td><td>2%</td></tr>
<tr><td>8</td><td>KIMA</td><td>2%</td></tr>
<tr><td>9</td><td>UTN</td><td>2%</td></tr>
</table></td><td>20</td></tr>
<tr><td>7. Financial Capacity</td><td>Demonstrate adequate financial capability and access to financial resources, supported by appropriate evidence, confirming the organisation’s capacity to successfully deliver projects of similar size, value and complexity.</td><td>10</td></tr>
<tr><td>8. Performance Guarantees</td><td>A detailed document detailing the process to be followed to guarantee the performance of the proposed solution. The document shall cover the following performance guarantees as a minimum:
• Guarantee the time design basis will not be breached (Level of service is IATA optimum).
• Guarantee the processing time design basis will not be breached (Level of service is IATA optimum).

<table>
<tr><th>Component</th><th>Provided</th><th>Not Provided</th></tr>
<tr><td>Guarantee the time design basis will not be breached (Level of service is IATA optimum).</td><td>5</td><td>0</td></tr>
</table></td><td>10</td></tr>
</table>

AIRPORTS COMPANY SOUTH AFRICA

<table>
<tr><th>Selection Criteria</th><th>Description of Quality criteria</th><th>Total Score</th></tr>
<tr><td></td><td>
<table>
<tr><td>Guarantee the processing time design basis will not be breached (Level of service is IATA optimum).</td><td>5</td><td>0</td></tr>
</table>
</td><td></td></tr>
<tr><td>9. Reliability Engineering and Lifecycle Support</td><td>
Demonstrated capability in reliability engineering, predictive and preventive maintenance, asset lifecycle management and achievement of a minimum system availability of 99%.
<table>
<tr><td>System Availability</td><td><99%</td><td>99% - 99.5%</td><td>>99.5%</td></tr>
<tr><td>Score</td><td>0</td><td>5</td><td>10</td></tr>
</table>
Note: Availability = MTBF/ (MTBF + MTTR). For this availability also provide a guarantee and what it will take to achieve it and under which conditions.
</td><td>10</td></tr>
<tr><td>10. Quality Assurance Program</td><td>
Evidence of a documented Quality Management System (e.g. ISO 9001 or equivalent), including inspection and testing procedures, quality control checklists and alignment to recognised national or international quality standards shall contain the following as a minimum:
a. Typical Check-sheets to be used during inspections/assessments.
b. Ability to connect the quality control measure to the code of practice/Regulation.
<table>
<tr><th>Component</th><th>Score</th></tr>
<tr><td>Quality Assurance Program not provided</td><td>0</td></tr>
<tr><td>Quality Assurance Program with required minimum information of (a).</td><td>5</td></tr>
<tr><td>Quality Assurance with minimum required information of (a + b).</td><td>10</td></tr>
</table>
</td><td>10</td></tr>
<tr><td>11. Total Cost of Ownership (TCO) and Lifecycle Costing</td><td>
Total Cost of Ownership (TCO) model demonstrating the projected lifecycle costs of the proposed solution over its declared design life in line with OEM’s asset lifespan prescription. The submission shall include, as a minimum:
11.1. Capital acquisition and installation costs
11.2. Commissioning and integration costs
11.3. Preventive and corrective maintenance costs
11.4. Software licensing, subscriptions and upgrades.
11.5. Spare parts and consumables.
11.6. OEM technical support costs
11.7. Reliability engineering and asset availability assumptions
11.8. Refurbishment or mid-life overhaul requirements
11.9. End-of-life decommissioning and disposal costs.
<table>
<tr><th>Component</th><th>Score</th></tr>
<tr><td>No TCO model submitted or model is fundamentally incomplete.</td><td>0</td></tr>
<tr><td>TCO with reasonable assumptions and supporting OEM information.</td><td>5</td></tr>
</table>
</td><td>10</td></tr>
</table>

Selection Criteria	Description of Quality criteria		Total Score
	Comprehensively TCO covering the entire OEM-prescribed asset life, supported by OEM evidence and demonstrating a credible understanding of reliability, availability, maintenance, refurbishment and end-of-life costs.	10	
TOTAL			150

4.4 Price and Preference

NOT APPLICABLE TO THIS EXPRESSION OF INTEREST

Respondents who meet the functional assessment criteria will be shortlisted for Phase 2

SECTION 5: RETURNABLE DOCUMENTS

5.1 Mandatory Returnable Documents

ACSA will not consider the responses of any Respondent that has failed to submit mandatory returnable documents and information. Respondents should therefore ensure that all the mandatory returnable documents and information have been submitted. In order to assist respondents, ACSA has also included a column next to the required mandatory document and information to enable respondents to keep track of whether they have submitted or not.

MANDATORY RETURNABLE DOCUMENTS AND INFORMATION	SUBMITTED [Yes or No]
Compliance with International Screening Equipment Standards - Provide evidence that all proposed assets (including associated test pieces) are certified with TSA/ECAC (Note that any certification from alternative bodies must be accompanied by evidence of ICAO recognition or equivalency) - Appendix E	
Duly filled in and signed Declaration of commitment to provide PSIRA Accreditation Certificate - Appendix F	

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5.2 Other Returnable Documents and information

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

OTHER RETURNABLE DOCUMENTS AND INFORMATION	MANDATORY	ADMINISTRATIVE	SUBMITTED [Yes or No]
Declaration of Interest and Politically Exposed Persons Section 6	N	Y	
Non-Compulsory Briefing Attendance Register Section 7	N	Y	
Declaration of Forbidden Practices Section 8	N	Y	
Terms and Conditions of EOI Section 9	N	Y	
Respondents must accept the ACSA Terms and Conditions Section 10	N	Y	
Certificate of Authority to Sign Tender Appendix A	N	Y	
Certificate of Authority of Joint Ventures (where applicable) Appendix B	N	Y	
Record of Addenda to Tender Documents Appendix C	N	Y	
Proposed Amendments and Qualifications Appendix D	N	Y	
Schedule of the Tenderer's Experience Appendix G	N	Y	
Reference letter from the Client Appendix H	N	Y	
CV and Experience of Key Personnel Appendix I	N	Y	
Proof of Professional Registration Appendix J	N	Y	
Proposed Subcontractor Appendix K	N	Y	

Letter of Good Standing with the Workers' Compensation Commissioner Appendix L	N	Y	
Tax Pin number Appendix M	N	Y	
Certificate of Incorporation of the responding entity showing ownership split Appendix N	N	Y	
Central Supplier Database Report (CSD) Appendix O	N	Y	
SBD 4 Form Respondent's Disclosure Appendix P	N	Y	
All Other Functional Evaluations Requirements Q	Y	N	

5.3 Information to be submitted

Respondents shall provide, as a minimum, the following information:

a) Company profile and ownership structure;
b) Description of the respondent's business and areas of specialisation;
c) Organisational structure and proposed key resources;
d) Relevant experience and a portfolio of comparable projects;
e) Details of at least three (3) relevant reference projects, including client, scope, location, duration and approximate project value where disclosure is permissible;
f) Details of relevant Original Equipment Manufacturer ("OEM"), technology partner or other strategic partnerships;
g) Details of the technologies and solutions currently available to the respondent and/or its technology partners;
h) Evidence of relevant certifications, approvals and accreditations;
i) Experience in airport, aviation security or other comparable security-sensitive operating environments;
j) Approach to system integration, implementation and operational continuity;
k) Maintenance, lifecycle support and technology refresh capability;
l) Indicative implementation methodology and high-level programme;
m) Identification of key risks, constraints and dependencies associated with implementation;
n) Information regarding local support capability and availability of suitably qualified personnel;

o) Any proposed innovations or alternative approaches that may improve operational efficiency, security effectiveness, reliability or lifecycle cost; and

p) Any other information expressly requested in this EOI.

AIRPORTS COMPANY SOUTH AFRICA

SECTION 6: DECLARATION FORM

6.1 DECLARATION OF INTEREST AND POLITICALLY EXPOSED PERSONS

Making a Declaration

Any legal person or persons having a relationship with persons employed by ACSA, including a blood relationship, may submit a bid/EOI in terms of this tender document. In view of possible allegations of unfairness, should the resulting bid, or part thereof, be awarded to persons connected with or related to ACSA employees, it is required that the bidder or his/her authorised representative declare his/her position in relation to ACSA employees or any member of the evaluation or adjudication committee which will consider bids.

ACSA requires all respondents to declare that they have not acted in any manner inconsistent with the law, policy, or fairness. Furthermore, ACSA requires respondents to declare if they have Politically Exposed Persons (PEP), also known as Domestic Prominent Influential Persons (DPIP), in their organisation. See below definition of PEP/DPIP.

Politically Exposed Persons or DPIP are individuals who are or have been entrusted with prominent public functions in the country or a foreign country, for example Heads of State or of government, senior politicians, senior government, judicial or military officials, senior executives of state-owned corporations, important political party officials. Business relationships with family members or close associates of PEPs involve reputational risks similar to those with PEPs themselves. PEP status in the following areas shall be declared:

- Current or former senior official in the executive, legislative, administrative, military, or judicial branch of government or foreign government (elected or not)'
- A senior official of a major political party or major foreign political party;
- A senior executive of a government owned commercial enterprise
- or a foreign a government owned commercial enterprise, being a corporation, business or other entity formed by or for the benefit of any such individual;
- A related and/or inter-related immediate member of such individual; meaning spouse, parents, siblings, children, and spouse's parents or siblings, etc

5.1.1 All respondents must complete a declaration of interest form below:

Full name of the respondent or representative of the responding entity	_____
Identity Number	_____
Position held in the responding entity	_____
Registration number of the responding entity	_____
Tax Reference number of the responding entity	_____
VAT Registration number of the responding entity	_____

I/We certify that there is / no PEP/DPIP conflict of interest/ no relationship between the responding entity or any of its shareholders / directors / owner / member / partner/ senior management with any ACSA employee or official.

Where a relationship or PEP/DPIP conflict of interest exists, please provide details of the ACSA employee or official and the extent of the relationship below:

PEP/DPIP Declaration

DPIP/PEP Declaration for self/family member or close associate:

Nature of Political Exposure	Term of the office	Description of activities relating to political exposure

Full Names of Directors / Trustees / Members / Shareholders/ Senior Management of the responding entity.

Full Name	Identity Number	Personal Income Tax Reference Number

5.1.2.I/We declare that we have not acted in any manner which promotes unfairness, contravenes any law or is against public morals. We further certify that we will be in full compliance of this EOI terms and conditions as well as ACSA policies.

Declaration:

I/We the undersigned _____ (Name) hereby certify that the information furnished in this tender document is true and correct. We further certify that we understand that where it is found that we have made a false declaration or statement in this tender, ACSA may not consider our EOI response submission.

_____	_____
Signature	Date
_____	_____
Position	Name of respondent

SECTION 7: ATTENDANCE OF NON-COMPULSORY BRIEFING SESSION

SECTION 8: DECLARATION OF FORBIDDEN PRACTICES

I/We hereby declare that we have not/been found guilty of any illegal activities relating to corruption, fraud, B-BBEE fronting, anti-competitive practices and/or blacklisted by an organ of State-Owned Company, etc. and/or any other forbidden practices.

I/We declare the following:

	Description	Penalty	Organ of State / State Owned Company
a)			
b)			

Furthermore, I/We declare that to the best of my/our knowledge there is /are no further practices to be declared or which are in the process of being finalised. The following are alleged practices which have not yet been finalised.

	Description	Organ of State / State Owned Company
a)		
b)		

This declaration was signed on _____ of _____ 2026_____

Name: _____

Designation: _____

Signature: _____

SECTION 9: TERMS AND CONDITIONS OF EOI

9.1 Conditions of the EOI

The respondent acknowledges the EOI rules, confidentiality provisions, ACSA's reservation of rights and other procedural provisions contained in this EOI."

Signed	……..	Date	……
Name	……..	Position	……
Tenderer	……		

SECTION 10: ACSA TERMS AND CONDITIONS OF EOI AND RESPONDENT'S PARTICULARS

TO: Airports Company South Africa Limited.

EOI No: COR10925/2026/EOI

1. Respondent's Name and Contract Details

Respondent:	
Physical Address:	
Correspondence to be addressed to:	
Fax Number:	
Phone numbers:	
Email Address:	
Contact Person:	

2. EOI Response Certification

We hereby submit an EOI response in respect of the ACSA proposed Smart Detection Project in accordance with Airports Company South Africa's requirements.

- We have read, understand and agree to be bound by the content of all the documentation provided by Airports Company South Africa in this expression of interest.
- We accept that Airports Company South Africa's Tender Board's decision is final and binding.
- We certify that all information provided in our Response is true, accurate, complete and correct.
- This Response is specific to this proposed project only; it has no impact, influence or effect on any other project for which a Response may be submitted.
- The undersigned is/are authorised to submit and sign the Response.

Thus done and signed at		on this the		day of		2026

Signature:	
Name:	

For and behalf of:

Responding entity name:	
Capacity:	

LIST OF RETURNABLE DOCUMENTS

PART T2

The Annexures to this EOI are intended solely to facilitate the submission and assessment of Expressions of Interest and shall not constitute a request for a priced offer, tender or binding proposal. The Annexures shall be used solely for the purpose of establishing the Respondent's capability, experience, capacity, eligibility and suitability for possible participation in any subsequent procurement process.

Appendix A Certificate of Authority EOI Response

Insert certified copy of an extract from the minutes of a meeting of the Board of Directors or Members authorising the person who signs the Submission to sign it on behalf of the Company, Corporation or Firm.

AIRPORTS COMPANY
SOUTH AFRICA

Appendix B. Certificate of Authority of Joint Ventures (where applicable)

This Returnable Schedule is to be completed by joint ventures.

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.
Please attach JV agreement stipulation % share of each JV

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

Signed …… Date ……..

Name ……. Position ……..

Tenderer ……...

AIRPORTS COMPANY SOUTH AFRICA

Appendix C. Record of Addenda to EOI Documents

We confirm that the following communications received from the Employer before the submission of this response for EOI, amending the EOI documents, have been taken into account in this response:

	Date	Title or Details
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		

Attach additional pages if more space is required.

Signed …….. Date ……

Name …… Position ……

Tenderer ……

AIRPORTS COMPANY SOUTH AFRICA

Appendix D. Proposed Amendments and Qualifications

The Respondent shall record any deviations or qualifications he/she may wish to make to the EOI documents in this Returnable Schedule.

Page	Clause or item	Proposal

Attach additional pages if more space is required.

Signed …….. Date ……

Name …….. Position ……

Tenderer ……

APPENDIX E: Declaration of commitment to provide PSIRA Accreditation Certificate

Declaration

I, the undersigned, acting in my capacity as _____ and duly authorised to sign on behalf of _____ ("the Supplier"), hereby declare and undertake the following:

1. The Supplier acknowledges the requirement for a valid **Private Security Industry Regulatory Authority (PSIRA) Accreditation Certificate** for the performance of security-related services where applicable, should they be selected for Stage 2 of the procurement process.
2. The Supplier confirms that the PSIRA Accreditation Certificate is currently:

   ☐ In possession of a valid PSIRA Accreditation Certificate

   ☐ Under renewal

   ☐ Pending issuance by PSIRA

   ☐ Not immediately available for submission

   ☐ Other: _____

3. The Supplier undertakes to submit a valid PSIRA Accreditation Certificate to ACSA as part of the Stage 2 procurement process.
4. The Supplier acknowledges that failure to provide the required PSIRA Accreditation Certificate within the committed timeframe that will be set out in stage 2 may result in:
   - Disqualification from the procurement process;
   - Withdrawal of any conditional award;
   - Termination of the contract or any other appropriate action in accordance with ACSA procurement requirements and applicable legislation.
5. The Supplier confirms that all information contained in this declaration is true and correct and understands that any misrepresentation will lead to their response, not being considered, and other legal remedies available to ACSA.

UNDERTAKING

The Supplier hereby commits to providing the required valid PSIRA Accreditation Certificate and agrees to comply with all applicable legislative and regulatory requirements governing the private security industry in South Africa.

Authorised Signatory

I certify that I am duly authorised to sign this declaration on behalf of the Supplier.

Full Name: _____

Designation: _____

Signature: _____

Date: _____

This declaration is submitted as part of the supplier's EOI response and does not exempt the supplier from meeting any other mandatory statutory or contractual requirements.

AIRPORTS COMPANY SOUTH AFRICA

Appendix F: TSA or ECAC Certification

Provide evidence that all proposed assets (including associated test pieces) are certified with TSA/ECAC

(Note that any certification from alternative bodies must be accompanied by evidence of ICAO recognition or equivalency).

Signed	……..	Date	……
Name	……..	Position	……
Tenderer	……		

Appendix G: Schedule of the Respondent's Experience

The experience of the respondent or joint venture partners in the case of an unincorporated joint venture or consortium, as it relates to the experience, will be evaluated.

Respondents should very briefly describe their experience in this regard and attach this to the schedule.
The description should be put in tabular form with the following headings:

Employer, contact person and contact number & Email (Note: Both the email and contact number must be provided)	**Description of work**	**Value of work Exclusive of VAT (Rand)**	**Date completed.**

Respondent must complete the above.

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.

Note: When completing the above schedule, Respondents must take cognisance of the assessment criteria as described in Section 4 clause 4.3

Signed …….. Date ……

Name …….. Position ……

Tenderer ……

Appendix H: Reference letter from the Clients

Attach here

Appendix I: CV and Experience of Key Personnel – Attach CV here

The experience of the Key Personnel in relation to the scope of work will be evaluated from three (3) different points of view:

1) The education, training and skills of the key personnel in the specific field

2) Professional registration

3) General experience, total duration of professional activity and positions held relevant to the scope of work.

The CVs of the Key Personnel should be attached to this schedule:

Each CV should be structured under the following headings:

a) *Personal* particulars
- name and surname

b) *Qualifications* (degrees, diplomas, grades of membership of professional societies and professional registrations)

c) *Work & Project experience*

Name of previous and current employer(s), duration and positions held in enterprise(s)

Outline of recent projects / experience that has a bearing on the scope of work – project value, project completion date.

Note: Tenderer's must take cognisance of the assessment criteria as described on Section 3 clause 3.5

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 ----------

Appendix J: Proof of Professional Registration

Attach proof of professional registration

AIRPORTS COMPANY
SOUTH AFRICA

Appendix K: Proposed Subcontractor

Tenderers are requested to provide a schedule of proposed key sub-consultants intended to be used on the project. The schedule should be structured under the following headings:

No	Sub-Consultant	Trade to be Sub-consulted	% of Works or Services to be Sub consulted	Amount of Work or Service to be Sub consultant	BBBEE Level	Designated Group and Ownership %	Contact Person and Contact Details
e.g.	*ABC Contractors*	*Building Works*	*30%*	*R280,000*	*Level 1*	*Black – 100%* *Women – 80%* *Youth – 5%* *Disable – 5%*	*Mr. Bidder* *031 123 4567* *Bidder@abccontractors.co.za*
1.							
2.							
3.							

We notify you that it is our intention to employ the following Sub-consultant(s) for work in this contract.

Attach the following:

- **BBBEE certificate of proposed subconsultant(s)**
- **SARS Tax Certificate Pin or certified certificate**
- **Certificate of Incorporation**

	Name and address of proposed Sub-consultant	**Nature and extent of work**	**Previous experience with Sub- consultant**

Signed …… Date ……

Name …… Position ……

Tenderer ……

AIRPORTS COMPANY
SOUTH AFRICA

Appendix L: Letter of Good Standing with the Workers Compensation Commissioner

Attach letter of good standing with Workmen's Compensation in accordance with the *Compensation for Occupational Injuries and Diseases Act, 1993* – COIDA.

Signed …… Date ……

Name …… Position ……

Tenderer ……

Appendix M: SARS Tax Pin Certificate

Signed …… Date ……

Name …… Position ……

Tenderer ……

Appendix N: Certificate of Incorporation

Attach the certificate of incorporation of the responding entity showing ownership split and names and identity numbers of Directors / Trustees /Members / Shareholders and Senior Management.

Please attach: Identity documents of the Directors and

Certificate of Incorporation

Sined ..... Date .....

Name ..... Position .....

Tenderer .....

Appendix O: Respondents must provide proof of registration with National Treasury's Central Supplier Database (CSD)

Attach here

Signed …… Date ……

Name …… Position ……

Tenderer ……

Appendix P: SBD 4 FORM

RESPONDENT'S DISCLOSURE

1. PURPOSE OF THE FORM

Any person (natural or juristic) may make an offer or offers in terms of this invitation for EOI. In line with the principles of transparency, accountability, impartiality, and ethics as enshrined in the Constitution of the Republic of South Africa and further expressed in various pieces of legislation, it is required for the respondent to make this declaration in respect of the details required hereunder.

Where a person/s are listed in the Register for Tender Defaulters and / or the List of Restricted Suppliers, that person will automatically be excluded from the EOI process.

2. Respondent's declaration

2.1 Is the respondent, or any of its directors / trustees / shareholders / members / partners or any person having a controlling interest1 in the enterprise, employed by the state? **YES/NO**

2.1.1 If so, furnish particulars of the names, individual identity numbers, and, if applicable, state employee numbers of sole proprietor/ directors / trustees / shareholders / members/ partners or any person having a controlling interest in the enterprise, in table below.

Full Name	Identity Number	Name of State institution

1.2 Do you, or any person connected with the respondent, have a relationship with any person who is employed by the procuring institution?

YES/NO

2.2.1 If so, furnish particulars:

……

……

2.3 Does the respondent or any of its directors / trustees / shareholders / members / partners or any person having a controlling interest in the enterprise have any interest in any other related enterprise whether or not they are responding to this EOI
invitation?

YES/NO

2.3.1 If so, furnish particulars:

……

……

3 DECLARATION

I, the undersigned, (name)…… in submitting the accompanying response, do hereby make the following statements that I certify to be true and complete in every respect:

3.1 I have read and I understand the contents of this disclosure;

3.2 I understand that the accompanying EOI response will not be considered if this disclosure is found not to be true and complete in every respect;

3.3 The respondent has arrived at the accompanying EOI independently from, and without consultation, communication, agreement or arrangement with any competitor. However, communication between partners in a joint venture or consortium[2] 2 will not be construed as collusive bidding.

3.4 In addition, there have been no consultations, communications, agreements or arrangements with any competitor regarding the quality, quantity, specifications, prices, including methods, factors or formulas used to calculate prices, market allocation, the intention or decision to submit or not to submit the bid, bidding with the intention not to win the bid and conditions or delivery particulars of the products or services to which this EOI invitation relates.

3.4 The terms of the accompanying response have not been, and will not be, disclosed by the respondent, directly or indirectly, to any competitor, prior to the date and time of the official bid opening or of the awarding of the contract.

2 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.

AIRPORTS COMPANY SOUTH AFRICA

3.5 There have been no consultations, communications, agreements or arrangements made by the respondent with any official of the procuring institution in relation to this procurement process prior to and during the bidding process except to provide clarification on the bid submitted where so required by the institution; and the respondent was not involved in the drafting of the specifications or terms of reference for this bid.

3.6 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.

I CERTIFY THAT THE INFORMATION FURNISHED IN PARAGRAPHS 1, 2 and 3 ABOVE IS CORRECT. I ACCEPT THAT THE STATE MAY NOT CONSIDER THE RESPONSE OR ACT AGAINST ME IN TERMS OF PARAGRAPH 6 OF PFMA SCM INSTRUCTION 03 OF 2021/22 ON PREVENTING AND COMBATING ABUSE IN THE SUPPLY CHAIN MANAGEMENT SYSTEM SHOULD THIS DECLARATION PROVE TO BE FALSE.

…… ……

Signature Date

…… ……

Position Name of respondent

Appendix Q: All other Functional Criteria Requirements.