Eskom	Tender Technical Evaluation Strategy	FLEET MANAGEMENT SERVICES TUTUKA POWER STATION

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1. INTRODUCTION

Tutuka Power Station requires commuter transport services to provide safe, reliable, and efficient transportation for employees travelling between the power station and various designated areas. These services are essential to support daily operational requirements, ensure employees report on duty as scheduled, and promote their safety and wellbeing during travel. The provision of commuter transport will also contribute to operational continuity and improved productivity at the station.

2. SUPPORTING CLAUSES

2.1 SCOPE

This document covers the documentation and technical criteria required to conduct the technical evaluation of the tender. It sets out the basis, scope, and parameters for evaluating bidders' technical compliance and capability in relation to the specified commuter transport services. Its application is limited to the technical evaluation stage of the tender process. This scope covers all the relevant documentation necessary to do a technical evaluation.

2.1.1 Purpose

The purpose of this tender technical evaluation strategy is to define the Mandatory Evaluation Criteria, Qualitative Evaluation Criteria and TET member responsibilities for tender technical evaluation. The technical evaluation strategy serves as basis for the tender technical evaluation process.

2.1.2 Applicability

This document applies to the tender technical evaluation process for the provision of commuter transport services for Tutuka Power Station. It is intended for use by the appointed technical evaluation team, relevant end-users, and other authorised Eskom personnel involved in the evaluation and adjudication of the tender. The document is specifically applicable to this procurement and may not be used for other projects or contracts unless formally reviewed and amended accordingly.

2.2 NORMATIVE/INFORMATIVE REFERENCES

Parties using this document shall apply the most recent edition of the documents listed in the following paragraphs.

2.2.1 Normative

[1] 240-168966153: Generation Tender Technical Evaluation Procedure <or>

[2] 240-48929482: Tender Technical Evaluation Procedure (Transmission and Distribution)

[3] 32-1033: Eskom Procurement and Supply Chain Management Policy

[4] 32-1034: Eskom Procurement and Supply Management Procedure

[5] 240-101864556 Eskom Fleet procedure

[6] 32-1279Eskom Fleet policy

[7] 240-62946386 – Driver and Vehicle Safety Management Procedure

[8] 32-345 Eskom Vehicle Safety Specification

[9] National Road Traffic Act 93 of 2008

[10] 240-62196227 Eskom Life Saving Rules Standard

2.2.2 Informative

National Road Traffic Act) and NRTR (National Road Traffic Regulations). Classification

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2.3 DEFINITIONS

2.3.1 Classification

Controlled Disclosure: Controlled Disclosure to external parties (either enforced by law, or discretionary).

2.4 ABBREVIATIONS

Abbreviation	Description
BNRC	Business National Traffic Register Number Certificate
COF	Certificate of Fitness
PDP	Public Driver Permit

2.5 ROLES AND RESPONSIBILITIES

As per 240-168966153: Generation Tender Technical Evaluation Procedure for Generation

2.6 PROCESS FOR MONITORING

There will be no averaging of scores between TET members. Each TET member shall independently evaluate all tenderers in accordance with the approved technical evaluation criteria.

2.7 RELATED/SUPPORTING DOCUMENTS

None

3. TENDER TECHNICAL EVALUATION STRATEGY

3.1 TECHNICAL EVALUATION THRESHOLD

The technical evaluation shall consist of two phases: **Phase 1** and **Phase 2**.

Phase 1

This phase comprises Mandatory and Qualitative evaluation criteria. The minimum weighted score required for a tender to be considered technically acceptable in Phase 1 is **70%**.

Phase 2

In this phase, all four minibuses shall be inspected by Eskom Fleet Department representatives**.** The inspection will assess vehicle components in accordance with the Eskom Vehicle Safety Policy. The final score required for a tender to be considered technically acceptable in Phase 2 is **100%**.

Note: Only tenderers who meet the threshold for both phases shall be further evaluated.

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3.2 TET MEMBERS

Table 1: TET Members

TET number	TET Member Name	Designation
TET 1	Zimkhitha Lupondwana	Officer, Fleet
TET 2	Portia Digomo	Officer, Business Administration

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MANDATORY TECHNICAL EVALUATION CRITERIA

Table 2: Mandatory Technical Evaluation Criteria

	Mandatory Technical Criteria Description	Reference to Technical Specification / Tender Returnable	Motivation for use of Criteria
1.	The service provider shall submit a valid operating licence to provide a public transport service.	• A valid Operator's Permit issued and approved by the South African Department of Transport or the relevant Provincial Department of Transport. • A letter from the Secunda/Embalenhle taxi association to which the contract applies, confirming that the service provider is a **member** of this taxi association	• Public transport operators are required by law to hold a valid operating licence or permit to provide public transport services. • Taxi operators must be affiliated with the recognised Secunda/Embalenhle Taxi Association, as applicable to the operating area, to promote operational stability and minimise the risk of service disruptions, unrest, or safety incidents that could affect passengers.

QUALITATIVE TECHNICAL EVALUATION CRITERIA

Table 3: Qualitative Technical Evaluation Criteria

No.	Evaluation Criterion	Description	Tender Returnable	Scoring Methodology	Criteria Weight
1	**Company Experience**	Contractor to have a proven track record in the provision of employee or public transport services.	Reference letters on Client's letter head or Reference letter from Secunda/Embalenhle taxi association	• Letter confirming 5+ years' experience: 5 pts • Letter confirming more than 3years' experience (but less than 5 years): 4 pts • Letter confirming less than 3 years' experience: 2 pts • No letter confirmation/no experience: 0 pts	**20%**
2	**Vehicles allocation: 4x fourteen (14) seaters Toyota Quantum GL**				**20%**
2.2.1	**Vehicle 1**	**1 x fourteen (14) seaters Toyota Quantum GL**	• Vehicle registration certificate • A confirmation letter or proof form tracking company	• Vehicle is less than 1 year old, with 0km-15000km and has a tracking device: 5 pts • Vehicle is less than 2 years old, with no more than 40 000km and has a tracking device: 4 pts • Vehicle is older than 2 years but less than 3 years, with less than 60 000km and has a tracking device: 2 pts • Vehicle is older than 3 years: 0 pts	5%
2.2.2	**Vehicle 2**	**1 x fourteen (14) seaters Toyota Quantum GL**	• Vehicle registration certificate • A confirmation letter or proof form tracking company	• Vehicle is less than 1 year old, with 0km-15000km and has a tracking device: 5 pts • Vehicle is less than 2 years old, with no more than 40 000km and has a tracking device: 4 pts • Vehicle is older than 2 years but less than 3 years, with less than 60 000km and has a tracking device: 2 pts • Vehicle is older than 3 years: 0 pts	5%

2.2.3	**Vehicle 3**	**1 x fourteen (14) seaters Toyota Quantum GL**	• Vehicle registration certificate • A confirmation letter or proof form tracking company	• Vehicle is less than 1 year old, with 0km-15000km and has a tracking device: 5 pts • Vehicle is less than 2 years old, with no more than 40 000km and has a tracking device: 4 pts • Vehicle is older than 2 years but less than 3 years, with less than 60 000km and has a tracking device: 2 pts • Vehicle is older than 3 years: 0 pts	5%
2.2.4	**Vehicle 4**	**1 x fourteen (14) seaters Toyota Quantum GL**	• Vehicle registration certificate • A confirmation letter or proof form tracking company	• Vehicle is less than 1 year old, with 0km-15000km and has a tracking device: 5 pts • Vehicle is less than 2 years old, with no more than 40 000km and has a tracking device: 4 pts • Vehicle is older than 2 years but less than 3 years, with less than 60 000km and has a tracking device: 2 pts • Vehicle is older than 3 years: 0 pts	5%
3	**Roadworthiness**	Ensure Vehicles are Roadworthy	4 x Roadworthy Certificates for all assigned vehicles	• 4 x Roadworthy Certificates: 5 Pts • No Roadworthy Certificates: 0 Pts	15%
4	**Vehicle Maintenance History**	Ensure vehicles are maintained and are in good working condition.	Maintenance records for each assigned vehicle	• New vehicles that have not reached a service interval or full maintenance/service history records for all vehicles that have passed service interval:5 Pts • No full maintenance or service records: 0 Pts	15%
5	**Driver Qualifications & Training**				**20%**
5.1	**Driver 1**	Licences and Permits	• 1 x valid driver's licence (Min C1) • PrDP	• Driver has a valid driver's licence, PrDP (PDP): 5 pts • Driver has a valid driver's licence only: 0 pts	5%

5.2	**Driver 2**	Qualification and safety training	• 1 x valid driver's licence (Min C1) • PrDP	• Driver has a valid driver's licence, PrDP (PDP): 5 pts • Driver has a valid driver's licence only: 0 pts	5%
5.3	**Driver 3**	Qualification and safety training	• 1 x valid driver's licence (Min C1) • PrDP	• Driver has a valid driver's licence, PrDP (PDP): 5 pts • Driver has a valid driver's licence only: 0 pts	5%
5.4	**Driver 4**	Qualification and safety training	• 1 x valid driver's licences (Min C1) • PrDP	• Driver has a valid driver's licence, PrDP (PDP): 5 pts • Driver has a valid driver's licence only: 0 pts	5%
6	**Passenger liability insurance**	The Contractor provides proof that they have a valid passenger liability insurance.	Proof of confirmation from insurance company	• Proof of confirmation from insurance company: 5 • No Proof of confirmation from insurance company: 0	**10%**

3.3 PHASE 2: VEHICLE INSPECTION

In this phase, all four minibuses shall be inspected. The inspection will assess vehicle components in accordance with the requirements of the Eskom Vehicle Safety Specification-32-345. The final score required for the tenderer to be considered technically acceptable in phase 2 is 100%.

- SANS-approved three-point safety belts for every seat – 5 points
- No fold-up or jockey seats – 5 points
- 2 x Triangles – 5 points
- First Aid Kit – 5 points
- Spare Wheel, wheel Spanner & Jack – 5 points
- Fully Serviced Fire Extinguisher – 5 points
- Functional gauges & Hooter – 5 points
- Functional indicator, brake lights and headlamps – 5 points
- Mirrors, obstruction free windscreen & Wipers – 5 points
- Valid License Disc – 5 points
- Driver and Passenger airbag – 5 points
- Factory-fitted air conditioner – 5 points

- A speed warning sign shall be displayed on the back of the minibus in accordance with the National Road Traffic Act – 5 points
- Yellow reflective tape fitted in accordance with the National Road Traffic Act requirement – 5 points
- The tyres complying with the manufacturer's specifications for commercial use. No two different makes or models of tyres may be fitted on the front axle. The front tyres should always be the same – 5 points
- Vehicle is not a conversion from any type of vehicle into a minibus – 5 pts
- A sign affixed to the vehicle to indicate that the bus is equipped to transport people with disabilities – 5 points
- The driver's seat shall be adjustable and partitioned in accordance with the National Road Traffic Act specification – 5 points
- The minibus shall have at least one emergency exit for every 12 passengers – 5 points
- Legitimate service book/log with traceable history to an accredited provider – 5 points

The availability of each of the above-mentioned items will account for a full score of 5 points. The non-availability of any of the above-mentioned items will account for zero score for that item. These are crucial safety compliance requirements.

Note: Only tenderers who meet the threshold for both phases shall be further evaluated

3.4 TET MEMBER RESPONSIBILITIES

<In Table 4 identify the TET members allocated to review/evaluate each Qualitative criterion (minimum 2 evaluators per criteria / sub-criteria)>

Table 4: TET Member Responsibilities

Mandatory Criteria Number	TET 1	TET 2
1	X	X
Qualitative Criteria Number	**TET 1**	**TET 2**
1	X	X
2	X	X
3	X	X

3.5 FORESEEN ACCEPTABLE / UNACCEPTABLE QUALIFICATIONS

3.5.1 Risks

Table 5: Acceptable Technical Risks

Risk	Description
1.	None

Table 6: Unacceptable Technical Risks

Risk	Description
1.	A service provider operating in a different route than where the vehicles will be operating in as this will expose the passengers to possible taxi violence.
2.	Vehicles older than 3 years
3.	Drivers with no driver's licence and PrDP (PDP)
4.	Vehicle without a tracking device
5.	Vehicles with no service history

3.5.2 Exceptions / Conditions

Table 7: Acceptable Technical Exceptions / Conditions

Risk	Description
1.	After a tender is awarded, the contractor's vehicles will be physically inspected. They will have to adhere to the Eskom Vehicle Safety Specification Document Identifier: 32-345 before starting the contract and the Scope of Work. The acceptable exceptions will be: 1.1 Curtains and blinds – the windows can be tinted instead. 1.2 "Alarm/immobiliser – factory-fitted". It will be the prerogative of the contractor to safeguard his vehicle.
2.	Referring to Scope of Work: ADDITIONAL REQUIREMENTS FOR DRIVERS Buses must be fitted with an active tracking system .

Table 8: Unacceptable Technical Exceptions / Conditions

Risk	Description
1	None

4. AUTHORISATION

This document has been seen and accepted by:

Name	Designation
Zimkhitha Lupondwana	Officer, Fleet
Portia Digomo	Officer, Business Administration
Ben Khwela	Manager, Business Support Services
Aneske Juries	Manager, Risk and Assurance (Acting)

5. REVISIONS

Date	Rev.	Compiler	Remarks
February 2026	**1**	**Zimkhitha Lupondwana**	**New document**
February 2026	**1**	**Johnson Mogale**	**New document**
February 2026	**1**	**Portia Digomo**	**New document**

6. DEVELOPMENT TEAM

Zimkhitha Lupondwana
Johnson Mogale
Portia Digomo

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