



Call for Proposals (CFP)

Aerospace Industry Support Initiative (AISI)

Identifying Beneficiaries to participate in the AISI Marine Manufacturing, Maintenance & Repairs, and Associated Services Development Programme: Technology Enhancement Intervention

TERMS OF REFERENCE (ToR)

CFP No: 002/17/08/2021

Date of Issue	17 August 2021
Closing Date	07 September 2021, 16:30
Information Session	24 August 2021, 14:00-16:00 (The session is NOT Compulsory) Zoom - https://zoom.us/j/91517591827
Submissions	Submissions to be emailed to: nroux@csir.co.za
Queries	AISI Technical Leader Tel.: (012) 841-4331 Email: nroux@csir.co.za
CSIR Business Hours	08:00 – 16:30
Category	Marine Industry

INVITATION FOR CALL FOR PROPOSALS (CFPs)

This CFP is specifically for the Marine Manufacturing Industry. Qualifying companies are encouraged to apply for support towards Marine Technology Enhancement. This call seeks to identify a project that requires support, not more than R 750 000, to increase its [Technology Readiness Level \(TRL\)](#) from 4 upwards. The specific aim is to increase localisation of component manufacture within the marine manufacturing industry in South Africa.

- This call is open to all SMME's as well as Integrators and Sub-Systems Suppliers
- A total of R750 0000 (Seven Hundred Fifty Thousand South African Rand) (excl. VAT) is available **for one technology enhancement project.**
- Co-Funding of all Technology Enhancement projects is a requirement and co-funding required from SMMEs and non-SMMEs differ:
 - SMMEs: A minimum of 10% co-funding is required
 - Non-SMMEs: A minimum of 25% co-funding is required.
- Funding can be used for internal or external organisational running cost, human resource, training, development, engineering support and similar costs. However, funding may not be used for capital expenditure purchases.
- The AISI ONLY supports Advanced Manufacturing Projects. The AISI does not support construction, renovation, or upgrade of buildings.

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1 INTRODUCTION

This Call for Proposals (CFP) is published for the **Marine Manufacturing, Maintenance & Repairs, and Associated Services Development Programme**, hereafter referred to as “the Programme”. The programme is an initiative of the Department of Trade, Industry and Competition (**the dtic**) aimed at assisting marine manufacturers to address issues that might hinder or prevent their participation in the marine (and other) supply chain locally and internationally. The CFP is specifically directed to organisations that require support with Technology Enhancement. This call seeks to identify a project that requires support, not more than R750 000, to increase its [Technology Readiness Level \(TRL\)](#) from 4 upwards. The specific aim is to increase localisation of component manufacture within the marine manufacturing industry in South Africa.

NB: This CFP is only directed at Marine Manufacturing and NOT any other industries supported by the AISI.

The purpose of this ToR document is to outline the framework for the CFP and submission procedures with regards to the provision of services for the Aerospace Industry Support Initiative (AISI): Marine Manufacturing, Maintenance & Repairs, and Associated Services Development Programme. It serves as a guideline to potential beneficiaries interested in submitting proposals for consideration by the AISI technical review committee. It should be noted that organisations involved in or aiming to get access to the marine industry will be considered.

2 BACKGROUND

The Council for Scientific and Industrial Research (CSIR) is one of the leading scientific research and technology development organisations in Africa. In partnership with national and international research and technology institutions, the CSIR undertakes directed and multidisciplinary research and technology innovation that contributes to the improvement of the quality of lives of all South Africans. The CSIR's main site is in Pretoria while it is represented in other provinces of South Africa through regional offices.

The Programme is managed by the AISI that falls under Industry Connect within the Manufacturing Cluster of the CSIR. The AISI is an initiative of **the dtic**. The AISI is hosted and managed by the CSIR and has a specific aim of industrial development. The AISI is a fully government-funded mechanism to support the local South African aeronautics, defence,

space and marine manufacturing industries. Based on successful interventions in the aerospace sector, the AISI was tasked to perform a similar supplier development role for the Programme. This programme was launched in 2019.

The goal of the AISI as an industry support mechanism is to:

- Increase the contribution of SMMEs in the economy;
- Significantly enhance Broad Based Black Economic Empowerment (B-BBEE);
- Raise the levels of direct investment overall, as well as in defined priority sectors;
- Increase market access opportunities for the export of South African goods and services;
- Contribute towards building skills and technology platforms;
- Improvement of the local industry competitiveness;
- Ensuring that new technologies are taken up by industry through an active process of industrialisation; and
- Enable new suppliers to enter the supply chain and develop new technologies, industries and SMMEs, in order to enable market entry and global competitiveness through access to national expertise and infrastructure.

3 THE MARINE PROGRAMME

The aim of the Programme is to make targeted interventions in partnership with, marine system or component manufacturers to improve industry competitiveness, and increase localisation. The Programme will be coordinated by **the dtic's** Industrial Competition and Growth and hosted, managed and implemented by the CSIR, through the AISI. The Programme aims to assist marine manufacturers to address issues that might hinder or prevent their participation in the marine (or other) supply chain locally or internationally. The programme aims to provide assistance in addressing issues related to:

- Technology Enhancement (see Section 3.1)
- Standards and Accreditation (**not included in this CFP**)

This CFP focusses specifically on Technology Enhancement:

Support will be provided to manufacturers requiring technology enhancements (which could include testing or validation of new technology; or technology transfer to a beneficiary) to assist suppliers, enter new markets or enhance existing market positions in the marine and other

industries. It should be noted that this CFP does not include support towards Standards and Accreditation.

3.1 TECHNOLOGY ENHANCEMENT

Technology enhancement is a critical aspect for organisational growth within the manufacturing industry. The development and enhancement of new technologies, processes, and manufacturing methods is fundamental to remain competitive on a global stage. The technology enhancement intervention is divided into two categories as shown in Figure 1 below:

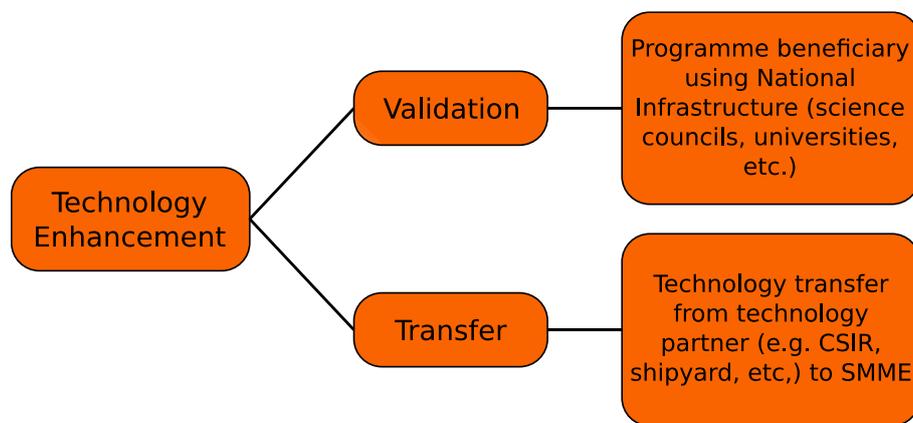


Figure 1: Technology Enhancement Interventions

3.2 TECHNOLOGY VALIDATION

Technology validation focuses on technologies that require manufacturers to utilise national infrastructure to develop and enhance the specified technologies. The national infrastructure could be in the form of testing or validation services that are required by manufacturers or any form of assistance that national infrastructure could provide to manufacturers with preference given, but not restricted, to specified thematic areas as indicated below. Technology validation may also include assisting organisations in meeting industry certification requirements both locally and internationally.

3.3 TECHNOLOGY TRANSFER

Technology transfer focuses on the transfer of a relevant technology from, for example: the CSIR to established shipyard or manufacturing companies in the marine industry or similar to a marine manufacturer. This would entail actual technology development and the transfer of

skills and knowledge. Preference will be given to technology transfer projects associated with components on the designated component list, but support is not limited to this list.

3.4 TARGETED COMPONENTS

Only projects with a Technology Readiness Level (TRL) value ≥ 4 (greater than or equal to four) at the start of the project, will be considered for support. Evidence of this will need to be provided with the application. Refer to TRL definitions in Section 22.

The Programme is not prescriptive of the types of components to be supported. Preference will, however, be given to interventions involving the list of designated components given in Table 1.

Table 1. Designated component list

List of designated components*			
1	Marine grade cables	15	Fixed pitch propellers
2	Marine grade steel and aluminium materials	16	Incinerators
3	Pumps	17	Storage tanks
4	Marine Valves	18	Desalination plant
5	Refrigeration and HVAC systems	19	Windows and watertight doors
6	Fire Fighting Systems: <ul style="list-style-type: none"> • Fire monitors • Fire and Smoke Dampers 	20	Lights used in the marine industry
7	Cranes and davits	21	Anchors and chains
8	Ventilators and fans, and cabin units	22	Electrical components and fittings
9	Application processes for paints and coatings	23	Manoeuvring Systems
10	Insulation materials	24	Dredging Equipment
11	Hydraulic equipment	25	Mooring Systems
12	Radio and radar equipment	26	Air Whistles
13	Seals and gaskets (especially stern seals)	27	Power Converters
14	Replenishment at sea systems	28	

**The list of designated components is not exhaustive but can be used as a guide.*

NOTE: The AISI ONLY supports Advanced Manufacturing Projects. The AISI does not support construction, renovation, or upgrade of buildings.

4 QUALIFYING ORGANISATION

The CFP is open to both local **INTEGRATORS AND SUB-SYSTEMS SUPPLIERS** and **SMMEs**.

Definitions:

*An **Integrator and Sub-Systems Supplier** is a company whose products are used as components in the products of another company. The integrators and sub-systems suppliers generally works closely with the company that sells the finished product and customises designs based on that company's needs. Only integrators and sub-systems suppliers who are involved in marine manufacturing, maintenance & repairs and associated services will be considered.*

*A **manufacturing SMME** is defined in accordance with the Revised Schedule 1 of the National Definition of Small Enterprise in South Africa published on 15 March 2019 by the Department of Small Business Development. According to this schedule a manufacturing SMME is defined as having less than:*

- 250 full time employees; and
- R170 million annual turnover

Any organisation that is currently (or could be after benefitting from the proposed intervention) a system, sub-system or component manufacturer in marine manufacturing is eligible to submit a CFP. Both large organisations (integrators and sub-systems suppliers) as well as SMMEs are eligible, although preference will be given to SMMEs.

All applicants are required to include their B-BBEE certificate in their response to the CFP. The B-BBEE level is required to be maintained or improved throughout the duration of the project.

Manufacturers that are currently receiving support for the same requested interventions from other South African Government departments or international organisations will not be considered for support. Organisations currently receiving support from any mechanism within the AISI will not be considered for support. Proposals from organisations that have received AISI support and the projects are completed, may however be considered.

5 THE CALL FOR PROPOSALS PROCESS

The CFP process (depicted in Figure 2) is as follows:

- Qualifying organisations are invited to complete the proposal template and submit to the AISI as described in Sections 8 and 11.
- All submitted proposals will be evaluated (see Section 6: Evaluation process).

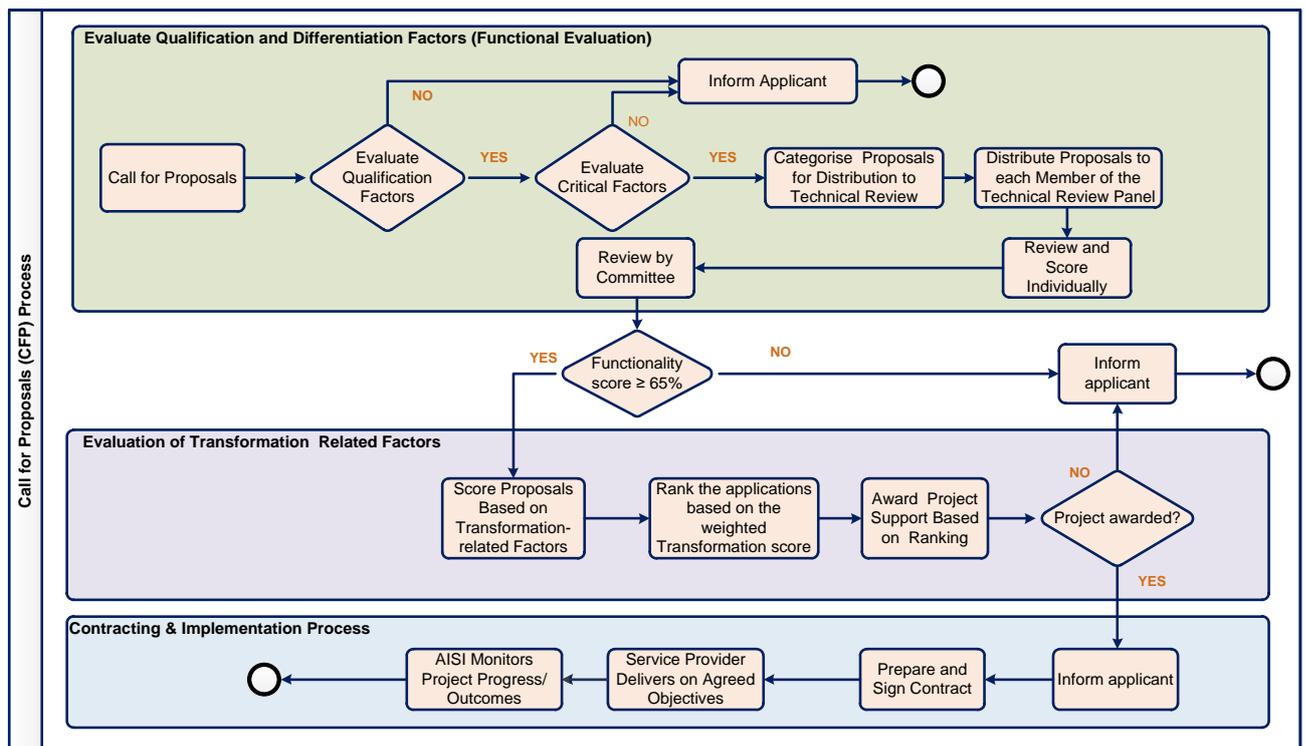


Figure 2: Call for Proposal Assessment Process.

NOTE: An Information Session will be held by the AISI to explain further the evaluation process highlighted above. The Information Session has been scheduled for 24 August 2021 from 14:00-16:00. However, this Information Session is NOT compulsory.

6 The Evaluation Process

All proposals will be evaluated by a technical review committee for functionality and transformation related factors. Based on the results of the evaluation process, the AISI will approve the awarding of the contract to a successful beneficiary. The CFP's evaluation process will follow two-phased approach as shown in Figure 2. The phases are:

- Evaluation of Qualification, Critical and Differentiation Factors (Functionality)
- Evaluation of Transformation Related Factors

Transformation factors will only be considered for proposals that achieve the minimum qualification score for functionality that is greater than or equal to 65%.

6.1 Evaluation of Qualification, Critical and Differentiation Factors (Functionality)

- All proposals will initially be reviewed to ensure that they fulfil the qualification and critical evaluation factors. If not, the project proposal will be disqualified, and the service provider will be informed thereof;
- All projects that fulfil the qualification and critical evaluation factors will then be categorised accordingly and the project proposals will be distributed to the members of a pre-determined technical review committee;
- Each member of the technical review committee will review and score the projects using pre-approved differentiation evaluation factors;
- A technical review will take place to obtain a final score and approval of all projects to be supported by the AISI;
- All projects that have a weighted score greater than or equal to 65% on the differentiation factors (functionality) will qualify for the next round of evaluation on transformation related factors.
- All organisations whose applications are eliminated at this stage will be notified.

6.1.1 Qualification And Critical Evaluation Factors

The assessment criteria for the evaluation of all project proposals are firstly divided into qualification evaluation factors (based on the service provider) and critical evaluation factors (based on the proposal). These are shown in Table 2. For the qualification and critical factors, any “**NO**” answer immediately disqualifies the proposal. This evaluation will be done by the review committee.

The proposal template, which is published with this CFP (see Annexure A), must be completed and submitted. The evaluation of the CFP will be based on the information provided in the proposal template and any additional documentation requested.

6.1.2 Differentiation Evaluation Factors

The differentiation factors for the evaluation of all project proposals are shown in Table 3 and Table 4. Integrators and Sub-Systems Supplier applications will be evaluated using Table 3, whereas SMME applications will be evaluated using Table 4. **Please indicate if you are applying as an Integrator and Sub-Systems Supplier or SMME on the proposal template. (Applicants are requested to pay attention to their applicable Table because even**

though the factors considered are the same, the requirements are different between the SMMEs and Integrator and Sub-Systems Suppliers)

- Each differentiation factor is assigned a score (maximum 10), which is then weighted according to the importance of the factor. Please note the following:
 - Proposals with functionality / technical points of less than the pre-determined minimum overall percentage of 65% and less than 50% on any of the individual criteria will be eliminated from further evaluation.

Table 2: Qualification and Critical evaluation factors for assessing project proposals

Qualification Evaluation Factors		Yes	No
1	South African registered company		
2	Valid tax clearance certificate		
Critical Evaluation Factors		Yes	No
3	Project within thematic area or continuation of a previously AISI supported project		
4	The project can be completed within the specified duration		
5	Is the costing for the project correct (all the line items adding up correctly)?		
6	Does the project fall within the predetermined budget category?		
7	Technology Readiness Level (TRL) value ≥ 4 at start of project		
8	No duplication of infrastructure, product or service?		
9	Is the project outside of normal beneficiary operations?		
10	Completed proposal template		
11	Marine Manufacturing, Maintenance & Repairs, and Associated Services related?		
12	Is the application complete?		
13	Submission of CFP Terms of Reference (this document) initialed on each page		
14	Projects previously supported by the AISI (Both Aerospace & Defence and Marine) are completed and deliverables have been achieved (If applicable) *Applicants with existing AISI projects with less than three months left to completion will be considered provided the project is on schedule and meeting all required deliverables.		

Table 3: Differentiation Evaluation for Integrators and Sub-Systems Suppliers

Differentiation Factors Integrators and Sub-Systems Suppliers		Score	Weight	Weighted Score
Factor	Scoring	(/10)	(%)	
Strategic nature and relevance of project/technology to South African marine manufacturing supplier development	Project/Technology contributes to SA development by adhering to: <ul style="list-style-type: none"> • More than one government policy and/or strategic document (assigned score: 10) • One government policy and/or strategic document (assigned score: 5) • No government policies and/or strategic documents (assigned score: 0) 		15	
Favorable ratio of self-investment if not a SMME (Co-Funding)	The applicant commits the following co-funding as a percentage of the total project funds if NOT SMME:: <ul style="list-style-type: none"> • More than 80% of the total project funding (assigned score: 10) • Between 50% and 80% of total project funding (assigned score: 8) • 25 – 49% of requested funds (assigned score: 5) • 0 - 24% co-funding (assigned score: 0) 		15	
Localisation: Technology being developed has the potential to increase local market content	The proposed Technology Enhancement Project: <ul style="list-style-type: none"> • Specifically addresses localisation for Marine designated components (assigned score: 10) • Has significant potential to increase local market content as it addresses a need in the local Marine market (assigned score: 8) • Has limited potential to increase local market content as it addresses a need in the local Marine market (assigned score: 5) • Will not increase the local marine market as it does not address the local Marine need (assigned score: 0) 		15	
Job Creation or Retention	Number of jobs potentially retained or created: <ul style="list-style-type: none"> • More than 5 (assigned score: 10) • 4 – 5 (assigned scored: 8) • 1 – 3 (assigned score: 5) • None (assigned score: 0) 		10	
Industry and Human Capital Development	Submission of a plan that details how skills, knowledge transfer and technical development will be gained through the project and transferred to industry i.e. how will the project result in suppliers being developed on a technical level (e.g. lectures, workshops, presentations etc.) Refer to Section 5.1, 5.2 and 5.3 in Annexure A (Proposal Template) <ul style="list-style-type: none"> • The plan successfully addresses all applicable aspects, no limitations (assigned score: 10) • The plan addresses the criterion thoroughly, but with a small number of limitations (assigned score: 8) • The plan broadly addresses the criterion, but there are significant weaknesses (assigned score: 5) • The plan fails to address the criterion and/or cannot be assessed due to missing or incomplete information (assigned score: 0) 		10	

Differentiation Factors Integrators and Sub-Systems Suppliers		Score	Weight	Weighted Score
Quality and Feasibility	Quality and overall direction of proposal: <ul style="list-style-type: none"> • The proposal successfully addresses all applicable aspects, no limitations (assigned score: 10) • The proposal addresses the criterion thoroughly, but with a small number of limitations (assigned score: 8) • The proposal broadly addresses the criterion, but there are significant weaknesses (assigned score: 5) • The proposal fails to address the criterion and/or cannot be assessed due to missing or incomplete information (assigned score: 0) 		10	
	Are the objectives, methodology and budget appropriate for the proposed work and time frame? <ul style="list-style-type: none"> • The proposal successfully addresses all applicable aspects, no limitations (assigned score: 10) • The proposal addresses the criterion thoroughly, but with a small number of limitations (assigned score: 8) • The proposal broadly addresses the criterion, but there are significant weaknesses (assigned score: 5) • The proposal fails to address the criterion and/or cannot be assessed due to missing or incomplete information (assigned score: 0) 		10	
	Does the applicant have the relevant technical expertise and industry experience to undertake the project? <ul style="list-style-type: none"> • More than 10 years (assigned score: 10) • 5 – 10 years (assigned score: 8) • Less than 5 years (assigned score: 5) 		10	
Collaborative nature of project (The role of SMMEs on the project should be clearly indicated)	Involvement of (excluding organisation submitting proposal): <ul style="list-style-type: none"> • More than 2 organisations, minimum 2 SMMEs (assigned score: 10) • 1 or 2 collaborator, 1 must be a SMME (assigned score: 7) • No collaboration (assigned score: 5) 		5	
Total			100	100

Table 4. Differentiation Evaluation for SMMEs

Differentiation Factors (SMMEs)		Score	Weight	Weighted Score
Factor	Scoring	(/10)	(%)	
Strategic nature and relevance of project/technology to South African marine manufacturing supplier development	<p>Project/Technology contributes to SA development by adhering to:</p> <ul style="list-style-type: none"> • More than one government policy and/or strategic document (assigned score: 10) • One government policy and/or strategic document (assigned score: 5) • No government policies and/or strategic documents (assigned score: 0) 		15	
Co-Funding: Favourable ratio of self-investment if a SMME	<p>The applicant commits the following co-funding as a percentage of the total project funds:</p> <ul style="list-style-type: none"> • More than 80% of the total project funding (assigned score 10) • Between 40% and 80% of total project funding (assigned score 8) • 10 – 39% of requested funds (assigned score: 5) • 0 - 10% co-funding (assigned score 0) 		10	
Localisation: Technology being developed addresses the local Marine market need	<p>The proposed Technology Enhancement Project:</p> <ul style="list-style-type: none"> • Specifically addresses localisation for Marine designated components (assigned score 10) • Has significant potential to increase local market content as it addresses a need in the local Marine market (assigned score 8) • Has limited potential to increase local market content as it addresses a need in the local Marine market (assigned score 5) • Will not increase the local marine market as it does not address the local Marine need (assigned score: 0) 		15	
Job Creation and Retention	<p>Number of jobs potentially retained or created:</p> <ul style="list-style-type: none"> • More than 5 (assigned score 10) • 3 - 5 (assigned scored: 8) • 1 or 2 (assigned score: 5) <p>None (assigned score: 0)</p>		10	
Industry and Human Capital Development	<p>Submission of a plan that details how skills, knowledge transfer and technical development will be gained through the project and transferred to industry and the aerospace supplier base i.e. how will the project result in suppliers being developed on a technical level (e.g. lectures, workshops, presentations etc) Refer to Section 5.1 and 5.3 in Annexure A (Proposal Template)</p> <ul style="list-style-type: none"> • The plan successfully addresses all applicable aspects, no limitations (assigned score: 10) • The plan addresses the criterion thoroughly, but with a small number of limitations (assigned score: 8) • The plan broadly addresses the criterion, but there are significant weaknesses (assigned score: 5) 		10	

Differentiation Factors (SMMEs)		Score	Weight	Weighted Score
Factor	Scoring	(/10)	(%)	
Quality and Feasibility	Quality and overall direction of proposal <ul style="list-style-type: none"> The proposal successfully addresses all applicable aspects, no limitations (assigned score: 10) The proposal addresses the criterion thoroughly, but with a small number of limitations (assigned score: 8) The proposal broadly addresses the criterion, but there are significant weaknesses (assigned score: 5) The proposal fails to address the criterion and/or cannot be assessed due to missing or incomplete information (assigned score: 0) 		10	
	Are the objectives, methodology and budget appropriate for the proposed work and time frame? <ul style="list-style-type: none"> The proposal successfully addresses all applicable aspects, no limitations (assigned score: 10) The proposal addresses the criterion thoroughly, but with a small number of limitations (assigned score: 8) The proposal broadly addresses the criterion, but there are significant weaknesses (assigned score: 5) The proposal fails to address the criterion and/or cannot be assessed due to missing or incomplete information (assigned score: 0) 		10	
	Does the applicant have the relevant technical expertise and industry experience to undertake the project <ul style="list-style-type: none"> More than 10 years (assigned score: 10) 5 – 10 years (assigned score: 8) Less than 5 years (assigned score: 5) 		10	
Collaborative nature of project (The role of other SMMEs on the project should be clearly indicated)	Involvement of: <ul style="list-style-type: none"> More than 3 organisations, minimum 1 SMME (assigned score: 10) 2 – 3 organisations, minimum 1 SMME (assigned score: 7) 0 to 1 collaborator (assign score: 5) 		5	
Total			100	100

6.2 Evaluation of Transformation Related Factors

Based on the evaluation in Phase 1, all proposals with a weighted differentiation or functionality score greater than or equal to 65% qualify for the second phase of evaluation. The principle at this stage of evaluation is that all such projects have proven to be suitable for AISI support and this stage will rank them based on the transformation related characteristics of the applying organisations without taking into account the functionality scores again.

- Qualifying projects from the first phase of evaluation will be scored and the total weighted scores will be ranked from the top performing in terms of the transformation factors as shown in Table 5.
- Both successful and unsuccessful applicants from this stage will be informed of the outcome.
- The successful applicant will then be contacted for the contracting and implementation process.

This evaluation stage will only apply to those applications that managed to get a weighted score of greater than or equal to 65% in the functionality or technical evaluation. The transformation related factors for the evaluation of all project proposals are shown in Table 5 and they apply to both SMMEs as well as Integrators and Sub-Systems Suppliers.

Each transformation related factor is assigned a score (maximum 10), which is then weighted according to the importance of the factor.

NOTE: Obtaining a score that is less than 50% on any of the individual criteria at this stage **WILL NOT** result in elimination of the applicant from further evaluation. The outcome of the transformation related evaluation is just to rank projects.

Table 5. Transformation Related Evaluation Factors

	Transformation Factors	Score	Weight	Weighted Score
Factor	Factor Description	(/10)	(%)	
Black Ownership	<p>Percentage of black ownership in the business (Please provide proof e.g B-BBEE certificate. If using an affidavit, ensure this information is included)</p> <ul style="list-style-type: none"> • ≥ 50% Black Ownership (assigned score: 10) • 1 – 49% Black Ownership (assigned score: 7) • No Black Ownership (assigned score: 5) 		35	
Black Women Ownership	<p>Percentage of Black Women Ownership (Please provide proof e.g B-BBEE certificate. If using an affidavit, ensure this information is included)</p> <ul style="list-style-type: none"> • ≥ 30% Black Women Ownership (assigned score: 10) • 1 – 29% Black Women Ownership (assigned score: 7) • No Black Women Ownership (assigned score: 5) 		25	
Youth Ownership	<p>Percentage of Youth Ownership (Please provide proof e.g CIPC documents) In South Africa, the youth is defined as the population between 15 and 35 years.</p> <ul style="list-style-type: none"> • Youth Ownership (assigned score: 10) • No Youth Ownership (assigned score: 5) 		10	
Black Economic Empowerment Level	<p>The B-BBEE level of the company</p> <ul style="list-style-type: none"> • B-BBEE Level 1-2 (assigned score: 10) • B-BBEE Level 3-4 (assigned score: 8) • B-BBEE Level 5-8 (assigned score: 5) • B-BBEE Level Non-Compliant- Disqualified 		30	
	Total	/50	100	/100

6.3 PROJECT BUDGET & CO-FUNDING

Co-Funding of all Technology Enhancement projects is a requirement. The co-funding contribution is calculated based on the project budget. Co-funding required from SMMEs and non-SMMEs differ:

- SMMEs: A minimum of 10% co-funding is required.
- Non-SMMEs: A minimum of 25% co-funding is required.

A total of R750 0000 (Seven Hundred Fifty Thousand South African Rand) (excl. VAT) is available for one technology enhancement project. The total project amount, including co-funding, from the beneficiary can exceed the R750 000 only when co-funding is added. Funding received per project will therefore not exceed R750 000 (excl. VAT). Projects will require a detailed motivation demonstrating significant benefits to the Marine manufacturing industry. Any project proposals received with **requested** budget amounts over the above value without the added co-funding will be disqualified.

Funding can be used for internal or external organisational running cost, human resource, training, development, engineering support and similar costs. However, **funding may not be used for capital expenditure purchases.**

6.4 Project Timelines

All proposed projects must have a maximum duration of one year (12 months). All project deliverables must be completed within the specified timeframes; no extensions will be permitted.

7 PROPOSAL SPECIFICATION

All proposals are to be submitted in a format as specified in the CFP document (a template is provided under Annexure A).

8 Guidelines and Key Points

Any South African Integrators and Sub-Systems Suppliers and SMMEs are invited to submit proposals in support of this call. Applicants are encouraged to propose projects with the support of a consortium of partners. Such partners should ideally co-fund/contribute to the project. Please note the following:

- **Submit your applications via email: nroux@csir.co.za**

- An organisation may submit more than one proposal.
- The AISI will only support marine manufacturing, maintenance and repairs and associated services related projects under this call for proposal.
- The AISI does not support feasibility studies.
- All enquiries must be directed to the AISI.
- **Only one company** will be supported through this call.
- Companies receiving support will be based on merit.
 - The AISI will nominate the applicants' whose CFPs are determined to be the most advantageous to the AISI, taking into consideration the technical suitability of the shortlisted participant.
- Complete the project proposal template and submit by the date and time specified.
- All project proposals, relevant documentation, data and information will be treated as confidential.
- The process of evaluating all proposals will be conducted in a fair and confidential manner.
- All technical experts in the review committee are also bound by an obligation of confidentiality.
- Only applications received before or on the due date will be considered for this call.
- Beneficiaries who have not completed and submitted all deliverables, as per the projects undertaken with the AISI including Aerospace and Defence during the previous project cycle, will not be considered for funding.
- Contracts will be entered into between the CSIR (on behalf of the AISI) and the successful institution(s) for each successful project proposal.
- Subject to the nature and scope of a project, a Project Manager from the AISI will be the primary technical contact between the AISI and the recipient.
- A payment schedule will be negotiated on a project-by-project basis.
- All applicants are required to co-fund the proposed project with the AISI.
- Local Integrators and Sub-Systems Suppliers are required to utilise local SMMEs in the proposed project.
- Provide evidence for transformation factors: black ownership, black woman ownership and youth ownership where applicable. BBBEE documents and CIPC documents can be used.

9 ELIMINATION CRITERIA

Proposals will be eliminated under the following conditions:

- Submission after the deadline date and time;
- Incomplete submissions;
- Proposal template not completed, signed and submitted (Annexure A);
- CFP compliance checklist not signed and submitted (Section 18);
- Declaration of Conflict of Interest not signed and submitted (Section 19);
- Declaration of Conflict of Financial Interest not signed and submitted (Section 20);
- Final Declaration not signed and submitted (Section 21);
- No B-BBEE certificate;
- Companies that have a B-BBEE level of non-compliant;
- No Valid Tax Clearance Certificate;
- No signed CFP Terms of Reference (this document), each page should be initialled and submitted with the proposal; and
- No minimum of 10% co-funding from SMME commitment
- No minimum of 25% co-funding from non-SMME commitment

10 PROGRAMME DURARION

The Programme, as currently envisaged, incorporates the following key dates:

- | | |
|--|-------------------------|
| • Issue of CFP documents: | 17 August 2021 |
| • Information Session via Zoom (NOT Compulsory) | 24 August 2021 at 14:00 |
| • Last date for submission of queries | 1 September 2021 COB |
| • Closing / submission date: | 7 September 2021 |
| • Estimated appointment date of successful tenderer | 7 October 2021 |
| • Estimated contract duration (in months/years) | 12 Months |

11 SUBMISSION OF CFP

11.1. As a result of the COVID-19 pandemic, all CFP documents shall be submitted electronically via email:

- marked for attention Nicolene Roux <nroux@csir.co.za> ,
- with “**AISI Marine Programme_ Technology Enhancement**” as the subject line.

- 11.2. All CFP documents must be received no later than the stipulated closing date and time. Any CFP submitted after the stipulated time and date will be automatically disqualified.
- 11.3. All queries pertaining to the CFP must be forwarded via email,
- marked for attention Nicolene Roux [<nroux@csir.co.za>](mailto:nroux@csir.co.za),
 - with “**AISI Marine Programme_ Technology Enhancement**” as the subject line.
- 11.4. Proposals submitted by companies must be signed by a person or persons duly authorised.
- 11.5. The AISI will award the contract to a qualified tenderer whose proposal is determined to be the most advantageous to the AISI, taking into consideration the technical (functional) evaluation and transformation factors.

12 DEADLINE FOR SUBMISSION

Proposals must be submitted electronically (to the address mentioned above) by no later than the closing date of **Tuesday, 07 September before 16:30.**

Where a proposal is not received by the AISI by the due date and at the stipulated time, it will be regarded as a late submission. Late submissions will not be considered.

13 COST of CFP

Applicants are expected to fully acquaint themselves with the conditions, requirements and specifications of this CFP before submitting their CFP. Each applicant assumes all risks for resource commitment and expenses, direct or indirect, of proposal preparation and participation throughout the CFP process. The AISI is not responsible – directly or indirectly for any costs incurred by applicants in the preparation and submission of the CFP.

14 VALIDITY AND CORRECTNESS OF RESPONSES

The applicant confirms satisfaction regarding the correctness and validity of its proposal.

15 RESPONSIBILITY TO EXECUTE, AND FAILURE TO COMPLY

The successful applicant hereby accepts full responsibility for the proper execution and fulfilment of all obligations and conditions devolving on him/her under this CFP.

The Respondent hereby offers to render all the services described in the attached document (if any) to the AISI on the terms and conditions and in accordance with the specifications stipulated in this CFP documents.

16 VERIFICATION OF DOCUMENTS

- a. Applicants should check the numbers of the pages to satisfy themselves that none are missing or duplicated. No liability will be accepted by the AISI in regard to anything arising from the fact that pages are missing or duplicated.
- b. Telegraphic and telefax submissions will not be accepted.
- c. Only submissions via email will be accepted.

16.1 The AISI reserves the right to:

- a. Amend any CFP conditions, validity period, specifications, or extend the closing date and/or time of CFP before the closing date. All applicants, to whom the CFP documents have been issued, will be advised in writing of such amendments on time;
- b. Verify any information contained in an CFP;
- c. Request documentary proof regarding any CFP issue;
- d. Not appoint any applicant;
- e. Vary, alter, and/or amend the terms of this CFP, at any time prior to the finalisation of its adjudication hereof;
- f. Cancel or withdraw this CFP at any time, without attracting any liability;
- g. Cancel or withdraw from this CFP as a whole or in part without furnishing reasons and without attracting any liability; and
- h. Request an applicant to do a presentation to the technical review committee.

17 DISCLAIMERS

- The AISI has produced this CFP in good faith. However, the AISI, its agents and its servants do not warrant its accuracy or completeness. To the extent that the AISI is permitted by law, the AISI will not be liable for any claim whatsoever and howsoever arising (including, without limitation, any claim in contract, negligence or otherwise) for any incorrect or misleading information contained in this CFP due to any misinterpretation of this CFP.

- This CFP is a request for CFP only and not an offer document; answers to it must not be construed as acceptance of an offer or imply the existence of a contract between the parties.
- The AISI makes no representation, warranty, assurance, guarantee or endorsements to any applicant concerning the CFP, whether with regard to its accuracy, completeness or otherwise and the AISI shall have no liability towards the respondent or any other party in connection therewith.

18 CFP COMPLIANCE CHECK LIST

To be completed by the applicant:

- I/We hereby undertake to render services described in the attached CFP documents as and when requested to the AISI in accordance with the requirements stipulated in CFP Number: **002/17/08/2021**.
 - The following documents will be deemed to form and be read and construed as part of this CFP. The documents are:
 - CFP Terms of Reference (this document)
 - The Proposal Template to the CFP
 - I/We confirm that I/we have satisfied myself/ourselves as to the correctness and validity of my/our CFP proposal and that the proposal cover all the services specified in the documents.
 - I/We declare that I/we have no participation in any collusive practices with any other applicant or third party regarding this or any other CFP.
 - I/we confirm that I/we am duly authorised to sign this document.

NAME (PRINT)

CAPACITY

SIGNATURE

NAME OF FIRM

DATE

WITNESSES	
1
2

19 DECLARATION OF CONFLICT OF INTEREST FORM (APPLICANT)

This declaration of interest must be completed and submitted with the CFP. Failure to do so may result in the elimination of the Applicant's CFP.

Declaration of Interest - AISI CFP 002/17/08/2021.

Are any staff members, from your company involved in this CFP process, connected or have any relationship with anyone employed by the AISI/CSIR?

Yes		No	
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If yes, please state particulars:

20 DECLARATION OF CONFLICT OF FINANCIAL INTEREST - AISI CFP 002/17/08/2021.

Is the integrator or sub-systems supplier/SMME receiving support for similar interventions from any other South African government department or international organisation?

Yes		No	
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If yes, please state particulars:

21 DECLARATION

I, _____ (THE UNDERSIGNED), DULY AUTHORISED, CERTIFY THAT THE INFORMATION FURNISHED IN THIS CFP IS CORRECT. I ACCEPT THAT THE CSIR MAY TAKE APPROPRIATE ACTIONS, DEEMED NECESSARY, SHOULD THIS DECLARATION PROVE TO BE FALSE.

Signature

Date

Position

Name of applicant

22 TECHNOLOGY READINESS LEVELS (TRLs)

TRL 1 Basic principles observed and reported: Transition from scientific research to applied research. Essential characteristics and behaviours of systems and architectures. Descriptive tools are mathematical formulations or algorithms.

TRL 2 Technology concept and/or application formulated: Applied research. Theory and scientific principles are focused on specific application area to define the concept. Characteristics of the application are described. Analytical tools are developed for simulation or analysis of the application.

TRL 3 Analytical and experimental critical function and/or characteristic proof-of concept: Proof of concept validation. Active Research and Development (R&D) is initiated with analytical and laboratory studies. Demonstration of technical feasibility using breadboard or brass board implementations that are exercised with representative data.

TRL 4 Component/subsystem validation in laboratory environment: Standalone prototyping implementation and test. Integration of technology elements. Experiments with full-scale problems or data sets.

TRL 5 System/subsystem/component validation in relevant environment: Thorough testing of prototyping in representative environment. Basic technology elements integrated with reasonably realistic supporting elements. Prototyping implementations conform to target environment and interfaces.

TRL 6 System/subsystem model or prototyping demonstration in a relevant end-to-end environment (ground or space): Prototyping implementations on full-scale realistic problems. Partially integrated with existing systems. Limited documentation available. Engineering feasibility fully demonstrated in actual system application.

TRL 7 System prototyping demonstration in an operational environment (ground or space): System prototyping demonstration in operational environment. System is at or near scale of the operational system, with most functions available for demonstration and test. Well integrated with collateral and ancillary systems. Limited documentation available.

TRL 8 Actual system completed and "mission qualified" through test and demonstration in an operational environment (ground or space): End of system development. Fully integrated with operational hardware and software systems. Most user documentation, training documentation, and maintenance documentation completed. All functionality tested in simulated and operational scenarios. Verification and Validation (V&V) completed.

TRL 9 Actual system "mission proven" through successful mission operations (ground or space): Fully integrated with operational hardware/software systems. Actual system has been thoroughly demonstrated and tested in its operational environment. All documentation completed. Successful operational experience. Sustaining engineering support in place.

23 [ANNEXURE A: PROPOSAL TEMPLATE](#) (provided)

- Please click on the [link](#) to download the proposal template from the AISI website.