

Tender Number: T01/01/23			
ELECTRIC MOBILITY TRANSITION AND LOCALISATION: TOWARDS UNLOCKING THE NEV VALUE CHAIN FOR AFRICA			
Question and Answers			
No.	Question	Type	Answer
1	If a bidder has some black ownership, but it is less than 51%, what score out of 10 would they get?	Commercial	Black ownership below 51% scores a zero out of ten
2	a bidder is partly owned by a trust, which in turn has beneficiaries that are black south african youth and black south africa women, would the bidder receive a score of 3 out of 3?	Commercial	Black women ownership below 30% scores a zero out of ten
3	If a bidder is partly owned by a trust, which in turn has beneficiaries that are black south african youth and black south africa women, would the bidder receive a score of 3 out of 3?	Commercial	Because trusts are a somewhat complicated form of ownership. Scoring would depend on the outcomes of the IDC's adjudication of the company ownership.
4	How does a bidder go about getting the necessary credit for the promotion of SMEs, so that it can get a score out of 2?	Commercial	This criteria refers to the IDC's reconstruction development programme objective where points are allocated to company's with revenue of less than R10 million (EME) and those with with revenue of less than R50 million (QSE).
5	Stage 2: Literature Review and Situational - Baseline Analysis. Is the literature to be reviewed specified by the IDC, or is it to the discretion of the bidder?	Technical	This will be at the bidder's discretion.
6	Stage 2: Literature Review and Situational - New Energy Vehicles Identify best global practice models for NEVs that have been implemented, in development or being monitored and how they can be applied to our industry. Can we get more clarity?	Technical	Bidder is required to review what other countries have done, break this down in the various segments, analysis trends, data, support mechanisms, incentives, road maps etc. Benchmark against relevant countries and draw out a recipe for successful industry development and how we can best apply this in SA to undertake a "winning" strategy.
7	Stage 2: Literature Review and Situational - New Energy Vehicles Identify and map who is funding NEV investments and the type of funding instruments used. Is this local NEV investments or includes global investments?	Technical	It includes regional, developed and emerging markets.
8	Stage 5: Strategy and Investment Report A strategy for NEVs in the rest of Africa, including investment strategy for specific countries. Will the IDC provide guidance on the African countries to consider?	Technical	Yes.
9	Stage 5: Strategy and Investment Report Detailed NEV policy recommendations for the South Africa and other African countries. Will the IDC provide guidance on the African countries to consider?	Technical	Yes. Alternately the IDC will put bidders in contact with UNEP and AAAM who can also provide some guidance.
10	Stage 6: Closeout NEV mobility & sustainability infographic (editable template and PDF). Clarity required on detail of infographic.	Technical	This should summarise the main focus areas and outcomes of the study and capture the proposed strategy recommendations and opportunities identified. Will provide guidance on this as the assignment progresses.
11	Are there existing studies or strategy targets on vehicle volume growth and class mix from ICE to NEV that should be used in the study, or should the consultant estimate these based on international examples and the literature in general?	Technical	The bidder can use the JETP Investment plan and other international examples.
12	What assumption should be used on imports, local content, and exports trends for the vehicle classes of interest? In other words, are there existing studies that this can be based on or should the consultant make their own estimates?	Technical	The bidder should use available information, including e-Natis and other sources, to appropriately categorise vehicle classes. Existing studies can be used as a guide, particularly e-mobility studies. A bottom up approach is preferred.
13	Is there any other data available that will support the development of the economic model?	Technical	Unfortunately not that we are aware of. There should be industry data for MHCV and passenger carrier vehicles for ICE. Industry associations such as NAAMSA and NAACAM may have data for the entire auto sector. The department of transport and stats SA could have data.
14	Do all GHG have to be considered in the economic model or is a focus on CO2 sufficient?	Technical	Focus on CO2 is sufficient but other tail pipe emissions will be a plus.
15	Could you please elaborate on what the envisaged output of the economic model "energy storage capacity - on road, battery pack, cell manufacturing, recycling" entails?	Technical	This would be an energy storage capacity from the view point of the battery life cycle, both upstream and downstream using the on road application as the pivot point. Example: 200,000 e – bikes will be on the road by 2035. This is mapped along a time line. Each bike uses a 2 kw battery. – battery pack mapping Capacity for battery pack plant to support the growth in e – bikes Capacity for cell manufacturing to support growth. Based on selection of chemistry, what quantity of material is required, battery metals and other strategic metals. Batteries Capacity available for 2nd life applications, Battery feedstock post 2nd life applications for recycling plant. The idea is too map against time, energy storage capacity against time for what's on road, how much we have to make (potential opportunity for localisation), and after life applications (reuse or recycle). If we can model this, may allow us to roughly pinpoint whether we should wait or invest now in down / Up stream projects. If this can be done per vehicle class by NEV segment.
16	Could you please elaborate on what the envisaged output of the economic model "Supply chain impacts(number of firms, supply chain structure)" entails?	Technical	The IDC would have to take guidance from the service provider on this, whether it can be modelled or simple form part of the study analysis. The number of firms in the manufacturing of the transport sector should undergo some transition. New OEMs should increase and component manufacturers may decline. Light passenger vehicle OEMs are insourcing more EV components and the traditional automotive supply chain component manufacturing structure may change as Tier 1 & 2 limit outsourcing. EV components are fewer than ICE and the barriers to entry for EVs are lower, possibly giving rise to non-traditional OEMs, particularly from other market segments.
17	Should the emissions (scope 1, 2, 3) in the economic model be calculated for the vehicle manufacturer or for a potential operator or someone else?	Technical	It would be simple to calculate for an established OEM, however, in the vehicle segments and classes under investigation, we may need o consider that there might not be data for OEMs or OEMs might not be established enough to understand their own emissions are scope 2 & 3 level. Therefore the calculation would then have to be for a potential mode of operation – example buses, a BEV vs ICEV bus builder in South Africa – Busmark or Golden Arrow vs BYD importing buses from China. Similarly, in Kenya, e-bikes emissions based on importation of SKD and batteries from India and China. We can go as far as looking at the emission footprint of the battery minerals leaving Africa and the battery packs shipped back.