



**Environmental Investment Fund
of Namibia** | ensuring sustainability

BIDDERS QUESTIONS WITH REPLIES/CLARIFICATIONS BY EIF

ADDENDUM 1:

PROCUREMENT REFERENCE: NCS/OAB/EIF-NGHP-1/2026

DESCRIPTION: PROVISION OF ADVERTISING SERVICES: DESIGN, PRINT, FLIGHTING & LEASING OF 19 ADVERTISING MOBILE TRAILERS FOR THE NAMIBIA GREEN HYDROGEN PROGRAMME (NGH2P) FOR A PERIOD OF FOUR MONTHS

DATE: 16 APRIL 2026

Question no.	Questions/Clarifications from Bidders	Answers/Clarification by EIF
1.	<p>After our urgent Outdoor Advertising Industry meeting with other stakeholders, do I in my capacity for Ants Investments Cc formally request amendments to specific requirements outlined in the tender specifications, specifically regarding ground clearance and licensing for advertising trailers.</p> <p>1. Ground Clearance Minimum Requirement</p> <p>The stipulated minimum ground clearance of 1 meter appears to lack a foundation in established safety standards, particularly those defined by the National Road Traffic Act (NATIS). Many advertising trailers are designed with unique configurations that ensure safety and compliance</p>	<p>1. MINIMUM GROUND CLEARANCE REQUIREMENT</p> <p>Requirement:</p> <p>A minimum ground clearance of one (1) meter from the ground.</p> <p>The requirement is justified as follows:</p> <ul style="list-style-type: none"> • Road Safety and Structural Integrity: <p>Advertising trailers are deployed in high-traffic environments, including national roads and checkpoints/roadblocks. Adequate ground clearance contributes to enhanced stability, reduces susceptibility to environmental stressors (including wind and uneven terrain), and mitigates the risk of structural failure.</p> <ul style="list-style-type: none"> • Proven Industry Risk and Historical Performance:

	<p>without necessarily meeting this arbitrary clearance requirement. Each company has designed each trailer in own technical specs and must be accepted as is by your tender requirements, as of the whole industry.</p> <p>As of our industries, safety standards should be based on operational realities rather than blanket requirements. Implementing this flexibility will not only accommodate diverse designs but will also align with the principles of fairness and equity in regulatory practices. While easing out favoritism of one or already geared company according to the specs in the document.</p> <p>2. Licensing and Roadworthiness</p> <p>The requirement for advertising trailers to possess roadworthiness certificates is not applicable, as these trailers are typically transported on trucks to designated sites, such as roadblocks, and are not operated on public roads. Consequently, mandating registration and roadworthiness certifications imposes unnecessary regulatory burdens that do not reflect the operational nature of these static boards.</p> <p>Legal Justification - As per Natis, it is permissible to exempt certain vehicles from roadworthiness requirements based on their usage context. In this case, the trailers do not operate independently, and enforcing this requirement contradicts the legislative intent of promoting operational</p>	<p>Over time in the outdoor advertising environment, improperly configured or low-clearance trailers have been observed to be prone to instability and, in some instances, to have fallen after deployment (see attached visuals).</p> <p>Such incidents:</p> <ul style="list-style-type: none"> o pose serious safety risks to motorists and pedestrians o tarnish the credibility and professional standing of the outdoor advertising industry and brand being advertised o result in poor campaign delivery and diminished value for money for the client <ul style="list-style-type: none"> • Public Safety Considerations: <p>Trailers with insufficient ground clearance present a significant hazard to road users in the event of displacement or structural compromise. The requirement, therefore, aligns with national road safety objectives and is responsible for roadside infrastructure deployment.</p> <ul style="list-style-type: none"> • Visibility and Communication Effectiveness: <p>The NGH2P campaign is a national public awareness initiative. Sufficient ground clearance ensures that campaign messaging remains fully visible and unobstructed, particularly in areas where roadside vegetation may otherwise obscure the advertising surface.</p> <p>2. LICENSING AND ROADWORTHINESS REQUIREMENTS</p> <p>Requirement:</p>
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	<p>efficiency. I hereby on behalf of the Industries players humbly ask your technical team to amend these two mandatory regulations to keep competition open and not tie the requirements in favor of one company but allow all companies to partake in the tender without redesigning its advertising boards or making it difficult by enforcing to register their boards in such short time.</p> <p>I respectfully urge the Environmental Investment Fund and Namibia Green Hydrogen Program to reconsider these specifications, as they do not reflect the operational realities of advertising trailers and may inadvertently hinder compliance and participation from various advertising companies.</p>	<p>All advertising trailers must be registered, licensed, and certified as roadworthy.</p> <p>The requirement is justified as follows:</p> <p>The requirement for licensing and roadworthiness is a legal compliance and risk management obligation and is not discretionary.</p> <p>The requirement is justified as follows:</p> <ul style="list-style-type: none"> • Regulatory Compliance: <p>Advertising trailers, including those classified as home-built or towable units, fall within the scope of road traffic regulatory frameworks when operated or transported on public roads. As such, they must comply with registration, licensing, and roadworthiness requirements. Road Traffic and Transport Act 22 of 1999-Chapter 3, Section 20, Sub-Section (2) read together with the definitions of "motor vehicle" where trailers are defined as such. Chapter 3, Section 20, Sub-Section (2) reads "No person shall operate on public road any motor vehicle which is not registered and licensed in accordance with the regulations under subsection (1)"</p> <ul style="list-style-type: none"> • Movement on Public Roads: <p>Regardless of their stationary use during campaign flighting, trailers are transported on public roads to and between deployment sites. This necessitates compliance with road safety legislation to ensure that all equipment meets prescribed safety standards.</p> <ul style="list-style-type: none"> • Ownership Identification and Accountability:
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2.	<p>Kindly advise if the contract duration for the Provision of Advertising Services: Design, Print, Flighting & Leasing of 19 Advertising Mobile Trailers for the Namibia Green Hydrogen Programme (NGH2P) is four or five months. On special conditions page it states five months while on the description is different</p>	<p>The five months in the special conditions are one month for the successful bidder to prepare the materials that will be on the trailers and 4 months for the flighting.</p>

3.	On page 18, under 3.1) Deployment of Mobile Advertising Units, it states: "Ensure consistent visibility, optimal placement, and accessibility of all units for the full twelve-month campaign duration. Please clarify if the campaign duration is four months or twelve months?"	The campaign is for four months. The wording that made reference to 12 months in the TOR is incorrect and is an error.
4.	For the on-site verification report, should the photos be taken after we deploy the trailers?	Yes, the report (with photos) should be produced immediately after the trailers are deployed at the indicated sites. The EIF/NGH2P may do a site visit upon completion of the deployment, should they deem it necessary for verification purposes.
5.	Kindly advise on the following: If we do not have trailers listed in our name, but we have a lease agreement with the trailer owner, are we eligible to apply?	Yes, the bidder may still apply and attach the lease agreement, as well as proof of trailers' availability and ownership by the lessor company (All trailers must be fully roadworthy with valid licence discs. Proof of ownership and NaTIS registration for all nineteen trailers is required in the lessor's name).

Kind Regards



MR. ELVIS MUKAYA
EIF PROCUREMENT COMMITTEE CHAIRPERSON



16.04.2026

DATE