



PROPOSAL FOR THE LOCALISATION OF

ROCKDRILL AIRLEG REPAIR AND REFURBISHMENT SERVICES

A controlled, measurable pilot proposal to demonstrate local repair capability while protecting Marula Platinum Mine's engineering, safety, quality and operational requirements.

SUBMITTED TO	Marula Platinum Mine
SUBMITTED BY	Jenzee Construction and Mining (Pty) Ltd
SUPPLIER STATUS	Local Tier 1 Supplier
PROPOSAL FOCUS	Rockdrill Airleg Repair and Refurbishment
DATE	14 August 2026

THE REQUEST TO MARULA

Give Jenzee a fair opportunity to prove its airleg repair capability through a controlled pilot - not an uncontrolled transfer of the existing scope.

1. Executive Summary

Jenzee Construction and Mining (Pty) Ltd ("Jenzee") respectfully submits this proposal to Marula Platinum Mine for consideration of a structured opportunity to undertake the repair, refurbishment and testing of rockdrill airlegs used within the Mine's underground operations.

Jenzee is an established local Tier 1 supplier operating within the Marula Platinum Mine footprint. The proposed expansion into airleg repairs is intended to further localise a production-critical engineering service, develop sustainable technical capability within the host community and increase local procurement spend, while maintaining the safety, quality, reliability and operational standards required by Marula.

Jenzee previously approached the existing Tier 4 airleg repair service provider to explore a collaborative or joint-venture arrangement. The intention was to facilitate technical cooperation, skills transfer and progressive localisation of the repair scope. Despite Jenzee's efforts, the proposed arrangement has not progressed.

Jenzee therefore requests that Marula evaluate Jenzee on its own technical and commercial merits. Rather than requesting an immediate transfer of the full repair scope, Jenzee proposes a controlled pilot repair programme through which its capability can be independently assessed against Marula's technical, safety, quality, turnaround-time and commercial requirements.

2. Why This Proposal Is Valuable to Marula

The proposal is structured to give Marula a low-risk way to test an additional local repair channel before making any long-term commitment.

- Increase local procurement spend through an existing local Tier 1 supplier.
- Develop a technically capable host-community engineering supplier rather than limiting local participation to lower-value services.
- Create an additional repair channel and improve supply-chain resilience.
- Benchmark repair quality, turnaround time and commercial performance against existing arrangements.
- Retain and develop local artisan and engineering skills.
- Generate traceable repair-history information to support better equipment life-cycle decisions.

Core principle: localisation must be earned through demonstrated safety, quality, reliability and commercial performance.

3. Previous Partnership Approach

As part of its effort to develop the airleg repair capability responsibly, Jenzee approached the existing Tier 4 airleg repair service provider with the intention of establishing a collaborative or joint-venture arrangement.

The intended collaboration was aimed at technical cooperation, skills transfer, exposure to established repair methodologies, development of local artisans and progressive localisation of airleg repair activities.

The proposed partnership has not progressed. Jenzee respects the commercial independence of the existing service provider and does not seek to interfere with its existing contractual arrangements with Marula Platinum Mine.

Jenzee's request is therefore for an independent technical qualification pathway through which the company can demonstrate its own capability.

4. Proposed Airleg Repair Process

- 1. Incoming inspection** - Identify each unit, record its condition and create a traceable job record.
- 2. Controlled stripping** - Dismantle under an approved procedure and inspect components for wear, damage, corrosion and serviceability.
- 3. Technical assessment** - Measure and evaluate components against agreed tolerances and acceptance criteria.
- 4. Repair and refurbishment** - Restore repairable components within approved engineering limits and identify non-repairable items.
- 5. Replacement of wear components** - Replace required seals, bushes, valves and other wear items using components meeting the approved specification.
- 6. Reassembly** - Reassemble under controlled conditions in accordance with the approved repair procedure.
- 7. Functional and pressure testing** - Perform applicable functional and pressure tests before release.
- 8. Quality release** - Release no unit until all agreed inspections and test requirements have been completed and recorded.
- 9. Traceability** - Maintain repair history including defects, parts replaced, test results, turnaround time, repeat failures and warranty performance.

5. Proposed Controlled Pilot Programme

Jenzee recommends that Marula does not initially transfer the entire airleg repair scope. Instead, Marula may select an agreed number of unserviceable airlegs for a controlled pilot.

Before the pilot starts, relevant Marula representatives may inspect Jenzee's proposed facility, personnel, tooling, procedures, quality controls and documentation. Any identified gaps can be addressed before units are released for repair.

This approach protects Marula: the decision to increase Jenzee's repair allocation would be based on actual evidence and performance.

6. Pilot Performance Measures

MEASURE	EVALUATION PRINCIPLE
Technical compliance	Conformance to Marula-approved specifications and acceptance criteria.
Quality	Completion of required inspections, tests and release documentation.

Safety	Compliance with applicable Marula and statutory safety requirements.
Turnaround time	Measured from receipt of unit to completed delivery.
Reliability	Performance of repaired units after return to underground service.
Repeat failures	Tracking of premature failures attributable to workmanship or supplied components.
Commercial performance	Repair cost benchmarked against agreed alternatives and scope.
Local value creation	Local spend, employment and skills development generated by the programme.

7. Quality and Risk Management

Jenzee acknowledges that local procurement objectives cannot supersede operational safety or engineering integrity. Jenzee is prepared to work with Marula's Engineering, Supply Chain and SHEQ teams to establish an agreed repair quality plan before pilot implementation.

- Approved repair procedures and work instructions.
- Incoming and dimensional inspection records.
- Component acceptance and rejection criteria.
- Approved replacement-component specifications.
- Calibration controls for measuring and test equipment.
- Functional and pressure testing requirements.
- Final inspection, repair traceability and non-conformance management.
- Root-cause analysis, warranty controls and performance reporting.

Jenzee further proposes that Marula retain the right to audit the repair process during the pilot.

8. Local Procurement and Host-Community Value

A key strategic benefit is the opportunity to retain a greater proportion of repair expenditure within Marula's local supplier ecosystem. As an existing local Tier 1 supplier, Jenzee believes that developing local businesses into engineering-intensive activities can create stronger and more sustainable economic value.

- Increase local procurement spend.
- Develop technically capable host-community suppliers.
- Retain and create artisan employment.
- Enable practical technical skills development.
- Build local engineering and maintenance capability.
- Improve the sustainability of local enterprises.

9. Commercial Approach

Jenzee proposes that detailed commercial pricing be submitted after Marula confirms the relevant airleg models and technical specifications, representative units are assessed, the repair standard is agreed, component requirements are established and pilot volumes are determined.

This allows Jenzee to submit a transparent and technically informed repair tariff rather than an estimate unsupported by actual equipment condition.

10. Proposed Governance

Jenzee recommends that the initiative be considered jointly by the relevant representatives from Engineering / Maintenance, Supply Chain / Procurement, Enterprise & Supplier Development, SHEQ, Finance / Commercial where applicable, and Jenzee's technical and management representatives.

11. Formal Request to Marula Platinum Mine

Jenzee respectfully requests the opportunity to:

- Present its airleg repair capability to the relevant Marula stakeholders.
- Participate in a technical workshop and facility assessment to determine qualification requirements.
- Receive an initial controlled batch of unserviceable airlegs, subject to Marula's normal procurement and technical governance processes.
- Have repaired units independently evaluated against agreed technical, quality, safety, turnaround-time and operational-performance criteria.
- Be considered for progressive repair-volume allocation should the pilot demonstrate satisfactory performance.

12. Conclusion

Jenzee Construction and Mining (Pty) Ltd appreciates the opportunities and support it has received as a local Tier 1 supplier within the Marula Platinum Mine environment. The company now seeks to progress into higher-value, technically specialised engineering services.

Jenzee attempted to pursue this development collaboratively by approaching the existing Tier 4 airleg repair service provider regarding a potential partnership. Although the proposed arrangement has not progressed, Jenzee remains committed to developing and demonstrating the required capability responsibly and transparently.

The proposal is not that Marula should allocate repair work purely because Jenzee is local. The proposal is that Jenzee should be given a fair opportunity to prove that a local Tier 1 supplier can deliver the required safety, quality, reliability, turnaround time and commercial value.

13. Authorisation and Signature

This proposal is submitted for consideration by Marula Platinum Mine and is authorised for submission on behalf of Jenzee Construction and Mining (Pty) Ltd by the undersigned authorised representative.

For and on behalf of	Jenzee Construction and Mining (Pty) Ltd
Name	
Designation	
Signature	
Date	

Jenzee Construction and Mining (Pty) Ltd

Company Registration No.: 2015/125722/07

B-BBEE Rating stated in current corporate profile: Level 1

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