



SCM SUBMISSION: SPECIFICATION / SCOPE OF WORK

PURPOSE OF SUBMISSION	TO SEEK APPROVAL FOR SPECIFICATION / TERMS OF REFERENCE / SCOPE OF WORK
DESCRIPTION OF GOODS / SERVICES / WORK	APPOINTMENT OF A SERVICE PROVIDER FOR THE SUPPLY, DELIVERY AND OFFLOADING OF BALLAST IN THE METRORAIL GAUTENG REGION ON AN “AS AND WHEN REQUIRED BASIS” FOR A PERIOD OF THIRTY-SIX (36) MONTHS.
REQUEST FOR TENDER NUMBER	62/07/2026-GAU-PERWAY
DIVISION	METRORAIL GAUTENG REGION
USER DEPARTMENT	INFRASTRUCTURE - PERWAY



1. INTRODUCTION

This submission is aimed at getting the approval for the appointment of service providers for the supply, delivery and offloading of ballast in the Metrorail Gauteng region on an “as and when required basis” for a period of thirty-six (36) months.

The Gauteng Region is a network of commuter rail services in Gauteng province in South Africa, servicing the Johannesburg and Tshwane metro areas. It is operated by Metrorail, a division of the Passenger Rail Agency of South Africa (PRASA).

Metrorail routes spread out across the province from three main hubs: Park Station in Johannesburg, Germiston Station on the East Rand, and Pretoria Station. Routes service central Johannesburg, the East Rand, Soweto, the Vaal Triangle, the West Rand, Central Pretoria, and suburbs to the north, east and west of Pretoria.

2. BACKGROUND INFORMATION

2.1. STATUS QUO

- 2.1.1. The Permanent way department has embarked on a Perway infrastructure rehabilitation by means of on-track machine packages that is comprised of ballast screening machines, Tamping machines, Track stabilizer machines and ballast regulator machines. Ballast is one of the main materials that is required when rehabilitation works are in progress and works cannot be possible if ballast is not supplied as most of the ballast get spoiled as it has reached its lifecycle or rather it no longer meets ballast quality requirement.

2.2. PROBLEM STATEMENT

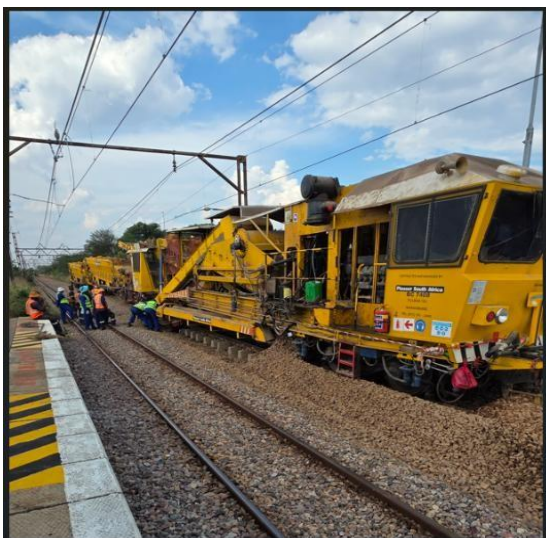
- 2.2.1. The is required to ensure that infrastructure is maintained and in good operational condition that conform to the required operating and safety standards, screening has not been executed in a very long time and this poses a safety risk on Perway infrastructure as ballast main purpose is to bear and distribute load; facilitate water drainage and to control vegetation which might interfere with the track structure.



2.2.2. It has also come to light that some of the areas are experiencing shortage of ballast due to lifespan, washaways caused by flooding during the rainy seasons which sometimes leads to service disruptions, ballast contamination caused by illegal

to poor drainage and service disruption. The procurement of ballast is urgently required, so that the department can be able to carry routine maintenance which will improve safe passage of trains and mitigate potential incidents and train delays.

2.3. PICTORIALS





3. OBJECTIVE OF THE PROPOSED PROJECT

The objectives of the proposed project are outlined in detail under the following sections:

3.1. DESIRED OUTCOMES FOR CARRYING OUT THE PROPOSED PROJECT

3.1.1 The project aims to restore the Perway infrastructure to enable the safe running of the train service. This will therefore assist PRASA in achieving its primary mandate of providing a reliable rail transport service to Gauteng commuters and enable the business to collect fare revenue from those commuters.

3.2. PROJECT BENEFITS TO PRASA

3.2.1. In line with the PRASA strategic objectives and Operational effectiveness, Perway department aims to achieve continuous Perway service improvement and reliable track network. This can be achieved through the proactive management and procurement of ballast required to support the track infrastructure, in order to render a safe and reliable train service.

3.2.2. By restoring the Perway system to its design specification, maintenance cost, train disruptions that are due to the Perway system failures will be reduced thus improving the service offering.

3.3. CURRENT MECHANISMS IN PLACE TO ADDRESS THE PROBLEM

3.3.1. There's no active contract for supply and delivery of ballast which is hindering the effort to rehabilitate Perway infrastructure.

3.4. TARGETED AREAS BY THIS PROJECT

3.4.1. This project will be executed within PRASA Metrorail Region in the Gauteng Region

3.5. OTHER RELATED PROJECTS

3.5.1. Replenishing of ballast by means of on-track Screening Machine

3.6. REQUIRED PROFESSIONAL SERVICES

3.6.1. The tender advertised will seek to appoint a Service Provider for the Supply, Delivery and Offloading of Ballast in the Metrorail Gauteng Region on an "as and when required basis" for a period of thirty-six (36) Months



3.7. INSURANCE REQUIREMENTS FOR THE PROJECT

The appointed contractor will provide the following insurance requirements:

3.7.1. All the applicable insurance

3.7.2. And any other insurance they deem necessary but not insured by the Employer.

3.8. PRASA'S RESPONSIBILITIES

The Bidders are to be provided with:

3.8.1. The bill of quantities

3.8.2. Tender specifications

3.9. MEASUREMENTS AND PAYMENT

3.9.1. Payments will only be made against work done, approved and accepted by PRASA as per the specification and schedule of payments

3.9.2. PRASA Technical Officer will certify payments to the appointed contractor.

3.9.3. The unit of measurement for ballast supply will be m³ /km for ballast delivered by road, m³ for ballast delivered in AY wagons and R/hr for plant.

3.9.4. Payments will be made for:

3.9.4.1. For total quantity of ballast delivered and were required.

3.9.4.2. Payments for ballast shall be paid in m³ /km, and this distance shall be measured only from the quarry approved by PRASA to the offloading location/siding indicated and approved by PRASA Technical Officer.

3.9.4.3. For actual hours worked at the prices quoted in the Schedule of Rates, for working time.

3.9.4.4. The unit of measurement will be as per items in the schedule of quantities.

3.9.4.5. No down time claim for inclement weather will be paid.

3.9.4.6. On or after the assessment date, PRASA Technical Officer and the Contractor will together assess the quality and quantities of progress on each item in the Bill of Quantities and complete the Progress Assessment detail form, where after the Payment Certificate will be issued.

3.9.4.7. The contractor shall submit his/her claim certificate which will be checked and certified by the Project Manager before payment can be processed. The Project Manager shall check claimed quantities against actual completed quantities and make necessary adjustments before payment can be processed.



- 3.9.4.8. The Contractor shall then submit a payment invoice (VAT inclusive) and attach the above Progress Certificate for payment by the PRASA.
- 3.9.4.9. Approved claims for payment will only be made monthly, and payments will be made within thirty (30) days of approved invoices.
- 3.9.4.10. The Contractor shall provide the Employer with the necessary details regarding banking details to enable the Employer to make electronic payments.

3.10. FORM OF CONTRACT

- 3.10.1. **BESKOPE** is the applicable contract for this project

4. SCOPE OF WORKS AND AREAS OF FOCUS

The service provider will be responsible for Supply, Delivery and Offloading of ballast in the Metrorail Gauteng Region on an “as and when required basis” for a period of thirty-six (36) months to assist PRASA with delivering the solution.

4.1. General Technical Requirements

- 4.1.1. Ballast is to be loaded onto AY rail wagons at the supplier’s local siding by the supplier.
- 4.1.2. In some instances of derailments and emergencies, where AY rail wagons are not available, the contractor will be responsible for delivering ballast by road to PRASA stockpile siding. Location to be confirmed with Technical Officer/Track Inspector.
- 4.1.3. Loading of Ballast from the siding stockpile into AY wagons.
- 4.1.4. The tendered prices shall cover the necessary arrangement (ex-works), including loading onto the road trucks, with all transport costs to be borne by the supplier.
- 4.1.5. All work is subjected to the terms of the succeeding clauses, drawings, specifications and conditions pertaining to this contract.
- 4.1.6. PRASA Technical Officer together with Contractor’s representative will assess the site of offloading and stockpiling before the project commences.
- 4.1.7. Project Execution Plan encompasses liaison with all the role players i.e. PRASA, Transnet Freight Rail and Local Authorities.
- 4.1.8. All work will have to be done by the contractor with plant and machinery that he/she shall provide, maintain and operate during the contract period.



- 4.1.9. The contractor will be responsible for Health and Safety compliance on site during the duration of the project.
- 4.1.10. Ballast is to be loaded onto AY rail wagons at the supplier's local siding by the supplier.

5. DETAILS ON THE PREFERRED SOLUTION

SPECIFICATION OF THE WORK OR SERVICE REQUIRED

5.1. Ballast stones:

5.1.1. Compliance:

- 5.1.1.1. Ballast stone shall comply with SABS 1083 (latest revision). In addition, ballast stone shall comply with the requirements specified hereinafter.
- 5.1.1.2. Acceptance of the stone shall also depend on a full petro graphic analysis to identify any micro fissuring, weakness.

5.1.2. Loading and Off-loading:

- 5.1.2.1. The Contractor shall offload ballast, stockpile at the siding and load ballast stones in the AY wagons as and when required during the week and sometimes on weekends and public holidays.
- 5.1.2.2. Before the Contractor starts loading the AY or DZ trucks in the siding, he/she must ensure the doors are closed.

5.1.3. Cleaning of the Siding:

- 5.1.3.1. The Contractor must ensure that at least 3 meters on both sides of the railway line is clean and level in the siding. The ballast in the Centre of the line must be level with the sleepers.

5.1.4. Standard of workmanship:

- 5.1.4.1. Ballast delivered that does not comply with specifications as mentioned in this document will not be paid for.



5.1.5. Material:

5.1.5.1. The Contractor shall ensure that all material conform to the minimum standard as per appendix A, B and C.

5.1.6. Damage:

5.1.6.1. Should any damages been caused to any assets of PRASA by the Contractor during the execution of his/her duties, it will be for the Contractor's account.

5.1.7. Ballast Stones:

5.1.7.1. In the soundness test described in Appendix A, the loss in mass shall not exceed 5% after 20 cycles of the tests.

5.1.7.2. No doleritic stone shall be found to be broken when conducting the durability test described in Appendix B.

5.1.7.3. The Los Angeles abrasion value, determined in accordance with ASTM C 131- 89 grading B, shall not exceed 22%.

5.1.7.4. The plasticity index on the fines developed from the Los Angeles abrasion test shall be less than 6.

5.1.7.5. Flakiness index measured in accordance with SABS 1083 (latest revision) shall not exceed 30%.

5.1.7.6. Voids measured in accordance with SABS 1083 (latest revision) shall not be less than 40%.

5.1.7.7. The relative density shall not be less than 2.5.

5.1.7.8. Grading shall comply with the following for heavy axle lines (S1).

NOMINAL APERTURE SIZE OF SIEVE MM	% BY MASS PASSING
73.0	100
63.0	90 – 100
53.0	40 – 70
37.5	10 – 30
26.5	0 – 5
19.0	0 - 1



5.1.7.9. The Mill Abrasion value, determined according to test procedure described in Appendix C, shall not exceed 7%.

5.2. Specification for stone – Appendix A:

Test for soundness of stone (Sodium Sulphate Method)

5.2.1. A1 – Test solution:

5.2.1.1. Prepare a saturated solution of anhydrous Na SO or crystalline Na SO. 10H O is distilled or demineralized water between 33 °C and 35 °C. Use sufficient salt to give excess crystals after stirring thoroughly. Cool between 22 °C C and 24 °C and keep this temperature for at least 16 h. Stir thoroughly before use.

5.2.2. A2 - Preparation of test specimen:

5.2.2.1. From a representative sample of stone take a random specimen of at least 500g passing a 19mm and retained on a 13,2mm sieve. Wash the specimen to remove all adhering material. Dry at 105 °C in a well-ventilated oven and determine the mass after cooling. Continue drying until the decrease in mass after each of 2 successive drying periods of 4 h does not exceed 0,1 % of the total mass. Let this mass be M1.

5.2.3. A3 – Procedure:

5.2.3.1. Place the specimen in a porcelain dish and cover fully with test solution between 20 °C for 7 h. Decant the solution taking care that no stone is lost.

5.2.3.2. Dry the specimen for 15 h at 105 °C. Allow the specimen to cool for 2 h. This completes one cycle of the soundness test.

5.2.3.3. Repeat the cycle described in A3.1 and A3.2 as often as specified. After every fifth cycle, wash the specimen on a 1,70 mm sieve with hot water until no crystalline sodium sulphate is visible and continue the test with material retained on a 1,70 mm sieve.

5.2.3.4. After completing the final cycle, wash the specimen in hot water until the washings are free of sodium sulphate. Dry the specimen to constant mass and screen on a 1,70 mm sieve. Let the mass retained on the sieve be M2.



5.2.4. A4 – Loss:

5.2.4.1. Calculate the percentage loss in mass from the formula

$$\frac{(M1 - M2) \times 100\%}{M1}$$

5.2.5. Durability test for stone – Appendix B:

Test for soundness of stone (Sodium Sulphate Method)

5.2.5.1. B1 – Preparation of test specimen:

5.2.5.1.1. From a representative sample of ballast stone take at random 100 stones passing a 53.0 mm and retained on a 26.5 mm sieve. Wash the stones to remove all adhering material. Dry the stones at 105 o C in a well-ventilated oven and determine the mass after cooling. Continue drying until the decrease in mass after each of 2 successive drying periods of 4 h does not exceed 0.1% of the total mass.

5.2.5.2. B2 – Procedure:

5.2.5.2.1. The the 100 stones in a suitable container and cover with ethylene glycol between 18 o C and 25 o C for 20 days. Determine the number of stones that have broken or can be broken by hand.

5.2.5.3. B3 – Testing:

5.2.5.3.1. The supplier must send three (3) monthly samples to laboratory for testing, and all costs will be paid by the supplier, the supplier must send the results to PRASA.

5.2.5.3.2. PRASA will take random tests and send them to the laboratory for testing and cost will be paid for by the contractor.

5.2.6. Mill Abrasion Test – Appendix C:

5.2.6.1. C1 – Test Method

5.2.6.1.1. Prepare a test sample of the ballast under test, consisting of 1.5kg each of the following two particle sizes:

<37.5 mm > 26.5 mm and <26.5 mm > 19 mm.

5.2.6.1.2. .. particles shall be washed and oven – dried to a constant weight before it is weighed and tested.

(**Wo** = the total weight of sample)



- 5.2.6.1.3. Place the sample in the porcelain mill pot and add 3 liters of distilled water. Ensure that the cork washer is correctly in position before tightening the lid securely.
- 5.2.6.1.4. The mill pot is placed in a horizontal position on the two rollers of the test apparatus with the lid on the side of the electric motor in order that the counter's sensor is activated with each revolution of the mill pot.
- 5.2.6.1.5. The mill pot shall be rotated at 33 r.p.m. for a total of 10 000 revolutions.
- 5.2.6.1.6. The sample shall then be wash – sieved through a 9.5 mm sieve placed on top of a 0.075 mm sieve and then oven dried to a constant weight.
- 5.2.6.1.7. Records the dry mass of the material on the sieves:

W1 = mass of material on 9.5 mm sieve.

W2 = mass of material on 0.075 mm sieve.

C2 - Evaluation method

Calculate the following abrasion value:

$$MA = \frac{W_o - W1 - W2}{W_o} \times 100 = \text{Mill Abrasion Value}$$

5.3. PLANT AND MACHINERY

5.3.1. Provision of Plant will include the following:

- 5.3.1.1. Provision and operating of Plant (TLB and Front-end Loader) in good working condition on an “as and when required basis”.
- 5.3.1.2. Maintenance of all provided Plant and replacement when broken.
- 5.3.1.3. Basis of Provision of Plant and Hours of Duty.
- 5.3.1.4. The Contractor on an “As and when required” basis shall provide the plant on site as agreed upon by the parties.
- 5.3.1.5. The Contractor shall be available to execute works given by the PRASA Technical officer on an as and when basis required and this shall be communicated with him/her a week prior of the execution of these works as per the approved program of works.
- 5.3.1.6. No standing time due to break downs and inclement weather will be paid for, The Contractor and PRASA Technical officer will agree on the work



postponement a day prior if there's anything that might disturb the program and affect production.

5.3.2. Initial Delivery of Plant:

5.3.2.1. The Contractor shall deliver the plant in a full operational condition, with operator(s) to the initial place of work as directed by the PRASA Technical officer.

5.3.3. Fuel, Servicing and Maintenance:

5.3.3.1. The Contractor shall provide a roadworthy and in good condition TLB or Front-end loader with an operator to PRASA site for the works as required by the Technical Officer within the prescribed time frames and at the agreed sections of railway lines on an as and when required bases.

5.3.3.2. The contractor will be fully responsible for the service, maintenance and carrying out repairs of plant in his/her own time.

5.3.3.3. The turnaround time for repairs of the plant must be within two (2) hours after a breakdown was reported or the plant must be replaced by a similar model.

5.3.4. Provision Of TLB or Front-end Loader with operator(s) shall be Provisional:

5.3.4.1. The Contractor shall provide the TLB or Front-end loader with operator within one (1) week prior the commencement of the works, PRASA Technical Officer will communicate this with the Contractor as and when they require the services and one (1) week in advance of the commencement of the required works.

5.3.4.2. The Contractor shall only take instructions from the PRASA Technical officer responsible for the project and any instruction issued by any other person must be reported to the PRASA Technical officer in charge prior execution of such instructions,

5.3.4.3. PRASA Technical officer in charge of the project will not be responsible or take any accountability of instructions executed beyond his/her knowledge that may result in any damage or loss, and this shall be recovered on the contractor's account.



- 5.3.4.4. The operator, together with the plant required and requested by PRASA shall report for duty and perform their daily duties at such times or places as may be agreed upon from time to time between PRASA and the Contractor.
- 5.3.4.5. The operator, together with all the plant, shall perform their daily duties at such times as agreed upon from time to time between PRASA and the Contractor.
- 5.3.4.6. The plant provided by the Contractor to PRASA in terms of this Agreement shall only be driven by operators supplied by the Contractor.
- 5.3.5. Responsibility of The Contractor IRO the Plant:
- The Contractor shall at his/her own cost:
- 5.3.5.1. Supply to PRASA all the plants are in a roadworthy condition and complying fully with the requirements of the appropriate Road Traffic legislation, and with the Road Traffic Act, 1989 (Act No. 29 of 1989) (as amended).
- 5.3.5.2. Ensure all plant machines are supplied to PRASA comprehensively and in respect to all third-party risks.
- 5.3.5.3. Replace within four (4) hours of notification, any plant which is no longer acceptable to PRASA.
- 5.3.5.4. Keep the plant supplied in a clean, neat and working condition.
- 5.3.5.5. Remove from site any plant(s) requiring workshop repairs and return it (them) in a serviceable condition or replace it (them) within four (4) hours of breakdown.
- 5.3.5.6. Arrange to do daily and weekly checks on all its machines.
- 5.3.5.7. Provide a logbook for each plant that will be used to record hours worked, as recorded by the machine hour meter, which shall always be in good working condition.
- 5.3.6. Responsibility of PRASA IRO the Plant



PRASA RAIL shall -

- 5.3.6.1. PRASA employees shall not be allowed in any plant except for the inspection by relevant PRASA Technical officer for Safety inspection purposes.
- 5.3.6.2. PRASA Technical officer shall be responsible for issuing instructions as to when and where the plant is required as per the project and business needs.
- 5.3.7. Maintenance of Plant:
 - 5.3.7.1. Maintenance, servicing and mechanical repairs (hereinafter referred to as maintenance) of the machines, including all adjustments necessary to keep the plant in a roadworthy and operational condition are included in the agreement and shall be provided by the Contractor.
 - 5.3.7.2. Should any plant provided by the Contractor break down or be involved in an accident while working on the prescribed sections of railway line in terms of this agreement, the Contractor shall, if that machine cannot be repaired within two (2) hours or is unable to proceed with its duties within two (2) hours, forthwith provide another plant in a roadworthy and operational condition to continue with its duty.
 - 5.3.7.3. The Contractor shall inform PRASA immediately of any of his/her machine working in terms of this agreement which has broken down or has been involved in an accident.
 - 5.3.7.4. The Contractor shall submit a monthly log sheet IRO all hours worked during the course of each machine duty. In the absence of a certified log sheet no payment shall be affected for any hours worked.
- 5.3.8. Technical requirements of Plant:
 - 5.3.8.1. TLB shall be a 4x4 with a minimum capacity loading bucket of 1 m³.
 - 5.3.8.2. Front end Loader shall be 4x4 with a minimum capacity loading bucket of 2m³.



5.4. DELIVERABLES

The following deliverables are to be provided by the appointed contractor:

- 5.4.1. Bidders shall submit a detailed priced proposal with the following information at the time of tendering.
- 5.4.2. Conducting of all ballast test at the quarry and submitting the report to PRASA Technical Officer.
- 5.4.3. All ballast stones to comply with provided approved specifications.
- 5.4.4. Submission of health and safety file by a successful bidder that shall be approved by PRASA and issue a site access certificate before work commences.
- 5.4.5. Submission of proposed delivery schedule/program.
- 5.4.6. Supply, delivery and offloading of ballast on an “as and when required basis” for a period of thirty-six (36) months.
- 5.4.7. All deliveries shall be within 14 calendar days of receiving a Purchase Order (PO) from PRASA Technical officer.

5.5. INFORMATION TO BE PROVIDED WITH TENDER:

Bidders shall submit a detailed priced proposal with the following information at the time of tendering:

- 5.5.1. Detailed schedule in Microsoft Project format or equivalent format to show how work can be performed within timelines after purchase order is issued by PRASA.
- 5.5.2. Clear legal relationship, namely joint venture agreement where it applies and responsibility between Joint Venture or Consortium members or with sub-contractors if tendered by a single entity.
- 5.5.3. Detailed health, safety and environmental plan that is site specific and customized for working in a railway environment.

5.6. SAFETY

- 5.6.1. All work in this contract shall comply with the Occupational Safety Act No 85 of 1993, National Environmental management Act 107 of 1997 Act. These items shall all be included in the tendered rates.



- 5.6.2. A copy of the act as well as an approved safety file shall be kept on site for the duration of the project where applicable.
- 5.6.3. The Contractor shall comply with all applicable legislation and PRASA's safety requirements adopted from time to time and instructed by the Project Manager. Such compliance shall be entirely at the contractor's cost and shall be deemed to have been allowed for in the rates or total prices in the contract.
- 5.6.4. The Contractor shall report all incidents in writing to the Project Manager. Any incident resulting in the death of or injury to any person on the works shall be reported of its occurrence and any other incident shall be reported within twenty-four (24) hours of its occurrence.
- 5.6.5. All personnel employed by the Contractor shall have undergone a Health and Safety Induction.
- 5.6.6. The successful bidder will be required to submit a safety file that will be approved only after all the requirements on the PRASA safety file checklist that will be issued to the successful bidder are met.
- 5.6.7. All work shall always comply with the E7/2 Specification attached hereto.
- 5.6.8. An effective safety procedure to be followed by all personnel on any work site in the case of approaching rail traffic shall be compiled by the Contractor and implemented before any work commences.
- 5.6.9. This procedure should be updated whenever the need arises, and any changes shall be communicated to all employees on a work site before work proceeds.
- 5.6.10. The Contractor shall be responsible for the safety of personnel on site.
- 5.6.11. The following shall also form part of the safety plan:
 - 5.6.11.1. Transportation of Plant and personnel
 - 5.6.11.2. Transportation, storage and handling hazardous material.
 - 5.6.11.3. The site access certificate shall only be issued (to the successful bidder) after the evaluation and approval of their safety file.
 - 5.6.11.4. It is the requirement of this contract that the contractor should provide PRASA with a detailed safety plan prior to being issued with a site access certificate, in accordance with the latest version of the OHS Act and the SPK7/2 and the PRASA SHE specification.



5.7. HOURS AND DAYS OF DUTY / OCCUPATION

5.7.1. The works will be carried out on any day of the week including weekends and holidays and this will be communicated to the Contract by PRASA Technical officer prior the commencement of the works.

5.8. GENERAL

5.8.1. The Contractor shall ensure that the operator working onsite comply with all relevant safety and quality requirements.

5.8.2. PRASA Regional Engineer remains ultimately responsible in terms of the requirements of Act 85 for the safe working environment of his/her own personnel as well as contractor's personnel within the track maintenance environment on his/her region/depot.

5.9. PENALTIES

5.9.1. If the Contractor fails to complete the Services within the time stipulated in this Contract for completion of Services or a part or portion of Services, the Contractor shall be liable to the Employer for an amount calculated at 0.05% of the Contract Price per delayed Day per order, which shall be paid for every day which shall elapse between the time for due completion and completion of the relevant Services. However, the total amount due under this sub-clause shall not exceed the maximum of 10% of the Contract Price.

5.9.2. The imposition of such penalty shall not relieve the Contractor from its obligation to complete Services or from any of its obligations and liabilities under the Contract.

5.9.3. PRASA may set off or deduct from the fees due to the Contractor any penalty amounts due and owed by the Contractor in terms of clause 6.15.1.

5.10. GENERAL

5.10.1. The Contractor shall ensure that the operator working onsite comply with all relevant safety and quality requirements.

5.10.2. PRASA Rail Regional Engineer remains ultimately responsible in terms of the requirements of Act 85 for the safe working environment of his/her own



personnel as well as contractor's personnel within the track maintenance environment on his/her region/depot.

5.11. OVERALL STAFFING AND KEY RELATED STAFF:

5.11.1. The appointed Contractor will be required to provide qualified and experienced staff with the following key professional expertise:

5.11.1.1. Project or Contract Manager.

5.11.1.2. Plant Operators

5.11.2. Professional Body Registration

5.11.2.1. South African Qualification Authority (SAQA)

5.11.2.2. Road Traffic Management Corporation (RTMC)

5.11.2.3. Quality Council for Trades and Occupations (QTCO)

5.11.3. Details of the minimum qualifications for the technical staff listed above are outlined in the technical matrix.

5.11.3.1. PROJECT/CONTRACT MANAGER

The desired minimum qualifications for the Project or Contract Manager are as follows:

5.11.3.1.1. Relevant Project Management Qualification

5.11.3.1.2. Five (5) years' relevant experience in Project Management.

5.11.3.2. PLANT OPERATORS

The desired minimum qualifications for a Plant Operator are as follows:

5.11.3.3. In possession of Valid driver's license (Code C1)

5.11.3.4. In possession of plant and machinery operation licence/certificate

5.11.3.5. Minimum Three (3) years relevant experience.

5.12. TECHNICAL SPECIFICATIONS RELATED TO THIS PROJECT:

5.12.1. The documents forming the contract are to be taken as complimentary to each other. In case of any discrepancy or inconsistency between contract documents, the order of precedence will be:

5.12.1.1. SANS 3000-1 to 2, Railway Safety Management.

5.12.1.2. SABS 1200NB Railway Sidings (Track work).

5.12.1.3. EN13674-1, UIC 860-0, UIC 8610-1 or the latest equivalent standard.

- 5.12.1.4. Standard specifications E7/2.
- 5.12.1.5. Safety Arrangements and Procedural Compliance with the Occupational Health and Safety Act (Act 85 of 1993);
- 5.12.1.6. PRASA SHE Specification and Applicable Regulations; including any subsequent amendments.
- 5.12.1.7. E10: General Specifications for Railway Track work.
- 5.12.1.8. Manual for Track Maintenance (2000 and 2012).
- 5.12.1.9. Railway Safety Regulator Act (Act 30 of 2024)

PRICING

- 5.12.1.10. Prices must be total costs and final costs to be VAT inclusive.

CIDB

- 5.12.1.11. N/A

CONTRACT PRICE ADJUSTMENT

- 5.12.1.12. No contract adjustment