



THE SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

CONTRACT SANRAL N.002-267-2024/2

**FOR THE OPERATIONS AND MAINTENANCE OF
TOLL PLAZAS ON THE N2 NORTH COAST TOLL
ROUTE**

ADDENDUM NO. 6

**CHIEF EXECUTIVE OFFICER
SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED
48 TAMBOTIE AVENUE
VAL DE GRACE
PRETORIA, 0184**

THIS ADDENDUM IS TO BE READ IN CONJUNCTION WITH AND SHALL BE DEEMED TO BE PART OF THE RELEVANT TENDER/CONTRACT DOCUMENT

From

SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED (SANRAL EASTERN REGION)

to

TENDERERS

for

CONTRACT SANRAL N.002-267-2024/2

**FOR THE OPERATIONS AND MAINTENANCE OF THE TOLL PLAZAS ON THE N2 NORTH COAST
TOLL ROUTE**

THIS ADDENDUM CONTAINS THE FOLLOWING:

SECTION A: AMENDMENTS TO THE TENDER DOCUMENTS

SECTION B: RESPONSE TO QUESTIONS RECEIVED TO TENDERERS

A. SECTION A: AMENDMENTS TO THE TENDER DOCUMENTS

1. AMENDMENTS TO PART C3 SCOPE OF WORKS IN VOLUME 3

1.1 C3.2.2 PARTICULAR AMENDMENTS TO THE STANDARD SPECIFICATION FOR OPERATIONS AND MAINTENANCE OF CTROM PROJECTS: GENERAL (VOLUME 2 BOOK 2a)

1.1.1 **Update** the minimum-security requirements for Mvoti under sub-clause PS15.4.1.3. of PS15.4 Safety and security as follows:

- **Mvoti mainline:** Panic buttons in the lanes and control room linked to an armed response. One (1) armed guard between 18H00 and 06H00. One (1) unarmed guard between 06H00 and 18H00. **The Contractor shall provide for two (2) additional armed guards between 10H00 and 22H00.** Armed response supervisor makes two (2) ad hock visits to the Toll Plaza during the night.

2. AMENDMENTS TO VOLUME 4

2.1 PART C20 OF MATTERS RELATING TO VOLUME 2 BOOK 2

2.1.1 **Add the following AGI values to "C20_Financial Reports" in part C20 of Volume 4.**

Months	AGI
Jul-22	R 29 654 846.25
Aug-22	R 28 148 799.50
Sep-22	R 27 465 917.00
Oct-22	R 29 018 820.00
Nov-22	R 27 437 461.50
Dec-22	R 30 484 862.00
Jan-23	R 26 205 348.00

B. SECTION B: RESPONSE TO QUESTIONS RECEIVED TO TENDERERS

No	Questions from tenderers	Response
1.	<p>1. Addendum 3, question 24</p> <p>The response/clarification to the below was omitted: 43. Volume 3, Part T2, FORM A9.3: COMPLIANCE WITH LABOUR LEGISLATION DECLARATION “Note to tenderer:</p> <p>1. Tenderers must be registered with the Bargaining Council for the Civil Engineering Industry (BCCEI) or the relevant Bargaining Council.</p> <p>2. Tenderers must append to this schedule (Form A9.3: Compliance with Labour Legislation) a letter of compliance / letter of good standing in terms of the relevant Government Gazette that indicates compliance/validity at the time of tender or obtain such upon being requested to do so in writing and within the period contained in such a request, failing which their tenders will be declared nonresponsive.</p> <p>3. Only those tenders submitted by tenderers who are in good standing with the BCCEI or any relevant applicable legislated bargaining council at the time of the tender award will be declared responsive.”</p> <p>a. Please confirm the requirement for all tenderers to be registered with the BCCEI as this contract is not withing the Civil Engineering profession. Answer in Addendum 3: “To be addressed in Addendum 4”.</p>	<p>FORM A9.3 (COMPLIANCE WITH LABOUR LEGISLATION DECLARATION) was repealed in Addendum 5.</p>
	<p>b. Please advise which other “relevant applicable legislated bargaining council” a tenderer can belong to. Answer in Addendum 3: “To be addressed in Addendum 4”</p>	<p>See above answer.</p>
2.	<p>2. Addendum 3, question 34 The response/clarification to the below was omitted:</p> <p>53. Volume 2 Book 2a sub-clause 19.3.3.4 – Customer Call Centre Roadside Signage “The Call Centre contact number shall be displayed on road signs along the Toll Road and in the Toll Plaza Lane Area, and shall be easily visible to Road Users; and”</p> <p>a. Please confirm the requirement to install and maintain roadside signage displaying a Customer Call Centre number along the route. Answer in Addendum 3: “To be addressed in Addendum 4”.</p>	<p>See answer 6 in Addendum 5.</p>
	<p>b. If required, please provide the following details: i. Design, layout, and specifications for the signage, poles etc. ii. Approved wording for the signage. iii. Branding requirements. iv. Number of signs required and kilometre intervals. Answer in Addendum 3: “See above answer”</p>	<p>See above answer.</p>
3.	<p>3. Addendum 3, question 40</p> <p>The response/clarification to the below was omitted:</p> <p>59. PART D - D1007.01 Targeted Enterprise (TE) Procurement Coordinator Part D of the tender documents appears to be more applicable to a construction and / or civil tender than a toll operations and maintenance project. The tender requires the following in terms of a TE Procurement Coordinator; “The Contractor shall appoint a TE Procurement Coordinator to facilitate the subcontracting of work to Targeted Enterprises as defined in the Specification Data. For Contracts with a value of less than R 100 million the Contractor may appoint a TE Procurement Coordinator from its site staff. For Contracts with a value of more than R 100 million the Contractor shall employ or subcontract a dedicated TE Procurement Coordinator, whose sole responsibility will be the management of Targeted Enterprise procurement and sub-contracting matters. The TE Procurement Coordinator shall be knowledgeable of, and have experience in, the management of</p>	<p>Refer to 10.2 in Addendum 5.</p>

No	Questions from tenderers	Response
	<p>road construction and ancillary works, National Treasury supply chain management legislation and regulations, and stakeholder relations management. Under the auspices of the PLC, the TE Procurement Coordinator shall conduct the tender processes and procedures for Targeted Enterprise subcontracting as prescribed in this Section D and shall adhere to the Employer's and Government's Supply Chain Management Policies and requirements as set out in the Contract Documentation. Part C3, Section D."</p> <p>a. The scope of works for the tender does not include any requirements in terms road construction. Please confirm that the TE Procurement Coordinator is not required to have this experience as a requirement for the position during the tender period. Answer in Addendum 3: "To be addressed in Addendum 4"</p>	
4.	<p>4. Addendum 3, question 41 The response/clarification to the below was omitted: 60. PART D - D1008.01 Targeted Enterprise (TE) Construction Manager Part D of the tender documents appears to be more applicable to a construction and / or civil tender than a toll operations and maintenance project. The tender requires the following in terms of a TE Construction Manager; "The Contractor shall appoint a dedicated TE Construction Manager whose sole responsibility shall be to assist the Contractor with the execution of his responsibilities towards Targeted Enterprises and Target Groups as prescribed in this Section D, with an emphasis on D1008 and D1010. Volume 3 Part C3 – Scope of Work C-313 Amongst others, the TE Construction Manager shall facilitate the training, mentoring, development and support of Targeted Enterprises as per the Contractor's approved Training and Skills Development Programme (see Section D1010)." "The TE Construction Manager shall have, as a minimum, a National Diploma: Management of Civil Engineering Construction Processes (NQF Level 5) or an equivalent qualification. The TE Construction Manager shall have at least 5 years' experience as a Site Agent, managing construction processes in the fields of roads maintenance, new roads construction, roads rehabilitation, roads structures, etc. In addition, he shall have ample knowledge of, and experience in, the requirements of training and mentoring in the road construction environment."</p> <p>It is the tenderers view that such a resource is not required for the O&M contracts based on the scope of works.</p> <p>a. Please confirm the following;</p> <p>i. Must a dedicated TE Construction Manager be priced and employed on the contract as a dedicated and full-time resource with the qualifications / experience detailed above? Answer in Addendum 3: "To be addressed in Addendum 4".</p>	Refer to 10.3 in Addendum 5.
	<p>iii. Can a consultant be used on an ad hoc basis as and when required to fulfil this role (this would assume that the role is therefore not dedicated / full time)? Answer in Addendum 3: "To be addressed in Addendum 4".</p>	See answer 9 in Addendum 5.
5.	<p>5. Addendum 3, question 42 The response/clarification to the below was omitted: 61. PART D - D1008.01 Targeted Enterprise (TE) Construction Manager's Team Part D of the tender documents appears to be more applicable to a construction and / or civil tender than a toll operations and maintenance project. The tender requires the following in terms of a TE Construction Manager's team; "The TE Construction Manager shall have on his team one (1) TE Site</p>	Refer to 10.4 in Addendum 5.

No	Questions from tenderers	Response
	<p>Supervisor for every six (6) Targeted Enterprises which are in their respective construction phases and one (1) Senior TE Supervisor for every six (6) TE Site Supervisors. The qualifications and/or experience of TE Site Supervisors and Senior TE Supervisors shall be relevant and of a suitable level to enable them to supervise the level of Targeted Enterprise and the specific works under construction. Below is an indicative organogram of the TE Construction Manager and his team.”</p> <p>It is the tenderer’s opinion that the requirement for TE Site Supervisors and Senior TE Site Supervisors in relation to the scope of works in the O&M tenders is not required.</p> <p>a. Please confirm that the tenderer should price for these resources as detailed in the tender document extracts detailed above? Answer in Addendum 3: “To be addressed in Addendum 4”</p>	
6.	<p>1. Addendum 4, question 1</p> <p>The following clarification question was asked and not satisfactorily answered: Question – “We hereby submit our second request for the Returnable Forms for the above tender to be provided in MS Word format. It was not included in the documentation downloaded from the Sanral webpage or in any subsequent Addenda. The returnable documents are a material and critical aspect of the tenderers submission and by not providing these documents the Employer is hampering the tenderer’s (and we believe other prospective tenderers) ability to submit a suitable, complete, and competitive tender.” Answer – “Refer to Annexure 4 of Addendum3.”</p> <p>a. Annexure 4, as referenced, was omitted from the attachments to Addendum 3. The returnable forms (Part T2) in editable Word format are therefore still outstanding. Please provide the returnable forms (Part T2) in editable Word format.</p>	Refer to ANNEXURE 5: PART T2 IN WORD FORMAT of Addendum 5.
7.	<p>3. Addendum 4, question 4</p> <p>The following clarification question was asked and not satisfactorily answered:</p> <p>Question – “a. The Schedule of Payments/Cost Matrix cost item A-5108 allows the tenderer to price a Lump Sum amount (if triggered) should it be necessary to replace an impact attenuator during the contract period. The pricing item on the Mtunzini pricing tab will have to cater for two distinctly different types of impact attenuators. Please advise how the tenderer must structure his rate tendered for this item to cater for the differing types.” Answer – “The Tenderer must allow for impact attenuators for both the mainline and ramp toll plazas in the same rate or Lump Sum.” a. As highlighted in the original clarification request, the two units (QS 3606 and QS9006) to be installed at the ramp plazas specifically are substantially different in size and therefore in monetary value. How is the tenderer expected to allow for these two substantially different units in a single rate whilst still submitting a competitive and cost effective bid?</p>	<p>The Tenderer must allow for all the following for Mtunzini, as per clause C3.1.2.11 (Impact Attenuators) of C3.1 PROJECT DESCRIPTION in Part C3:</p> <p>Mtunzini Mainline 8 x QS3536 Mtunzini local ramp 4 x QS3536 Mtunzini remote ramp 2 x QS3606 Dokodweni ramp 1 x QS3606 and 1 x QS9006 Mandini ramp 1 x QS3606 and 1 x QS9006</p> <p>The tenderer shall tender a single lump sum that include the all the costs for the above.</p>
8.	<p>4. Addendum 4, question 5</p> <p>The following clarification question was asked and not satisfactorily answered:</p> <p>Question – “a. The drawings and details of lane signage that is provided in Part C29 of Volume 4, differs from the actual signage installed on site. Please confirm the correct signage to be allowed for in the tenderers pricing.” Answer – “1. The current lane signage installed are temporary lane signs. 2. The tenderer shall comply with the Contract Specification when these lane signs are replaced.”</p>	The tenderer shall comply with the Contract Specification when these lane signs are replaced.

No	Questions from tenderers	Response
	a. The Contract Specification requires the installation of canvas banner signs hanging from poles. The current installation on site seems to be more permanent. Please advise.	
	b. A site inspection revealed that none of the lanes where the contract specified Shesha canvas banners must/could be required to be installed have the required poles installed. Must the poles be included in the tenderers rate provided in item A-5105-b?	The rate A-5105b (Replacement of Dedicated ETC lane signs) must include the poles.
9.	<p>1. Addendum 3, question 89</p> <p>The following clarification question was asked and not satisfactorily answered: Question – “Due to the fact that this will have a significant effect on the final tender price, can the Employer confirm that these figures were independently verified by a third party.” Answer – “The figures have been provided by the existing Contractor.”</p> <p>a. The tenderer once again raises the issue that the salary information included in the tender document, as provided by the current contractor, should be independently verified / audited by a third party confirming it's accuracy. The total salary cost will make up a significant portion of the total tender price and as such it is imperative that the information provided is confirmed as accurate. In the event that the information provided contains errors or omissions, it will provide certain tenderers with an unintended competitive advantage. The result of this could deem the tender process unfair and unreasonable. This situation recently occurred on other non-toll related SANRAL tenders and creates a risk that the tender process and / or award could be legally challenged.</p>	The salary information included in the tender document is accurate.
10.	<p>2. Addendum 3, question 89</p> <p>The following clarification question was asked and not satisfactorily answered: Question – “Please advise how tenderers’ should account for the forthcoming March 2023 staff increases as this could have a significant impact on the base tendered salary expense.” Answer – “The historic increases were on average CPI + 2%, but this is negotiated with the relevant parties on an annual basis.”</p> <p>a. Please provide an updated table indicating the March 2023 rates negotiated/agreed for all Staff Categories broken down as per Volume 3 Part C3, sub-clause 6.2.</p>	The March 2023 staff increase is 5.3% on average, and which increase is the same across all positions.
11.	<p>3. Addendum 3, question 93</p> <p>The following clarification question was asked and not satisfactorily answered:</p> <p>Question – “Volume 3, Part C1, Part A: Particular Conditions: Contract Data: Clause 4.2 refers; “Performance Security during the Operation Service part of the Work” states: “25% of the highest monthly AGI from the previous 12 months at Base Date value and which shall be adjusted in accordance with Sub-Clauses 4.2 and 13.8” Please provide the details of the highest monthly AGI from the previous 12 months, excluding any COVID related traffic reduction.” Answer – “The AGI is provided in the Project Information Document (Volume 4) under C20 Financial Reports from July 2016 to June 2022.”</p> <p>a. The performance security calculation will be based upon the highest monthly AGI from the previous 12 months at base date value. The tenders base date is January 2023. Therefore, in order for the calculation to be as accurate as possible the AGI for the 12 months prior to the base date is required. As such, please can you provide updated AGI information up to at least December 2022. To date the AGI information provided is only up to June 2022</p>	<p>1. Refer to Annexure 2.1.1 of this addendum for the updated AGI figures.</p> <p>2. Note that the Mvoti and oThongathi toll plazas on the N2N have been working under boom up conditions since 22 April 2022.</p>
12.	4. Addendum 3, question 15	Refer to 1.1.1 in this Addendum.

No	Questions from tenderers	Response
	<p>The following clarification question was asked and not satisfactorily answered: Question - i. Please provide more detail regarding the “seasonal hawkers”. Answer - “i. The details for “seasonal hawkers” cannot be provided, it changes over time.”</p> <p>a. From the answer provided it is clear that the additional security for hawkers cannot be quantified. Please confirm that the additional security required for the hawkers will be paid from items A-7004-b to f.</p>	
13.	<p>5. Addendum 3, question 17</p> <p>The following clarification question was asked and not satisfactorily answered: Question – Please provide further requirements on the vehicles to be used for the Route Service Patrols i.e. loading capacity, minimum engine size, double cab or single cab, vehicle fittings, safety features, ground clearance etc. Answer – “Refer to clause PS19.4 ROUTINE SERVICE PATROL in Part C3 for the requirements.”</p> <p>a. Clause PS19.4 in Part C3 does not provide any vehicle specifications. Please provide additional specifications/requirements as was done on other ongoing Sanral tenders.</p>	Refer to 9.3.1 in Addendum 5.
14.	<p>6. Addendum 3, question 26</p> <p>The following clarification question was asked and not satisfactorily answered: Question – b. It is understood that any repairs and/or major repainting work required/suggested by the specialist conducting the corrosion survey will be motivated to the Employer as a Variation. Please confirm our understanding. Answer – “The Main Contractor shall attend to the corrosion problem identified in the corrosion report in terms of item 14.4.5.2 of Volume 2 Book 2a and item 34.4.6 of Volume 2 Book 3 to ensure that Employer’s assets are maintained in good condition.”</p> <p>a. The Volume 2 Book 2a clause referenced in the above answer only deals with flaking paint and treatable rust spots on structures. It is therefore accepted that the tenderers assumption made that any repairs to structures due to rust, and any major paintwork will be treated as a Variation to the Contract.</p>	The Cost Matrix allows for a Preliminary Design, Detail Design process and tender to attend to corrosion items. The items identified during this process will be treated as a Variation to the Contract. The MC shall maintain the Employer’s assets as required by the Employer’s Requirements during and after the above process.
15.	<p>7. Addendum 3, question 63</p> <p>The following clarification question was asked and not satisfactorily answered: Question – b. Please provide traffic numbers per virtual plaza, per hour. Answer – “The latest information available was provided in Vol 4.”</p> <p>a. The traffic information provided in Volume 4 is per Control Centre and does not provide any traffic split into the various Virtual Plazas. Please provide the hourly traffic per Virtual Plaza to assist the tenderers in calculating appropriate manning levels, and other associated items.</p>	<ol style="list-style-type: none"> 1. Only daily traffic per virtual plaza is available. 2. Please refer to Vol 4 C17 for daily traffic per virtual plaza.
16.	<p>Refer to Addendum 5, Annexure 5</p> <p>May we seek a brief clarification on the structure of Form F1 - should Tenderers use the version at the beginning or the end of Annexure 5 in Addendum 5?</p>	<p>The tenderers must use both forms. The difference between the two (2) tables are:</p> <ul style="list-style-type: none"> • The table in the beginning of annexure 5 guides the tenderer in which envelop (either technical or financial) to insert each returnable schedule and in which format. • The table at the end of annexure 5, the tenderer acknowledges that each returnable schedule is complete, signed and included in the tender offer.

Email this page to ProcurementER4@sanral.co.za

(NO COVER PAGE PLEASE)

CONTRACT SANRAL N.002-267-2024/2

FOR THE OPERATIONS AND MAINTENANCE OF THE TOLL PLAZAS ON THE N2 NORTH COAST
TOLL ROUTE

SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

FORM: ACKNOWLEDGMENT OF ADDENDUM NO. 6

Date Issued: 23 March 2023

The addendum is to be read as forming part of the Project Document. Acknowledge receipt of this addendum by including the signed form to Form A of the tender document.

Receipt of Addendum No 6: Consisting of the following (tick to confirm receipt) is hereby acknowledged.

		Tick to confirm receipt
SECTION A	AMENDMENTS TO THE TENDER DOCUMENTS	
SECTION B	RESPONSE TO QUESTIONS RECEIVED TO TENDERERS	

.....
COMPANY

.....
NAME

.....
SIGNATURE

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DATE