1 INTRODUCTION

PRASA intends activating passenger railway services within the subject corridor. This is part of the national Priority Corridor Recovery initiative of PRASA RAIL. Part of this initiative is to ensure that immovable railway infrastructure is in good working condition during the service reactivation process.

This submission is to request approval to invite construction companies with a **CIDB grading/level 3GB or higher** and proven experience in the construction of similar work for the above project.

The identified project is the **Denver station in the South Gauteng Region to be done over 1 month construction period**

2 BACKGROUND INFORMATION

2.1 STATUS QUO

The passenger railway services offered by PRASA at the subject corridors are not at par with the normal operations of passenger rail service. The railway infrastructure at these facilities has been rendered functionally obsolete due to the acts of vandalism that occurred over the past three years. PRASA infrastructure such as railway tracks and related overhead track equipment, ticket office buildings, platform surfaces, lighting equipment, ablution facilities, retail/commercial facilities, parking, etc. has been damaged beyond use.

PRASA CRES strategy has pointed to a need for rapid development of the Rail Top Priority Corridors, in line with the Service Resumption and the Infrastructure Investment and Development in these Corridors.

Vandalized and ageing infrastructure must be refurbished and upgraded, while PRASA CRES has to provide capacity ahead of demand. This creates a need for increased capacity and resources to deliver property investments within the current MTEF budgeting, 3 years-period.

B.M

3 SCOPE OF WORK AND AREAS OF FOCUS

3.1 SCOPE OF THE DESIRED SOLUTION

The high-level scope of work to be executed under this project will include, but not be limitedto, the following:

Ticket Office: remedial works to joinery & ablutions

- Ticket Office: blinds to all ticket sales windows
- Remedial work to steel gates
- Fixing of large steel gate (new railing and lockset)& opening of existing padestrian gate
- Subways: New steel handrails, drainage and bulkhead lighting
- Platform: New waiting shelter
- Platform: New ticket verification shelters and new steel gangways X 4
- Platform: New Operational and Corporate signage
- Boundary wall: Repair of Damaged palisade panels
- Platform Ablutions & guardroom: Gutters, down-pipes and jetting of existing storm-water.
- Remedial works to all paving around ticket office and Platforms.
- Platforms high-mast poles.
- Fire reticulation at Ticket Office and Platform
- Solar Power:Battery & Panel Installation, Solar Mounting Channels & Structures. Connection to Inverter and to DB wiring.

Refer to details in BOQ

3.1.1 SPECIFICATION OF THE WORK OR PRODUCTS OR SERVICES REQUIRED

The following general, SANS and PRASA standards, but not limited to, will be applicable to the project:

- SANS 10400: The application of National Building Regulations
- SANS 3000 -1:2009 Railway Safety Management
- Relevant Bills of Quantities and Construction Drawings as issued by the Principal Agent

B.M

- PRASA - Norms, Guidelines and Standards (NGS) for Station Facilities (2014),
- PRASA – Blueprint Specifications 2016,
- Safety Arrangements and Procedural Compliance with the Occupational Health and Safety Act (Act 85 of 1993) and
- Applicable Regulations (Specification E4E); including any subsequent amendments, and related construction regulations, and guidelines.

4 TIME FRAMES / PROGRAMS

4.1 DURATION OF CONSTRUCTION

The construction duration shall be 1 **month** from start of site hand-over up to Works Completion.

4.2 CONTRACTING METHODOLOGY

The contracting methodology will be based on the JBCC Minor Works Agreement Edition 5.2. June 2024 and related Contract Data