ROADS AGENCY LIMPOPO SOC LTD

TENDER NUMBER RAL/C1400/2025: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF THREE (03) YEARS

NAME OF ISSUING AUTHORITY:
ROADS AGENCY LIMPOPO SOC LTD

ADDRESS OF ISSUING AUTHORITY:
26 RABE STREET
POLOKWANE
0700

Name of Tenderer: ……

……

Tender Price: R……

Date: ……

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T1.1: TENDER NOTICE AND INVITATION TO TENDER

Bidders are hereby invited from consulting firms for "**TENDER NUMBER RAL/C1400/2025: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF THREE (03) YEARS''**

The employer is the Roads Agency Limpopo SOC Ltd.

Tender documents can be downloaded from the etenders website (www.etenders.treasury.gov.za), RAL website (www.ral.co.za) only.

Tender documents will be available for downloads from **Friday, 26th September 2025.**

Enquiries related to the issues of these documents may be addressed to

Supply Chain Enquiries

Mr. M Dinala, Tel No (015) 284 4628; (082) 465 0812

email: dinalamr@ral.co.za

Technical Enquiries

Mr. R Aucamp, Cell No (082) 924 3960

email: aucampr@ral.co.za

Mr. K Tulsi, Cell No (064) 860 0975 / (082) 542 9000

email: tulsik@ral.co.za

The non-compulsory clarification meeting shall be held virtually on Friday**, 03rd October 2025 @ 11:00** using the link below:

Join the meeting now

Microsoft Team

Meeting ID: 379 346 199 536 9

Passcode: PL977J6h

The closing time for receipt of bid document is **11:00 am,** on **Friday, 24th October 2025.**

Telegraphic, E-Mailed, telephonic, telex, facsimile and late tenders will not be accepted.

Tenders, completed as prescribed, shall be sealed in an envelope in **hard copy** as well as an **electronic submission** in the form of a universal serial bus (USB Drive) marked "**TENDER NUMBER RAL/C1400/2025: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF THREE (03) YEARS**" and deposited in the box located in the entrance foyer (ground floor) of RAL Towers, 26 Rabe Street (c/o Biccard Street), Polokwane.

In terms of Preferential Procurement Regulation of 2022, the Roads Agency Limpopo will be applying the 90/10 preference point system.

PART A
INVITATION TO BID

YOU ARE HEREBY INVITED TO BID FOR REQUIREMENTS OF THE (*NAME OF DEPARTMENT/ PUBLIC ENTITY*)					
BID NUMBER:	**RAL/C1400/2025**	**CLOSING DATE: 24th October 2025**		CLOSING TIME:	**11:00**
DESCRIPTION	**PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROADASSET MANAGEMENT SYSTEM FOR A PERIOD OF THREE (03) YEARS.**				

BID RESPONSE DOCUMENTS MAY BE DEPOSITED IN THE BID BOX SITUATED AT *(STREET ADDRESS)*

ROADS AGENCY LIMPOPO

RAL TOWERS

26 RABE STREET

POLOKWANE 0700

BIDDING PROCEDURE ENQUIRIES MAY BE DIRECTED TO		**TECHNICAL ENQUIRIES MAY BE DIRECTED TO:**	
CONTACT PERSON	**DINALA MATSOBANE**	CONTACT PERSON	**KISHAN TULSI**
TELEPHONE NUMBER	**015 284 4600**	TELEPHONE NUMBER	**064 860 0975**
FACSIMILE NUMBER	**015 291 2433**	FACSIMILE NUMBER	**015 291 2433**
E-MAIL ADDRESS	dinalamr@ral.co.za	E-MAIL ADDRESS	tulsik@ral.co.za

SUPPLIER INFORMATION

NAME OF BIDDER				
POSTAL ADDRESS				
STREET ADDRESS				
TELEPHONE NUMBER	CODE		NUMBER	
CELLPHONE NUMBER				
FACSIMILE NUMBER	CODE		NUMBER	
E-MAIL ADDRESS				
VAT REGISTRATION NUMBER				
SUPPLIER COMPLIANCE STATUS	TAX COMPLIANCE SYSTEM PIN:		**OR** CENTRAL SUPPLIER DATABASE No:	MAAA
ARE YOU THE ACCREDITED REPRESENTATIVE IN SOUTH AFRICA FOR THE GOODS /SERVICES OFFERED?	☐Yes ☐No [IF YES ENCLOSE PROOF]		ARE YOU A FOREIGN BASED SUPPLIER FOR THE GOODS /SERVICES OFFERED?	☐Yes ☐No [IF YES, ANSWER THE QUESTIONNAIRE BELOW]

QUESTIONNAIRE TO BIDDING FOREIGN SUPPLIERS

IS THE ENTITY A RESIDENT OF THE REPUBLIC OF SOUTH AFRICA (RSA)?	☐ YES ☐ NO
DOES THE ENTITY HAVE A BRANCH IN THE RSA?	☐ YES ☐ NO
DOES THE ENTITY HAVE A PERMANENT ESTABLISHMENT IN THE RSA?	☐ YES ☐ NO
DOES THE ENTITY HAVE ANY SOURCE OF INCOME IN THE RSA?	☐ YES ☐ NO
IS THE ENTITY LIABLE IN THE RSA FOR ANY FORM OF TAXATION?	☐ YES ☐ NO

IF THE ANSWER IS "NO" TO ALL OF THE ABOVE, THEN IT IS NOT A REQUIREMENT TO REGISTER FOR A TAX COMPLIANCE STATUS SYSTEM PIN CODE FROM THE SOUTH AFRICAN REVENUE SERVICE (SARS) AND IF NOT REGISTER AS PER 2.3 BELOW.

PART B
TERMS AND CONDITIONS FOR BIDDING

1. BID SUBMISSION:
1.1. BIDS MUST BE DELIVERED BY THE STIPULATED TIME TO THE CORRECT ADDRESS. LATE BIDS WILL NOT BE ACCEPTED FOR CONSIDERATION.
1.2. **ALL BIDS MUST BE SUBMITTED ON THE OFFICIAL FORMS PROVIDED (NOT TO BE RE-TYPED) OR IN THE MANNER PRESCRIBED IN THE BID DOCUMENT.**
1.3. THIS BID IS SUBJECT TO THE PREFERENTIAL PROCUREMENT POLICY FRAMEWORK ACT, 2000 AND THE PREFERENTIAL PROCUREMENT REGULATIONS, THE GENERAL CONDITIONS OF CONTRACT (GCC) AND, IF APPLICABLE, ANY OTHER SPECIAL CONDITIONS OF CONTRACT.
1.4. **THE SUCCESSFUL BIDDER WILL BE REQUIRED TO FILL IN AND SIGN A WRITTEN CONTRACT FORM (SBD7).**
2. TAX COMPLIANCE REQUIREMENTS
2.1 BIDDERS MUST ENSURE COMPLIANCE WITH THEIR TAX OBLIGATIONS.
2.2 BIDDERS ARE REQUIRED TO SUBMIT THEIR UNIQUE PERSONAL IDENTIFICATION NUMBER (PIN) ISSUED BY SARS TO ENABLE THE ORGAN OF STATE TO VERIFY THE TAXPAYER'S PROFILE AND TAX STATUS.
2.3 APPLICATION FOR TAX COMPLIANCE STATUS (TCS) PIN MAY BE MADE VIA E-FILING THROUGH THE SARS WEBSITE WWW.SARS.GOV.ZA.
2.4 BIDDERS MAY ALSO SUBMIT A PRINTED TCS CERTIFICATE TOGETHER WITH THE BID.
2.5 IN BIDS WHERE CONSORTIA / JOINT VENTURES / SUB-CONTRACTORS ARE INVOLVED; EACH PARTY MUST SUBMIT A SEPARATE TCS CERTIFICATE / PIN / CSD NUMBER.
2.6 WHERE NO TCS PIN IS AVAILABLE BUT THE BIDDER IS REGISTERED ON THE CENTRAL SUPPLIER DATABASE (CSD), A CSD NUMBER MUST BE PROVIDED.
2.7 NO BIDS WILL BE CONSIDERED FROM PERSONS IN THE SERVICE OF THE STATE, COMPANIES WITH DIRECTORS WHO ARE PERSONS IN THE SERVICE OF THE STATE, OR CLOSE CORPORATIONS WITH MEMBERS PERSONS IN THE SERVICE OF THE STATE."

NB: FAILURE TO PROVIDE / OR COMPLY WITH ANY OF THE ABOVE PARTICULARS MAY RENDER THE BID INVALID.

SIGNATURE OF BIDDER: ……

CAPACITY UNDER WHICH THIS BID IS SIGNED: ……
(Proof of authority must be submitted e.g. company resolution)

DATE: ……

T1.2: TENDER DATA

The conditions of tender are the Standard Conditions of Tender as contained in Annexure C of the CIDB STANDARD FOR UNIFORMITY IN ENGINEERING AND CONSTRUCTION WORKS CONTRACTS as per Government Notice No. 423 published in Government Gazette No. 42622 of 08 AUGUST 2019 and as amended from time to time. (see www.cidb.org.za).

Link: https://www.cidb.org.za/wp-content/uploads/2021/07/Standard-for-Uniformity-August-2019.pdf

Link: https://www.cidb.org.za/download/100/procurement-documents-templates-and-guidelines/6160/standard-professional-services-contract.pdf

The Standard Conditions of Tender make several references to the tender data for details that apply specifically to this tender. The tender data shall have precedence in the interpretation of any ambiguity or inconsistency between the tender data and the Standard Conditions of Tender.

Each item of data given below is cross-referenced to the sub-clause under "C" in the above Standard Conditions of Tender.

Clause Number	Description / Comment
C.1	GENERAL
C.1.1	The Employer is the Roads Agency Limpopo Soc Ltd
C.1.2	The Project Documentation issued by the Employer comprises the following Part T1 Tendering Procedures: T1.1 Tender Notice and Invitation to Tender T1.2 Tender Data Part T2 Returnable Documents T2.1 List of Returnable Documents T2.2 Returnable Schedules and Certificates Part C1 Agreements and Contract Data C1.1 Form of Offer and Acceptance C1.2 Contract Data Part C2 Pricing Data C2.1 Pricing Instructions C2.2 Pricing Schedule Part C3 Scope of Works C3.1 Project Description C3.2 Project Specifications
C.2	**TENDER'S COMPLIANCE**
C2.2	**Tenderers shall submit the following information: -**

- The Overall Project Director must be registered with ECSA as a professional engineer / technologist or with SAGC as a professional / technologist geomatic practitioner. The prospective tenderers must submit proof of registration with ECSA or SAGC. The Overall Project Director must have a minimum of 10 years relevant experience in managing a Road Asset Management System (RAMS) project implementation / RAMS operational activities. Certified copies not older than 6 months of the professional registration certificate and the applicable registration number must be attached as part of the tender document.

- Road Safety Survey Project Manager, Project Manager for Pavement Management System and Bridge Inspections Project Manager must be registered with ECSA as a professional engineer/technologist. The prospective tenderers must submit proof of registration with ECSA. Certified copies not older than 6 months of the professional registration certificate and the applicable registration number must be attached as part of the tender document.

- The Project Manager for Pavement Management System must have a minimum of 10 years previous relevant experience in pavement design. The prospective tenderers must submit proof of registration with ECSA or SAGC. Certified copies not older than 6 months of the professional registration certificate and the applicable registration number must be attached as part of the tender document.

- The Chartered Accountant must have a minimum of 5 years in Infrastructure Asset Accounting experience and be registered with SAICA. Certified copies not older than 6 months of the professional registration certificate and the applicable registration number must be attached as part of the tender document.

- The Road Safety Survey Project Manager must have a minimum of 5 years' experience in Network Level road safety assessments and be accredited with SARF or IRAP.. Certified copies not older than 6 months of the professional registration certificate and the applicable registration number must be attached as part of the tender document.

- The Geomatic Practitioner (GISc) must have a minimum of 3 years' experience and be registered with the South African Geomatics Council (SAGC). The prospective tenderers must submit proof of registration with SAGC. Certified copies not older than 6 months of the professional registration certificate and the applicable registration number must be attached as part of the tender document.

- The Bridge Inspections Project Manager (Senior Bridge Inspector) must be accredited with the Committee of Transport Officials (COTO) as a Senior Bridge Inspector (tenderers must submit proof of this accreditation with their tender). Certified copies not older than 6 months of the professional registration certificate and the applicable registration number must be attached as part of the tender document.

- One (01) Bridge Inspector and one (01) Major Culvert Inspector, holding relevant COTO accreditation and experience as per the stipulations of Part T1.1 of this document, certified proof of which must be attached to the tender submission. The bridge Inspectors must have at least 5 years' experience in Bridge inspection and the Major Culvert Inspectors must have at least 5 years' experience in bridge or major culvert inspections.

- Tenderers must include a minimum of two (02) Paved Roads Visual Assessors, two (02) Unpaved Roads Visual Assessors. NB: Where more than two assessors are indicated, the assessors with the highest level of relevant experience must be clearly indicated, as these individuals will be prioritised for evaluation during the tender assessment process.

- Tendering Firms must demonstrate experience of undertaking RAMS projects by indicating the number of RAMS projects completed.

	▪ The tenderer shall provide details of the equipment required for this project. ▪ The tenderer shall provide the list and qualifications of support personnel as per form T2.2.2A ▪ Only **one** (**1**) tender per tenderer or involvement in **one (1)** joint venture is permitted. Should an entity appear in more than one (1) joint venture, each tender in which the entity appears will be deemed non-responsive.
C.2.3	Tender documents are available from the RAL website (www.ral.co.za) and e-Tenders (www.etenders.gov.za) at no cost.
C.2.6	Failure to apply instructions contained in addenda may render a tenderer's offer non-responsive.
C.2.7	There will be a **non-compulsory** virtual clarification meeting
C.2.9	The employer does not provide insurance of any kind
C.2.10.3	Pricing schedules are provided for each year of the contract and, therefore, rates and prices are fixed as tendered for the duration of the contract
C.2.12	Alternative tenders are not permitted
C.2.13.1	Only **one** (**1**) tender per tenderer or involvement in **one (1)** joint venture is permitted. Should an entity appear in more than one (1) joint venture, each tender in which the entity appears will be deemed non-responsive.
C.2.13.3	Any additional documentation is to be bound into a separate document which is to include clear reference to its contents in relation to the actual tender document
C.2.13.3	The employers address and the tender identification details to be included are: Address: **RAL Towers** 26 Rabe Street (c/o Biccard Street) Polokwane Identification Details **TENDER NUMBER RAL/C1400/2025**: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF 3 YEARS''
C.2.13 and C.3.5	A two-envelope process will not be followed.
C.2.16.1	Tenders shall remain valid for a period of **120 days** from the date and time of the tender opening as given in C.3.4 of the Tender Data.
C.2.23	The tenderer shall submit ALL forms, schedules, certificates and other information required in Part T2.1 and other sections of the tender document.
C.3	**THE EMPLOYER'S UNDERTAKINGS**
C.3.4	The time, date and location for the submission and opening of tender documents is: Closing Time: **11:00 am** Closing Date: **24th October 2025** Location: box located in the entrance foyer (ground floor) of RAL Towers, 26 Rabe Street (c/o Biccard Street), Polokwane.

C.3.11

Evaluation Methodology

Tenders will be evaluated based on

a) **Compliance**

b) **Functionality**

c) Price and Specific Goals

All bids that comply with the Compliance requirements of the bid, will be evaluated on Functionality.

a) Compliance

Tenders will be checked for compliance with conditions contained in SBD1 form, T2.1 and T2.2 (list of returnable documents) and other parts of this document. Non-compliance with Mandatory requirements will render the tender non-responsive.

Administrative requirements

#	Description	Minimum Proof required	Tick	
			Yes	No
1.	Proof of Registration on the National Treasury Centralised Supplier Database (CSD)	CSD report		
2.	Proof of JV or partnership agreements (if applicable)	Completed, signed and submitted		

Mandatory Requirements

#	Description	Minimum Proof required	Tick	
			Yes	No
1.	Invitation to Bid (SBD 1)	Completed, signed and submitted		
2.	Bidder's Disclosure (SBD 4)	Completed, signed and submitted		
3.	Preference points claim form in terms of the preferential procurement regulations 2022 (SBD 6.1)	Completed, signed and submitted		
4.	Proof of Authority to sign (submit Letter / Board Resolution)	Signed Letter/Board resolution		
5.	List of the equipment required for	Completed and		

			this project (Ref: T2.2.2P)	signed		
		6.	Pricing Schedule	Fully completed, and submitted		
		7.	Schedule of addenda to tender documents (if applicable)	Attachment and implementation of issued addenda on form T2.2.1G		
		8.	Certificate of Insurance Cover. The minimum value of the Professional Indemnity insurance shall be 30% of tendered amount (excluding contingencies), with unlimited number of claims. In the case of a joint venture or consortium, each party shall prove its professional indemnity insurance. The combined minimum value of the PI insurance for the joint venture, shall be 30% of tendered amount (excluding contingencies), with unlimited number of claims.	Certificate of PI		
		9.	Valid certificate of compliance with compensation for occupational injuries and disease Act (COIDA)	Valid COIDA certificate		
		10.	The Overall Project Director must be registered with ECSA as a professional engineer/ technologist (Civil) or with SAGC as a professional/ technologist geomatic practitioner.	A certificate from ECSA or SAGC		
		11.	Road Safety Survey Project Manager, Project Manager for Pavement Management System, Bridge Inspections Project Manager and bridge inspectors must submit a valid professional registration with ECSA. as a professional engineer / technologist (Civil). A certificate from ECSA will serve as proof of validity.	A certificate from ECSA		

12.	The Chartered Accountant must submit a valid registration with SAICA.	A certificate from SAICA		
13.	The Geomatic Practitioner (GISc) must have a valid registration with the South African Geomatics Council (SAGC) as a professional/ technologist geomatic practitioner.	A certificate from SAGC		

b) Functionality

Functionality will be assessed as per the criteria. The minimum threshold for functionality is **95** out of **115** points. Bidders who fail to meet minimum threshold will be disqualified and will not be evaluated further for price and specific goals. The evaluation criteria and weighting for functionality as indicated in the table below, will apply. Tenders will be checked for functional compliance in terms of key personnel, relevant company experience and quality management. ***In order to be assessed for the points you must have the required qualification and certification as stipulated under column "status". The years of experience will be assessed from the date of obtaining the first civil engineering/GIS formal qualification.***

POSITION	STATUS	EXPERIENCE	POINTS
Overall Project Director	Pr. Eng/Pr Tech Eng (Civil) ECSA Or GPr (GISc) / GTg (GISc) SAGC	More than 20 years	10
		More than 15 years to 20 years	8
		10 years to 15 years	6
		Less than 10 years	0
Project Manager for Pavement Management System	Pr. Eng/Pr Tech Eng (Civil) ECSA	More than 20 years	10
		More than15 years to 20 years	8
		10 years to 15 years	6
		Less than 10 years	0
Road Safety Survey Project Manager	Pr. Eng/Pr Tech Eng (Civil) ECSA And Accredited Road Safety Assessor certification (SARF or IRAP)	More than 10 years	8
		More than 8 years to 10 years	6
		5 years to 8 years	4
		less than 5 years	0
Chartered Accountant CA(SA)	Accredited with SAICA	More than 10 years	8
		More than 8 years to 10 years	6
		5 years to 8 years	4
		less than 5 years	0
Project Manager	Pr. Eng/Pr Tech Eng (Civil)	More than 15 years	10

	for Bridge Inspections (Senior Bridge Inspector)	ECSA COTO Accredited Senior Bridge Inspector	Less than 15 years	0
	Bridge Inspectors	Pr. Eng/Pr Tech Eng (Civil) ECSA COTO Accredited Bridge Inspector	More than 10 years	6
			5 years to 10 years	3
			Less than 5 years	0
	Major Culvert Inspectors	COTO Accredited Major Culvert Inspector	More than 10 years	6
			5 years to 10 years	3
			Less than 5 years	0
	Paved Road Visual Assessors 1	Pr. Techni Eng (Civil) ECSA with a standard visual assessment training certificate according to TMH 9 (Part B)	More than 5 years	5
			3 years to 5 years	4
			1 year to 3 years	3
			Zero to 1 years	0
	Paved Road Visual Assessors 2	Pr. Techni Eng (Civil)ECSA with a standard visual assessment training certificate according to TMH 9 (Part B)	More than 5 years	5
			3 years to 5 years	4
			1 year to 3 years	3
			Zero to 1 years	0
	Unpaved Road Visual Assessor 1	Pr. Techni Eng (Civil)ECSA with a standard visual assessment training certificate according to TMH 9 (Part B)	More than 5 years	5
			3 years to 5 years	4
			1 year to 3 years	3
			Zero to 1 years	0
	Unpaved Road Visual Assessor 2	Pr. Techni Eng (Civil) ECSA with a standard visual assessment training certificate according to TMH 9 (Part B)	More than 5 years	5
			3 years to 5 years	4
			1 year to 3 years	3
			Zero to 1 years	0
	Geomatics	GPr (GISc), GTg (GISc) or	More than 5 years	5

Practitioner (GIS)	GTc (GISc) with SAGC	3 years to 5 years	3
		Less than 3 years	0
Firm's Experience	Number of RAMS projects completed. The tenderer must submit a signed referral letters on an official letterhead on for each completed project per form T2.2.2M	5 or more Projects	14
		3 to 4 Projects	10
		1 to 2 Projects	5
		No Project	0
	The tenderer must submit signed referral letters on an official letterhead indicating the cumulative extent of paved and unpaved carriageway Km's assessed per form T2.2.2M	40 000 km and more	14
		Between 30 000 km and less than 39 999 km	10
		Between 20 000 km and less than 29 999 km	5
		Less than 20 000 km	0
Quality Management Plan	Formal ISO 9001 Quality Management Certification for Tendering Firm	Yes	4
		No	0
TOTAL POINTS			**115**

If during implementation the tendered personnel is no longer available, they should be replaced with personnel with similar qualifications/experience or higher, and with approval by the Employer.

As tabulated above, a total of 83 points are available for key personnel. 28 points for tendering firms experience, 4 points for quality management.

A minimum threshold score of **95 functionality points** is required to proceed to the next stage of evaluation.

c) Price and Specific Goals

Second Stage: the qualifying bidders in the First Stage will be evaluated further on price and specific goals using 90/10 preference point system as prescribed in the Preferential Procurement Regulations (PPR) of 2022.

90 points will be allocated for price and 10 points for specific goals.

Points for price will be calculated only for shortlisted bidder/s as follows:

$$Ps = 90\left(1 - \frac{Pt - P\,min}{P\,min}\right)$$

	Where Ps = Points scored for competitive price of bid or offer under consideration; Pt= Competitive price of bid or offer under consideration; and Pmin = Competitive price of lowest acceptable bid or offer
C. 3.1 8	One copy of the final signed document shall be produced
	c. Preference points claim of preferential procurement In terms of Regulation 5 (2) and 6 (2) of the Preferential Procurement Regulations, preference points must be awarded to a bidder for attaining the specific goals status level of contribution in accordance with the table in **FORM T2.2.1L as attached.**

T2: RETURNABLE DOCUMENTS

T2.1: LIST OF RETURNABLE DOCUMENTS

The table below has been included to assist tenderers in complying with the tender requirements. This notwithstanding the **tenderer is responsible** to ascertain that ALL requisite documentation is submitted irrespective of the contents of the table below.

DOCUMENT REFERENCE	DESCRIPTION	ACTION	TICK IF COMPLETED
	SBD 1: Part A & B: Invitation to Bid	Complete	
T2.2.1	**RETURNABLE SCHEDULES AND CERTIFICATES**		
T2.2.1B	Certificate of Authority for Signature	Attach	
T2.2.1C	SBD 4: Bidder's Disclosure	Complete	
T2.2.1F	Proof of Registration on the National Treasury Centralised Supplier Database (CSD)	Attach/ Complete	
T2.2.1G	Schedule of Addenda to Tender Documents	Complete	
T2.2.1H	Certificate of compliance with compensation for occupational injuries and diseases act (COIDA)	Attach	
T2.2.1I	Preference Points Claim Form In Terms Of The Preferential Procurement Regulations 2022	Complete	
2.2.2 INFORMATION REQUIRED FOR EVALUATION PURPOSES[1]			
T2.2.2A	Organisation and Staffing	Attach	
T2.2.2B	Key Personnel Experience: Project Director	Complete/ Attach	
T2.2.2C	Key Personnel Experience: Project Manager for Pavement Management Systems	Complete/ Attach	
T2.2.2D	Key Personnel Experience: Road Safety Survey Project Manager	Complete/ Attach	
T2.2.2E	Key Personnel Experience: Chartered Accountant	Complete/ Attach	
T2.2.2F	Key Personnel Experience: Bridge Inspections Project Manager	Complete/ Attach	
T2.2.2G	Key Personnel Experience: Bridge Inspectors	Complete/ Attach	
T2.2.2H	Key Personnel Experience: Major Culvert Inspectors	Complete/ Attach	
T2.2.2I	Experience Schedule: Paved Roads Visual Assessors: CVs and TMH9 Part A;B;C and D Network Level Experience Summaries	Complete/ Attach	
T2.2.2J	Experience Schedule: Unpaved Roads Visual Assessors: CVs and TMH9 Part A and E Network Level Experience Summaries	Complete/ Attach	
T2.2.2K	Key Personnel Experience: Geomatics Practitioner (GISc)	Complete/ Attach	
T2.2.2L	Summary of Evaluation Points claimed for Key Personnel	Complete	
T2.2.2M	CV's of Support Personnel (as listed on Form T2.2.2A)	Attach	
T2.2.2N	Summary of Tendering Firms Experience in undertaking comparable projects	Complete	
T2.2.2O	Certificate of Quality Assurance	Attach	
T2.2.2P	Schedule of Tender's equipment available for the project.	Complete and attach	
T2.2.2Q	Overall Evaluation Points Claimed	Complete	

***[1]: It is required that all of the above information is submitted as part of the tenderer's submission. Please ensure all documents are submitted.**

FORM T2.2.1B: CERTIFICATE OF AUTHORITY FOR SIGNATORY

CONTRACT No. RAL/C1400/2025
FOR: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF 3 YEARS.

Notes to tenderer:

1. The signatory for the tenderer shall confirm his/her authority thereto by attaching on the tendering company's letterhead a duly signed and dated copy of the relevant resolution of the board of directors/partners.
2. In the event that the tenderer is a joint venture, a certificate is required from each member of the joint venture clearly setting out:
   - authority for signatory,
   - undertaking to formally enter into a joint venture contract should an award be made to the joint venture,
   - name of designated lead member of the intended joint venture.
3. The resolution below is given as an example of an acceptable format for authorisation, but submission of this page with the example completed **shall not be accepted as authorisation** of the tenderer's signatory**.**

By resolution of the board of directors passed at a meeting held on .....

Mr/Ms ..... ,
whose signature appears below, has been duly authorised to sign all documents in connection with the tender for

Contract **No. RAL/C1400/2025**
FOR: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF 3 YEARS

and any contract which may arise therefrom on behalf of the tenderer namely:

.....

SIGNED ON BEHALF OF THE COMPANY: .....

IN HIS/HER CAPACITY AS: .....

DATE: .....

SIGNATURE OF SIGNATORY: .....

WITNESS:

.....	.....
SIGNATURE	NAME (PRINT)
.....	.....
SIGNATURE	NAME (PRINT)

FORM T2.2.1C: BIDDERS DISCLOSURE (SBD4)

CONTRACT No. RAL/C1400/2025
FOR: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF 3 YEARS

1. PURPOSE OF THE FORM

Any person (natural or juristic) may make an offer or offers in terms of this invitation to bid. In line with the principles of transparency, accountability, impartiality, and ethics as enshrined in the Constitution of the Republic of South Africa and further expressed in various pieces of legislation, it is required for the bidder to make this declaration in respect of the details required hereunder.

Where a person/s are listed in the Register for Tender Defaulters and / or the List of Restricted Suppliers, that person will automatically be disqualified from the bid process.

2. BIDDER'S DECLARATION

2.1 Is the bidder, or any of its directors / trustees / shareholders / members / partners or any person having a controlling interest1 in the enterprise,
employed by the state?

YES/NO

2.1.1 If so, furnish particulars of the names, individual identity numbers, and, if applicable, state employee numbers of sole proprietor/ directors / trustees / shareholders / members/ partners or any person having a controlling interest in the enterprise, in table below.

Full Name	Identity Number	Name of State institution

[1] the power, by one person or a group of persons holding the majority of the equity of an enterprise, alternatively, the person/s having the deciding vote or power to influence or to direct the course and decisions of the enterprise.

2.2 Do you, or any person connected with the bidder, have a relationship with any person who is employed by the procuring institution? **YES/NO**

2.2.1 If so, furnish particulars:
……
……

FORM T2.2.1C: BIDDERS DISCLOSURE (SBD4 - Continued)

2.3 Does the bidder or any of its directors / trustees / shareholders / members / partners or any person having a controlling interest in the enterprise have any interest in any other related enterprise whether or not they are bidding for this contract?

YES / NO

2.3.1 If so, furnish particulars:
……
……

3. DECLARATION

I, the undersigned, (name)…… in submitting the accompanying bid, do hereby make the following statements that I certify to be true and complete in every respect:

3.1 I have read and I understand the contents of this disclosure;
3.2 I understand that the accompanying bid will be disqualified if this disclosure is found not to be true and complete in every respect;
3.3 The bidder has arrived at the accompanying bid independently from, and without consultation, communication, agreement or arrangement with any competitor. However, communication between partners in a joint venture or consortium2 will not be construed as collusive bidding.
3.4 In addition, there have been no consultations, communications, agreements or arrangements with any competitor regarding the quality, quantity, specifications, prices, including methods, factors or formulas used to calculate prices, market allocation, the intention or decision to submit or not to submit the bid, bidding with the intention not to win the bid and conditions or delivery particulars of the products or services to which this bid invitation relates.
3.4 The terms of the accompanying bid have not been, and will not be, disclosed by the bidder, directly or indirectly, to any competitor, prior to the date and time of the official bid opening or of the awarding of the contract.

3.5 There have been no consultations, communications, agreements or arrangements made by the bidder with any official of the procuring institution in relation to this procurement process prior to and during the bidding process except to provide clarification on the bid submitted where so required by the institution; and the bidder was not involved in the drafting of the specifications or terms of reference for this bid.

3.6 I am aware that, in addition and without prejudice to any other remedy provided to combat any restrictive practices related to bids and contracts, bids that are suspicious will be reported to the Competition Commission for investigation and possible imposition of administrative penalties in terms of section 59 of the Competition Act No 89 of 1998 and or may be reported to the National Prosecuting Authority (NPA) for criminal investigation

[2] Joint venture or Consortium means an association of persons for the purpose of combining their expertise, property, capital, efforts, skill and knowledge in an activity for the execution of a contract.

and or may be restricted from conducting business with the public sector for a period not exceeding ten (10) years in terms of the Prevention and Combating of Corrupt Activities Act No 12 of 2004 or any other applicable legislation.

FORM T2.2.1C: BIDDERS DISCLOSURE (SBD4 - Continued)

I CERTIFY THAT THE INFORMATION FURNISHED IN PARAGRAPHS 1, 2 and 3 ABOVE IS CORRECT.

I ACCEPT THAT THE STATE MAY REJECT THE BID OR ACT AGAINST ME IN TERMS OF PARAGRAPH 6 OF PFMA SCM INSTRUCTION 03 OF 2021/22 ON PREVENTING AND COMBATING ABUSE IN THE SUPPLY CHAIN MANAGEMENT SYSTEM SHOULD THIS DECLARATION PROVE TO BE FALSE.

.....	.....
Signature	Date
.....	.....
Position	Name of Bidder

FORM T2.2.1F: REGISTRATION ON NATIONAL TREASURY CENTRAL SUPPLIER DATABASE

CONTRACT No. RAL/C1400/2025
FOR: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF 3 YEARS

The tenderer shall provide a printed copy of the Active Supplier Listing on the National Treasury Central Supplier Database. (www.treasury.gov.za). In the case of a joint venture (JV), the tenderer shall provide printed copies of the Active Supplier Listing on the National Treasury Central Supplier Database for each member of the JV. Tenderers who are not registered on the Central Supplier Database should attach proof of their application for registration (refer to Tender Data Clause 4.1.1). In the case of a Joint Venture, a printed copy of the Active Supplier Listing must be provided for each member of the Joint Venture.

Name of Contractor: .....

Central Supplier Database Supplier Number: .....

Supplier Commodity: .....

Delivery Location: .....

SIGNED BY TENDERER: .....

FORM T2.2.1G: SCHEDULE OF ADDENDA TO TENDER DOCUMENTS

CONTRACT No. RAL/C1400/2025
FOR: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF 3 YEARS

We confirm that the following communications received from the Employer before the submission of this tender offer, amending the tender documents, have been taken into account in this tender offer:		
	Date	**Title or Details**
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

SIGNED BY TENDERER: .....

FORM T2.2.1H: CERTIFICATE OF COMPLIANCE WITH COMPENSATION FOR OCCUPATIONAL INJURIES AND DISEASES ACT, 1993 (ACT No.130 OF 1993)

CONTRACT No. RAL/C1400/2025
FOR: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF 3 YEARS

Notes to tenderer:

1. Discovery that the tenderer has failed to make proper disclosure may result in Roads Agency Limpopo Soc Limited terminating a contract that flows from this tender on the ground that it has been rendered invalid by the tenderer's misrepresentation.
2. The tenderer shall attach to this Form evidence that he is registered and in good standing with the compensation fund or with a licensed compensation insurer who is approved by Department of Labour in terms of section 80 of the Compensation for Injury and Disease Act, 1993 (Act No. 130 of 1993).
3. The tenderer is required to disclose, by also attaching documentary evidence to this form, all inspections, investigations and their outcomes conducted by the Department of Labour into the conduct of the tenderer at any time during the 36 months preceding the date of this tender.

SIGNED BY TENDERER: .....

FORM T2.2.1I: PREFERENCE POINTS CLAIM FORM IN TERMS OF THE PREFERENTIAL PROCUREMENT REGULATIONS 2022

SBD 6.1

This preference form must form part of all tenders invited. It contains general information and serves as a claim form for preference points for specific goals.

NB: BEFORE COMPLETING THIS FORM, TENDERERS MUST STUDY THE GENERAL CONDITIONS, DEFINITIONS AND DIRECTIVES APPLICABLE IN RESPECT OF THE TENDER AND PREFERENTIAL PROCUREMENT REGULATIONS, 2022

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1. GENERAL CONDITIONS

1.1 The following preference point systems are applicable to invitations to tender:

- the 80/20 system for requirements with a Rand value of up to R50 000 000 (all applicable taxes included); and
- the 90/10 system for requirements with a Rand value above R50 000 000 (all applicable taxes included).

1.2 The applicable preference point system for this tender is the **90/10** preference point system.

1.3 Points for this tender (even in the case of a tender for income-generating contracts) shall be awarded for:

(a) Price; and

(b) Specific Goals.

1.4 The maximum points for this tender are allocated as follows:

	POINTS
PRICE	90
SPECIFIC GOALS	10
Total points for Price and SPECIFIC GOALS	**100**

1.5 Failure on the part of a tenderer to submit proof or documentation required in terms of this tender to claim points for specific goals with the tender, will be interpreted to mean that preference points for specific goals are not claimed.

1.6 The organ of state reserves the right to require of a tenderer, either before a tender is adjudicated or at any time subsequently, to substantiate any claim in regard to preferences, in any manner required by the organ of state.

2. DEFINITIONS

(a) **"highest acceptable tender"** means a tender that complies with all specifications and conditions of tender and that has the highest price compared to other tenders;

(b) "lowest acceptable tenders" means a tender that complies with all the

specifications and conditions of tender that has lowest price compared to other tenders;

(c) **"price"** means an amount of money tendered for goods or services, and includes all applicable taxes less all unconditional discounts;

(d) **"rand value"** means the total estimated value of a contract in Rand, calculated at the time of bid invitation, and includes all applicable taxes;

(e) "specific goals" means specific goals as contemplated in section 2(1)*(d)* of the Act which may include contracting with persons, or categories of persons, historically disadvantaged by unfair discrimination on the basis of race, gender and disability including the implementation of programmes of the Reconstruction and Development Programme as published in *Government Gazette* No. 16085 dated 23 November 1994;

(f) **"tender"** means a written offer in the form determined by an organ of state in response to an invitation to provide goods or services through price quotations, competitive tendering process or any other method envisaged in legislation;

(g) **"tender for income-generating contracts"** means a written offer in the form determined by an organ of state in response to an invitation for the origination of income-generating contracts through any method envisaged in legislation that will result in a legal agreement between the organ of state and a third party that produces revenue for the organ of state, and includes, but is not limited to, leasing and disposal of assets and concession contracts, excluding direct sales and disposal of assets through public auctions; and

(h) **"the Act"** means the Preferential Procurement Policy Framework Act, 2000 (Act No. 5 of 2000).

3. FORMULAE FOR PROCUREMENT OF GOODS AND SERVICES

3.1. POINTS AWARDED FOR PRICE

3.1.1 THE 80/20 OR 90/10 PREFERENCE POINT SYSTEMS

A maximum of 80 or 90 points is allocated for price on the following basis:

80/20 **or** **90/10**

$$Ps = 80\left(1 - \frac{Pt - P\,min}{P\,min}\right) \text{ or } \quad Ps = 90\left(1 - \frac{Pt - P\,min}{P\,min}\right)$$

Where

Ps = Points scored for price of tender under consideration

Pt = Price of tender under consideration

Pmin = Price of lowest acceptable tender

3.2. FORMULAE FOR DISPOSAL OR LEASING OF STATE ASSETS AND INCOME GENERATING PROCUREMENT

3.2.1. POINTS AWARDED FOR PRICE

FORM T2.2.1L: PREFERENCE POINTS CLAIM FORM IN TERMS OF THE PREFERENTIAL PROCUREMENT REGULATIONS 2022 – (SBD 6.1- continued)

A maximum of 80 or 90 points is allocated for price on the following basis:

80/20 **or** **90/10**

$$Ps = 80\left(1 + \frac{Pt - P\,max}{P\,max}\right) \text{ or } \quad Ps = 90\left(1 + \frac{Pt - P\,max}{Pmax}\right)$$

Where

Ps = Points scored for price of tender under consideration

Pt = Price of tender under consideration

Pmax = Price of highest acceptable tender

4. POINTS AWARDED FOR SPECIFIC GOALS

4.1. In terms of Regulation 4(2); 5(2); 6(2) and 7(2) of the Preferential Procurement Regulations 2022, preference points must be awarded for specific goals stated in the tender.

4.2. In cases where organs of state intend to use Regulation 3(2) of the Regulations, which states that, if it is unclear whether the 80/20 or 90/10 preference point system applies, an organ of state must, in the tender documents, stipulate in the case of—

(a) an invitation for tender for income-generating contracts, that either the 80/20 or 90/10 preference point system will apply and that the highest acceptable tender will be used to determine the applicable preference point system; or

(b) any other invitation for tender, that either the 80/20 or 90/10 preference point system will apply and that the lowest acceptable tender will be used to determine the applicable preference point system,

Table 1: Specific goals for the tender and points claimed are indicated per the table below.

***Note to tenderers: The tenderer must indicate how they claim points for each preference point system.*)**

The specific goals allocated points in terms of this tender	Number of points allocated (90/10 system)	Number of points claimed (90/10 system)	Required documents as a means of verification
Enterprises with ownership of 51% or more by person/s who are black person/s	**3**		• CSD report
Enterprises with ownership of 51% or more by person/s who are women	**4**		• CSD report
Enterprises with ownership of 51% or more by person/s who are youth	**2**		• CSD report
Enterprises with ownership of 51% or more	**1**		• Medical certificate

The specific goals allocated points in terms of this tender	Number of points allocated (90/10 system)	Number of points claimed (90/10 system)	Required documents as a means of verification
by person/s with disability			• CSD report
Rural	**0**		
SMME'S	**0**		
Total points for specific goals	**10**		

DECLARATION WITH REGARD TO COMPANY/FIRM

4.3. Name of company/firm…….

4.4. Company registration number: ……...

4.5. TYPE OF COMPANY/ FIRM

- ϒ Partnership/Joint Venture / Consortium
- ϒ One-person business/sole propriety
- ϒ Close corporation
- ϒ Public Company
- ϒ Personal Liability Company
- ϒ (Pty) Limited
- ϒ Non-Profit Company
- ϒ State Owned Company

[TICK APPLICABLE BOX]

4.6. I, the undersigned, who is duly authorised to do so on behalf of the company/firm, certify that the points claimed, based on the specific goals as advised in the tender, qualifies the company/ firm for the preference(s) shown and I acknowledge that:

i) The information furnished is true and correct;

ii) The preference points claimed are in accordance with the General Conditions as indicated in paragraph 1 of this form;

iii) In the event of a contract being awarded as a result of points claimed as shown in paragraphs 1.4 and 4.1, the contractor is be required to furnish documentary proof to the satisfaction of the organ of state that the claims are correct;

iv) If the specific goals have been claimed or obtained on a fraudulent basis or any of the conditions of contract have not been fulfilled, the organ of state may, in addition to any other remedy it may have –

(a) disqualify the person from the tendering process;

(b) recover costs, losses or damages it has incurred or suffered as a result of that person's conduct;

(c) cancel the contract and claim any damages which it has suffered as a result of having to make less favourable arrangements due to such cancellation;

(d) recommend that the tenderer or contractor, its shareholders, and directors, or only the shareholders and directors who acted on a

fraudulent basis, be restricted from obtaining business from any organ of state for a period not exceeding 10 years, after the *audi alteram partem* (hear the other side) rule has been applied; and

(e) forward the matter for criminal prosecution, if deemed necessary.

…… **SIGNATURE(S) OF TENDERER(S)**
SURNAME AND NAME: ……
DATE: ……
ADDRESS: …… …… ……

FORM T2.2.2A: TENDERER'S ORGANISATION AND STAFFING

CONTRACT No. RAL/C1400/2025
FOR: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF 3 YEARS

Notes to tenderer:

1. The intention of this form is to demonstrate the tenderer's project structure, as well as the lines of responsibility between members of the project team and between the project team and the overall company structure. Tenderer's are therefore required to attach a project organogram to this page.

2. Tenderers which are large companies may simplify the organogram by 'rolling up' portfolios e.g. combining directors/associates into one box of the organogram. However, the individual positions of the key persons within the structure must still be shown. In certain instances, the same person can fill more than one position as given in sections T1.1 and T1.2 (C.2.1)

3. Joint Venture tenders require each element of the venture to submit separate organograms that show the individual structure of each member company and the lines of responsibility of the proposed personnel involved in the project. In addition, there must also be a combined organogram that indicates how the joint venture itself will function and the proposed share of the work will become a contractual obligation between the members of the joint venture.

4. Tenderers shall provide a project organization chart and staffing plan, showing the technical level and composition of the project staff. The organization chart must indicate the key and support personnel that will be engaged on the project and the support staff as follows.

a) The Organisation and Staffing Chart
b) The Project Director (K)
c) The Project Manager for Pavement Management Systems (K)
d) The Road Safety Survey Project Manager (K)
e) The Chartered Accountant (K)
f) The Bridge Inspections Project Manager (Senior Bridge Inspector) (K)
g) The Bridge Inspectors (K)
h) The Major Culvert Inspectors (K)
i) The Paved Road Visual Assessors (K)
j) The Unpaved Road Visual Assessors (K)
k) The Geomatics Practitioner (K)
l) Traffic Engineer/Technologist (S)
m) Pavement/Materials Engineer/Technologist (S)
n) Safety Auditors/Assessors (S)
o) Audit Manager (S)

(K) = Key Personnel (S) = Support Personnel

5. The persons indicated for positions b) to k) are to be included on Forms T2.2.2B to T2.2.2K inclusive.

For more than one bridge or major culvert inspector, the tenderer shall photocopy either Form T2.2.2G or T2.2.2H as required and attach to the equivalent Form as bound into the tender document.

6. The persons indicated for positions i) and j) must be included on a separate Form T2.2.2I and Form T2.2.2J respectively. For additional persons, the requisite Form I and/or J is to be photocopied and attached to the equivalent Form as bound into the tender document.

7. The evaluation points claimed for positions b) to k) inclusive are to be included on Form T2.2.2L.

8. The remaining positions, i.e. posts l) to o) inclusive do not contribute to the evaluation points but, this notwithstanding, an abridged CV (maximum 4 pages) for each position is to be attached to Form T2.2.2L

SIGNED BY TENDERER: .....

FORM T2.2.2B: KEY PERSONNEL EXPERIENCE: PROJECT DIRECTOR

Note to tenderer:

The tenderer shall provide details of previous experience required for this project. The tenderer is referred to T1.1 and clause 2.1 of the Tender Data and shall insert in the spaces provided below details of the key personnel required to be in the employment of the tenderer or other organisation, in order for the tenderer to be eligible to submit a tender for this project. Proof of registration and/or COTO accreditation where relevant plus qualifications and abridged CV's (max 3 pages) must be appended to this form.

NAME	POSITION IN TEAM	ECSA REG. NO	ECSA CATEGORY	SAGC REG NO	SAGC CATEGORY	NO. OF YEARS RELEVANT EXPERIENCE
	PROJECT DIRECTOR					

Technical/Managerial Experience

List the most recent 5 projects that the tenderer considers relevant to the specified position and scope of works

CLIENT	DESCRIPTION OF PROJECT	PROJECT START DATE	PROJECT END DATE	VALUE	POSITION HELD	CONTACT PERSON AND FIRM[2]	CONTACT NO[2].

Note *[2] The onus is on the tenderer to ENSURE that contact details are CORRECT.

Comments:

I confirm that the information provided herein is correct. In terms of the evaluation rules and points applicable given in clause C.3.11 of the tender data, the tenderer claims …….. points for the proposed Project Director

SIGNED BY TENDERER: .....

FORM T2.2.2C: KEY PERSONNEL EXPERIENCE: PROJECT MANAGER FOR PAVEMENT MANAGEMENT SYSTEMS

Note to tenderer:

The tenderer shall provide details of previous experience required for this project. The tenderer is referred to T1.1 and clause 2.1 of the Tender Data and shall insert in the spaces provided below details of the key personnel required to be in the employment of the tenderer or other organisation, in order for the tenderer to be eligible to submit a tender for this project. Proof of ECSA, SACPCMP, COTO registration and/or accreditation where relevant plus qualifications and abridged CV's (max 3 pages) must be appended to this form.

NAME	POSITION IN TEAM	ECSA REG. NO	ECSA CATEGORY	NO. OF YEARS RELEVANT EXPERIENCE
	PROJECT MANAGER FOR PAVEMENT MANAGEMENT SYSTEMS			

Technical/Managerial Experience

(List the most recent 5 projects that the tenderer considers relevant to the position and specified scope of works

CLIENT	DESCRIPTION OF PROJECT	PROJECT START DATE	PROJECT END DATE	VALUE	POSITION HELD	CONTACT PERSON AND FIRM[2]	CONTACT NO[2].

Note *[2] The onus is on the tenderer to ENSURE that contact details are CORRECT.

Comments:

I confirm that the information provided herein is correct. In terms of the evaluation rules and points applicable as given in clause C.3.11 of the tender data, the tenderer claims …….. points for the proposed Project Manager Pavement Management Systems

SIGNED BY TENDERER: .....

FORM T2.2.2D: KEY PERSONNEL EXPERIENCE: ROADS SAFETY SURVEY PROJECT MANAGER

Note to tenderer:

The tenderer shall provide details of previous experience required for this project. The tenderer is referred to T1.1 and clause 2.1 of the Tender Data and shall insert in the spaces provided below details of the key personnel required to be in the employment of the tenderer or other organisation, in order for the tenderer to be eligible to submit a tender for this project. Proof of ECSA registration and SARF or iRAP accreditation where relevant plus qualifications and abridged CV's (max 3 pages) must be appended to this form.

Name	Position in team	ECSA Reg. No	ECSA Category	SARF Reg No	SARF Category	IRAP Accreditation No	IRAP Accreditation Category	No. of Years Relevant Experience
	Roads Safety Survey Project Manager							

Technical/Managerial Experience

(List the most recent 5 projects that the tenderer considers relevant to the position and specified scope of works

Client	Description of project	Project start date	Project end date	Value	Position Held	Contact Person and firm[2]	Contact No[2].

Note *[2] The onus is on the tenderer to ENSURE that contact details are CORRECT.

Comments:

I confirm that the information provided herein is correct. In terms of the evaluation rules and points applicable as given in clause C.3.11 of the tender data, the tenderer claims …….. points for the proposed Road Safety Survey Project Manager

SIGNED BY TENDERER: .....

FORM T2.2.2E:KEY PERSONNEL EXPERIENCE: CHARTERED ACCOUNTANT CA(SA)
Note to tenderer:
The tenderer shall provide details of previous experience required for this project. The tenderer is referred to T1.1 and clause 2.1 of the Tender Data and shall insert in the spaces provided below details of the key personnel required to be in the employment of the tenderer or other organisation, in order for the tenderer to be eligible to submit a tender for this project. Proof of SAICA membership as CA (SA) is required, where relevant plus qualifications and abridged CV's (max 3 pages) must be appended to this form.

Name	Position in team	CA(SA) Reg. No	SAICA Category	No. of Years Relevant Experience
	Infrastructure assets accountant			

Technical/Managerial Experience
(List the most recent 5 projects that the tenderer considers relevant to the position and specified scope of works

Client	Description of project	Project start date	Project end date	Value	Position Held	Contact Person and firm[2]	Contact No[2].

Note *[2] The onus is on the tenderer to ENSURE that contact details are CORRECT.
Comments:

I confirm that the information provided herein is correct. In terms of the evaluation rules and points applicable as given in clause C.3.11 of the tender data the tenderer claims …….. points for the proposed Infrastructure Asset Accountant (Senior Accountant)

SIGNED BY TENDERER: .....

FORM T2.2.2F: KEY PERSONNEL EXPERIENCE: BRIDGE INSPECTIONS PROJECT MANAGER (SENIOR BRIDGE INSPECTOR)

Note to tenderer:

The tenderer shall provide details of previous experience required for this project. The tenderer is referred to T1.1 and clause 2.1 of the Tender Data and shall insert in the spaces provided below details of the key personnel required to be in the employment of the tenderer or other organisation. Proof of registration with ECSA and COTO accreditation is required for the tenderer to be eligible to submit a tender for this project. An abridged CV's (max 3 pages) must be appended to this form.

NAME	POSITION IN TEAM	ECSA REG. NO	ECSA CATEGORY	COTO ACCREDITATION REG NO	COTO ACCREDITATION CATEGORY	NO. OF YEARS RELEVANT EXPERIENCE
	Bridge Inspections Project Manager (Senior Bridge Inspector)					

Technical/Managerial Experience

(List the most recent 5 projects that the tenderer considers relevant to the position and specified scope of works

CLIENT	DESCRIPTION OF PROJECT	PROJECT START DATE	PROJECT END DATE	VALUE	POSITION HELD	CONTACT PERSON AND FIRM[2]	CONTACT NO[2].

Note *[2] The onus is on the tenderer to ENSURE that contact details are CORRECT.

Comments:

I confirm that the information provided herein is correct. In terms of the evaluation rules and points applicable as given in clause C.3.11 of the tender data the tenderer claims …….. points for the proposed Bridge Inspections Project Manager (Senior Bridge Inspector)

SIGNED BY TENDERER: .....

FORM T2.2.2G: KEY PERSONNEL EXPERIENCE: BRIDGE INSPECTOR

Note to tenderer:

The tenderer shall provide details of previous experience required for this project. The tenderer is referred to T1.1 and clause 2.1 of the Tender Data and shall insert in the spaces provided below details of the key personnel required to be in the employment of the tenderer or other organisation. Proof of registration with ECSA and COTO accreditation is required for the tenderer to be eligible to submit a tender for this project. An abridged CV (max 3 pages) must be appended to this form.

NAME	POSITION IN TEAM	ECSA REG. NO	ECSA CATEGORY	COTO ACCREDITATION REG NO	COTO ACCREDITATION CATEGORY	NO. OF YEARS RELEVANT EXPERIENCE
	BRIDGE INSPECTOR					

Technical/Managerial Experience

(List the most recent 5 projects that the tenderer considers relevant to the position and specified scope of works

CLIENT	DESCRIPTION OF PROJECT	PROJECT START DATE	PROJECT END DATE	VALUE	POSITION HELD	CONTACT PERSON AND FIRM[2]	CONTACT NO[2].

Note *[2] The onus is on the tenderer to ENSURE that contact details are CORRECT.

Comments:

I confirm that the information provided herein is correct. In terms of the evaluation rules and points applicable as given in clause C.3.11 of the tender data, the tenderer claims …….. points for the proposed Bridge Inspector

SIGNED BY TENDERER: .....

FORM T2.2.2H: KEY PERSONNEL EXPERIENCE: MAJOR CULVERT INSPECTOR

Note to tenderer:

The tenderer shall provide details of previous experience required for this project. The tenderer is referred to T1.1 and clause 2.1 of the Tender Data and shall insert in the spaces provided below details of the key personnel required to be in the employment of the tenderer or other organisation. Proof of registration with ECSA and COTO accreditation is required for the tenderer to be eligible to submit a tender for this project. An abridged CV (max 3 pages) must be appended to this form.

NAME	POSITION IN TEAM	ECSA REG. NO	ECSA CATEGORY	COTO ACCREDITATION REG NO	COTO ACCREDITATION CATEGORY	NO. OF YEARS RELEVANT EXPERIENCE
	MAJOR CULVERT INSPECTOR					

Technical/Managerial Experience

(List the most recent 5 projects that the tenderer considers relevant to the position and specified scope of works

CLIENT	DESCRIPTION OF PROJECT	PROJECT START DATE	PROJECT END DATE	VALUE	POSITION HELD	CONTACT PERSON AND FIRM[2]	CONTACT NO[2].

Note *[2] The onus is on the tenderer to ENSURE that contact details are CORRECT.

Comments:

I confirm that the information provided herein is correct. In terms of the evaluation rules and points applicable as given in clause C.3.11 of the tender data, the tenderer claims …….. points for the proposed Major Culvert Inspector

SIGNED BY TENDERER: .....

FORM T2.2.2I: EXPERIENCE SCHEDULE / CV's: PAVED ROADS VISUAL ASSESSOR

For every person proposed in the position of "Paved Roads Visual Assessor", tenderers must complete the schedule below providing proof of experience of a minimum of 2000km TMH9 paved road visual condition assessment form experience. In addition to the schedule, an abridged CV (maximum 3 pages) for each proposed person with emphasis on RAMS/PMS projects and visual assessment in particular is to be attached hereto. Note. The person proposed for paved visual assessments must be different from the person proposed for unpaved road visual assessment.

PERSONNEL REGISTRATION	PERSON 1	PERSON 2	PERSON 3	PERSON 4
ECSA REG. NO				
ECSA CATEGORY				
NO. OF YEARS RELEVANT EXPERIENCE				

SCHEDULE OF PAVED ROADS VISUAL ASSESSMENT.

PERSON NAME 1	PROJECT	DURATION	KILOMETRES ASSESSED	EMPLOYER	CONTACT PERSON	CONTACT DETAILS
TOTAL KILOMETRES				POINTS CLAIMED (C3.11) =		

PERSON NAME 2	PROJECT	DURATION	KILOMETRES ASSESSED	EMPLOYER	CONTACT PERSON	CONTACT DETAILS
TOTAL KILOMETRES				POINTS CLAIMED (F3.11)		

PERSON NAME 3	PROJECT	DURATION	KILOMETRES ASSESSED	EMPLOYER	CONTACT PERSON	CONTACT DETAILS
TOTAL KILOMETRES				POINTS CLAIMED (F3.11) =		

PERSON NAME 4	PROJECT	DURATION	KILOMETRES ASSESSED	EMPLOYER	CONTACT PERSON	CONTACT DETAILS
TOTAL KILOMETRES				POINTS CLAIMED (C3.11) =		

SIGNED BY TENDERER:……..

FORM T2.2.2J: EXPERIENCE SCHEDULE / CV's: UNPAVED ROADS VISUAL ASSESSOR

For every person proposed in the position of "Unpaved Roads Visual Assessor", tenderers must complete the schedule below providing proof of experience of a minimum of 2000km TMH9 unpaved road visual condition assessment form experience. In addition to the schedule, an abridged CV (maximum 3 pages) for each proposed person with emphasis on RAMS/PMS projects and visual assessment in particular is to be attached hereto. Note. The person proposed for paved visual assessments must be different from the person proposed for unpaved road visual assessment.

PERSONNEL REGISTRATION	PERSON 1	PERSON 2	PERSON 3	PERSON 4
ECSA REG. NO				
ECSA CATEGORY				
NO. OF YEARS RELEVANT EXPERIENCE				

SCHEDULE OF UNPAVED ROADS VISUAL ASSESSMENT.

PERSON NAME 1	PROJECT	DURATION	KILOMETRES ASSESSED	EMPLOYER	CONTACT PERSON	CONTACT DETAILS
		TOTAL KILOMETRES			POINTS CLAIMED (C3.11)	
PERSON NAME 2	**PROJECT**	**DURATION**	**KILOMETRES ASSESSED**	**EMPLOYER**	**CONTACT PERSON**	**CONTACT DETAILS**
TOTAL KILOMETRES				POINTS CLAIMED (F3.11)		
PERSON NAME 3	**PROJECT**	**DURATION**	**KILOMETRES ASSESSED**	**EMPLOYER**	**CONTACT PERSON**	**CONTACT DETAILS**
		TOTAL KILOMETRES			POINTS CLAIMED (C3.11)	
PERSON NAME 4	**PROJECT**	**DURATION**	**KILOMETRES ASSESSED**	**EMPLOYER**	**CONTACT PERSON**	**CONTACT DETAILS**
		TOTAL KILOMETRES			POINTS CLAIMED (F3.11)	

SIGNED BY TENDERER:……

FORM T2.2.2K: KEY PERSONNEL EXPERIENCE: GEOMATICS PRACTITIONER

Note to tenderer:

The tenderer shall provide details of previous experience required for this project. The tenderer is referred to T1.1 and clause 2.1 of the Tender Data and shall insert in the spaces provided below details of the key personnel required to be in the employment of the tenderer or other organisation. Proof of registration with SAGC is required for the tenderer to be eligible to submit a tender for this project. An abridged CV (max 3 pages) must be appended to this form.

NAME	POSITION IN TEAM	SAGC REG. NO	SAGC CATEGORY	NO. OF YEARS RELEVANT EXPERIENCE
	GEOMATICS PRACTITIONER			

Technical/Managerial Experience

(List the most recent 5 projects that the tenderer considers relevant to the position and specified scope of works

CLIENT	DESCRIPTION OF PROJECT	PROJECT START DATE	PROJECT END DATE	VALUE	POSITION HELD	CONTACT PERSON AND FIRM[2]	CONTACT NO[2].

Note *[2] The onus is on the tenderer to ENSURE that contact details are CORRECT.

Comments:

I confirm that the information provided herein is correct. In terms of the evaluation rules and points applicable as given in clause C.3.11 of the tender data, the tenderer claims …….. points for the proposed Geomatics Practitioner

SIGNED BY TENDERER: .....

FORM T2.2.2L: SUMMARY OF EVALUATION POINTS CLAIMED FOR KEY PERSONNEL

CONTRACT No. RAL/C1400/2025
FOR: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF 3 YEARS

The tenderer is to complete the schedule summary below by inserting the points claimed under the individual Forms T2.2.2B to T2.2.2K inclusive. Please note that should more than one assessor be provided, the one with the most experience will be evaluated.

NAME	POSITION	INDIVIDUAL POINTS CLAIMED
TOTAL EVALUATION POINTS CLAIMED FOR KEY PERSONNEL		

SIGNED BY TENDERER: .....

FORM T2.2.2M: CV's of SUPPORT PERSONNEL

CONTRACT No. RAL/C1400/2025
FOR: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF 3 YEARS

The tenderer is to attach to this page abridged CV's (4 pages maximum) of each of the supporting project team members as required on Form T2.2.2A

SIGNED BY TENDERER: .....

FORM T2.2.2N: SUMMARY OF FIRMS EXPERIENCE IN UNDERTAKING COMPARABLE PROJECTS

CONTRACT No. RAL/C1400/2025
FOR: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF 3 YEARS

The tender is to complete the experience schedule below.

It is the tenderer's responsibility to **ENSURE** that the contact details given below are correct and current. **In addition** to providing the details below, the tenderer is responsible for obtaining an official letter from each of the employers listed below confirming the successful completion of the respective projects. The letter is to be submitted on an official letterhead and signed by the employer's project manager/project engineer or their superior. Failure to provide such correspondence, will result in the respective project(s) being rejected and will not count towards the allocation of evaluation points.

PROJECT DESCRIPTION	EXTENT OF ROAD NETWORK (KM)	START AND END DATE	EMPLOYER	EMPLOYER CONTACT PERSON

EVALUATION POINTS CLAIMED – REFER TO TENDER DATA CLAUSE C3.11 ……

SIGNED BY TENDERER: ……

FORM T2.2.2O: CERTIFICATE OF QUALITY ASSURANCE

CONTRACT No. RAL/C1400/2025
FOR: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF 3 YEARS

The tenderer is to attach a valid certified copy (not older than 6 months) of the current certificate of ISO Quality Management compliance issued by an accredited Quality Management Certifying Agency.

FORM T2.2.2P: SCHEDULE OF TENDERER'S EQUIPMENT

CONTRACT No. RAL/C1400/2025
FOR: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF 3 YEARS

Note to tenderer:
The tenderer shall provide details of the equipment required for collection of data .

a) Equipment **O**wned by tenderer (O)
b) Equipment **o**n **O**rder (OO)
(State details of arrangements made, with delivery dates)
c) Equipment to be **S**ub-**C**ontracted or **H**ired (SC or H)
(State details of sub-contractor or firm renting the equipment)

DATA COLLECTION EQUIPMENT LIST	EQUIPMENT DETAILS	NUMBER TO BE USED ON THIS PROJECT	AVAILABILITY (State either O; OO; SC or H)
Positioning Equipment			
Rutting Measurements			
Road Profile Equipment			
Skid Resistance and Texture Measurements			
Pavement Deflection			
Road Imaging Equipment			
Bridge Inspections Imaging Equipment			

NB: On award of the tender to the successful bidder, the ownership of the equipment is to be provided or if the equipment is to be provided by a 3rd party or sub-contractor, proof of an agreement will be required on inspection.

SIGNED BY TENDERER: .....

FORM T2.2.2Q: OVERALL EVALUATION POINTS CLAIMED

CONTRACT No. RAL/C1400/2025
FOR: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF 3 YEARS

The tender is to complete the schedule below by inserting the points claimed for the key personnel as per total points claimed on Form T2.2.2L, together with points claimed for Firms Experience from Form T2.2.2N and points for Quality Assurance Systems Management (ISO Certificate Attached to Form T2.2.2O).

CRITERIA	POINTS CLAIMED
KEY PERSONNEL	
EXPERIENCE OF FIRM	
QUALITY ASSURANCE SYSTEMS	
TOTAL POINTS CLAIMED	

SIGNED BY TENDERER: .....

THE CONTRACT

C1: AGREEMENTS AND CONTRACT DATA

C1.1: FORM OF OFFER AND ACCEPTANCE

A. OFFER

The Employer, identified in the Acceptance signature block, has solicited offers to enter into a contract in respect of the following project:

CONTRACT No. RAL/C1400/2025 FOR: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF 3 YEARS

The Tenderer, identified in the Offer signature block below, has examined the documents listed in the Tender Data and addenda thereto as listed in the Tender Schedules, and by submitting this Offer has accepted the Conditions of Tender.

By the representative of the Tenderer, deemed to be duly authorised, signing this part of this Form of Offer and Acceptance, the Tenderer offers to perform all of the obligations and liabilities of the Contractor under the Contract including compliance with all its terms and conditions according to their true intent and meaning for an amount to be determined in accordance with the Conditions of Contract identified in the Contract Data.

The offered total of the prices inclusive of Value Added Tax is:

Amount in Words.....

……..…

……

R…….…….. (*in figures*)

This Offer may be accepted by the Employer by signing the Acceptance part of this Form of Offer and Acceptance and returning one copy of this document to the Tenderer before the end of the period of validity stated in the Tender Data, whereupon the Tenderer becomes the party named as the Contractor in the Conditions of Contract identified in the Contract Data.

Signature: *(of person authorised to sign the tender)*: .....

Name: (*of signatory in capitals)*: .....

Capacity: (*of signatory*): .....

Name of Tenderer: (*organisation*): .....

Address: ……..…….....

.....

Telephone number: …… Fax number: .....

Witness:

Signature: .....

Name: *(in capitals):* .....

Date: .....

[Failure of a Tenderer to complete and sign this form WILL invalidate the tender]

B. ACCEPTANCE

By signing this part of the Form of Offer and Acceptance, the Employer identified below accepts the Tenderer's Offer. In consideration thereof, the Employer shall pay the Contractor the amount due in accordance with the Conditions of Contract identified in the Contract Data. Acceptance of the Tenderer's Offer shall form an agreement between the Employer and the Tenderer upon the terms and conditions contained in this Agreement and in the Contract that is the subject of this Agreement.

The terms of the Contract are contained in

Part C1 : Agreements and Contract Data (which includes this Agreement)
Part C2 : Pricing Data, including the Schedule of Quantities
Part C3 : Scope of Work

and the schedules, forms, and documents or parts thereof, which may be incorporated by reference into Parts C1 to C3 above.

Deviations from and amendments to the documents listed in the Tender Data and any addenda thereto listed in the Tender Schedules as well as any changes to the terms of the Offer agreed by the Tenderer and the Employer during this process of offer and acceptance, are contained in the Schedule of Deviations attached to and forming part of this Agreement. No amendments to or deviations from said documents are valid unless contained in this Schedule, which must be duly signed by the authorised representatives of both parties.

The Tenderer shall immediately after receiving a completed copy of this Agreement, including the Schedule of Deviations (if any), contact the Employer's agent (whose details are given in the Contract Data) to arrange the delivery of any other bonds, guarantees, proof of insurance and any other documentation to be provided in terms of the Conditions of Contract identified in the Contract Data, within 14 days of the date on which this Agreement comes into effect. Failure to fulfil any of these obligations in accordance with those terms shall constitute a repudiation of this Agreement.

Notwithstanding anything contained herein, this Agreement comes into effect on the date when the Tenderer receives one fully completed original copy of this document, including the Schedule of Deviations (if any). Unless the Tenderer (now Contractor) within five days of the date of such receipt notifies the Employer in writing of any reason why he cannot accept the contents of this Agreement, this Agreement shall constitute a binding contract between the parties.

Signature: .....

Name: *(in capitals)* .....

Capacity: .....

Name of Employer *(organisation)* .....

Address: .....

.....

Witness: **Signature:** ..... **Name:** .....

Date: .....

C. SCHEDULE OF DEVIATIONS

The extent of deviations from the tender documents issued by the Employer prior to the tender closing date is limited to those permitted in terms of the Tender Data and the Conditions of Tender.

A Tenderer's covering letter will not necessarily be included in the final contract document. Should any matter in such letter, which constitutes a deviation as aforesaid, become the subject of agreement reached during the process of offer and acceptance, the outcome of such agreement shall be recorded here.

Any other matter arising from the process of offer and acceptance either as a confirmation, clarification or change to the tender documents and which it is agreed by the Parties becomes an obligation of the contract shall also be recorded here.

Any change or addition to the tender documents arising from the above agreement and recorded here shall also be incorporated into the final draft of the Contract.

1. **Subject:** .....

Details:.....

.....

2. **Subject:** .....

Details:.....

.....

3. **Subject:** .....

Details:.....

.....

4. **Subject:** .....

Details:.....

.....

5. **Subject:** .....

Details:.....

.....

6. **Subject:** .....

Details:.....

.....

By the duly authorised representatives signing this Schedule of Deviations, the Employer and the Tenderer agree to and accept the foregoing Schedule of Deviations as the only deviations from and amendments to the documents listed in the Tender Data and addenda thereto as listed in the Tender Schedules, as well as any confirmation, clarification or change to the terms of the offer agreed by the Tenderer and the Employer during this process of offer and acceptance.

It is expressly agreed that no other matter whether in writing, oral communication or implied during the period between the issue of the tender documents and the receipt by the Tenderer of a completed signed copy of this Agreement shall have any meaning or effect in the contract between the parties arising from this Agreement.

FOR THE TENDERER:

Signature: .....

Name: .....

Capacity: .....

Tenderer: *(Name and address of organisation)* …….....

....

Witness:

Signature: .....

Name: .....

Date: .....

FOR THE EMPLOYER:

Signature: .....

Name: .....

Capacity: .....

Employer: *(Name and address of organisation)* .....

.....

Witness:

Signature: .....

Name: .....

Date: .....

C1.2: CONTRACT DATA

The Form of Contract to be used is the standard CIDB Standard Professional Services Contract - Third Edition July 2009. The particular Conditions of Contract applicable to this Project are given below with each item being cross referenced to the relevant clause number in the Conditions of Contract to which it mainly applies.

Section 1: Data provided by the Employer.

Clause	Item
3.4 and 4.3.2	The Employer is Roads Agency Limpopo Soc Ltd The authorized and designated representative of the Employer is: Mr K. Tulsi Telephone: (015) 284 4600 / 064 8600975 / 082 5429000 e-mail: tulsik@ral.co.za Roads Agency Limpopo SOC Ltd, (RAL) Private Bag X9554, Limpopo, 0700
1	The Project is: Contract No. **RAL/C1400/2025** For: Procurement of Professional Services for the Management of the Limpopo Province Road Asset Management System for a Period of 3 years.
2	Any reference to "Service Provider" shall be taken to be the same as a reference to "Contractor" and vice versa
3.5	The location of performance of the Project is the road network under the jurisdiction of Roads Agency Limpopo SOC Ltd
3.6	The Service Provider may not release public or media statements or publish material to the Services or Project under any circumstances
3.12	The penalty payable for delay is **R 50 000** per Day or part thereof to a maximum of the contract value.
3.15.1	The programme including ALL the activities is to be submitted on an annual basis. The first programme is due within 14 days of the Contract becoming effective with subsequent programmes being submitted within 7 days of the annual calibration sessions
3.15.2	The Service Provider shall update the programme at intervals not exceeding 4 weeks or as instructed by the employer
3.16	As a separate pricing schedule for each year of the Project has been included in the Pricing Data, the rates and prices submitted (including any time based fees) are deemed to be fixed for the Period of Performance and will not be adjusted for CPI inflation.
5.1.1	Failure to comply with this obligation will result in clause 8.4.1 (c) being applied
5.4.1	The Service Provider is required to provide professional indemnity cover as set out in the Professional Indemnity Schedule of not less than 30% of the tendered amount.
7.2	The Service Provider is required to provide personnel proposed in Forms T2.1.2B to T2.1.2K in FULL accordance with the provisions of clause 7.2 and complete the abridged Personnel Schedule – item 7.2.1 in Section 2 of this Contract Data.
7.2.4 (a)	Replace "15 Days" with "14 Days"

Clause	Item
8.1	The Service Provider is to commence the performance of the Service within 14 days of the date that the Contract becomes effective
8.2	The contract shall be concluded at the end of the period for performance or any mutually agreed extension to this period
8.4.1(c)	Replace “thirty (30) days” with “fourteen (14) days”
8.4.3(c)	The period of suspension under clause 8.5 is not to exceed 12 months.
9.1	Copyright of documents prepared for the Project shall be vested with the Service Provider.
12.1.2	Interim settlement of disputes is to be by mediation,
12.2.4	Final settlement is by arbitration
12.4.1	In the event that the parties fail to agree on an arbitrator, the arbitrator is nominated by the President of the Law Society of South Africa
13.1.3	All persons in a joint venture or consortium shall carry a minimum professional indemnity insurance of not less than two (2) times the basic fee.
13.4	Neither the Employer nor the Service Provider is liable for any loss or damage resulting from any occurrence unless a claim is formally made within 12 months from the date of termination or completion of the Contract.
13.6	The provisions of clause 13.6 do not apply to the Contract.
14	Remuneration shall be based on proven progress and/or submission of deliverables
15	The interest rate will be the prime interest rate of the Employer's bank at the time that the amount is due.

Section 2: Data provided by the Service Provider

<table>
<tr><th>Clause</th><th>Item</th></tr>
<tr><td>1</td><td>The Service Provider is:</td></tr>
<tr><td>1</td><td>The authorised and designated representative of the Service Provider is:
……
……..</td></tr>
<tr><td>5.3</td><td>The authorised and designated representative of the Service Provider is.:
The Service Provider's address for receipt of communication is:
Telephone:…… Facsimile:……
E-mail: .....
Address:……...
……..</td></tr>
<tr><td>7.1.2</td><td>The Key Persons (as per submitted in T2.1.2 B to K inclusive) and their jobs/functions in relation to the services are:
<table>
<tr><th>Key Position</th><th>Name</th></tr>
<tr><td>Overall Project Manager</td><td></td></tr>
<tr><td>Visual Assessment Project Manager</td><td></td></tr>
<tr><td>Instrument Survey Project Manager</td><td></td></tr>
<tr><td>Road Safety Survey Project Manager</td><td></td></tr>
<tr><td>Bridge Inspection Project Manager</td><td></td></tr>
<tr><td>Chartered Accounted CA(SA)</td><td></td></tr>
<tr><td>Bridge Inspector(s)</td><td></td></tr>
<tr><td>Major Culvert Inspector(s)</td><td></td></tr>
<tr><td>Paved Roads Visual Assessor(s)</td><td></td></tr>
<tr><td>Unpaved Roads Visuals Assessor(s)</td><td></td></tr>
</table>
Should additional persons be required/proposed, a separate personnel schedule is to be attached</td></tr>
</table>

C2: PRICING DATA

C2.1: PRICING INSTRUCTIONS

1) The Pricing Schedule includes estimated quantities for the various tasks involved in this project.

2) For the purposes of the Pricing Schedule, the following words shall have the meanings hereby assigned to them.

Unit:	The unit of measurement for each item of work as defined in the project specifications.
Quantity:	The number of units of work for each item.
Rate:	The payment required per unit of work executed.
Amount:	The product of the quantity and the tendered rate.
Sum:	An amount tendered for an item, the extent of which is described in the Pricing Schedule, the specifications or elsewhere, but of which the quantity of work is not measured in units.
Provisional Sum:	An amount allowed for an item, the exact extent of which is currently unknown. Such amounts are under the sole discretion of the Employer, and can only be expended following a specific instruction from the Employer.
Category A, B, C and D Staff:	Refer to the ECSA guidelines for the categorisation of engineering staff.

3) This Pricing Schedule forms an integral part of the contract documents and must be read in conjunction with all other documents comprising the contract – particularly the pay item descriptions included herein under C3.2.

4) The quantities, sums, disbursement amounts, and provisional sums set out in the Pricing Schedule are anticipated values only. The quantities/values of work finally accepted and certified for payment, and not the quantities/values given in the Pricing Schedule, will be used to determine payment. A reduction or increase in the quantities shall not be grounds for any adjustment to tendered rates. The **only** exception being where quantities increase and have an effect on **time-based** items which may be adjusted at the employer's discretion subject to the service providers submission in terms of clause 3.9 of the Conditions of Contract

5) The validity of the contract or the tendered prices shall in no way be affected by differences between the quantities/values in the Pricing Schedule and the quantities/values finally certified for payment.

6) The rates tendered shall include full compensation for support staff (typists, filing etc), overheads, disbursements (unless stated otherwise) profits, incidentals, tax (other than VAT). etc.

7) Tenderers shall not enter "included" against any item. Nor shall items be grouped together and a single amount entered nor shall items not be priced. Should the tenderer wish not to charge for a particular pay item, it is **not to be left blank** and a ZERO (0) is to be inserted in the rate and amount column. If a tenderer wishes to make any alteration to the Pricing Schedule, then it should be treated as an alternative bid in terms of the Tender Data

8) The tendered rates shall be valid irrespective of any change in the quantities no matter whether positive or negative during the execution of the contract.

9) The values of work or provisional sums stated in the Pricing Schedule shall not be considered as restricting or extending the amount of work to be done or value of services to be supplied by the service provider.

10) The value of work or provisional sums in the Pricing Schedule shall not be regarded as authorisation for the service provider to engage sub-consultants or to execute work. The service provider shall obtain the Employer's approval prior to executing work or making arrangements in this regard.

11) The short descriptions of the payment items in the Pricing Schedule are only given to identify the items and to provide specific details. Refer to C3.2 for detailed description of the pay items

12) The rates entered by the tenderer to the Pricing Schedule shall be final and binding, and may not be adjusted should there be any mistakes in the extensions thereof and in the total sums appearing in the tender. Should there be any discrepancies between the tender sum and the correctly extended and totalled Pricing Schedule; the rates will be regarded as being correct.

13) The Employer shall have the right to make adjustments to the tender sum to reconcile the sum with the total of the Pricing Schedule. The Employer shall liaise with the service provider in making adjustments to the tender sum but, failing agreement between the parties, the decision of the Employer shall be final and binding. Adjustment of the tender sum will take place prior to the signing of the contract. In their own interest tenderers must make doubly sure of the correctness of their tendered rates, the extensions and the tender sum.

14) A bid may be rejected if the rates or disbursement rates for any of the items in the Pricing Schedule are, in the opinion of the Employer, unreasonable or out of proportion. The tenderer will be given a period of seven (7) days after having been notified in writing by the Employer to adjust the rates for the relevant items.

15) All rates and sums of money quoted in the Pricing Schedule shall be in South African Rand and whole cents. Fractions of a cent shall be discarded.

16) The item numbers appearing in the Pricing Schedule refer to the corresponding item numbers in section C3.2

17) The pricing schedules for ALL (3) years are to be priced. Failure to do so will result in the tender being deemed non-responsive

18) The tenderer should be in possession of all the necessary ICT capacity required to support this project and no procurement costs of software and/or hardware will be entertained and should be included within the rates tendered.

C2.2 a) PRICING SCHEDULE OF RATES YEAR 1					
Nº	**DESCRIPTION**	**UNIT**	**QUANTITY**	**RATE**	**AMOUNT**
2000	**NETWORK INVENTORY**				
20.01	Update RNIM	Person Hr.	700		R -
20.02	Update Bridge Inventory (BMS)	Person Hr.	480		R -
3000	**FIELD DATA ACQUISITION**				
30.01	**Data Collection – Road Network**				
30.01 a)	Deflectometer (TSDD or FWD) or similar	Lane.km	4 067		R -
30.01 c)					
30.01 d)	Continuous Digital Imaging (Quantitative) or similar	Lane.km	38 360		R -
30.01 e)	IRI (International Roughness Index) – Class 1 or similar	Lane.km	12 200		R -
30.01 f)	Wheel path Rutting or similar	Lane.km	12 200		R -
30.01 g)	Transverse Profile Rutting or similar	Lane.km	12 200		R -
30.01 h)	Macro Texture	Lane.km	12 200		R -
30.01 i)	Surface Friction Testing (automatic) or similar	Lane.km	-		Rate Only
30.01 j)	Walking Profiler or similar	Lane.km	-		Rate Only
30.01 k)	Road Safety Assessments (IRAP or SARF)	Lane.km	4 067		R -
30.02	**Data Collection – Structures**				R -
30.02 a)	Bridge Structures	Number	600		R -
30.02 b)	Major Culvert Structures	Number	600		R -
30.03	**Data Collection – Traffic**				
30.03 a)	Traffic Counts Automated	Number	85		R -
30.03 b)	Traffic Counts Manual	Person Hr.	31 000		R -
4000	**DATA ANALYSIS / VERIFICATION**				
40.01	**Road Network**				
40.01 a)	Visual Condition (Including Paved (VCI) and unpaved (VGI) Output)	C'way.km	19 180		R -
40.01 b)	Deflectometer (TSDD or FWD) or similar	Lane.km	4 067		R -
40.01 c)					
40.01 d)	Continuous Digital Imaging (Quantitative) or similar	Lane.km	38 360		R -
40.01 e)	IRI (International Roughness Index) – Class 1 or similar	Lane.km	12 200		R -
40.01 f)	Wheel path Rutting or similar	Lane.km	12 200		R -
40.01 g)	Transverse Profile Rutting or similar	Lane.km	12 200		R -
40.01 h)	Macro Texture	Lane.km	12 200		R -
40.01 i)	Surface Friction Testing (automatic) or similar	Lane.km	-		Rate Only
40.01 j)	Road Safety Assessments (IRAP or SARF)	Lane.km	4 067		R -
40.01 k)	Panel Inspection	Sum	1		R -

C2.2 a) PRICING SCHEDULE OF RATES YEAR 1					
Nº	**DESCRIPTION**	**UNIT**	**QUANTITY**	**RATE**	**AMOUNT**
40.02	**Structures**				
40.02 a)	Bridge Structures	Number	600		R -
40.02 b)	Major Culvert Structures	Number	600		R -
40.03	**Traffic Analysis**	Sum	1		R -
5000	**REPORTING**				
50.01	Road Network				
50.01 a)	Surfaced Road Network	Sum	1		R -
50.01 b)	Unsurfaced Road Network	Sum	1		R -
50.01 e)	Safety Assessment	Sum	1		R -
50.02	Structures (Bridges and Major Culverts)	Sum	1		R -
50.03	Traffic	Sum	1		R -
50.05	RAMS Asset Register	Sum	1		R -
50.06	RAMP Report	Sum	1		R -
6000	**GRAP COMPLIANT ASSET REGISTER**				
60.01	Annual Assets register	Number of registers	2		R -
60.02	Asset reconciliation and movement schedule	Number of recons.	2		R -
60.03	Review of useful life	Number of assets.	4 700		R -
60.04	Impairment calculation	Number of assets.	4 700		R -
60.05	Updated impairment and review of useful life methodology	Number of methodologies	1		R -
60.06	Assets valuation	Person Hr.	60		R -
7000	**ADDITIONAL SERVICES**				
70.01	Attend Physical Meetings	Person Hr.	24		R -
70.02 a)	Ad-hoc Support : Category A Staff	Hour	320		R -
70.02 b)	Ad-hoc Support : Category B Staff	Hour	320		R -
70.02 c)	Ad-hoc Support : Category C Staff	Hour	320		R -
70.02 d)	Ad-hoc Support : Category D Staff	Hour	320		R -
70.03	Strategic Support	Prov. Sum	1	R 120 000	R 120 000.00
70.04	Training /Skills Transfer	Prov. Sum	1	R 250 000	R 250 000.00
70.05	Procurement of Electronic Equipment and Software	Prov. Sum	1	R 4 294 500	R 4 294 500.00
70.06 a)	Road Safety Audit Stage 3	Prov. Sum	1	R 700 000	R 700 000.00
70.06 b)	Road Safety Audit Stage 5	Prov. Sum	1	R 650 000	R 650 000.00
70.07	Road Safety investigation	Lane.km	1 356		R -
Total Carried Forward To Summary Page item C2.2 a)					

C2.2 a) PRICING SCHEDULE OF RATES YEAR 2					
Nº	**DESCRIPTION**	**UNIT**	**QUANTITY**	**RATE**	**AMOUNT**
2000	**NETWORK INVENTORY**				
20.01	Update RNIM	Person Hr.	700		R -
20.02	Update Bridge Inventory (BMS)	Person Hr.	480		R -
3000	**FIELD DATA ACQUISITION**				
30.01	**Data Collection – Road Network**				
30.01 a)	Deflectometer (TSDD or FWD) or similar	Lane.km	4 067		R -
30.01 c)					
30.01 d)	Continuous Digital Imaging (Quantitative) or similar	Lane.km	25 348		R -
30.01 e)	IRI (International Roughness Index) – Class 1 or similar	Lane.km	12 200		R -
30.01 f)	Wheel path Rutting or similar	Lane.km	12 200		R -
30.01 g)	Transverse Profile Rutting or similar	Lane.km	12 200		R -
30.01 h)	Macro Texture	Lane.km	12 200		R -
30.01 i)	Surface Friction Testing (automatic) or similar	Lane.km	-		Rate Only
30.01 j)	Walking Profiler or similar	Lane.km	-		Rate Only
30.01 k)	Road Safety Assessments (IRAP or SARF)	Lane.km	4 067		R -
30.02	**Data Collection – Structures**				R -
30.02 a)	Bridge Structures	Number	600		R -
30.02 b)	Major Culvert Structures	Number	600		R -
30.03	**Data Collection – Traffic**				
30.03 a)	Traffic Counts Automated	Number	85		R -
30.03 b)	Traffic Counts Manual	Person Hr.	31 000		R -
4000	**DATA ANALYSIS / VERIFICATION**				
40.01	**Road Network**				
40.01 a)	Visual Condition (Including Paved (VCI) and unpaved (VGI) Output)	C'way.km	12 674		R -
40.01 b)	Deflectometer (TSDD or FWD) or similar	Lane.km	4 067		R -
40.01 c)					
40.01 d)	Continuous Digital Imaging (Quantitative) or similar	Lane.km	25 348		R -
40.01 e)	IRI (International Roughness Index) – Class 1 or similar	Lane.km	12 200		R -
40.01 f)	Wheel path Rutting or similar	Lane.km	12 200		R -
40.01 g)	Transverse Profile Rutting or similar	Lane.km	12 200		R -
40.01 h)	Macro Texture	Lane.km	12 200		R -
40.01 i)	Surface Friction Testing (automatic) or similar	Lane.km	-		Rate Only
40.01 j)	Road Safety Assessments (IRAP or SARF)	Lane.km	4 067		R -
40.01 k)	Panel Inspection	Sum	1		R -

C2.2 a) PRICING SCHEDULE OF RATES YEAR 2					
Nº	**DESCRIPTION**	**UNIT**	**QUANTITY**	**RATE**	**AMOUNT**
40.02	**Structures**				
40.02 a)	Bridge Structures	Number	600		R -
40.02 b)	Major Culvert Structures	Number	600		R -
40.03	**Traffic Analysis**	Sum	1		R -
5000	**REPORTING**				
50.01	Road Network				
50.01 a)	Surfaced Road Network	Sum	1		R -
50.01 b)	Unsurfaced Road Network	Sum	1		R -
50.01 e)	Safety Assessment	Sum	1		R -
50.02	Structures (Bridges and Major Culverts)	Sum	1		R -
50.03	Traffic	Sum	1		R -
50.05	RAMS Asset Register	Sum	1		R -
50.06	RAMP Report	Sum	1		R -
6000	**GRAP COMPLIANT ASSET REGISTER**				
60.01	Annual Assets register	Number of registers	2		R -
60.02	Asset reconciliation and movement schedule	Number of recons.	2		R -
60.03	Review of useful life	Number of assets.	4 700		R -
60.04	Impairment calculation	Number of assets.	4 700		R -
60.05	Updated impairment and review of useful life methodology	Number of methodologies	1		R -
60.06	Assets valuation	Person Hr.	60		R -
7000	**ADDITIONAL SERVICES**				
70.01	Attend Physical Meetings	Person Hr.	24		R -
70.02 a)	Ad-hoc Support : Category A Staff	Hour	320		R -
70.02 b)	Ad-hoc Support : Category B Staff	Hour	320		R -
70.02 c)	Ad-hoc Support : Category C Staff	Hour	320		R -
70.02 d)	Ad-hoc Support : Category D Staff	Hour	320		R -
70.03	Strategic Support	Prov. Sum	1	R 120 000	R 120 000.00
70.04	Training /Skills Transfer	Prov. Sum	1	R 250 000	R 250 000.00
70.05	Procurement of Electronic Equipment and Software	Prov. Sum	1	R 3 823 050	R 3 823 050.00
70.06 a)	Road Safety Audit Stage 3	Prov. Sum	1	R 700 000	R 700 000.00
70.06 b)	Road Safety Audit Stage 5	Prov. Sum	1	R 650 000	R 650 000.00
70.07	Road Safety investigation	Lane.km	1 356		R -
Total Carried Forward To Summary Page item C2.2 a)					

C2.2 a) PRICING SCHEDULE OF RATES YEAR 3					
Nº	**DESCRIPTION**	**UNIT**	**QUANTITY**	**RATE**	**AMOUNT**
2000	**NETWORK INVENTORY**				
20.01	Update RNIM	Person Hr.	700		R -
20.02	Update Bridge Inventory (BMS)	Person Hr.	480		R -
3000	**FIELD DATA ACQUISITION**				
30.01	**Data Collection – Road Network**				
30.01 a)	Deflectometer (TSDD or FWD) or similar	Lane.km	4 067		R -
30.01 c)					
30.01 d)	Continuous Digital Imaging (Quantitative) or similar	Lane.km	25 348		R -
30.01 e)	IRI (International Roughness Index) – Class 1 or similar	Lane.km	12 200		R -
30.01 f)	Wheel path Rutting or similar	Lane.km	12 200		R -
30.01 g)	Transverse Profile Rutting or similar	Lane.km	12 200		R -
30.01 h)	Macro Texture	Lane.km	12 200		R -
30.01 i)	Surface Friction Testing (automatic) or similar	Lane.km	-		Rate Only
30.01 j)	Walking Profiler or similar	Lane.km	-		Rate Only
30.01 k)	Road Safety Assessments (IRAP or SARF)	Lane.km	4 067		R -
30.02	**Data Collection – Structures**				R -
30.02 a)	Bridge Structures	Number	600		R -
30.02 b)	Major Culvert Structures	Number	600		R -
30.03	**Data Collection – Traffic**				
30.03 a)	Traffic Counts Automated	Number	85		R -
30.03 b)	Traffic Counts Manual	Person Hr.	31 000		R -
4000	**DATA ANALYSIS / VERIFICATION**				
40.01	**Road Network**				
40.01 a)	Visual Condition (Including Paved (VCI) and unpaved (VGI) Output)	C'way.km	12 674		R -
40.01 b)	Deflectometer(TSDD or FWD) or similar	Lane.km	4 067		R -
40.01 c)					
40.01 d)	Continuous Digital Imaging (Quantitative) or similar	Lane.km	25 348		R -
40.01 e)	IRI (International Roughness Index) – Class 1 or similar	Lane.km	12 200		R -
40.01 f)	Wheel path Rutting or similar	Lane.km	12 200		R -
40.01 g)	Transverse Profile Rutting or similar	Lane.km	12 200		R -
40.01 h)	Macro Texture	Lane.km	12 200		R -
40.01 i)	Surface Friction Testing (automatic) or similar	Lane.km	-		Rate Only
40.01 j)	Road Safety Assessments (IRAP or SARF)	Lane.km	4 067		R -
40.01 k)	Panel Inspection	Sum	1		R -

C2.2 a) PRICING SCHEDULE OF RATES YEAR 3					
Nº	**DESCRIPTION**	**UNIT**	**QUANTITY**	**RATE**	**AMOUNT**
40.02	**Structures**				
40.02 a)	Bridge Structures	Number	600		R -
40.02 b)	Major Culvert Structures	Number	600		R -
40.03	**Traffic Analysis**	Sum	1		R -
5000	**REPORTING**				
50.01	Road Network				
50.01 a)	Surfaced Road Network	Sum	1		R -
50.01 b)	Unsurfaced Road Network	Sum	1		R -
50.01 e)	Safety Assessment	Sum	1		R -
50.02	Structures (Bridges and Major Culverts)	Sum	1		R -
50.03	Traffic	Sum	1		R -
50.05	RAMS Asset Register	Sum	1		R -
50.06	RAMP Report	Sum	1		R -
6000	**GRAP COMPLIANT ASSET REGISTER**				
60.01	Annual Assets register	Number of registers	2		R -
60.02	Asset reconciliation and movement schedule	Number of recons.	2		R -
60.03	Review of useful life	Number of assets.	4 700		R -
60.04	Impairment calculation	Number of assets.	4 700		R -
60.05	Updated impairment and review of useful life methodology	Number of methodologies	1		R -
60.06	Assets valuation	Person Hr.	60		R -
7000	**ADDITIONAL SERVICES**				
70.01	Attend Physical Meetings	Person Hr.	24		R -
70.02 a)	Ad-hoc Support : Category A Staff	Hour	320		R -
70.02 b)	Ad-hoc Support : Category B Staff	Hour	320		R -
70.02 c)	Ad-hoc Support : Category C Staff	Hour	320		R -
70.02 d)	Ad-hoc Support : Category D Staff	Hour	320		R -
70.03	Strategic Support	Prov. Sum	1	R 120 000	R 120 000.00
70.04	Training /Skills Transfer	Prov. Sum	1	R 250 000	R 250 000.00
70.05	Procurement of Electronic Equipment and Software	Prov. Sum	1	R 5 288 850	R 5 288 850.00
70.06 a)	Road Safety Audit Stage 3	Prov. Sum	1	R 700 000	R 700 000.00
70.06 b)	Road Safety Audit Stage 5	Prov. Sum	1	R 650 000	R 650 000.00
70.07	Road Safety investigation	Lane.km	1 356		R -
Total Carried Forward To Summary Page item C2.2 a)					

CONTRACT No. RAL/C1400/2025
FOR: PROCUREMENT OF PROFESSIONAL SERVICES FOR THE MANAGEMENT OF THE LIMPOPO PROVINCE ROAD ASSET MANAGEMENT SYSTEM FOR A PERIOD OF 3 YEARS TENDER SUMMARY

DESCRIPTION	AMOUNT
Totals of Pricing Schedule of Rates: Schedule C2.2 a): Year 1 Schedule C2,2 b): Year 2 Schedule C2.2 c): Year 3	 R…… R…… R……
SUBTOTAL 1	**R**
Add: Contingencies	10%
SUBTOTAL 2	**R**
Add: VAT (15% of SUBTOTAL 2)	R
TOTAL CARRIED FORWARD TO FORM OF OFFER (C1.1)	**R**

Signed on behalf of the Tenderer: …… (Signature)

Date: ……..

Tenderer's Name: …… (Company Name)

DISCLAIMER
Kindly note that the responsibility lies with Tenderer to check the tender document and the tender addenda (if issued) to verify that all the information is correct and all changes have been incorporated as no claims will be entertained in this regard afterwards.

C3: SCOPE OF WORKS

C3.1: PROJECT DESCRIPTION

Note: The following is an overview of the project and should be read in conjunction with the detailed project specifications (C3.2).

C3.1.1 Introduction

The Employer, namely Roads Agency Limpopo SOC LTD requires the services of an appropriately experienced service provider to undertake the maintenance and management of its Road Asset Management System (RAMS) and manage the operational requirements and procedures in terms of DORA and the NDoT RAMS Practice Note for a period of (Three) 3 years.

C3.1.2 Services Overview

The services required of the RAMS Management Consultant are as follows:

- Review and update Road Network Inventory
- Review and update Bridge and Major Culvert Network Inventory
- Field Data Acquisition Establishment; Traffic Management; and Automated Data Collection of
  - Deflection (TSDD)
  - Deflection (FWD)
  - Imaging
  - Riding Quality
  - Rut Depth
  - Texture
- Provide System support and maintenance
- Undertake Network Road Safety Assessments
- Bridge, Major Culvert and “Other” Structures Inspections
- Automated Traffic Counting
- Manual Traffic Counting
- Data Analysis, Verification, and Capture of data to RAMS
- Quality Control of Acquisition and Analysis
- Panel Inspections
- Network Report Compilation for:
  - Paved Road Network
  - Unpaved Road Network
  - Road Safety Assessments
  - Traffic
  - Structures (Bridges, Major Culverts and Other structures)
  - Asset Register
  - RAMP
- Ad Hoc Support
- Mentorship and Training

In terms of the data collection and analysis aspects, the Employer requires that the data collection is undertaken as safely as possible with minimal disruption to the travelling public.

In addition, the data collection and analysis are to be undertaken with a high degree of accuracy – to minimize erroneous reporting – and with optimal production outputs to ensure that the data reported is current. In order to achieve this, the data collection (and analysis where relevant) is to be undertaken using automated methods as discussed in the project specifications (C3,2).

All automated data collection equipment is to comply with the specifications contained in the relevant Draft TMH 13 A to G.

C3.1.3 Location of the Project

The services are required on the paved and unpaved road network of Limpopo Province– refer locality map

below.

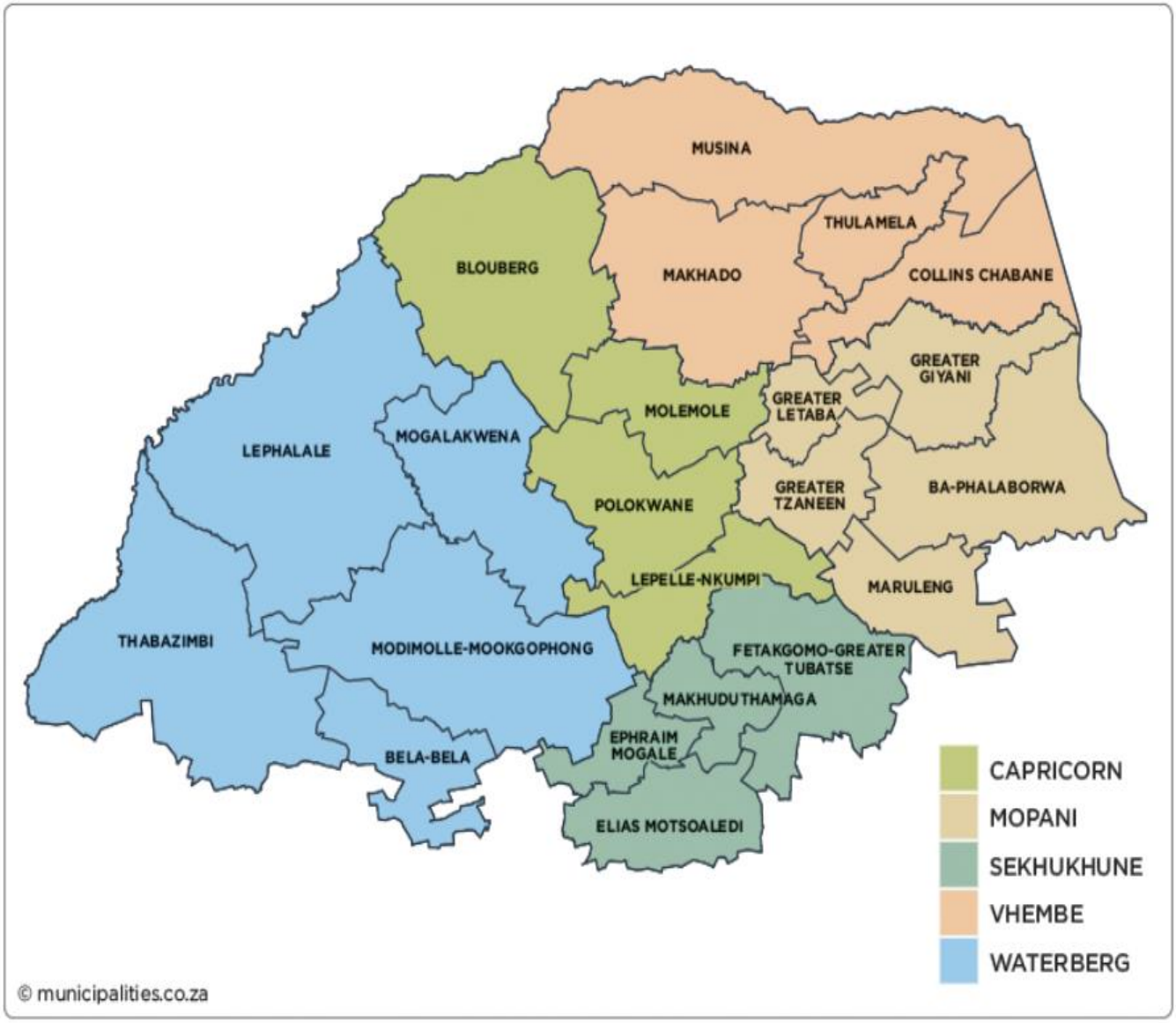


Figure C3.1.3.1: Locality Map

C3.1.4 Extent of the Road Network and Number of Structures

The extent of the road network is given in Tables C3.1.4.1 and C3.1.4.2 below:

Table C3.1.4.1: Extent of the Road Network per Pavement Type

PAVEMENT TYPE	CARRIAGEWAY KILOMETRES	SINGLE CARRIAGEWAY LANE KILOMETRES	DUAL CARRIAGEWAY LANE KILOMETRES
Flexible Surfaced	5993	11986	12
Unsurfaced	13147	26294	0

In total, the 19855 kilometres of paved and unpaved road network comprise of 39710 carriageway kilometres. In terms of (RCAM) road classification, the network consists of the following:

Table C3.1.4.2: Extent of the Road Network per Road Category

ROAD CATEGORY	CARRIAGEWAY KILOMETRES
Class 1	0
Class 2	38
Class 3	927
Class 4	8385
Class 5	9829
Class 6	0

Table **C3.1.4.3** gives a summary of the bridge and major culvert network as well as other structures

Table C3.1.4.3: Bridges, Major Culverts and Other Structures

STRUCTURE TYPE	NUMBER
Bridge	537
Bridge (Cellular)	108
Major Culvert	378

Table C3.1.4.4: Traffic count information

Type of station	NUMBER
Automatic count stations	85
Manual count stations	2550

C3.1.4 Existing RAMS Systems and Available Data

The Employer has the following existing systems in place:

- ArcGIS Enterprise for roads spatial data
- Database of all inventory, condition, traffic, and instrumental data
- BMS in Struman system

The current system has been operating for 18 years in which, 6 data collection projects have been undertaken.

The most recent update of the system was carried out in the financial year (FY) 2023/24 when the paved road network was visually assessed.

All historic data will be made available to the Service Provider

C3.1.5 Equipment and Personnel

Current calibration and validation certification is required for all testing/measurement **equipment** as given in the respective sections of the Scope of Works (3.2).

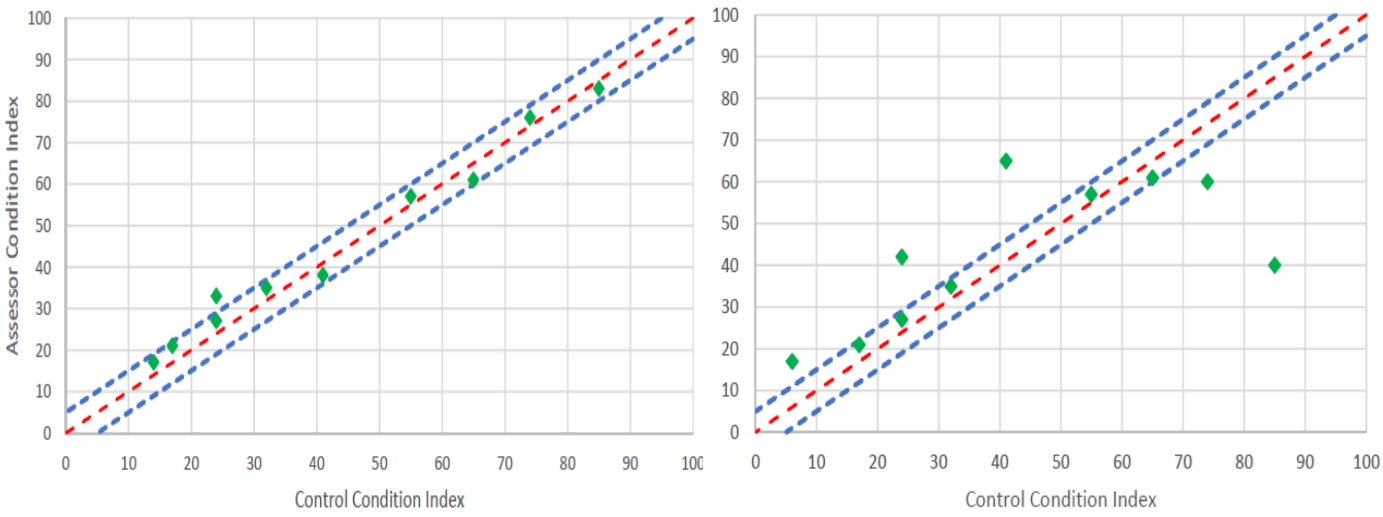
The paved and unpaved **visual assessors** must also attend the compulsory annual calibration and accreditation sessions before being permitted to undertake any visual assessments viz:

- Day 1: Theoretical classroom workshop for paved and unpaved assessments
- Day 2: Individual practical field assessments for paved and unpaved roads
- Day 3: Written examination and evaluation of field assessments.

A minimum of 80% is required to pass the written examination.

In terms of the field assessment, the accuracy of the assessors will be a 2-stage evaluation:

- Stage 1 - 90% of the Condition Index values for the individual field assessment roads must be within a + or – 5 percentage points tolerance of the control Condition Index as determined by the employers RAMS engineer - illustrated by the example in Figure C3.1.5.1



PASS on Condition Index

FAIL on Condition Index

Figure C3.1.5.1: Control vs Assessor Condition Index Correlation Check

- Stage 2 – The individual distress ratings are checked against the control to establish that the correct distress is being identified and that the extent and degree is being applied in terms of the TMH 9 methods.
- The training and accreditation must happen within one month from starting the visual assessments.

C3.1.6 Employers Preliminary Works Schedule

The Employer has identified a preliminary annual schedule of works as follows:

Year 1100% of Total Network and 33% of Structures

Year 2: 100% of Paved and 50% of Gravel Network and 33% of Structures

Year 3: 100% of Paved and 50% of Gravel Network and 33% of Structures

The above works schedule is included for indicative purposes only and has no contractual implication. The scheduling of actual works will be aligned to the accepted tender amount and the Employers annual budget allocation for the Project.

C3.1.7 Electronic Data Exchange Format

The formatting of electronic data is to be STRICTLY in terms of the TMH 18 document as well as relational data contained inside the database.

C3.2 PROJECT SPECIFICATIONS

The specifications / pay item descriptions given hereunder are to be read in conjunction with Section C2.1 "**PREAMBLE TO THE PRICING SCHEDULE**", Section 3.1 "**PROJECT DESCRIPTION**" and Section C2.2 a); C2.2 b) and C2.2 c) "**PRICING SCHEDULE OF RATES**" – where the item numbers appearing in the latter refer to the corresponding item numbers in **Section C3.2** (this section).

Should there be discrepancy between this section and the contents of Sections C2.1, C2.2 a), C2.2 b), C2.2 c) and C3.1, the stipulations of Section C3.2 shall take precedence and be applied.

2000: NETWORK INVENTORY

20.01: Update RNIM

The service provider will be required to undertake full confirmation of the current road network inventory definition data and add any missing inventory information during the road condition survey and capture this information to the RNIM/GIS.

The rate tendered to update the RNIM will be a Man Hour and shall include all costs for labour, materials, equipment, travel, disbursements and other necessary items to confirm the road network definition information in the field for subsequent update to the existing RNIM/GIS database(s). This rate must include the costs associated with requisite skills, i.e., GIS specialist. A written approval must be sought from the Client prior to making any updates.

Any inventory errors / additions noted during the field data collection operations will be corrected or added to the RAMS/GIS during this task. All costs associated with correcting the inventory errors and any required additions to the GIS will be included under this task. For electronic data exchange, the stipulations of Draft TMH 18 will apply.

20.02: Update Bridge Inventory (BMS)

The service provider will be required to undertake a basic confirmation of the BMS inventory during the road condition survey. Detailed inventory checks are to be carried out during the bridge inspections. Inventory updates are to as per the requirements of TMH 19 Part A

The rate tendered to create the BMS inventory will be a Man Hour and shall include all costs for labour, materials, equipment, travel, disbursements and other necessary items to confirm/check the structures inventory and update the BMS/GIS database(s).

3000: FIELD DATA ACQUISITION

30.01: Data Collection – Road Network

The standard operational procedures as given in Draft TMH 13 Part A to G are to be strictly adhered to. Prior to data collection being undertaken, the service provider shall submit the following documentation for the Employer's approval:

- All activities: Contract Quality Plan – refer Draft TMH 13 Part A and Draft TMH 22
- Automated / Instrument Data collection: Current (not more than 12 months) minimum Class 2 Calibration Report – refer to Draft TMH 13 Part A to G
- Automated / Instrument Data collection: Current (not more than 3 months) minimum Class 2 Validation Report – refer to Draft TMH 13 Part A to G

The above documents are to be submitted for each individual data collection facet listed below. In addition, these requirements, “on site” calibration / validation together with control testing during the data collection operation will be required as per the stipulations of Draft TMH 13 Part A to G.

30.01 a): Traffic Speed Deflectometer Device (TSDD)

The undertaking of continuous deflection measurements utilizing a Traffic Speed Deflectometer Device (TSDD) is to be carried out as directed. The TSDD is to be equipped with positioning system(s) meeting the requirements of Draft TMH 13 Part B.

Field sheets, Raw Data, and/or photographs should be uploaded to a location provided by the client within 7 days from completing the assessments. The Raw data will be used as verification before payment certificates are approved.

The unit of measurement to undertake this testing will be a Lane.Km and shall include all costs for establishment, traffic control, labour, materials, equipment, taking the continuous deflection measurements, quality plan, control testing, calibration and verification costs and all other necessary actions to undertake this task.

30.01 b): Geometry

The automated collection of road geometry is to be undertaken on portions of the road network as directed. As a minimum, the road geometry is to be measured using differential global positioning system (DGPS) in combination with an inertial navigation system (INS) with the measurement systems meeting the requirements of Draft TMH 13 Part B.

Field sheets, Raw Data, and/or photographs should be uploaded to a location provided by the client within 7 days from completing the assessments. The Raw data will be used as verification before payment certificates are approved.

The collection of geometry data is to be synchronized with other condition measurement activities.

30.01 c): Falling Weight Deflectometer (FWD)

Falling weight deflectometer (FWD) measurements is to be undertaken on portions of the road network as directed. The maximum longitudinal distance between adjacent measurements shall be 200m (staggered between the left and right lanes) but this is to be reduced if directed by the Employer. The condition of the pavement at the test position is to be recorded, e.g. “severe crocodile cracking”

The FWD equipment is to comply with the technical standards stipulated in the Draft TMH 13 Part F as is the survey methodology (in conjunction with TMH 22). The FWD vehicle must be equipped with calibrated distance measuring instrument (DMI) and global positioning system device meeting the requirements of TMH 13 Part B.

Operators must be fully conversant in the use of the deflection measurement equipment and follow the manufacturer's instructions for use of the equipment. Proof must be supplied that Operators have undergone training in the use and operation of equipment offered.

Field sheets, Raw Data, and/or photographs should be uploaded to a location provided by the client within 7 days from completing the assessments. The Raw data will be used as verification before payment certificates are approved.

The unit of measurement to undertake this testing will be a Test Point and shall include all costs for establishment, traffic control, labour, materials, equipment, disbursements, measuring the deflections at 3

"drops" per test point, calibration and verification costs, quality management and control testing and other necessary items to undertake this task.

30.01 d): Continuous Digital Imaging (Quantitative)

The undertaking of continuous "quantitative" digital imaging (i.e. images that can be measured) shall be carried out on portions of the road network as directed. The imaging equipment will, as a minimum, be capable of DMI triggered 260 degree scaled frame imaging and is to comply with the technical specifications of Draft TMH 13 Part G. The imaging vehicle must be equipped with calibrated linear distance measuring device and global positioning system meeting the requirements of TMH 13 Part B.

Field sheets, Raw Data, and/or photographs should be uploaded to a location provided by the client within 7 days from completing the assessments. The Raw data will be used as verification before payment certificates are approved.

The unit of measurement to undertake this testing will be a Test Point and shall include all costs for establishment, traffic control, labour, materials, equipment, disbursements, taking the images at 10m intervals, calibration and verification costs, quality management, control testing and all other necessary items to undertake this task

30.01 e) : IRI (International Roughness Index) – Class 1

The measurement of Class 1 riding quality testing is to be undertaken on portions of the road network as directed with the data being recorded as follows:

- Wheel path: two per lane
- Profile sampling interval: <= 25mm
- IRI reporting interval: >= 10m and <=100m

A high precision profiler (Class 1) is to be used for the measurement of the riding quality and the equipment is to comply with system operational and calibration / verification requirements stipulated in Draft TMH 13 Part C. In addition, the profiling vehicle is to be equipped with a positioning system complying with Draft TMH 13 Part B

Factors that may influence IRI shall be recorded during the survey and the data corrected accordingly. These include, but are not limited to, traffic congestion, pavement condition, having lo travel off the carriageway, etc. There are some practical operation practices that the operator should avoid such as sudden acceleration or braking during surveys. Where survey speeds cannot be maintained this must be noted

If road conditions are extremely rough that the collection of riding quality data as prescribed above is not practical or safe; the service provider shall provide an alternative means for estimating pavement roughness for use in such areas, calibrated by ASTM E 1364-95 or a similarly acceptable standard, and subject to Employer approval.

Field sheets, Raw Data, and/or photographs should be uploaded to a location provided by the client within 7 days from completing the assessments. The Raw data will be used as verification before payment certificates are approved.

The unit of measurement to undertake this testing will be a Lane.Km and shall include all costs for establishment, traffic control, labour, materials, disbursements, equipment, taking the roughness measurements, quality management and control testing, calibration and verification costs plus other necessary items to undertake this task.

30.01 f): Wheel path Rutting

The undertaking of continuous wheel track rutting measurements will be done on portions of the road network as directed by the Employer. The rut data is to be collected using a high-speed profiler using laser point sensors. The measurement process. system capabilities and calibration / verification requirements are as per the stipulations of the Draft TMH 13 Part D. The profiling vehicle must be equipped with calibrated linear distance measuring device meeting the requirements of TMH 13 Part B.

Field sheets, Raw Data, and/or photographs should be uploaded to a location provided by the client within 7 days from completing the assessments. The Raw data will be used as verification before payment certificates are approved.

The unit of measurement to undertake this testing will be a Lane.Km and shall include all costs for establishment, traffic control, labour, disbursements, materials, equipment, measuring the wheel path rutting, quality management, control checks, calibration and verification costs plus other necessary items to undertake this task.

30.01 g): Transverse Profile Rutting

The undertaking of continuous transverse profile wheel track rutting measurements will be done on portions of the road network as directed by the Employer. The rut data is to be collected using a high-speed profiler using full width scanning lasers. The measurement processes, system capabilities and calibration / verification requirements are as per the stipulations of the Draft TMH 13 Part D. The profiling vehicle must be equipped with calibrated linear distance measuring device meeting the requirements of TMH 13 Part B.

Field sheets, Raw Data, and/or photographs should be uploaded to a location provided by the client within 7 days from completing the assessments. The Raw data will be used as verification before payment certificates are approved.

The unit of measurement to undertake this testing will be a Lane.Km and shall include all costs for establishment, traffic control, labour, disbursements, materials, equipment, measuring the full width transverse rutting profile, control checks, quality management, calibration and verification costs plus other necessary items to undertake this task.

30.01 h): Macro Texture

Macro texture measurements shall be undertaken on portions of the road network as directed by the Employer. The measurements are to be carried out in each wheel path simultaneously using a high-speed non-contact texture profiler. The measuring system is to be compliant with the technical standards stipulated in the Draft TMH 13 Part E, whilst positioning equipment must be according to Draft TMH 13 Part B

Field sheets, Raw Data, and/or photographs should be uploaded to a location provided by the client within 7 days from completing the assessments. The Raw data will be used as verification before payment certificates are approved.

The unit of measurement to undertake this testing will be Lane.Km and shall include all costs for establishment, traffic control, labour, materials, equipment, disbursements, measuring the texture depth, quality checks, control testing, calibration and verification costs plus other necessary items to undertake this task.

30.01 i): Surface Friction Testing (Automatic)

Continuous surface friction testing is to be undertaken on portions of the road network as directed and is to be carried out by purpose-built equipment such as Side Force Testers and Fixed Slip Testers.

Whichever system is employed, it is to comply strictly with the technical standards stipulated in the Draft TMH 13 Part E as is the survey and calibration / validation methodology. The towing vehicle must be equipped with calibrated linear distance measuring device and GPS meeting the requirements of TMH 13 Part B.

Field sheets, Raw Data, and/or photographs should be uploaded to a location provided by the client within 7 days from completing the assessments. The Raw data will be used as verification before payment certificates are approved.

The unit of measurement to undertake this testing will be a Lane.Km and shall include all costs for establishment, traffic control, labour, materials, disbursements, equipment, undertaking the friction measurements, quality management, control testing, calibration and verification costs plus other necessary items to undertake this task.

30.01 j): Walking Profiler

The measurement of riding quality using a walking profiler – Walking Profiler or similar approved, is only to be undertaken as directed by the Employer.

Field sheets, Raw Data, and/or photographs should be uploaded to a location provided by the client within 7 days from completing the assessments. The Raw data will be used as verification before payment certificates are approved.

The unit of measurement to undertake this testing will be a Lane.Km and shall include all costs for establishment, traffic control, labour, materials, equipment and measuring the profile as per standard test method.

30.01 k): Road Safety Assessment (IRAP or SARF)

Network Level Road Safety Assessments is to be undertaken on portions of the road network as directed by the Employer. The road safety assessments are to be directly managed by the Road Safety Survey Project Manager and only be carried out by persons accredited as road safety surveyors/assessors with IRAP or SARF approved by the Employer.

Field sheets, Raw Data, and/or photographs should be uploaded to a location provided by the client within 7 days from completing the assessments. The Raw data will be used as verification before payment certificates are approved.

The unit of measurement to undertake safety assessment a Lane.Km and shall include all costs for establishment, traffic control, labour, materials, equipment, and undertaking the assessment.

30.02: Data Collection – Structures

30.02 a): Bridge Structures and 30.02 b) Major Culvert Structures

Only accredited bridge and culvert inspectors are to be utilized to undertake inspections of bridges 30.02 a) and major culverts 30.02 b). Certified bridge inspectors may inspect bridges and/or major culverts whilst certified major culvert inspectors can be employed to inspect major culverts only. The inspections are to be carried out in accordance with the requirements of Draft TMH 19 Part A and B including an inventory check, condition assessments and photographs. A senior certified bridge Inspector is to be used for Quality Assurance on 10% of the major and minor structures network, though he/she can also be used to inspect the bridges and/or major culverts.

Should any defects that require immediate attention be discovered, this information is to be delivered to the respective senior manager of the Employer without undue delay.

Field sheets, Raw Data, and/or photographs should be uploaded to a location provided by the client within 7 days from completing the assessments. The Raw data will be used as verification before payment certificates are approved.

The unit of measurement shall be the number of major structures (30.02 a) and minor structure (30.02 b) and shall include full compensation for all establishment, traffic control, labour, transport and equipment necessary to undertake the inspections AND quality assurance checks.

30.03: Data Collection – Traffic

30.03 a): Automated Traffic Counting

Automated traffic counting is to be undertaken in terms of the Draft TMH 3 and 8 as relevant. Traffic volume shall be captured using a portable type, battery-operated, multi-lane time interval traffic counter and classifier. The equipment shall be capable of collecting valuable traffic data, primarily vehicle count and classification. Other data that can be captured are gap, headway, speed by axle and speed by length. The duration of the traffic count shall generally be 7 days for 24 hours per day.

Field sheets, Raw Data, and/or photographs should be uploaded to a location provided by the client within 7 days from completing the assessments. The Raw data will be used as verification before payment certificates are approved.

The unit of measurement is the number of individual traffic counting sites and shall include full compensation for all labour, transport, materials, establishment and equipment necessary to undertake the traffic counts at the sites as specified.

The service provider shall repeat the automated traffic count at his own cost should the data be found to be erroneous. The Employer shall provide adequate evidence for such rejection. Data shall be submitted in the formats prescribed in Draft TMH 14

30.03 b): Manual Counts

The traffic counting shall be carried out in accordance with the stipulations of Draft TMH 3 & 8 as relevant by pre-approved survey enumerators by capturing the traffic in a pre-defined format. The survey site shall be appropriately designated and marked such that it provides the field teams a safe place for the duration of the counting. The traffic counts shall be undertaken between the hours of 06:00 to 18:00 on days as specified at the selected survey stations. The vehicle classification system shall be discussed with Employer before the survey starts. As guidance the classification shall be in line with HDM-4 classifications.

The unit of measurement shall be the man hour and will include full compensation for all establishment, traffic control, labour, transport, disbursement and equipment necessary to undertake the traffic counts.

Data shall be submitted in the formats prescribed in Draft TMH 14 and the service provider shall repeat the traffic surveys for the specified period at his own cost should the data be found to be erroneous. The Employer shall provide adequate evidence for such rejection.

4000: DATA ANALYSIS / VERIFICATION

40.01: Road Network

40.01 a): Visual Condition

The visual condition of the road network shall be undertaken applying the stipulations of the Draft TMH 9 (Parts A to E as applicable).

Only accredited visual assessors are permitted to do the with ratings being captured directly to the PMS data capture interface. So as to mitigate errors in the data, the following quality control procedures are to be followed:

a) The visual condition is individually rated by two accredited assessors. The two data sets are then validated against each other with exceptions being re-assessed before a final data set is established
b) An accuracy check is then done to establish logical exceptions between individual rating items e.g., check skid resistance rating against texture. Again, all exceptions are cross checked and corrected
c) Logical check, e.g. area of patching exceeds roadway area
d) Integrity check on inventory data
e) Cross check of cracking with ACD data
f) Panel Inspections to check the above and also to verify accuracy of the assessment in comparison with physical condition (refer 40.01 k))

The capture of visual condition data to the RAMS is to be completed within 8 weeks of the field work being concluded. Payment Certificates will only be approved after successful capturing of data on the RAMS system. Any emergency works identified by this exercise are to be escalated to the relevant management of the Employer.

All costs associated with the 3-day calibration and accreditation session, as discussed in C3.1.5 is also to be included under this item. Only staff who have successfully attended and passed the calibration session and have been formally approved in writing by the employer may undertake visual assessments. Should any of the originally proposed visual assessors not pass the calibration and accreditation process, replacement persons with comparable experience are to be established to undertake the calibration/accreditation until the requisite number of assessors are accredited – the establishment and calibration session costs of replacement persons will be for the contractor's account.

Should the Contractor use any personnel for the visual surveys who has not attended the calibration and accreditation session, or use personnel who attended the session but are not approved by the Employer, the Employer reserves the right to terminate the Contract as per the stipulations of clause 8.4.1 given in the Conditions of Contract as amended in the Contract Data. The Contractor will be entitled to payment of the rate tendered for visual assessment – pay item 40.01 a) – up to the date on which non-accredited personnel were used with such date being established by the employer with no recourse from the contractor.

The unit of measurement to undertake this work will be a Carriageway/Km and shall include all costs for establishment, labour, materials, equipment, travel, disbursements, rating the pavement distress and data capture to the PMS, quality management and data verification/quality control as per points a) to e) above and all other necessary actions to undertake this task.

40.01 b): Traffic Speed Deflectometer Device (TSDD)

Both normalized and raw deflection bowl data is to be captured to the RAMS within 4 weeks of completing the field work. Payment Certificates will only be approved after successful capturing of data on the RAMS system. Prior to the data capture, the service provider's RAMS pavement engineer will undertake data integrity checks

including, but not limited to:

a) Positioning checks
b) Check for non-decreasing deflections, i.e. deflections do not decrease as distance from the load increases
c) Out of range deflections
d) Integrity check on inventory data, i.e. positive and negative direction corresponds to GPS
e) Cross check comparatively high (+97 percentile) and low (-3 percentile) with the other data for the same (or closest) position e.g., visual condition images, crack detection, rutting etc

The checks above are to be done on the 10m deflections and any "outlier" deflection bowls are to be discarded prior to the uploading of the data at 50m spacing. Once the service provider's RAMS pavement engineer is satisfied with the data integrity, he/she will issue a data verification certificate. Deflection data is to be issued in excel format inclusive of required normalization(s), deflection bowl parameters and structural number calculations.

The unit of measurement to undertake the data analysis/verification is a Lane.Km and shall include all costs for labour, materials, equipment, capture and verification of the continuous deflection data, quality management, and all other necessary actions to undertake this task.

40.01 c): Falling Weight Deflectometer (FWD)

Both normalized and raw deflection bowl data is to be captured to the RAMS within 4 weeks of completing the fieldwork. Payment Certificates will only be approved after successful capturing of data on the RAMS system. Prior to the data capture, the service provider's RAMS pavement engineer will undertake data integrity checks including, but not limited to:

a) Confirmation of positional data integrity
b) Review condition and other comments as noted during the field testing
c) Check for non-decreasing deflections, i.e. deflections do not decrease as distance from the load increases
d) Incomplete data
e) Out of range deflections
f) Integrity check on inventory data, i.e. positive and negative direction corresponds to GPS
g) Load variations
h) High deflection variation at same test point
i) Deflection bowl "spikes"
j) Cross check comparatively high (+97 percentile) and low (-3 percentile) with the other data for the same (or closest) position e.g., visual condition images, crack detection, rutting etc

Refer to Draft TMH 13, Part F for additional requirements.

Unlike continuous deflection data, FWD testing is widely spaced and, as such, the discarding of suspect test point(s) can create significant gaps in the data set. The RAMS pavement engineer should use engineering judgement to manually adjust erroneous data if possible. Where adjustment is not possible, the Employer may instruct that these sections are re-measured at the service provider's cost.

Once the service provider's RAMS pavement engineer is satisfied with the data integrity, he/she will issue a data verification certificate. Deflection data is to be issued in F25 and excel format, the latter inclusive of required normalization(s), deflection bowl parameters and structural number calculations.

The unit of measurement to undertake data analysis/verification is a Lane.Km and shall include all costs for labour, materials, equipment, verification/analysis of the deflections, re-measurement of road sections with incomplete or non-compliant data, quality management, and all other necessary undertake this task.

40.01 d): Continuous Digital Imaging (Quantitative)

Continuous quantitative digital imaging shall be uploaded to the RAMS within 4 weeks of completing the fieldwork. Payment Certificates will only be approved after successful capturing of data on the RAMS system.

Prior to the data being captured, the service provider's RAMS pavement engineer will undertake data integrity checks including, but not limited to:

a) Positioning cross checks of field co-ordinates with GIS and a secondary geo-spatial reference source
b) Check scaled image geometry – width etc – against the geometric characteristics under 40.01 d
c) Check images against other data source, e.g. ACD
d) Compare random selection (+/- 5% of the images) to the visual condition as derived under 40.01 a)
e) Check inventory details, e.g. road name/number, date, link/segment reference etc

Refer to Draft TMH 13, Part G for additional requirements.

Once the service provider's RAMS pavement engineer is satisfied with the data integrity, he/she will issue a data verification certificate.

The unit of measurement to undertake the data analysis/verification is a Lane.Km and shall include all costs for labour, materials, equipment, upload and verification of the images, quality management, and all other necessary actions to undertake this task.

40.01 e): IRI (International Roughness Index) – Class 1

The capture of Class 1 riding quality data to the RAMS is to be completed within 4 weeks of the data collection exercise. Payment Certificates will only be approved after successful capturing of data on the RAMS system.

Prior to the data being captured, the service provider's RAMS pavement engineer will undertake data integrity checks including, but not limited to:

a) Positioning cross checks of field co-ordinates with GIS and a secondary geo-spatial reference source
b) Review comments "flags" noted during the field work
c) Cross check very poor and very good sections against imaging data
d) Cross check against rutting and transverse profile data
e) Cross reference roughness measurements with texture/friction data
f) Compare random selection (+/- 5% of the riding quality results) to the visual condition as derived under 40.01 a)
g) Check inventory details, e.g. road name/number, date, link/segment reference etc

Refer to Draft TMH 13, Part C for additional requirements.

Once the service provider's RAMS pavement engineer is satisfied with the data integrity, he/she will issue a data verification certificate.

The unit of measurement to undertake the data analysis/verification is a Lane.Km and shall include all costs for labour, materials, equipment, upload and verification of the riding quality data, quality management, and all other necessary actions to undertake this task.

40.01 f): Wheel path Rutting

The capture of wheel path rutting data to the RAMS is to be completed within 4 weeks of the data collection exercise. Payment Certificates will only be approved after successful capturing of data on the RAMS system.

Prior to the data being uploaded, the service provider's RAMS pavement engineer will undertake data integrity checks including, but not limited to:

a) Positioning cross checks of field co-ordinates with GIS and a secondary geo-spatial reference source
b) Review comments "flags" noted during the field work
c) Compare left and right wheel path per lane for anomalies
d) Cross check against riding quality data
e) Logical checks on improbable data e.g. 0mm rut depth or rutting exceeding 200mm
f) Compare random selection (+/- 5% of the wheel path rut results) to the visual condition (40.01 a)
g) Check inventory details, e.g. road name/number, date, link/segment reference etc

Refer to Draft TMH 13, Part D for additional requirements.

Once the service provider's RAMS pavement engineer is satisfied with the data integrity, he/she will issue a data verification certificate.

The unit of measurement to undertake this testing will be a Lane.Km and shall include all costs for labour, disbursements, materials, equipment, measuring the wheel path rutting, calibration and verification costs plus other necessary items to undertake this task.

40.01 g): Transverse Profile Rutting

The capture of wheel path rutting data to the RAMS is to be completed within 4 weeks of the data collection exercise. Payment Certificates will only be approved after successful capturing of data on the RAMS system.

Prior to the data being uploaded, the service provider's RAMS pavement engineer will undertake data integrity checks including, but not limited to:

a) Positioning cross checks of field co-ordinates with GIS and a secondary geo-spatial reference source
b) Review comments "flags" noted during the field work
c) Compare left and right wheel path against each other for anomalies
d) Check the profile in wheel path versus profile between wheel path e.g. profile is not lower between wheel paths
e) Cross check against riding quality data
f) Logical checks on improbable data e.g. 0mm rut depth or rutting exceeding 200mm
g) Compare random selection (+/- 5% of the profile and rutting results) to the visual condition as derived under 40.01 a)
h) Check inventory details, e.g. road name/number, date, link/segment reference etc

Refer to Draft TMH 13, Part D for additional requirements.

Once the service provider's RAMS pavement engineer is satisfied with the data integrity, he/she will issue a data verification certificate.

The unit of measurement to undertake the data analysis/verification is a Lane.Km and shall include all costs for labour, materials, equipment, upload and verification of the full transverse rutting profile data, quality management, and all other necessary actions to undertake this task.

40.01 h): Macro Texture

Macro texture measurements shall be uploaded to the RAMS database within 4 weeks of the data collection for this item being concluded. Payment Certificates will only be approved after successful capturing of data on the RAMS system.

Prior to the data being uploaded, the service provider's RAMS pavement engineer will undertake data integrity checks including, but not limited to:

a) Positioning cross checks of field co-ordinates with GIS and a secondary geo-spatial reference source
b) Review comments "flags" noted during the field work
c) Compare left and right wheel path texture and mean profile depth against each other for anomalies
d) Cross check against imaging data and friction data
e) Compare random selection (+/- 5% of texture results) to visual condition as derived under 40.01 a)
f) Check inventory details, e.g. road name/number, date, link/segment reference etc
g) If required by the Employer, manual texture depth measurements will also be undertaken

Refer to Draft TMH 13, Part E for additional requirements.

Once the service provider's RAMS pavement engineer is satisfied with the data integrity, he/she will issue a data verification certificate.

The unit of measurement to undertake the data analysis/verification is a Lane.Km and shall include all costs for labour, materials, equipment, upload and verification of the macro texture data, quality management, and all other necessary actions to undertake this task.

40.01 i): Surface Friction Testing (Automatic)

The uploading of continuous surface friction testing is to be completed within 4 weeks of the field work for this item being concluded. Payment Certificates will only be approved after successful capturing of data on the RAMS system.

Prior to the data being uploaded, the service provider's RAMS pavement engineer will undertake data integrity checks including, but not limited to:

a) Positioning cross checks of field co-ordinates with GIS and a secondary geo-spatial reference source
b) Review comments "flags" noted during the field work
c) Compare with manual (pendulum test) data
d) Compare left and right wheel path for anomalies
e) Cross check against imaging data and macro texture data
f) Check inventory details, e.g. road name/number, date, link/segment reference etc

Refer to Draft TMH 13, Part E for additional requirements.

Once the service provider's RAMS pavement engineer is satisfied with the data integrity, he/she will issue a data verification certificate.

The unit of measurement to undertake the data analysis/verification is a Lane.Km and shall include all costs for labour, materials, equipment, upload and verification of the macro texture data, quality management, and all other necessary actions to undertake this task.

40.01 j): Road Safety Assessments (IRAP or SARF)

The network level road safety field assessments are to be uploaded to the RAMS Road Safety Management module or to proprietary software as applicable within 4 weeks of the field work for this item being concluded. Payment Certificates will only be approved after successful capturing of data on the RAMS system. Prior to this, a quality audit shall be undertaken by the Road Safety Survey Project Manager on a random selection of 5% of the safety assessments to verify the original findings

The unit of measurement to undertake this task is a Lane.Km and shall include all costs for labour, materials, equipment, and capturing the safety assessment data.

40.01 k): Panel Inspections

Following the capture and verification of the assessment data, a schedule of the preliminary remedial interventions, as identified by the processing algorithms and subsequent prioritization/optimization analysis, is to be compiled for panel inspection purposes - refer Draft TMH 22. The schedule is to cover +/- 10% of the paved and 10% of the unpaved network with road sections being representative of the condition of the network in terms of the spectrum of surface types, traffic, Condition Index and preliminary remedial intervention. The purpose of the panel inspection is to verify (and if necessary, adjust) processing algorithms and the prioritized maintenance plans. The panel shall be made up of the RAMS engineer/manager, RAMS pavement engineer, and representatives from the Employer.

In addition to verifying / amending visual condition data for the roads and structures, automated road condition data will also be checked where possible, e.g., rut depths, texture, riding quality.

The unit of measurement for taking part in panel inspections will be the person hour and will include all labour, material, equipment and disbursement costs including the provision of a 10-seat minibus for maximum of 5 days. Should overnight accommodation and subsistence be required (pre-approved by the employer) this is to be claimed under the appropriate pay item in Section 7000 of the Pricing Schedule of Rates.

The above panel inspection requirements will also apply to the structures on the network. For this panel inspection, the RAMS pavement engineer is to be replaced with the RAMS structural engineer.

40.02: Structures

40.02 a): Bridge Structures

The visual condition data for the bridge structures network shall be captured to the BMS module of the RAMS directly from the field sheets (refer TMH 19 Parts A and B for requirements in this regard)

The same accredited bridge assessors who undertook the field work will be used to capture the data to the BMS.

So as to mitigate errors in the data, the following quality control procedures are to be followed:

a) The visual condition data is to be captured twice by different accredited assessors. The two data sets are then validated against each other with exceptions being re-assessed by the assessors and the RAMS structural engineer before a final data set is established
b) An accuracy check is then done to establish logical exceptions between individual rating items
c) Integrity check on inventory data
d) Panel Inspections on 10% of the major structures network (refer 40.01 k))

Any inventory errors / additions noted during the field data collection operations will be corrected or added to the RAMS/GIS during this task. For electronic data exchange, the stipulations of Draft TMH 18 will apply.

The capture of visual condition data to the RAMS is to be completed within 8 weeks of the field work being concluded. Payment Certificates will only be approved after successful capturing of data on the RAMS system.

The unit of measurement to undertake this testing will be the number of major structures and shall include all costs for labour, materials, equipment, rating the distresses, quality management and data verification/quality control.

40.02 b): Major Culvert Structures

The visual condition data for the major culvert structures network shall be captured to the BMS module of the RAMS directly from the field sheets (refer TMH 19 Parts A and B for requirements in this regard)

The same accredited bridge and/or major culvert inspectors who undertook the field work will be used to capture the data to the BMS

So as to mitigate errors in the data, the following quality control procedures are to be followed:

a) The visual condition data is to be captured twice by different accredited assessors. The two data sets are then validated against each other with exceptions being re-assessed by the assessors and the RAMS structural engineer before a final data set is established
b) An accuracy check is then done to establish logical exceptions between individual rating items
c) Integrity check on inventory data
d) Panel Inspections on 10% of the minor structures network (refer 40.01 k))

Any inventory errors / additions noted during the field data collection operations will be corrected or added to the RAMS/GIS during this task. For electronic data exchange, the stipulations of Draft TMH 18 will apply

The capture of condition data to the RAMS is to be completed within 8 weeks of field work being concluded. Payment Certificates will only be approved after successful capturing of data on the RAMS system.

The unit of measurement to undertake this testing will be the number of minor structures and shall include all costs for labour, materials, equipment, rating the distresses, quality management and data verification/quality control.

40.03: Traffic

Traffic data obtained from the automated and manual counts is to be captured to the TIMS of the RAMS is to be completed within 8 weeks. Payment Certificates will only be approved after successful capturing of data on the RAMS system.

Prior to the data being captured, the service provider's RAMS pavement engineer will undertake data integrity checks including, but not limited to:

a) Positioning cross checks of traffic counting site
b) Review comments "flags" noted during the field work
c) Review of data submitted for compliance with requirements
d) Undertake logical check that data is "reasonable", e.g. % heavy vehicles does not exceed % light
e) Data authentication

Draft TMH 3 provides specifications data quality management.

The unit of measurement is the Sum and shall include full compensation for all labour, transport, materials, equipment, and any other actions necessary to undertake the analysis/validation and data capture of the traffic data. Payment will be made on receipt of acceptable data sets.

5000: REPORTING

50.01: Road Network

50.01 a): Surfaced Road Network

Upon completion of data acquisition, data analysis, data verification and uploading of the data to the RAMS a network report is to be prepared on the status quo of the surfaced road network condition. The report will discuss, inter alia, current condition, deterioration, trends, maintenance and rehabilitation strategies/plans, optimization analysis, prioritization of maintenance and rehabilitation actions, budget needs versus budget allocations, emergency interventions and improvement projects.

The report will include current unit rates and validate the planned budget expenditure illustrating how proposed rehabilitation and maintenance plans will improve the condition of the surfaced road network and mitigate risk. The content of the annual Surfaced Road Network Report will include, but not limited to:

- Executive Summary
- Introduction and Terms of Reference
- Inventory Data
- Inspections Undertaken
- Discussion on Inspections and Quality Control Procedures
- Instrument/Automated Surveys Undertaken
- Discussion on Instrument/Automated Surveys and Quality Control Procedures
- Detailed Discussion on results of Instrument/Automated Survey
    - Deflection (TSDD and/or FWD)
    - Crack Detection
    - Riding Quality
    - Rutting
    - Texture
    - Friction
    - Geometry
- Inspection Results in terms of Condition Index, Prevalent Modes of Distress and Trends
- Prioritisation and Optimization Analysis
- Discussion on Identified Remedial Interventions and Trends
- Summary of Maintenance/Rehabilitation/Improvement Needs
- Economic Analysis and Budgetary Requirements
- Asset Register
- Proposed Emergency Projects
- Critical Route Identification
- Special Inspections Required
- Future Surfaced Road Network Inspections

Appendix A: Surface Road Inventory and Updates
Appendix B: Photographs
Appendix C: Priority Listings
Appendix D: Optimisation Results
Appendix E: Remedial Intervention Algorithms and Indices Calculations
Appendix F: Repair Measure Listings : Routine Maintenance
Appendix G: Repair Measure Listings : Periodic Maintenance
Appendix H: Repair Measure Listings : Special Maintenance
Appendix I: Repair Measure Listings : Rehabilitation and Improvement
Appendix J: Budgets and Economic Analysis
Appendix K: Asset Register
Appendix L: Emergency Interventions

Appendix M: Specialist Inspections
Appendix N: Future Inspections
Appendix O: Panel Inspection and Quality Control
Appendix P: GIS Maps indicating Condition and Remedial Action Requirements

The unit of measurement to undertake this reporting will be a lump Sum and shall include all costs for labour, materials, equipment, disbursements, travel, compiling the report and presenting the report to the Employer as instructed.

50.01 b): Unsurfaced Road Network

Upon completion of data acquisition, data analysis, data verification and uploading of the data to the RAMS a network report is to be prepared on the status quo of the unsurfaced road network condition. The report will discuss, inter alia, current condition, deterioration, trends, maintenance/rehabilitation and upgrading strategies/plans, prioritization of maintenance and rehabilitation actions, budget needs versus budget allocations and emergency interventions. The report will include updated unit rates and validate the planned budget expenditure and illustrate how the proposed rehabilitation, maintenance and upgrading plans will improve the overall condition of the unsurfaced road network and mitigate risks.

The minimum content of the annual Unsurfaced Road Network Report will include, but not limited to the following:

- Executive Summary
- Introduction and Terms of Reference
- Inventory Data
- Inspections Undertaken
- Discussion on Inspections and Quality Control Procedures
- Instrument/Automated Surveys Undertaken
- Discussion on Instrument/Automated Surveys and Quality Control Procedures
- Detailed Discussion on results of Instrument/Automated Survey
    - Riding Quality
    - Geometry (Long and transverse profile)
- Inspection Results in terms of Condition Indices and Trends
- Prioritisation Analysis
- Discussion on Identified Remedial Interventions and Trends
- Summary of Maintenance/Rehabilitation/Improvement Needs
- Economic Analysis and Budgetary Requirements
- Asset Register
- Proposed Emergency Projects
- Critical Route Identification
- Special Inspections Required
- Future Unsurfaced Road Network Inspections

Appendix A: Unsurfaced Road Inventory and Updates
Appendix B: Photographs
Appendix C: Priority Listings
Appendix D: Remedial Intervention Algorithms and Indices Calculations
Appendix E: Repair Measure Listings : Routine Maintenance
Appendix F: Repair Measure Listings : Periodic Maintenance
Appendix G: Repair Measure Listings : Special Maintenance
Appendix H: Repair Measure Listings : Rehabilitation and Improvement
Appendix I: Budgets and Economic Analysis
Appendix J: Asset Register
Appendix K: Emergency Interventions
Appendix L: Specialist Inspections
Appendix M: Future Inspections
Appendix N: Panel Inspection and Quality Control
Appendix O: GIS Maps indicating Condition and Remedial Action Requirements

The unit of measurement to undertake this reporting will be a lump Sum and shall include all costs for labour, materials, equipment, disbursements, travel, compiling the report, and presenting the report to the Employer as instructed.

50.01 e): Safety Assessments

Upon completion of the safety assessment data acquisition, data verification and uploading of the data to the RAMS, a network report is to be prepared on the status quo of the road network in terms of safety.

The report will discuss, inter alia, current condition, trends, safety intervention strategies, costs and emergency projects. The report will validate the safety audit procedures and illustrate how the assessments will improve road safety and mitigate risks.

The minimum content of the Road Safety Assessment Network Report will include, but not necessarily be limited to the following:

- Executive Summary
- Introduction and Terms of Reference
- Inspections Undertaken
- Methodology
- Discussion on Inspections and Quality Control Procedures
- Discussion on Network Attributes and Snapshot
- Inspection Results in Terms Safety Ratings
- GIS Maps illustrating Safety Ratings per Road Link
- Discussion on Identified Remedial Interventions and Trends
- Proposed Emergency Projects
- Critical Route Identification
- Special Inspections Required
- Future Safety Audits

The unit of measurement to undertake this reporting will be a lump Sum and shall include all costs for labour, materials, equipment, disbursements, travel, compiling the report, and presenting the report to the Employer as instructed.

50.02: Structures

Upon completion of data acquisition, data analysis, data verification and uploading of the data to the RAMS, a network report is to be prepared on the status quo of the bridge and major culvert structures. The report will discuss, inter alia, current condition, deterioration, trends, maintenance and rehabilitation strategies/plans, prioritization of maintenance and rehabilitation actions, budget needs versus budget allocations, emergency interventions and improvement projects. The report will validate the planned budget expenditure and illustrate how the proposed rehabilitation and maintenance plans will improve the overall condition of the structures network and mitigate potential risks.

The minimum content of the annual Bridge Network Report will include, but not limited to the following:

- Executive Summary
- Introduction and Terms of Reference
- Structures Inspected
- Discussion on Inspections and Quality Control Procedures
- Inventory Data and Asset Register
- Inspection Results in terms of VCI
- Summary of Maintenance/Rehabilitation/Improvement Needs
- Budgeting Summary
- Proposed Emergency Bridge Repair Projects
- Special Inspections Required
- Future Bridge Inspections

Appendix A: Structures Asset Register
Appendix B: Structures Inventory
Appendix C: Photographs
Appendix D: Priority Listings
Appendix E: Repair Measure Listings : Routine Maintenance
Appendix F: Repair Measure Listings : Periodic Maintenance
Appendix G: Repair Measure Listings : Special Maintenance
Appendix H: Repair Measure Listings : Rehabilitation and Improvement
Appendix i: Current and Required Budgets
Appendix J: Emergency Interventions
Appendix K: Specialist Inspections
Appendix L: Future Inspections
Appendix M: GIS Maps of Structures

The unit of measurement to undertake this reporting will be a lump Sum and shall include all costs for labour, materials, equipment, disbursements, travel, compiling the report, and presenting the report to the Employer as instructed.

50.03: Traffic

Upon completion of data acquisition, data analysis, data verification and uploading of the data to the RAMS a network report is to be prepared on the status quo of the road network in terms of traffic use. The report will discuss current traffic volumes, growth and reduction trends, axle loading, overloading and proposals to ensure that the road network will have adequate capacity in terms of level of service, geometrics and pavement structure.

The minimum content of the annual Traffic Network Report will include, but not limited to the following:

- Executive Summary
- Introduction and Terms of Reference
- Selection of Counting Stations
- Traffic Counts
- Quality Control
- Traffic Volumes and Trends
- Heavy Vehicle Volume and Trends
- Heavy Vehicle Loading and Trends
- Traffic Growth / Reduction
- Discussion of Critical Routes
- Capacity Analysis
- Conclusions and Recommendations

Appendix A: Traffic Counting Stations
Appendix C: Photographs
Appendix D: Detailed Total Traffic Statistics
Appendix E: Detailed Heavy Vehicle Traffic Statistics
Appendix F: Road Link Volumes
Appendix G: Volume / Capacity Ratio
Appendix H: Listing of Road Links by Total Traffic and Heavy Traffic Volumes
Appendix I: GIS Maps Illustrating Link Volumes
Appendix J: Listing of Routes by Total Traffic and Heavy Traffic Volumes
Appendix K: GIS Maps Illustrating Route Volumes

The unit of measurement to undertake this reporting will be a lump Sum and shall include all costs for labour, materials, equipment, disbursements, travel, compiling the report, and presenting the report to the Employer as instructed.

50.04: RAMS Asset Register

Upon completion of the FULL data acquisition, data analysis, data verification and uploading of the data to the RAMS a network report is to be prepared on the status quo of the Road Network Asset Register. The report will be comprehensive and fully compliant with the GRAP 17 stipulations and will report on, inter alia, current component valuation, replacement cost, valuation/replacement ratios, discount rates and net present values, valuation trends and other statistics as required.

The unit of measurement to undertake this reporting will be a lump Sum and shall include all costs for labour, materials, equipment, disbursements, travel, liaison with the Employers financial staff, compiling the reports and presenting the reports to the Employer as instructed.

50.05 The Road Asset Management Plan (RAMP)

The employer's annual road asset management plan report is also to be compiled.

The minimum content of the annual Road Asset Management Report will include, but not be limited to the following:

- Executive Summary
- Introduction
- Extent
- Conditions and Standards
- Inventory Data
- Usage of assets
- Engineering Condition of assets
- Functional Condition of assets
- Comparative Conditions
- Vehicle operating Costs and Excess User costs
- Asset valuation
- Remaining Useful Lives of Asset (RUL)
- Performance Gap Analysis
- Needs determination
- Demand for new Assets
- Multiyear Plans
- Road Ownership
- Financial Statements and Projections
- RAMP Resources
- Plan Improvement and Monitoring
- Job Creation and skills Development
- SWOT Analysis

Appendix A: Road Asset Management Policy
Appendix B: Declaration
Appendix C: Gap analysis of Asset Management Maturity

The unit of measurement to undertake this reporting will be a lump Sum and shall include all costs for labour, materials, equipment, disbursements, travel, compiling the reports, and presenting the reports to the Employer as instructed.

6000: GRAP COMPLIANT ASSET REGISTER

The following are required as part of Assets Accounting

- Prepare a detailed audit file to support the workings (including assumptions) and movements in the fixed assets register.
- Determine the value of all assets as per GRAP standard and reconcile the values to the accounting records.
- Review useful lives, residual values of assets and assess assets for impairment and prepare necessary accounting adjustment if required.
- Develop methodology of reviewing the useful life and impairment assessment
- Identify and reconcile all completed projects to the payment certificates and componentisation of all completed projects. Ensure that all assets constructed are properly valued be separated as follows, but not limited to:
    - ✓ Reconcile WIP register with the payment certificates.
    - ✓ Identify completed assets/projects and record the movements from WIP register to the asset register supported by completion certificates/ ready to use certificates.
    - ✓ Ensure that the value of the newly capitalised asset agree with the WIP register and the cost per completion certificates.
    - ✓ Ensure the correct classification of completed assets in the asset register.
- Assess assets for impairment indicators and assist RAL in calculating the impairment for processing in the financial statement.
- Reconcile the Fixed Asset Register with the verification reports/RAMS,
- Provide information necessary to prepare the fixed assets register movement schedules.

Evaluate the accuracy of the VCIs provided and provide a detailed explanation on the movement of VICs between prior year and current year.

7000: ADDITIONAL SERVICES

70.01: Attend Meetings

Project meetings shall be held monthly and per the Employer's request. All of the Service Provider's Key Persons (except the bridge / culvert inspector's and the paved / unpaved roads assessors), as listed in the Contract Data, are required to attend these meetings.

70.02 a): Ad-hoc Support: Category A Staff

Ad-hoc support may be required periodically from the Service Provider. The unit of measurement is the hour of time spent on such services by Category A staff (as defined in the Engineering Profession Act (46/2000)) and shall cover all labour costs for time actually spent on the provision of the "ad-hoc" service.

Expenditure for the above shall only be undertaken on written instruction of the Employer

70.02 b): Ad-hoc Support: Category B Staff

Ad-hoc support may be required periodically from the Service Provider. The unit of measurement is the hour of time spent on such services by Category B staff (as defined in the Engineering Profession Act (46/2000)) and shall cover all labour costs for time actually spent on the provision of the "ad-hoc" service.

Expenditure for the above shall only be undertaken on written instruction of the Employer

70.02 c): Ad-hoc support: Category C Staff

Ad-hoc support may be required periodically from the Service Provider. The unit of measurement is the hour of time spent on such services by Category C staff (as defined in the Engineering Profession Act (46/2000)) and shall cover all labour costs for time actually spent on the provision of the "ad-hoc" service.

Expenditure for the above shall only be undertaken on written instruction of the Employer

70.02 d): Ad-hoc support: Category D Staff

Ad-hoc support may be required periodically from the Service Provider. The unit of measurement is the hour of time spent on such services by Category D staff (as defined in the Engineering Profession Act (46/2000)) and shall cover all labour costs for time actually spent on the provision of the "ad-hoc" service.

Expenditure for the above shall only be undertaken on written instruction of the Employer.

70.03: Strategic Support

This task will involve all activities associated with reviewing and assessing RAMS operations of data collection, evaluation, interpretation and decision support at a high level to maximize the cost / benefit of the system and the appropriateness of the information generated. The Service Provider will provide advice at strategic level in terms of improving the RAMS capabilities and operational effectiveness and will be responsible for reviewing annual reports for institutional and legislative compliance.

A Provisional Sum has been included for payment purposes but expenditure under this item shall only be undertaken on written instruction of the Employer.

70.04: Training and Skills Transfer

In addition to ad-hoc informal training provided during the various data collection activities, assessments and data analysis operations, the Service Provider will facilitate and manage formal training sessions for the Employers staff and students identified by the Employer.

The training sessions will be held at least once per year and will include, inter alia, the following topics:

- COTO TMH9 : Manual for Visual Assessments (flexible, rigid, semi-rigid and un-surfaced roads)
- COTO TMH22 : Road Asset Management Manual
- COTO TMH19 : Manual for the Visual Inspection of Road Structures (Part A and B)
- COTO TMH3 and TMH8 : Manuals for Traffic Monitoring
- COTO TMH18 : Manual for Road Asset Data Electronic Exchange Formats

The training programme must include theoretical and practical sessions and, for the road and structures assessment training, include formal testing for accreditation purposes.

In addition to the above, workshops will be arranged to familiarize the Employers staff and designated students with the various RAMS program systems and sub-systems.

A Provisional Sum has been included for training /skills transfer and the Service Provider will submit a detailed 3 year training plan, together with costs, for approval within 6 weeks of appointment. Expenditure under this item shall only be undertaken on written instruction of the Employer.

70.05: Procurement of Electronic Equipment and Software

The service provider will be required to procure and supply electronic equipment, software and licences on behalf of the employer as and when required. The electronic equipment and software will be owned by the employer.

Electronic Equipment refers to (but not limited to) road asset management equipment, Computer Equipment, Tablets, GPS Devices, Drones, and other survey equipment, etc. Software and licences refer to (but not limited to) ARCGIS, HDM4, AutoCAD Civil 3D, etc.

A Provisional Sum has been included for payment purposes but expenditure under this item shall only be undertaken on written instruction of the Employer.

70.06: Road safety Audits

The service provider will be required to procure road safety audit service providers following a three-quotation system for various projects as and when directed.

The road safety audits are to be undertaken as per the guidelines and specifications outlined in the South African Road Safety Assessment Methods 2022 (SARSAM).

A Provisional Sum has been included for payment purposes for Road Safety Audits, but expenditure under this item shall only be undertaken on written instruction of the Employer.

70.07: Road safety Investigations

Road Safety investigations are to be undertaken on portions of the road network as directed by the Employer. The road safety investigations are to be directly managed by the Road Safety Survey Project Manager and can only be carried out by persons accredited as road safety auditors with IRAP or SARF approved by the Employer.

The road safety investigations are to be undertaken as per the guidelines and specifications outlined in the South African Road Safety Assessment Methods 2022 (SARSAM).

Field sheets, Raw Data, and/or photographs should be uploaded to a location provided by the client within 7 days of completing the assessments. The Raw data will be used as verification before payment certificates are approved.

The unit of measurement to undertake Road Safety investigation is a Lane.Km and shall include all costs for labour, materials, equipment, disbursements, travel, compiling the report, and presenting the report to the Employer as instructed.