



THE SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

**CONTRACT SANRAL R.334-030-2025/1F, R.343-020-2025/1F, R.352-020-2025/1F,
R.394-010-2025/1F, R.396-010-2025/1F, R.413-010-2025/1F & R.352-030-2025/1F**

**SCM REFERENCE NO.: NRA 2026/0073, NRA 2026/0072, NRA 2025/0425, NRA 2025/0433,
NRA 2025/0424, NRA 2026/0071, & NRA 2025/0424**

**FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R334
SECTION 3 FROM GREAT FISH RIVER (KM 0.0) TO MPEKO (KM 13.2)**

**FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R343
SECTION 2 FROM R67 I/S NEAR GLEN MELVILLE DAM (KM 0.0) TO R63 I/S NEAR DEBE NEK (KM 78.2)**

**FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R352
SECTION 2 FROM KEISKAMMAHOEK (KM 1.7) TO STUTTERHEIM (KM 35.85)**

**FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R352
SECTION 3 FROM DOHNE AGRICULTURAL DEVELOPMENT INSTITUTE (KM 1.5) TO TSOMO (KM 89.2)**

**FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R394
SECTION 1 FROM BIZANA(R61) (KM0) TO N2 (WILDCOAST ALIGNMENT) (KM59.1)**

**FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R396
SECTION 1 FROM R410 I/S NEAR HALI NO.2 (KM 0.0) TO R56 I/S AT INDWE (KM 23.91)**

**FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R413
SECTION 1 FROM N2 I/S NEAR NYWARA (KM 0.00) TO R61 I/S AT TEMBISA (KM 41.33)**

ADDENDUM NO. 1

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

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

ADDENDUM NO. 1

30 SEPTEMBER 2026

CONTRACT SANRAL R.334-030-2025/1F, R.343-020-2025/1F, R.352-020-2025/1F, R.394-010-2025/1F, R.396-010-2025/1F, R.413-010-2025/1F & R.352-030-2025/1F

SCM REFERENCE NO.: NRA 2026/0073, NRA 2026/0072, NRA 2025/0425, NRA 2025/0433, NRA 2025/0424, NRA 2026/0071, & NRA 2025/0424

FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R334 SECTION 3 FROM GREAT FISH RIVER (KM 0.0) TO MPEKO (KM 13.2)

FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R343 SECTION 2 FROM R67 I/S NEAR GLEN MELVILLE DAM (KM 0.0) TO R63 I/S NEAR DEBE NEK (KM 78.2)

FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R352 SECTION 2 FROM KEISKAMMAHOEK (KM 1.7) TO STUTTERHEIM (KM 35.85)

FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R352 SECTION 3 FROM DOHNE AGRICULTURAL DEVELOPMENT INSTITUTE (KM 1.5) TO TSOMO (KM 89.2)

FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R394 SECTION 1 FROM BIZANA(R61) (KM0) TO N2 (WILDCOAST ALIGNMENT) (KM59.1)

FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R396 SECTION 1 FROM R410 I/S NEAR HALI NO.2 (KM 0.0) TO R56 I/S AT INDWE (KM 23.91)

FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R413 SECTION 1 FROM N2 I/S NEAR NYWARA (KM 0.00) TO R61 I/S AT TEMBISA (KM 41.33)

THIS ADDENDUM CONTAINS THE FOLLOWING:

- SECTION A: **MINUTES OF TENDER CLARIFICATION MEETING**
- SECTION B: **QUESTIONS RECEIVED FROM THE TENDERERS OUTSIDE THE CLARIFICATION BRIEFING**

SECTION B: MINUTES OF THE COMPULSORY VIRTUAL CLARIFICATION BRIEFING MEETING HELD ON 10 SEPTEMBER 2026

1. AGENDA

- a) Welcome & introduction (SCM)
- b) Tendering procedures (SCM)
- c) Agreement and Contract Data (PM)
- d) Project scope of works and site information (PM)
- e) Questions
- f) Closure

2. ATTENDANCE REGISTER

The attendance register was provided to all attendees in the form of a Microsoft Forms link ([R.334-030-2025/1F](#), [R.343-020-2025/1F](#), [R.352-020-2025/1F](#), [R.394-010-2025/1F](#), [R.396-010-2025/1F](#), [R.413-010-2025/1F](#) & [R.352-030-2025/1F – Fill out form](#)) in the meeting which was verbally conveyed to the attendees. The SCM officer reminded attendees to complete the attendance register using company names and not personal names. The SCM officer notified attendees that the attendance register would close at 10:45 am to account for any technical difficulties. The SCM officer noted that providing the company names and details on the Microsoft Teams chat will not be accepted as attendance registration. An example was provided to attendees to access the Microsoft Forms attendance register and additional time was provided for the attendees to complete the form. The SCM officer confirmed that the attendance register would be used as a prerequisite document during tender evaluation. He advised that attendees experiencing access difficulties should indicate this during the allocated registration period, as follow-up claims regarding non-registration would not be entertained.

3. WELCOME AND INTRODUCTION

The compulsory briefing meeting commenced at 11:00 a.m. on the 17th of September 2026. The SCM officer welcomed the attendees and SANRAL project managers to the meeting. The SCM officer provided an overview of the meeting structure.

The seven (7) tenders were advertised on the 10th of September 2026 on 2 platforms namely; the Etenders portal and the SANRAL website as per the directives of National Treasury.

The transactions are as follows:

- R.334-030-2025/1F,
- R.343-020-2025/1F,
- R.352-020-2025/1F,
- R.394-010-2025/1F,
- R.396-010-2025/1F,
- R.413-010-2025/1F &
- R.352-030-2025/1F

Of which the PM will present the scope of work and site information.

Clarification requests will be responded to in the meeting if possible, alternatively the response will be provided in writing included in Addendum 1.

Please refer to the attached presentation marked as Annexure A for details.

4. TENDERING PROCEDURES

4.1. Conditions of Tender and Tender Data

4.1.1. Minimum Prequalification Requirements

- Only tenderers who are registered on the National Treasury Central Supplier Database at the tender closing date, are eligible to tender. Tenderers are to ensure that the entity profile is populated correctly for the confirmation of the registration on the National Treasury Central Supplier Database.

4.1.2. Tender Documents

Tender documents are available for download from the 10th of September 2026.

4.1.3. Tenderer's Meeting

The compulsory clarification meeting is being held on the 17th of September 2026, from 11:00 a.m. for a period of approximately two hours. Late arrivals, after 11:30 a.m., will be declared non-responsive.

4.1.4. Closing Date

The closing date is on the 22nd of October at 12 p.m. All submissions are expected to be submitted at the SANRAL offices in the province of Eastern Cape at the reception area.
20 Shoreward Drive,
Bay West,
Gqeberha (formerly Port Elizabeth),
6025.

- Telegraphic, telephonic, telex, facsimile, e-mailed tenders will NOT be accepted.
- No late tenders will be accepted after closing date and time.
- Bidders to ensure that their names and contact details are reflected on the cover page of the tender document.
- Tenders may only be submitted on the tender documentation that is issued.
- Requirements for sealing, addressing, delivery, opening and assessment of tender are shared in the Tender Data.

Queries relating to issues arising from these documents may be addressed to:

e-mail: procurementsr6@sanral.co.za

4.1.5. Tender Data

It was highlighted that the tender data is based on 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.

4.1.6. Tender Submission

The Procurement officer explained:

- When submitting a tender offer, if a tenderer (including key person, a joint venture partner or a targeted enterprise) submits or participates in more than one tender for the same project, then all such tenders shall be disqualified.
- Submit the tender offer electronically on a flash drive (in the relevant Microsoft Word and Excel format as issued and not in the PDF format, except where so specified and a printed copy of the form of offer and summary of pricing schedule.)
- It is encouraged that tenderer's must ensure that what is submitted in the USB is the same as what is submitted as a PDF format in a hard copy.
- A one-envelope system will be used for the tender submission. Both technical and financial documentation must be submitted together, and financial offers will be opened on the day of submission, regardless of whether the bidder subsequently meets the functionality threshold.
- Tender offers can be submitted to the respective SANRAL office between 9:00 a.m. and 4:00 p.m. from Monday to Friday. Note that if making use of a courier, to make the necessary arrangements that the delivery is made from Monday and Friday.

4.1.7. Evaluation of Tender Offers

The Procurement officer outlined the evaluation stages, including responsiveness, mandatory administrative criteria, functionality, and price and preference. He emphasized that mandatory administrative requirements must be submitted at closing and could not be requested afterward if omitted. The procurement officer explained the four (4) stages of the tender offer evaluation as the following:

4.1.7.1. Stage 1 Test for responsiveness as outlined by the clause C3.8

4.1.7.2. Stage 2 Mandatory Administration Criteria

- Signed form of offer,
- Central Supplier Database registration,
- A valid letter of good standing in accordance with the Compensation for Occupational Injuries and Diseases Act (COIDA),
- Confirmation of compulsory briefing attendance, and
- Submission of required key-person information.

4.1.7.3. Stage 3 Functionality Evaluation Criteria

The Procurement officer confirmed that the minimum functionality threshold was 70 points. He advised tenderers to complete and submit the applicable B forms and other required functionality documents carefully, noting that these would be used to allocate quality points.

4.1.7.4. Stage 4 Price and Preference

The Procurement officer explained the price and preference scoring basis, noting that the applicable 80/20 or 90/10 preference system would depend on the value of each transaction. He encouraged tenderers using sworn affidavits to ensure that these are completed in accordance with the relevant sector codes and remain valid at submission.

5. PART C3 PROJECT SCOPE OF WORK AND SITE INFORMATION

5.1. General

The PM:

- Presented the general scope of works for all seven (7) projects and confirmed that the four tenders related to special maintenance.
- Explained that there is no sub-contracting for these contracts for all entities.
- Advised that the project timelines presented were envisaged timelines only and could change at contract stage.
- Noted that the anticipated tender closing date was October 2026.
- Confirmed that, for evaluation purposes, only two key persons would be evaluated: the Project Lead and the Design Specialist, being the pavement and materials engineer. Additional persons were noted for information purposes and would not be evaluated in the same manner.

5.2. R.334-030-2025/1F

The PM noted:

- The R334 Section 3 project, which is a Full Services Routine Ad-hoc Maintenance Contract (MRPUS) for the R334 Section 3 from R72 intersection near Great Fish River (km 0.0) to Mpeko (km 13.2) in the Eastern Cape.
- The project falls within the Amathole District Municipality and Ngqushwa Local Municipality.
- The project starts at the R72/R334 intersection at km29 opposite the Fish River Sun entrance and terminates on R334 section 3 at Mpeko Village, where the road changes from gravel to surface.
- Minor structures improvements may be required in all minor structures.
- The project is programmed as a Routine Ad-hoc Maintenance Contract with an anticipated construction start date of February 2028.
- The estimated project value is approximately R52.8 million, comprising R52.0 million for roadworks and R800 000 for minor structures, excluding contingencies, CPA during construction, and VAT.
- As the project is classified as Routine Ad-hoc Maintenance, an HDM-4 economic analysis will not be required.
- The road comprises of a single gravel carriageway two directional road, in a rural area with several unsurfaced intersections or accesses located along the route.
- There are numerous minor intersections along the route. While no major intersection upgrades are currently anticipated.
- The existing level of service and road classification will remain unchanged.

- The road cross-section varies along the route and will need to be assessed during the design phase. No significant changes to the existing cross-section are currently envisaged.
- The route consists entirely of Gravel pavement.
- Traffic information and traffic count data are not available on SARDS, as well as pavement information is unavailable due to the recent transfer of the route from the provincial road authority to SANRAL.
- No known geotechnical concerns have been identified.
- All construction materials are expected to be sourced from commercial suppliers. No land acquisition is anticipated, as works will remain within the existing road reserve and fence line.
- Environmental approvals will likely be required due to vegetation clearing along the route. An Environmental Impact Assessment (EIA) and an Environmental Management Plan (EMP) will be required as part of the project development process.
- Drainage infrastructure will be assessed and upgraded where necessary.
- Road furniture improvements will include the installation and replacement of road signs, route marker boards, and kilometre markers, as well as the replacement of damaged guardrails.
- The Project Manager further confirmed that the contract scope will be limited to minor structures only, with no works currently planned on existing major structures.

In conclusion, the Project Manager advised that the project aims to improve road safety, drainage performance, and overall serviceability of the R334 section 3 through targeted Routine Ad-hoc maintenance interventions while retaining the existing road alignment and infrastructure wherever practical.

5.3. R.343-020-2025/1F

The PM noted:

- The R343 Section 2 project, which is a Full Services Routine Ad-hoc Maintenance Contract (MRPUS) for the R343 Section 2 from R67 intersection near Glen Melville (km 0.0) to R63 intersection near Debe Nek (km 78.2) in the Eastern Cape.
- The project falls within the Sarah Baartman and Amathole District Municipalities within the Makana and Amahlathi Local Municipalities.
- The project starts at the R67 intersection near Glen Melville and ends at the R63 intersection near Debe Nek.
- Minor structures improvements may be required in all minor structures.
- The project is programmed as a Routine Ad-hoc Maintenance Contract with an anticipated construction start date of December 2028.
- The estimated project value is approximately R312.8 million, comprising R300 million for roadworks and R12.8 million for minor structures, excluding contingencies, CPA during construction, and VAT.
- As the project is classified as Routine Ad-hoc Maintenance, an HDM-4 economic analysis will not be required.
- The road comprises of a single gravel carriageway two directional road, in a rural area with several unsurfaced intersections or accesses located along the route.
- There are numerous minor intersections along the route. While no major intersection upgrades are currently anticipated.
- The existing level of service and road classification will remain unchanged.
- The road cross-section varies along the route and will need to be assessed during the design phase. No significant changes to the existing cross-section are currently envisaged.
- The route consists entirely of Gravel pavement.
- Traffic information and traffic count data are not available on SARDS, as well as pavement information is unavailable due to the recent transfer of the route from the provincial road authority to SANRAL.
- No known geotechnical concerns have been identified.
- All construction materials are expected to be sourced from commercial suppliers. No land acquisition is anticipated, as works will remain within the existing road reserve and fence line.
- Environmental approvals will likely be required due to vegetation clearing along the route. An Environmental Impact Assessment (EIA) and an Environmental Management Plan (EMP) will be required as part of the project development process.
- Drainage infrastructure will be assessed and upgraded where necessary.
- Road furniture improvements will include the installation and replacement of road signs, route marker boards, and kilometre markers, as well as the replacement of damaged guardrails.
- The Project Manager further confirmed that the contract scope will be limited to minor

structures only, with no works currently planned on existing major structures.

In conclusion, the Project Manager advised that the project aims to improve road safety, drainage performance, and overall serviceability of the R343 section 2 through targeted Routine Ad-hoc maintenance interventions while retaining the existing road alignment and infrastructure wherever practical.

5.4. R.352-020-2025/1F

The PM noted:

- The R352 Section 2 project, which is a Full Services Routine Ad-hoc Maintenance Contract (MRPUS) for the R352 Section 2 from Keiskammahoek (1.7) to Stutterheim (km 35.85) near Xholorha Community in the Eastern Cape.
- The project falls within the Amathole District Municipality and Amahlathi Local Municipality.
- The project starts just before the Keiskammahoek at km 1.7 and terminates at the entrance to Stutterheim at km 35.85.
- Minor structures improvements may be required in all minor structures.
- The project is programmed as a Routine Ad-hoc Maintenance Contract with an anticipated construction start date of April 2028.
- The estimated project value is approximately R136.6 million, comprising R130.6 million for roadworks and R6.0 million for minor structures, excluding contingencies, CPA during construction, and VAT.
- As the project is classified as Routine Ad-hoc Maintenance, an HDM-4 economic analysis will not be required.
- The road comprises of a single gravel carriageway two directional road, in a rural area with several unsurfaced intersections or accesses located along the route.
- There are numerous minor intersections along the route. While no major intersection upgrades are currently anticipated.
- The existing level of service and road classification will remain unchanged.
- The road cross-section varies along the route and will need to be assessed during the design phase. No significant changes to the existing cross-section are currently envisaged.
- The route consists entirely of Gravel pavement.
- Traffic information and traffic count data are not available on SARDS, as well as pavement information is unavailable due to the recent transfer of the route from the provincial road authority to SANRAL.
- No known geotechnical concerns have been identified.
- All construction materials are expected to be sourced from commercial suppliers. No land acquisition is anticipated, as works will remain within the existing road reserve and fence line.
- Environmental approvals will likely be required due to vegetation clearing along the route. An Environmental Impact Assessment (EIA) and an Environmental Management Plan (EMP) will be required as part of the project development process.
- Drainage infrastructure will be assessed and upgraded where necessary.
- Road furniture improvements will include the installation and replacement of road signs, route marker boards, and kilometre markers, as well as the replacement of damaged guardrails.
- The Project Manager further confirmed that the contract scope will be limited to minor structures only, with no works currently planned on existing major structures.

In conclusion, the Project Manager advised that the project aims to improve road safety, drainage performance, and overall serviceability of the R352 section 2 through targeted Routine Ad-hoc maintenance interventions while retaining the existing road alignment and infrastructure wherever practical.

5.5. R.394-010-2025/1F

The PM noted:

- The R394 Section 1 project, which is a Full Services Routine Ad-hoc Maintenance Contract (MRPUS) for the R394 Section 1 from Bizana (R61) (km0.0) to N2 (Wild Coast alignment) (km 59.1) in the Eastern Cape.
- The project falls within the Alfred Nzo District Municipality, in Mbizana Local Municipality.
- The project starts at the R61/R394 intersection at km 0.00, entering the R394 unsurfaced route section towards the N2 Wild Coast alignment intersection located at km 59.10.
- Minor structures improvements may be required in all minor structures.

- The project is programmed as a Routine Ad-hoc Maintenance Contract with an anticipated construction start date of September 2028.
- The estimated project value is approximately R236.4 million, comprising R230 million for roadworks and R6.4 million for minor structures, excluding contingencies, CPA during construction, and VAT.
- As the project is classified as Routine Ad-hoc Maintenance, an HDM-4 economic analysis will not be required.
- The road comprises of a single gravel carriageway two directional road, in a rural area with several unsurfaced intersections or accesses located along the route.
- There are numerous minor intersections along the route. While no major intersection upgrades are currently anticipated.
- The existing level of service and road classification will remain unchanged.
- The road cross-section varies along the route and will need to be assessed during the design phase. No significant changes to the existing cross-section are currently envisaged.
- The route consists entirely of Gravel pavement.
- Traffic information and traffic count data are not available on SARDS, as well as pavement information is unavailable due to the recent transfer of the route from the provincial road authority to SANRAL.
- No known geotechnical concerns have been identified.
- All construction materials are expected to be sourced from commercial suppliers. No land acquisition is anticipated, as works will remain within the existing road reserve and fence line.
- Environmental approvals will likely be required due to vegetation clearing along the route. An Environmental Impact Assessment (EIA) and an Environmental Management Plan (EMP) will be required as part of the project development process.
- Drainage infrastructure will be assessed and upgraded where necessary.
- Road furniture improvements will include the installation and replacement of road signs, route marker boards, and kilometre markers, as well as the replacement of damaged guardrails.
- The Project Manager further confirmed that the contract scope will be limited to minor structures only, with no works currently planned on existing major structures.

In conclusion, the Project Manager advised that the project aims to improve road safety, drainage performance, and overall serviceability of the R394 section 1 through targeted Routine Ad-hoc maintenance interventions while retaining the existing road alignment and infrastructure wherever practical.

5.6. R.396-010-2025/1F

The PM noted:

- The R396 Section 1 project, which is a Full Services Routine Ad-hoc Maintenance Contract (MRPUS) for the R396 Section 1 from the R56 Intersection at Indwe (km 0.00) to R410 intersection near Hali No.2 (km 23.91) in the Eastern Cape.
- The project falls within the Chris Hani District Municipality, at Emalahleni Local Municipality.
- This is a gravel road with a 6 m wide single carriageway and 0.5–1.0 m shoulders, serving as a two-way rural route. The terrain is predominantly rolling, with the last half of the route passing through forested areas. The gravel surface is in very poor condition and requires blading and regravelling.
- Minor structures improvements may be required in all minor structures.
- The project is programmed as a Routine Ad-hoc Maintenance Contract with an anticipated construction start date of April 2028.
- The estimated project value is approximately R95.64 million, comprising R80 million for roadworks and R15.64 million for minor structures, excluding contingencies, CPA during construction, and VAT.
- As the project is classified as Routine Ad-hoc Maintenance, an HDM-4 economic analysis will not be required.
- The road comprises of a single gravel carriageway two directional road, in a rural area with several unsurfaced intersections or accesses located along the route.
- There are numerous minor intersections along the route. While no major intersection upgrades are currently anticipated.
- The existing level of service and road classification will remain unchanged.
- The road cross-section varies along the route and will need to be assessed during the design phase. No significant changes to the existing cross-section are currently envisaged.
- The route consists entirely of Gravel pavement.

- Traffic information and traffic count data are not available on SARDS, as well as pavement information is unavailable due to the recent transfer of the route from the provincial road authority to SANRAL.
- No known geotechnical concerns have been identified.
- All construction materials are expected to be sourced from commercial suppliers. No land acquisition is anticipated, as works will remain within the existing road reserve and fence line.
- Environmental approvals will likely be required due to vegetation clearing along the route. An Environmental Impact Assessment (EIA) and an Environmental Management Plan (EMP) will be required as part of the project development process.
- Drainage infrastructure will be assessed and upgraded where necessary.
- Road furniture improvements will include the installation and replacement of road signs, route marker boards, and kilometre markers, as well as the replacement of damaged guardrails.
- The Project Manager further confirmed that the contract scope will be limited to minor structures only, with no works currently planned on existing major structures.

In conclusion, the Project Manager advised that the project aims to improve road safety, drainage performance, and overall serviceability of the R396 section 1 through targeted Routine Ad-hoc maintenance interventions while retaining the existing road alignment and infrastructure wherever practical.

5.7. R.413-010-2025/1F

The PM noted:

- The R413 Section 1 project, which is a Full Services Routine Ad-hoc Maintenance Contract (MRPUS) for the R413 Section 1 from N2 I/S near Nywara (km 0.00) to R61 I/S at Tembisa (km 41.33) in the Eastern Cape.
- The project falls within the Mbashe Local Municipality under the Amathole District Municipality, and Dr AB Xuma Local Municipality under the Chris Hani District Municipality.
- The route traverses rural terrain, crossing a bridge at approximately km 20.00, and continues further to terminate at km 41.33 at Tembisa on the R61.
- Minor structures improvements may be required in all minor structures.
- The project is programmed as a Routine Ad-hoc Maintenance Contract with an anticipated construction start date of June 2028.
- The estimated project value is approximately R165.32 million, comprising R150 million for roadworks and R15.32 million for minor structures, excluding contingencies, CPA during construction, and VAT.
- As the project is classified as Routine Ad-hoc Maintenance, an HDM-4 economic analysis will not be required.
- The road comprises of a single gravel carriageway two directional road, in a rural area with several unsurfaced intersections or accesses located along the route.
- There are numerous minor intersections along the route. While no major intersection upgrades are currently anticipated.
- The existing level of service and road classification will remain unchanged.
- The road cross-section varies along the route and will need to be assessed during the design phase. No significant changes to the existing cross-section are currently envisaged.
- The route consists entirely of Gravel pavement.
- Traffic information and traffic count data are not available on SARDS, as well as pavement information is unavailable due to the recent transfer of the route from the provincial road authority to SANRAL.
- No known geotechnical concerns have been identified.
- All construction materials are expected to be sourced from commercial suppliers. No land acquisition is anticipated, as works will remain within the existing road reserve and fence line.
- Environmental approvals will likely be required due to vegetation clearing along the route. An Environmental Impact Assessment (EIA) and an Environmental Management Plan (EMP) will be required as part of the project development process.
- Drainage infrastructure will be assessed and upgraded where necessary.
- Road furniture improvements will include the installation and replacement of road signs, route marker boards, and kilometre markers, as well as the replacement of damaged guardrails.
- The Project Manager further confirmed that the contract scope will be limited to minor structures only, with no works currently planned on existing major structures.

In conclusion, the Project Manager advised that the project aims to improve road safety, drainage

performance, and overall serviceability of the R413 section 1 through targeted Routine Ad-hoc maintenance interventions while retaining the existing road alignment and infrastructure wherever practical.

5.8. R.352-030-2025/1F

The PM noted:

- The R352 Section 3 project, which is a Full Services Routine Ad-hoc Maintenance Contract (MRPUS) for the R352 Section 3 from Dohne Agricultural Development Institute (1.5) to Tsomo (km 89.2) near R409 intersection in the Eastern Cape.
- The project falls within the Amathole District Municipality, in Amahlathi Local Municipality and Chris Hani District Municipality in Intsika Yethu Local Municipality.
- The project starts at the just before the Dohne Agricultural Development Institute km 1.50 to Tsomo at km 89.2
- Minor structures improvements may be required in all minor structures.
- The project is programmed as a Routine Ad-hoc Maintenance Contract with an anticipated construction start date of December 2028.
- The estimated project value is approximately R350.8 million, comprising R330 million for roadworks and R20.8 million for minor structures, excluding contingencies, CPA during construction, and VAT.
- As the project is classified as Routine Ad-hoc Maintenance, an HDM-4 economic analysis will not be required.
- The road comprises of a single gravel carriageway two directional road, in a rural area with several unsurfaced intersections or accesses located along the route.
- There are numerous minor intersections along the route. While no major intersection upgrades are currently anticipated.
- The existing level of service and road classification will remain unchanged.
- The road cross-section varies along the route and will need to be assessed during the design phase. No significant changes to the existing cross-section are currently envisaged.
- The route consists entirely of Gravel pavement.
- Traffic information and traffic count data are not available on SARDS, as well as pavement information is unavailable due to the recent transfer of the route from the provincial road authority to SANRAL.
- No known geotechnical concerns have been identified.
- All construction materials are expected to be sourced from commercial suppliers. No land acquisition is anticipated, as works will remain within the existing road reserve and fence line.
- Environmental approvals will likely be required due to vegetation clearing along the route. An Environmental Impact Assessment (EIA) and an Environmental Management Plan (EMP) will be required as part of the project development process.
- Drainage infrastructure will be assessed and upgraded where necessary.
- Road furniture improvements will include the installation and replacement of road signs, route marker boards, and kilometre markers, as well as the replacement of damaged guardrails.
- The Project Manager further confirmed that the contract scope will be limited to minor structures only, with no works currently planned on existing major structures.

In conclusion, the Project Manager advised that the project aims to improve road safety, drainage performance, and overall serviceability of the R352 section 3 through targeted Routine Ad-hoc maintenance interventions while retaining the existing road alignment and infrastructure wherever practical.

6. CLOSE

Procurement Officer thanked attendees for their participation and thanked the SANRAL project managers for their presentations. He reminded tenderers to submit clarification questions timeously, allowing at least 10 days before the tender closing date and time for responses. The meeting was then closed.

The meeting closed at 13h00.

SECTION B: QUESTIONS RECEIVED FROM THE TENDERERS TO DATE INCLUDING DURING THE CLARIFICATION BRIEFING

No.	QUESTION	ANSWER
Q1	Please clarify whether submissions should follow a one-envelope system, with the financial and technical submissions included in one envelope.	Yes, each tender submission must follow a one-envelope system. However, on the USB, please ensure that the financial and technical submissions are saved in separate subfolders.
Q2	This question relates to the certification of documents, should documents be certified?	Yes, please note all documents should be certified with at a stamp of at least 3 months.
Q3	This question relates to the B forms for key staff. For the key staff, may we submit projects that are currently in progress, or must we submit only completed projects on the B forms for the PL and DS?	Yes, the Project Leader (PL) will be limited to participate in a maximum number of 6 (six) conventional contracts in active design phase which will be complete after the award of the Works Contract tender. Design Specialists (DS) will be limited to participate in a maximum number of 6 (six) conventional contracts in the design phase with the Employer which will be complete after the Detailed Design report is accepted by the Employer.
Q4	The subject-mentioned tenders refer. Kindly confirm if 'completed projects' include projects which the PSP has completed according to their Letter of Appointment, even though it may not include Site Supervision/Construction Monitoring. It is noted a lot of SANRAL's PSP contracts are split into two (viz. Contract Type 1: Planning and Design, and Contract Type 2: Site Supervision/Construction Monitoring and Close-Out). Should either Contract Type 1 or 2 not be considered, it would prejudice certain tenderers who may have completed several SANRAL projects according to their LoA but are unable to claim full points under functionality.	As per Book 1 C.3.11 Evaluation of Tenders, the past performance experience on reference projects forms part of the Stage 3 Functionality Evaluation Criteria. Furthermore on Form B6 in the Notes to Tenderers No. 2 explains that "Evidence of past performance can be in the form of the following: * CIDB Annexure 1: PSP Performance Report * Reference letters from Client or Client's representative (see template below)" Completed projects refers to any relevant completed project (similar scope and completed within the last ten years). The tenderer should use their own discretion when selecting the project experience.

(NO COVER PAGE PLEASE)

CONTRACT SANRAL R.334-030-2025/1F, R.343-020-2025/1F, R.352-020-2025/1F, R.394-010-2025/1F, R.396-010-2025/1F, R.413-010-2025/1F & R.352-030-2025/1F

SCM REFERENCE NO.: NRA 2026/0073, NRA 2026/0072, NRA 2025/0425, NRA 2025/0433, NRA 2025/0424, NRA 2026/0071, & NRA 2025/0424

FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R334 SECTION 3 FROM GREAT FISH RIVER (KM 0.0) TO MPEKO (KM 13.2)

FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R343 SECTION 2 FROM R67 I/S NEAR GLEN MELVILLE DAM (KM 0.0) TO R63 I/S NEAR DEBE NEK (KM 78.2)

FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R352 SECTION 2 FROM KEISKAMMAHOEK (KM 1.7) TO STUTTERHEIM (KM 35.85)

FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R352 SECTION 3 FROM DOHNE AGRICULTURAL DEVELOPMENT INSTITUTE (KM 1.5) TO TSOMO (KM 89.2)

FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R394 SECTION 1 FROM BIZANA(R61) (KM0) TO N2 (WILDCOAST ALIGNMENT) (KM59.1)

FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R396 SECTION 1 FROM R410 I/S NEAR HALI NO.2 (KM 0.0) TO R56 I/S AT INDWE (KM 23.91)

FOR CONSULTING ENGINEERING SERVICES FOR THE ROUTINE AD-HOC MAINTENANCE OF R413 SECTION 1 FROM N2 I/S NEAR NYWARA (KM 0.00) TO R61 I/S AT TEMBISA (KM 41.33)

FORM: ACKNOWLEDGMENT OF ADDENDUM NO.1

Date Issued: 30 September 2026

The addendum is to be read as forming part of the Project Document.

Receipt of Addendum No 1 addendum: Consisting of the following (tick to confirm receipt) is hereby acknowledged:

ADDENDUM 01		Tick to confirm Receipt
SECTION A	MINUTES OF THE VIRTUAL NON-CLARIFICATION BRIEFING MEETING HELD ON 29 AUGUST 2022	
SECTION B	QUESTIONS RECEIVED FROM THE TENDERERS OUTSIDE THE CLARIFICATION BRIEFING	

.....
TENDERING COMPANY

.....
AUTHORISED NAME

.....
SIGNATURE

.....
DATE