1 INTRODUCTION

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

2 BACKGROUND INFORMATION

2.1 STATUS QUO

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

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

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

3 SCOPE OF WORK AND AREAS OF FOCUS

3.1 SCOPE OF THE DESIRED SOLUTION

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

- Assess and measure height discrepancies between existing platform levels and PRASA train ergonomics.
- Structural Engineer to provide shop drawings and reinforcement schedules for staircase.
- Brickwork construction of staircase as per Engineers drawings.
- Compaction and Asphalt layer to stair treads and landing as per Engineers' specification.
- Yellow line Paintwork to staircase risers.
  - the appointed contractor will have redesign the platform fillers and provide a cost/pricing in their bid submission.
  - Each platform will have approximately 36 platform fillers.
  - Each station has 2 platforms (36 x 2 = 72 platform fillers per station.)
  - 6 stations x 72 platform fillers = approximately 432 fillers
- Steel bar rails or steel balustrades to Engineers specification.

3.1.1 SPECIFICATION OF THE WORK OR PRODUCTS OR SERVICES REQUIRED

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

- SANS 10400: The application of National Building Regulations
- SANS 3000 -1:2009 Railway Safety Management
- Relevant Bills of Quantities and Construction Drawings as issued by the Principal Agent
- PRASA - Norms, Guidelines and Standards (NGS) for Station Facilities (2014),
- PRASA – Blueprint Specifications 2016,
- Safety Arrangements and Procedural Compliance with the Occupational Health and Safety Act (Act 85 of 1993) and
- Applicable Regulations (Specification E4E); including any subsequent amendments, and

related construction regulations, and guidelines

3.2 COMMUNITY LIAISON OFFICER (CLO)

The successful bidder will be required to appoint and work with a Community Liaison Officer (CLO) as they implement the project.

A Community Liaison Officer (CLO), sometimes referred to as a local liaison officer, communicates and coordinates activities between an organization and a community. Typically, this might be required where an organization such as PRASA has a significant interaction with the general public.

The specific role of a CLO will vary depending on the nature of the project, but typical responsibilities might include:

- Gathering and sharing project information with the community and vice versa.
- Fostering an environment that encourages and supports community involvement in the project and engagement.
- Giving presentations to community organizations about the project at hand
- Hosting or attending community meetings, allowing attendees to express concerns and raise issues.
- Collating a list of skills and resources available in the community for use by the contractor
- Building a ‘community spirit’ around a project
- Monthly reports to be prepared and submitted to the contractor by the CLO

4 TIME FRAMES / PROGRAMS

4.1 DURATION OF CONSTRUCTION

The construction duration shall be **3 months** from start of site hand-over up to Works Completion.

5 CONTRACTING METHODOLOGY

The contracting methodology will be based on the Principal Building Agreement Edition 6.2 - May 2018 and related Contract Data.