

REF: N.002-089-2021/1R NSC_ADDENDUM 2

Date: 23 April 2026

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SANRAL



BUILDING SOUTH AFRICA
THROUGH BETTER ROADS

Dear Tenderers

CONTRACT SANRAL 2025/0005 (N.002-089-2021/1R NSC)

FOR THE NOMINATED SUB-CONTRACTOR FOR THE DESIGN, OPERATIONS AND MAINTENANCE OF TOLL SYSTEMS FOR THE OPERATIONS AND MAINTENANCE OF TSITSIKAMMA TOLL PLAZA ON THE N2 TSITSIKAMMA TOLL ROAD

1. ADDENDUM NO. 2

This Addendum is issued in terms of Clause C.3.2 of the Tender Data and must be read in conjunction with and shall be deemed to form part of the Tender Document.

Kindly acknowledge receipt of this addendum by completing the ACKNOWLEDGEMENT OF ADDENDUM below. Failure to acknowledge this addendum may invalidate the Tender.

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

From

SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED (SANRAL GAUTENG PROVINCE)

to

TENDERERS

for

CONTRACT SANRAL 2025/0005 (N.002-089-2021/1R NSC)

FOR THE NOMINATED SUB-CONTRACTOR FOR THE DESIGN, OPERATIONS AND MAINTENANCE OF TOLL SYSTEMS FOR THE OPERATIONS AND MAINTENANCE OF TSITSIKAMMA TOLL PLAZA ON THE N2 TSITSIKAMMA TOLL ROAD

THIS ADDENDUM CONTAINS THE FOLLOWING:

SECTION A: AMENDMENTS TO THE TENDER DOCUMENT

SECTION B: RESPONSE TO TENDERER'S REQUEST(S) /CLARIFICATION QUESTION(S)
SUBMITTED VIA EMAIL

SECTION A: AMENDMENTS TO THE TENDER DOCUMENT

1 CLOSING DATE

1.1 AMENDMENTS TO THE CLOSING DATE

1.1.1 The tender closing date is extended to “Friday, 15 May 2026 at 12:00”.

2 AMENDMENTS TO BOOK 1 OF VOLUME 3

2.1 COVER PAGE

2.1.1 Amend the closing date on the cover page to “**15 MAY 2026**”.

2.1.2 Amend the base date on the cover page to “**APRIL 2026**”.

2.2 SBD1 FORM INVITATION TO BID in PART T1 TENDERING PROCEDURES

2.2.1 Amend the closing date in the SBD1 form to **15 May 2026**.

2.3 T1.1 TENDER NOTICE AND INVITATION TO TENDER (Incorporating SBD1)

2.3.1 Amend the closing date in the tender notice to:

“The closing date and time for receipt of tenders is **15 May 2026 @12H00 pm** (South African Time).”

2.4 T1.2 TENDER DATA

2.4.1 Change the last date for seeking clarification to “**28 April 2026**” in C.2.8 Seek Clarification of the Tender Data.

2.4.2 Change the closing time to “**12h00 on Friday 15 May 2026**” in C.2.15 Closing time of the Tender Data.

3 AMENDMENTS TO BOOK 2 OF VOLUME 3

3.1 COVER PAGE

3.1.1 Amend the base date on the cover page to “**APRIL 2026**”.

4 AMENDMENTS TO BOOK 3 OF VOLUME 3

4.1 COVER PAGE

4.1.1 Amend the base date on the cover page to “**APRIL 2026**”.

4.2 PART C3.2 PARTICULAR SPECIFICATIONS FOR TOLL OPERATIONS AND MAINTENANCE (SECTION B)

4.2.1 Amend the base date month in PS3 DEFINITIONS for the “base date” definition to “**April 2026**”.

**SECTION B: RESPONSE TO TENDERER'S REQUEST(S) /CLARIFICATION QUESTION(S)
SUBMITTED VIA EMAIL**

No	Tenderer's Questions submitted via E-Mail	Response
1.	1. Could we please get an extension of the Tender closing date, or at the very least an extension of the period for submitting clarification questions? Many people took leave during the school holidays/Easter weekend which has created additional pressure on the short tender period.	Refr to this Addendum 2.
2.	2. Please confirm whether equipment replaced during Section 2 (Establishment Upgrades) may be re-used as part of the Section 3 Design-Build obligations.	Yes, equipment replaced in Section 2 can be re-used for Section 3.
3.	<p>It is noted that some information regarding the integration of EMV processing into the Toll System is outdated with the recent (December 2025) implementation of EMV across all CTROM plazas in South Africa. Can you please clarify the following points in relation to EMV requirements as part of this project:</p> <p>3.1. Payment item A-5309f (EMV Maintenance and Support) is still indicated as an "if triggered" item, and can only be priced for 18 months commencing from September 2029, however it is our understanding that maintenance and support of the EMV system would be a requirement from day 1.</p>	To be clarified in Addendum 3.
4.	3.2. Can you please clarify the exact scope of maintenance and support considering the EMV terminals, amongst other equipment, are technically free issue equipment due to the Principal Employer's arrangement with their acquiring bank (FNB). Please specify the exact maintenance and support obligations pertaining to equipment that is not provided and under the direct control of the NSC e.g. replacement, upgrades, spares, reporting, liaison etc.	To be clarified in Addendum 3.
5.	3.3. Who carries the liability for the free issue EMV terminals/enclosures/networking equipment etc., and should these be included as part of the insurance coverage by either the NSC or MC?	To be clarified in Addendum 3.
6.	3.4. Are there any Section 2 or 3 obligations regarding the EMV payment system? If so, please specify in detail so that these can be costed accordingly. For example, is there a requirement to upgrade/maintain/replace faulty equipment/provision spare parts for the EMV network?	To be clarified in Addendum 3.
7.	3.5. Is it possible to include the Employer's Requirements pertaining to the EMV solution (including system monitoring, reconciliation, reporting etc.) as these are not currently defined within Volume 2 or 3	To be clarified in Addendum 3.
8.	3.6. Since EMV has been introduced in a phased manner, and the exact scope/requirements for the Phase 2 implementation is not currently clearly defined, nor are the timelines for completion of this work known, is there any risk that the Phase 2 scope would not be complete by the commencement date of the NSC contract, and if so, how will this be managed?	To be clarified in Addendum 3.
9.	<p>3.7. Payment Item B-3014 (EMVCO Lane System) is still included as an "if triggered" item, despite EMV being deployed. Is there any additional scope that may be intended by this payment item, and if so, could Volume 2 Book 7a please be updated to reflect the intended scope of works.</p> <p>It was noted that only the very first sentence of "PS13.2.3.5 EMV Integrated Circuit Card Requirements" was changed to indicate that EMV is already implemented, but the rest of this requirement was left as-is from before EMV was implemented, and that no changes</p>	To be clarified in Addendum 3.

No	Tenderer's Questions submitted via E-Mail	Response
	to Volume 2 Book 4a have been introduced to document the EMV requirements as specified within this requirement.	
10.	3.8. Form D9 Distribution of Risk: Item 21 Revenue Risk for Chargebacks. Is any risk in relation to this item applicable to the NSC, and if so, can you please clarify which negligence can be attributed to the NSC that would constitute a financial risk seeing as though the terminals manage their own lists for offline authorisation which can be monitored but not controlled by the NSC, and online authorisation should carry no risk.	To be clarified in Addendum 3.
11.	<p>4. Regarding the specified Scope of Work as detailed in Volume 3 Book 3, C3.1.2.1 it is clearly stated that "<i>All references to Contractor in this document refer to the Nominated Subcontractor (NSC).</i>". This leads to some confusion and clarification of the following is requested:</p> <p>4.1. C3.1.2.9 Video Grabbing System (VGS) and Queue Length Monitoring System (QLS) Remote Access Facility: requires the "Contractor" to provide a minimum synchronous 10 Mbps connection for secure access to the VGS and QLS systems, including video streaming and file transfer.</p> <p>4.1.1. It is our understanding that the WAN (internet connectivity) is an MC responsibility, and therefore request clarification on whether the existing WAN link can be used for this purpose.</p>	Correct, the WAN is the responsibility of the Main Contract. This link provided by the Main Contractor can be used.
12.	4.1.2. It is also noted from prior experience that due to the location of the plaza, there are limited internet connectivity options, which makes this a very onerous requirement.	Noted.
13.	4.2. Volume 2 Book 2a PS13.2.2.1 Contractor (TA) – TCH Interface: States " <i>The Contractor shall implement suitable primary and secondary communications links using broadband technology (optic fibre cable, wireless mobile network technology, or similar as approved by the ER) to accommodate the direct link between the Payment Gateway at the plaza and the TCH.</i> ". Please clarify whether this is a MC or NSC responsibility, and also note the concern regarding available broadband connectivity options in the area.	To be clarified in Addendum 3.
14.	<p>5. Questions pertaining to the SANRAL WAN:</p> <p>5.1. Is there any information available about whether and when the SANRAL WAN may be available at Tsitsikamma Toll Plaza, and how or where this can be used?</p>	The Contractor will be informed once the SANRAL WAN becomes available for use.
15.	5.2. Would this be limited to TCH and/or ITIS submissions only, or would it provide/serve additional applications e.g. QLS remote viewing capability?	To be clarified in Addendum 3.
16.	5.3. Are there any requirements from the NSC to enable connection to the SANRAL WAN (if/when available) including hardware, firewall requirements etc.	To be clarified in Addendum 3.
17.	5.4. Are any costs applicable to the NSC for utilisation of the SANRAL WAN?	To be clarified in Addendum 3.
18.	6. Please confirm our understanding that every lane equipped to read eTags shall be required to have an amber "e-sign" as specified within the Employer's Requirements.	Only dedicated ETC lanes and mixed ETC lanes used in a "Tag-only mode (un-manned)" must have an "e-sign".
19.	7. Volume 2 Book 4a PS2.7.3.2 Establishment Upgrades: The following requirement alludes to allowing virtualisation to accommodate the SANRAL MIS/Toll System, whereas several other requirements in Volume 2 Book 4a require physical, separate servers. As virtualisation is a preferable approach due to	To be clarified in Addendum 3.

No	Tenderer's Questions submitted via E-Mail	Response
	<p>advancements in technology can you please clarify the extent to which Toll System servers would be considered.</p> <p>“The Contractor shall ensure that the hardware provides an open platform that can accommodate virtualization, various operating systems and conform to open standards. All hardware shall be submitted to the ER for approval and distribution to SANRAL to confirm compatibility with the SANRAL MIS and SANRAL Toll System.”</p>	
20.	<p>8. C1.2.2 Particular Conditions: Contract Data: D1003</p> <p>8.1. Given the specialised nature and scope of providing and maintaining a Toll System, the mandated 10% CPG for Targeted Labour and 30% for Targeted Enterprises is very concerning, compounded by the risk exposure of the project. It is our presumption that the 30% CPG requirement for Targeted Enterprises is a remnant of the 2017 Preferential Procurement Regulations (PPR), which was repealed in the 2022 regulations allowing Organs of State to define their own specific goals for preferential procurement. It is our assertion that given the nature and location of the project it would not be feasible to attain a 30% CPG for TE involvement and respectfully request a reconsideration and relaxation of this requirement, as we believe this falls within SANRAL's discretionary powers to amend.</p> <p>To determine a more reasonable level of TE involvement we suggest reviewing the Cost Matrix payment items in combination with the database of suppliers as determined by the Project Liaison Committee (which would presumably have been established after commencement of the Main Contract) and applying a reasonable measure of anticipated involvement with procurement of specialised hardware, software, and labour (noting that the only local labour is anticipated to be the Plaza technician as all other key positions must be available at time of tender)</p>	To be clarified in Addendum 3.
21.	8.2. Would it be possible to share the list of TE suppliers to help us assess and plan for CPG requirements as part of the Tender phase?	SANRAL do not have a list of all the possible TE suppliers.
22.	<p>9. Volume 3 Book 2 Part C1 – Agreements and Contract Data C1.4.2 FORM OF PERFORMANCE SECURITY – SURETY BOND</p> <p>Please clarify the contractual relationship between SANRAL and the NSC as it is noted that the performance bonds are to be issued to SANRAL according the proforma form provided.</p>	No, the performance security (surety bond) of the NSC must be issued to the Main Contractor, also known as the Employer of the NSC.
23.	10. Performance Security: Can you please clarify which specific items in the Cost Matrix should be included for the calculation of the initial Performance Security for both the Design-Build and Operations Service components.	To be clarified in Addendum 3.
24.	11. Please confirm the time for completion of Section 3 is 36 months as C1.2.3 APPENDIX 1 TO CONTRACT DATA: SECTION DATA. Figure 1 indicates 18 months (which was also displayed and stated in the mandatory Clarification Meeting), but Table 2 in the same section indicates 1080 days.	The Time for Completion is 18 months. Refer to clause 1.1.1 in Addendum 1.
25.	12. Payment Item B-2014: During the mandatory Clarification Meeting it was noted that the National Toll System would be a separate Tender, however the payment items here still require pricing. Can you please clarify.	Payment Item B-2014 was removed. Refer to the revised Cost Matrix issued in Addendum 1.

No	Tenderer's Questions submitted via E-Mail	Response
26.	13. In terms of C1.2.1.2, and C1.1.1, clause 1.1.35, The "Main contractor", or "MC Representative" plays the role of the Employer's Representative. All references in the Tender documents then which refers to the Employer's Representative, then refers to the MC Representative – Is this correct?	To be clarified in Addendum 3
27.	14. Following the above question, what exactly does this mean for the NSC relative to the following: 14.1. Approval of Functional Specifications, Compliance Verification test documentation, Compliance Verifications and Commissioning Certificates. Will the MC Representative have full-power to approve and issue these on his own discretion, or is the Principal ER part of this process?	To be clarified in Addendum 3
28.	14.2. Considering the fact that the tender process as it stands can result in conflicting relationships, forced into a relationship between the MC and the NSC, and considering the power of the MC in approving/rejecting documentation and contractual processes of the NSC, what is the process for the NSC to follow when the MC delays, or negatively impacts the NSC's compliance processes?	To be clarified in Addendum 3
29.	14.3. Management and approval of Value Engineering Proposals (VEP's)	To be clarified in Addendum 3
30.	14.4. Works Authorisation Approvals and disbursements from Provisional Sums	To be clarified in Addendum 3
31.	14.5. What obligation does the MC have to pass on all communication to the Employer or Principal ER... In cases of dissatisfaction, Value Engineering proposals that would primarily benefit the Principal Employer etc.	To be clarified in Addendum 3
32.	14.6. Due to added delays for review by two parties (MC as NSC's Employer's Representative, and the Principal Employer's Representative) of Contractor's Documents etc., and no change to the 21 day review period as per the Conditions of Contract, we foresee a large risk regarding deemed approvals and delays to progress. Although we are painfully aware of the new contracting limitations introduced by the new CTROM contracting structure, we propose a parallel review (by both ERs) of all documentation requiring formal approval from the ER to help mitigate the perceived risks as highlighted herein.	To be clarified in Addendum 3
33.	14.7. What power does SANRAL have to intervene in disputes between NSC and MC, or will this be left solely to the DAB, which may not always be in SANRAL's best interest.	This will be dealt with in terms of the FIDIC conditions of contract.
34.	15. Confidentiality: Regarding Value Engineering proposals and IP visibility of potential market competitors, is there any framework that can be introduced in the contracting structure that would benefit the Principal Employer (new technologies etc.) but not prejudice the NSC.	This is no foreseen framework. Variations to the contract can however be considered during the Contract execution.
35.	Cost Matrix <ul style="list-style-type: none"> Item A-5309 b, c & d: The quantity is indicated as 6 months; however, only 3 months are available for pricing (shaded in blue). Kindly confirm how the remaining period should be addressed. 	To be clarified in Addendum 3
36.	VARIABLE OPERATION COST <ul style="list-style-type: none"> Rows 16 to 19 (Columns J to BH): These fields appear to require input from the Tenderer. However, it is our understanding that these inputs are only applicable to an Operations and Maintenance Tender. 	To be clarified in Addendum 3

No	Tenderer's Questions submitted via E-Mail	Response
	<ul style="list-style-type: none"><li data-bbox="272 212 959 296">• Furthermore, when these fields are populated, the values do not pull through to the N2T Totals Tab, which seems to support our understanding.	

Email this page to procurementwr4@sanral.co.za

(NO COVER PAGE PLEASE)

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SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

FORM: ACKNOWLEDGMENT OF ADDENDUM NO. 2

Date Issued: 23 April 2026

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

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

		Tick to confirm receipt
SECTION A	AMENDMENTS TO THE TENDER DOCUMENT	
SECTION B:	RESPONSE TO TENDERER'S REQUEST(S) /CLARIFICATION QUESTION(S) SUBMITTED VIA EMAIL	

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COMPANY

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NAME

.....
SIGNATURE

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DATE