



PART 4: SITE INFORMATION

Core clause 11.2(16) states

"Site Information is information which

- describes the Site and its surroundings and
- is in the documents which the Contract Data states it is in."

In Contract Data, reference has been made to this Part 4 of the contract for the location of Site Information.

1. Description of the Site and its surroundings

1.1. General description

Transnet National Ports Authority (TNPA) is mandated to implement measures to protect its assets, customers, employees, and port facilities against terrorism, sabotage, stowaways/illegal immigrants, armed robbery, etc. Under this mandate TNPA is obliged to provide adequate and effective security fencing infrastructure and lighting to ensure these security barriers are protected, ensuring compliance with all relevant legislation and regulatory framework standards.

The perimeter of the site consists of a combination of steel palisade fencing and welded mesh fencing, with an approximate height of 2.5m. The steel palisade fencing however has been damaged in a number of areas and does not suffice as a physical barrier to intrusions. This has resulted in localized failure/collapse and the development of perimeter gaps, rendering the infrastructure incapable of preventing trespassing and subsequent non-compliance with the National Ports Act and Maritime Security Regulations.

The Culemborg area currently does not have any perimeter lighting along its boundary. The only lighting comes from the streetlighting along the N1 Highway. The main security entrance to Culemborg has no designated lighting, the only lighting comes from 2 streetlights along the entrance road. The lack of perimeter as well as entrance lighting poses as a safety risk for the tenants, TNPA staff and security officers on duty.

These works are aimed at replacing and upgrading security fencing, perimeter lighting and entrance lighting in Culemborg to ensure compliance with the relevant legislation and regulatory framework standards as well as address any security concerns posed by the condition of the existing facilities.

The location of the site and the area in which the fencing is to be replaced is shown in the image below. For the perimeter and area lighting please refer to the C3 and accompanying drawings.



The area in which the fencing will be installed runs along the southern boundary of the site. This boundary is adjacent to an IRT lane.



Figure 1: Aerial view of the Port and Culemborg

1.2. Working Hours

Normal working hours for majority of TNPA staff at the Port of Cape Town are from 08:00 to 16:30, Monday to Friday, Inclusive. However, the port is operational 24 hours and 365 days of the year providing access to incoming vessels and tenants in the vicinity.

1.3. Access Permit Controls

There is a card access system to enter the Port Area. The Port Staff will arrange the required access permits and issue them to the contractor. Should any person lose his/her access permit these will be replaced at a cost of R 360-00 per person, to be paid by the *Service Provider*. This will also apply if permits are not returned at the end of the project completion.

1.4. Work Area and Supply of Services

The *Employer* will provide Port layout drawings with indicating Port boundaries and operational activities of the areas. It is anticipated that all the maintenance work will not require laydown area therefore the employer will not provide any layout area or site.

1.5. Health and Safety

Transnet National Ports Authority has a strict health and safety policy in place. No persons may enter the site and undertake work on the site until undergoing the mandatory induction. The induction will be arranged by the Port staff at no cost to the *Service Provider*.

The *Service Provider* does not need to rely on the First Aid and Emergency facilities operated by TNPA within the Port of Cape Town. The *Service Provider* shall be responsible for providing its own first aid facilities as per the Health and Safety Specifications on Site. In all other respects the *Service Provider* complies with the requirements stated within the *Employer's* Health and Safety Standard issued with this Works Information.

1.6. Basic Site Risk

The *Employer* has conducted Basic Risk Assessment to identify risks associated with the construction works. The *Service Provider* shall make himself familiar with the document and ensure all risk mitigation measures recommended are implemented during the project.

1.7. Site Constraints

The site currently has an illegal community that is scattered along the site in the image shown below. The community has erected structures which in some areas are using the current palisade fencing as support or anchoring. Due care will need to be made by the *Contractor* to ensure that these structures are not disturbed in as far as possible. It will remain the *Contractor's* responsibility to inform the *Employer* prior to works being done adjacent to or near the illegal community.



Figure 2: Illegal communities situated along the fence line at Culemborg



1.8. Existing buildings, structures, and plant & machinery on the Site

All drawings required relating to underground utilities can be requested by the *Contractor* (after their appointment) from the Project Manager. However, the accuracy of those drawings cannot be confirmed. Therefore, throughout the duration of the project, it remains the responsibility of the *Contractor* to verify all drawings obtained from the *Employer*. The site contains existing buildings, structures, machinery as well as railway lines. The Works required for this project should in no way affect the existing infrastructure or machinery and should be executed in the most efficient manner so as to keep disturbances to a minimum. The area has a mini-substation (which the *Employer owns and operates*) which supplies a low voltage (400V) supply kiosk which feeds buildings and other facilities in the area.

1.9. Subsoil information

For the Works required for this project, it is the *Contractors* responsibility to confirm the subsoil material and the subsoil properties before construction.

1.10. Hidden services

All drawings required relating to underground utilities can be requested by the *Contractor* (after their appointment) from the Project Manager. Throughout the duration of the project, it remains the responsibility of the *Contractor* to verify all drawings obtained from the *Employer*. If there are no drawings available for underground utilities, it is the *Contractor's* responsibility to verify the services before any construction takes place.

1.11. Access to the Works

Access to the Port will be via Duncan Road, Christiaan Barnard Street and South Arm Road in the Port of Cape Town. Access to the Culemborg Precinct will be via the main entrance on Jack Craig Street. The Port of Cape Town is a security regulated port in terms of the ISPS Maritime Security Regulations of 2004. The *Service Provider's* employees shall produce their identification cards at the main entrance gate. All vehicles, persons and goods may be subject to a search. Admission to the port is subject to random breathalyser testing. No alcohol is permitted on site and in TNPA Property.

- 1.11.1. Access will be subject to the Employer's security and SHEQ requirements and regulations, which is described but not limited to requirements below:
 - a. Visitors must sign in at the main entrance gate to gain access to the Port or Culemborg Precinct. Should the *Service Provider* prefer to gain access by electronic card, such access permits may be obtained from Transnet National Ports Authority.



- b. All personnel entering general and operational areas under the jurisdiction of the *Employer* in the Port of Cape Town or Culemborg Precinct must undergo safety induction, which will be arranged.
 - c. Induction permits are mandatory to carry on site and are renewable yearly. The slips are also submitted as part of the safety file.
 - d. The *Service Provider* must obtain a permit for vehicles entering the terminal from the TNPA Permit Office for the duration of the work.
 - e. The *Service Provider* shall provide all personnel with the required PPE. The minimum safety requirement for working includes steel-toe boots, a hard-hat, and a high-visibility vest. Additional equipment including but not limited to ear-, hand and face-protecting PPE may be required for the Works.
 - f. The *Service Provider* shall comply with the safety rules as indicated during the safety induction and as indicated on signage on any privately operated site entered.
- 1.11.2. The *Service Provider* shall make their own assessment of the problems and difficulties which may be encountered for providing access to and interfacing with others. This includes additional access to information required during the tender process and access difficulties experienced during construction phase.
- 1.11.3. The terminal operates on a 24-hour basis and work can be scheduled during and after normal working hours, subject to arrangements with the Project Manager and Operations Supervisors.