

	<b>Business Management System</b> Logistics Services Multi Axles, Abnormal Load Escorting and Security Specifications Ad hoc basis	Document Identifier		Rev	
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## INTRODUCTION

Eskom Holdings SOC Ltd and Eskom Rotek; Industries Logistics Services multi axles have a 10 year contract; **“Haulage and related services for the transportation of loads above 32 tonnes,”** for the period, 20 January 2017 – 19 January 2027. The existence of an internal SLA agreement between ERI Logistics and ERI TSS and ERI TGS binds ERI Logistics services to supply transportation services for abnormal load cargo as and when required, to be transported to various sub stations and power stations.

Logistic Lowbeds currently is servicing Eskom moving abnormal loads in the form of transformers, rotors, reactors and stators to various power stations within the borders of South Africa.

The National Road traffic Act of 1996 requires strict compliance in terms of abnormal loads movement, under TRH11 on Public roads. Abnormal load escorting is a permit condition which specifies the number of yellow and blue light escorting; all are calculated using the road usage factor, to align to the size of the load or the dimension of abnormality, either by width, height or length. As loads are transported across, South Africa, the escorting needs to follow the load from its receiving to delivery across SA.

The escorting needs to be coordinated via the control room and directed by the appointed coordinator on site. Other permit conditions, which vary depending on the load that needs to be conveyed, such as complying to weather conditions for not travelling, the speed required, the specification of the escorting vehicle signs, etc.

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## SCOPE OF WORK

### 1. Abnormal Escorting Service as and when required

- The service provider shall be responsible for providing **abnormal load escorting services** during the transportation of loads that require special handling and compliance with permit conditions.
- Escorting services must be conducted using **yellow warning lights** on escort vehicles, in accordance with legal and safety standards.
- **Compliance with Regulations:**
  - All escorting activities must strictly adhere to the **permit conditions** issued for each abnormal load, ensuring full compliance with relevant transport regulations.
  - The service provider must be familiar with and implement the guidelines outlined in "**Guidelines for Granting of Exemption Permits for the Conveyance of Abnormal Loads on Public Roads – TRH11 (March 2009)**".
- **Types of Loads and Vehicles Covered:**
  - Escort services are required for **multi-axle vehicles** and **lowbed fleet** loads that are classified as abnormal or oversize.
  - The escorting personnel shall accompany **abnormal loads/vehicles** to ensure safe transit.
- **Role of the Escort Vehicle and Personnel:**
  - An **escort vehicle** (separate from the load vehicle) shall be provided, with trained personnel onboard.
  - Adequate vehicle to cater for escort driver sleeping arrangement.
  - The escort vehicle must be clearly marked, equipped with **yellow warning lights etc. as per TR 11 requirements**, and display appropriate signage indicating it is an **escort vehicle**.
  - The escort personnel shall:
    - Assist in ensuring the safety of other road users.
    - Provide **timely warnings** of the presence of an abnormal load.
    - Communicate effectively with the driver of the load vehicle, other road users, and relevant authorities.
    - Permits collection and driver transportation.
- **Responsibilities of the Escort Service:**
  - **Monitoring and guiding** the abnormal load during transit.
  - Ensuring **safe passage** through congested or sensitive areas.

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- Coordinating with traffic authorities and emergency services if necessary.
- Ensuring **all legal permit conditions** are met throughout the transportation process.
- **Safety and Precautionary Measures:**
  - The escort vehicle must be equipped with appropriate safety and warning devices, including **hazard triangles, reflective signage**, and communication equipment.
  - Escort personnel must be trained in **accident prevention, emergency procedures**, and **effective communication**.
  - The vehicle should be equipped with **16D stick** and **Eskom approved Cable Height meter** for measuring the height.
- **Documentation and Permits:**
  - The service provider shall ensure all necessary permits, licenses, and documentation are valid and available during escort operations.
  - They shall maintain records of each escort, including routes taken, times, and any incidents or deviations.
- **Additional Considerations:**
  - The escorting service should be available **24/7** or as specified in the permit conditions.
  - The provider must ensure their personnel are **adequately trained** and **certified** to perform abnormal load escorting.
  - Regular **assessment and review** of escort procedures should be conducted to ensure continuous compliance and safety.

**TRH11 requires Markings and Escorting Of Abnormal Vehicles to be as:**

**1. DESCRIPTION OF WARNING DEVICES AND BOARDS**

- To alert oncoming traffic, headlamps emitting passing beams must be displayed on all escort vehicles and on the front vehicle of any abnormal vehicle combination requiring warning devices.
- Over and above the passing beams, and depending on the degree of abnormality of the vehicle or load, one or more of the following warning notices or devices may be called for:

**a. Flags**

- The extremities of the vehicle or load must be identified by a display of bright red flags to indicate the overall length and width of the vehicle or load. Each flag must be securely attached to the load or to a staff on the vehicle. The flags must be placed at the extreme corners of the vehicle or load, must measure at least 600 mm x 600 mm, must be clean and free to flutter.

**b. Escort Vehicle Warning Board**

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- A warning board must be fitted to the roof of the escort vehicle and must be at least 1 200 mm long by 400 mm high, and bear in retro-reflective red modified series E letters, at least 120 mm high, on a white background the words:
- 'ABNORMAL LOAD AHEAD' on the one side of the board, and
- 'ABNORMALE VRAG VOOR' on the other side of the board.
- The warning board must be removable, collapsible or coverable and must not obscure the amber flashing lights. Alternatively a warning board complying with and SABS approved specification may be displayed.

### c. ESCORT REQUIREMENTS

#### Length and Width

- The class of escort required will be determined by both the length and the width of the loaded vehicle, can be calculated using the formula:
- Road Usage Factor,  **$RUF = 1, 61757 \times 10^{-3} \times W^{4.7} + 7, 5 \times 10^{-7} \times L^{3.76}$**
- Where W = overall load or vehicle width, m
- L = overall load or vehicle length, m
- RUF  $\leq 0,54$  no escorts required
- RUF 0,54 to 0,94 one own-escort required
- RUF 0,94 to 2,73 two own-escort required
- RUF > 2,73 two accredited escorts or one accredited escort and one own escort required
- **Multi Axle RUF always falls above 2,73: two accredited escorts or one accredited escort and one own escort required**

### 2. ESCORTING OF ABNORMAL VEHICLES

- An abnormal vehicle is provided with escorts to **warn the normal travelling public of the abnormal vehicle** and to promote a safer flow of traffic in the face of possible disruption caused by the abnormal vehicle. Unless specifically authorised, a private escort has no legal authority to control other traffic.

#### **Three classes of escort are called for in the following sections:**

- (i) One own-escort vehicle, to be provided by the carrier, which should be a passenger motor car
- or a light motor vehicle as defined in the RTA with a load capacity not exceeding 3,5 ton. The escort vehicle must be equipped with amber flashing light and an abnormal vehicle warning board on the roof of the vehicle, positioned such that it is visible from all directions. The escort vehicle must travel between 10 m and 50 m behind the abnormal vehicle, as far back as possible within sight of it, to give other road users timely warning of the presence of the abnormal vehicle, The Marking and Escorting

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of Abnormal Vehicles TRH 11 – '99 but allowing normal overtaking when conditions allow. When the abnormality is caused by excessive front overhang, the escorting vehicle must travel in front of the abnormal vehicle.

- (ii) Two own-escorts, as described above, one travelling in front and the other behind the abnormal
  - vehicle, travelling between 10 m and 50 m from the escorted vehicle. (iii) Accredited escorting, normally comprising two vehicles with accredited officials. One accredited escort may at the discretion of the issuing authority be replaced by an own-escort.
  - An additional municipal escort may be required by local authorities in urban areas. Other factors
  - such as topography, road width and traffic volume, may also influence escort requirements and
  - Figure 3 of the said regulation should be used as a guide.
  - Under exceptional circumstances two or more accredited escorts may be required in addition to two own-escorts, at the discretion of the issuing authority. On dual roads, one or more of the accredited escorts may be dispensed with at the discretion of the issuing authority.

### 3. Height

- An own-escort is required to drive between 10 m and 50 m ahead of any vehicle exceeding 4,7 m in height. (See ii). An accredited escort may be required where the lifting of overhead wires or other arrangements may require the vehicle(s) to stop in the roadway.
- These suppliers assist in compliance with all the requirements and legislative instructions as well as safe guarding our employees and or Eskom equipment.
- The service will be required on an ad hoc basis, in line with the projects of Multi-axle business. Once employed, it will follow the load from receiving to delivery or if need be, await to be used to return the combination to return to the depot, as sometimes we park at the delivery points (power stations).

### Functional Specification

- The service to be provided will be used to escort, i.e. follow the load, direct traffic, notify the public, and control the risk of potential height and width restrictions by driving forward using the 16.D stick to alert the combination of possible uncleared obstructions.

### Performance Specification

- The escorting will be usually done by employing an experienced driver and escort vehicle capable of visually checking for obstructions and notifying the public using the clearly marked vehicle, to alert them of the presence of an abnormal load. He will further liaise with the combination via two way radio to alert them of any obstruction, so it can be cleared before we pass through. The vehicle must comply with our roadworthiness and comply to TRH11 escorting vehicle specification.

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## 2. Escorting guarding and Security

On request, **guarding and security** are provided when required, especially when our combinations stand at high risk areas. Services will be requested as and when required. The security guards and the company must be PSIRA registered. The primary objectives of PSIRA are to regulate the private security industry and to exercise effective control over the practice of the occupation of security service provider in the public and national interest and in the interest of the private security industry itself.

Compliance to the regulatory bodies in South Africa will be mandatory.

No tender will be considered if compliance is not valid with regards to the following:

- (a) PSIRA Company and Personnel.
- (b) Registered with the UIF

The security is expected to travel with the combination until site.

### 2.1 Unarmed Escorting Security Ad hoc services

- The company shall appoint accredited security guards' personnel for ad hoc unarmed security services.
- Security guards' personnel must be appropriately trained and certified for their respective roles.
- **The security personnel should have proper uniform**
- The vehicles used should have tracking devices and the supplier should be in a position to provide records when required
- The supplier should be able to share names and vehicle registration during the awarding of the work.

Qualifications and Certification:

- All security guards' personnel must possess a minimum PSIRA (Private Security Industry Regulatory Authority) level E certification, indicating entry-level security training.
- Personnel should hold valid PSIRA registration and accreditation relevant to their role.

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They should carry all necessary security equipment, including but not limited to:

- Panic buttons
- Peper-spray
- Self-defence Button
- Flashlights
- Basic firefighting tools
- First aid kits
- Self-defence tools or equipment

Training and Skills:

- Personnel must be trained and capable of performing basic firefighting procedures.
- They should be proficient in basic first aid treatment and capable of providing immediate assistance when required.
- Self-defence techniques must be part of their training to ensure personal safety and the safety of others.

Transportation:

- Security personnel should have access to and operate their own vehicle to facilitate mobility and timely response.
- Vehicles must be well-maintained, roadworthy, and suitable for security operations.
- **The vehicles should be branded.**

Sanitation and Safety:

- All personnel should be provided with necessary sanitation supplies to ensure hygiene and safety, especially in light of health protocols .
- Personal protective equipment (PPE) such as masks, gloves, and hand sanitizers should be available and used appropriately.

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Additional Requirements:

- All personnel must adhere to the company's code of conduct, safety protocols, and confidentiality agreements.
- Regular training updates and refresher courses should be provided to maintain high standards of security services.
- The company should ensure compliance with all relevant legal and regulatory requirements governing private security services.

**NB: The supplier is not expected to charge weekend kilometres where the combination will be stationary; however, a daily rate can be charged. The supplier should have a control room for monitoring the movement of our team when allocated to a project.**

**Please note: a site visit will be conducted in order to verify the specification above.**

**2.2 Armed Escorting Ad hoc Services** (consisting of an armed driver, armed crew member and a suitable vehicle) shall be required for escorting services on an "as and when" required basis.

Guards doing the armed escorting duties must comply with the following requirements and must be capable of rendering the service as follows:

(a) Updated competency certificates with strict adherence to the Firearms Control Act. The security officers performing these armed escorting and protection duties shall be armed and comply with the current Firearm Control Act, 2000 (Act No. 60 of 2000).

(b) All armed escorting officers must have a Valid PSIRA certificate in compliance to the PSIRA Act 2001 (Act No. 56 of 2001). All armed escorting officers must be a "C" grade registered officer.

(c) Valid firearm permits issued by the authorized firearm control officer for TSP, Firearm Control Act, 2000 (Act No. 60 of 2000).

(d) Accredited valid training certificates with results (Regulation 21), Firearm Control Act, 2000 (Act No. 60 of 2000).

(e) Valid South African driver's license (EB) PPE and safety shoes Eskom standard Level 3 bullet-proof vests, handcuffs, batons, spotlight, torches with spare batteries, pocketbooks and pens, head protection.

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- (f) A road worthy vehicle, the vehicle must be equipped with a first aid kit and fire extinguisher.
- (g) Updated service record for the firearms and adequate ammunition.
- (h) The armed escort team/s must be in constant contact with a control room for regular reporting and to obtain assistance when needed.
- (i) A proper register must be kept at the control room containing situation reports, incident reports and any communication with the armed escort team.
- (j) The armed escort team must do the escorting in a tactically sound manner:
- (k) The armed security officers are to travel in their own vehicle and provide protection to the Eskom employee/s.

## PURPOSE

The objective of this annexure is to guide the subcontractor when performing work for Eskom Rotek Industries SOC limited, Logistics Services, Multi Axles and Lowbed department in terms of technical specifications.

This is to assist Logistics services in escorting our combinations to deliver the required transportation services to Power Generation, Transmission and Distribution and in complying with the Road Transportation Act when delivering abnormal loads under TRH11.

## AREA OF OPERATION

- The scope of operations will encompass various substations and power stations across Gauteng, Mpumalanga, Limpopo, Northwest, and Free State provinces, with occasional projects in Western Cape, Northern Cape, Eastern Cape, and KwaZulu-Natal. Additionally, the supplier should have a presence in the SADC region for cross-border projects. The supplier is expected to have a national footprint and representation in all provinces to enable

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swift response times. This means that for ongoing projects in different locations, the supplier should be able to source services locally rather than from their main base. For Rosherville projects, the supplier should be located within a 20km-80km radius of our depot. Moreover, the supplier will be responsible for assisting with permit collection and coordinating transportation for drivers to and from their accommodation and shopping facilities.

**NB: Security and escort personnel must wear their uniforms at all times.**

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Compiled by:


 \_\_\_\_\_ 04/09/25  
 Pfareto Sitholimela

The Technical specifications for subcontracting for abnormal load escorting work to Eskom Rotek Industries SOC Limited, Logistics Services is supported by the following stakeholders:

Supported by:


 \_\_\_\_\_ 04/09/2025  
 Jaco Beneke  
 Operations Manager: Lowbeds and Cranes  
 Date:

Supported by:


 \_\_\_\_\_  
 V. Gonde  
 SHE Officer, Multi Axles  
 Date:

Supported by:


 \_\_\_\_\_  
 Mpho Mokwena  
 HOD: Multi Axle (Acting)  
 Date: 08/09/2025

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