

Tender No: 48Q/2026/27

Description: REHABILITATION OF SWARTKLIP ROAD FROM SPINE ROAD TO JAPHTA K
MASEMOLA ROAD

NOTICE TO TENDERERS NO: 01

Responses to Relevant Queries Received via Email

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Question 1:

Labour Rates – Please confirm if this is not an EPWP project and that tenderers must therefore base the pricing on BCCEI rates.

Answer 1:

Please note that Tender 48Q/2026/27 is an EPWP project. The Tenderer is, however, still required to comply with the applicable BCCEI labour rates when pricing.

For clarification, EPWP applies to targeted labour paid below the maximum threshold rate. The current maximum rate for classification as an EPWP worker is R500.00 per day. Accordingly, all Targeted labour remunerated in line with BCCEI rates that fall below the R500.00/day threshold must be recorded as targeted labour under EPWP. Any worker paid above the R500.00/day threshold cannot be claimed as an EPWP worker.

With respect to the conditions of employment:

- Tenderers are required to comply with the BCCEI collective conditions of employment. The EPWP framework does not override these obligations.*
- The R500.00/day threshold is applied for classification purposes only, i.e. to determine whether a worker may be recorded as EPWP labour. This threshold value is set by the Department of Public Works and Infrastructure and is subject to adjustment from time to time, including during the contract period.*
- The threshold excludes additional benefits such as allowances, bonuses, and leave entitlements. These benefits must still be provided in accordance with the BCCEI collective agreement unless an exemption has been granted by the BCCEI.*

Worked Example:

A General Worker/Watchmen under the BCCEI agreement currently earns R54.06/hour. At 9 hours per day, this equates to approximately R486.54/day, excluding allowances and benefits. This worker would therefore fall below the R500.00/day threshold and may be recorded as EPWP labour, provided all BCCEI conditions of employment are applied.

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Question 2:

Item PC1.3.1.3 – Time related obligation. Please refer to Clause 1.1.1.14 (pg 48) – please add the 3 months for mobilisation period to the 12-month execution period. In other words, revise the duration to 15 months to achieve practical completion. In addition, the clause currently reads "...is 12 (Twenty) months...". Please remove the word "Twenty" and replace it with "Fifteen".

Answer 2:

Clause amended to 15 months. Replace with page 48A.

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Question 3:

Item C1.2.5.2 – Implementation of health and safety plan. A full-time SACPMP officer is described on page 233. However, on page 238 it states part time or full-time officer can be allowed. Must a full time or part time OHS officer be priced? Must they be SACPCMP registered?

Answer 3:

A full-time Safety Officer is required to be appointed for the project, and the individual must be professionally registered with the SACPCMP.

Page 238 forms part of the general Health and Safety Specification, outlining the Principal Contractor's duties in terms of the Construction Regulations. These duties may refer to part-time or full-time appointments in a generic sense. However, page 233 and page 14 of the Health and Safety Specification stipulates that a full-time Safety Officer is required for this site, and this requirement takes precedence for pricing and compliance.

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Question 4:

Item PC1.2.10.1 – Employer's Contribution to DAB (50%). Please add a handling fee to this PC Sum. In addition, the allowance of R100K appears to be insufficient. In our experience, the estimate for the Client's portion should be closer to R300K.

Answer 4:

The allowance of R100 000 for the Employer's contribution to the DAB remains sufficient and has been included at the client's discretion. This provisional amount was established based on historical usage on comparable projects, and the expectation that matters will be resolved through normal contract administration rather than formal dispute processes.

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Question 5:

Item PC1.3.3.1- PSiRA registered security guard as instructed or agreed. PC spec states 24hrs must be priced, however it later indicates that a shift can't exceed 8 hours. Please confirm if a man-shift is 24hrs or 8hrs. Furthermore, how will partial man-shifts be dealt with? Will they be prorated?

Answer 5:

The unit of measure for item PC1.3.3.1(a) shall be the number of additional security guard(s) employed for an 8-hour shift. One man-shift is defined as 8 hours, not 24 hours. Item PC1.3.3.1 must therefore be priced per security guard per 8-hour shift, and partial shifts are prorated based on the 8-hour unit.

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Question 6:

Item PC1.3.3.1- PSiRA registered security guard as instructed or agreed. The industry typically operates on a 12hr man-shift, can a 12hr man-shift please be considered as a unit of measurement?

Answer 6:

The specification states that no shifts may exceed 8 hours. For the 24-hour day, three consecutive 8-hour shifts will be required.

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Question 7:

Item C1.5.4 – Construction of temporary deviations. The tack item for the temporary by-pass seems to be omitted – please add the appropriate item.

Answer 7:

Sufficient allowance has been made under Item C9.1.3.1.

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Question 8:

Item C1.5.7.8 – Traffic control station (set). The standard COTO description states that the stations are measured “per set”. However, the description is modified to state “(set)”. Will each station be measured or will only a set of 2 stations be measured. If a set is measured, please amend the Spec (add a PC1.5.7.8)

Answer 8:

The specification has been amended to clarify that traffic control facilities are required at both ends of each deviation. Accordingly, a “set” comprises of two traffic control stations, and measurement will be per set of two stations per deviation. Replace with page 88A.

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Question 9:

Item C1.5.8 – Traffic safety officer. A full-time TSO is described of page 233, however on page 14 of the OHS specification, a part-time TSO is described. Is a full time or part-time TSO required? Please confirm.

Answer 9:

The Construction Regulations outline the required appointments in a generic sense. In addition to these regulatory provisions, the Client has specified that the Principal Contractor must appoint sufficient competent Traffic Safety Officer/s to ensure that there is always at least one responsible, appointed person on site.

Page 233 of the Health and Safety Specification stipulates that a full-time Traffic Safety Officer is required for this project, and this requirement therefore takes precedence for both pricing and compliance. Page 235 further reinforces the Client's position by restating that a full-time TSO is required.

Accordingly, while the Construction Regulations may allow for part-time or shared appointments in general circumstances, the Client-specific requirement for this contract is the appointment of a full-time Traffic Safety Officer, and the Principal Contractor must price and staff the project on that basis.

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Question 10:

Item C1.5.9 – Traffic safety vehicle. Is a truck with an attenuator or a 1-ton LDV required? We assume a 1-ton LDV is sufficient? Please advise. Furthermore, is this a separate vehicle or is this the vehicle for use by the TSO (C1.5.8 is the TSO only with no vehicle)?

Answer 10:

Item C1.5.8 covers the Traffic Safety Officer only and excludes any vehicle provision. Item C1.5.9 is a separate pay item for the Traffic Safety Vehicle to be used by the TSO on the Works and should allow for full compensation for the provision, operation and maintenance of a traffic safety vehicle, including the driver and any assistants required.

The vehicle must comply fully with the requirements of Clause A1.5.6.3, including all prescribed safety equipment, markings and operational provisions. A truck-mounted attenuator is not required unless specifically stated in the project's Traffic Management Plan. A 1-ton LDV may be used as amended on Page 145, "load capacity of approximately 1 ton", provided it is fully equipped to meet the specification.

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Question 11:

Item PC1.5.14 – Rotating amber light. Please provide the PC spec for this item (PC1.5.14).

Answer 11:

Description can be found on page 147. PC specification included on page 148A.

(iii) Amber flashing lights for the Employer's Agent

The Contractor shall supply and maintain similar rotating amber flashing lights with a magnetic base, flexible cable and connection suitable for insertion into a standard 12V automobile cigarette lighter socket for the Employer's Agent and his staff.

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Question 12:

Item 3.2.2.2 – (ii) G5A Type material. Is G5A required for backfilling? This seems to be a very high specification material for the intended purpose. Item C3.2.2.1 for re-use of existing will be of a much lower quality.

Answer 12:

Item C3.2.2.2 has been allowed for backfilling over the Stormwater pipes.

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Question 13:

Item C4.4.2.1 – Pavement layer material: (d) Type G5A material (i) Rehabilitation (stabilised layer). A5.3 of the specification data indicated that no top up for Highlands to Japhta K will be required – only insitu reconstruction of the existing layers will be carried out. However, the material quantities indicated that a top-up of 220mm has been measured throughout the contract. Please amend the top-up quantity to 6000m3.

Answer 13:

The additional top-up quantity was included based on experience from previous rehabilitation projects, where the existing layerworks at side-road intersections and tie-in frequently fall short of the required thickness/ layerworks once the in-situ layers are exposed. To accommodate these shortfalls, an allowance has been made to ensure sufficient material is available should these conditions arise.

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Question 14:

Item C4.4.2.1 – Pavement layer material: (d) Type G5A material (i) Rehabilitation (stabilised layer). In addition to the over allowed mentioned above, the item C4.4.2.1 has been mis-billed. The correct item for material top-up for recycling is item C5.5.20. Please amend the top up quantity to 6000m3, remove item C4.4.2.1 and add item C5.5.20 in its place.

Answer 14:

Item C4.4.2.1 removed and Item C5.5.20 added. Replace with Page 100A and 104A.

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Question 15:

Item C5.3 – Road Pavement Layers. A5.3.8 mentions surface irregularities will be assessed by profiler, but no assessment criteria have been provided. We assume this reference to regularity measurements is an error (COTO only measures IRI on base layers and surfacing layers). Please remove IRI reference under 5.3.

Answer 15:

Profiler specification has been removed. Replace with page 161A.

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Question 16:

Item C9.1.3.2 – Application in restricted areas using portable pressure sprayer. What type of tack must be priced under this item? Do we allow 30%? Please advise.

Answer 16:

Tack coat consisting of 30% stable grade emulsion shall be utilised where asphalt is constructed.

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Question 17:

Item C9.1.5.2- (i) 30mm thickness. Continuously graded surfacing, PG58S-22, 7.1mm NMPS, Design class = S, Level 1A, Mix Design, placed by hand. The quantity of asphalt is much higher than the area of new sidewalks to be constructed – 8250m² of new sidewalk layerworks vs 11500m² of asphalt to sidewalks. Please revise the asphalt quantity to match the new sidewalk construction.

Answer 17:

The asphalt quantity measured is considered sufficient. An additional allowance has been included to accommodate construction tolerances, bellmouths, tie-ins, and any shortfalls that may arise once the sidewalk areas are opened and prepared.

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Question 18:

Item C11.4.3.2 – Precast concrete barriers. We assume these are temporary barriers that will revert to the contractor's ownership once the contract is complete. Or will the Client keep these barriers? Please advise?

Answer 18:

The precast concrete barriers will revert to the Contractor's ownership.

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Question 19:

Item C11.4.3.3 – Installation and removal of precast concrete barrier system. The quantity of barriers delivered appears to be over allowed. COTO barriers are crash rated EN spec units that are typically 6m in length. The quantity to be established should therefor be 300m/6m units = 50 no units not 150 units as billed. Please amend the units to 50 number.

Answer 19:

Conventional precast barriers are available in 2 m lengths and have been calculated on that basis. Should 6 m barriers be supplied, Item C11.4.3.3 can be paid accordingly.

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Question 20:

Item D10.08 – (a) Remuneration of Community Liaison Officer (CLO). The PC Sum allows R725K which equates to 5 CLOs at the stipulated daily rate. Will 5 CLOs be required? If not please reduce the PC Sum value.

Answer 20:

The contract spans across five wards, and the Provisional Sum has therefore been allocated to allow for the appointment of up to five CLOs. At this stage, no reduction to the PC Sum is proposed, as the number of CLOs required will be confirmed based on site conditions.

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Question 21:

Item C1.5.2 – Accommodation of vehicular traffic. The traffic restrictions state that no individual working area shall exceed 1000 metres in length. However A1.5.7 of the specification data states that the full half of the road will be open to construction once the bypass has been constructed. Please confirm that the 1000m restriction will not be required once the bypass has been constructed.

Answer 21:

The 1000m restriction is for ad hoc works only and will not be required once the bypass has been constructed.

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Question 22:

Item C5.5.16.1 – Chemically stabilised base layer compacted to 100% of MDD. This item should be item 5.5.15 (subbase) not 5.5.16 (base). In addition, The description should be "Using non-cemented material" not "Using cemented material". Please amend your pay item.

Answer 22:

Item has been amended. Replace with page 104A.

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Question 23:

Item D10.08(b) – Excel BOQ formatting. The electronic BOQ has a formatting issue – the rate reads as 2000% when the handling fee is entered into the cell. Could the formatting please be amended.

Answer 23:

Formatting is correct. No amendment required.

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Question 24:

General – Labour Rates to be paid. It was mentioned in the site inspection that the labour rate for the EPWP is provided in the contract document. Can you please indicate the page number where the rate is provided? The published rate for EPWP is substantially lower than the current BCCEI rates.

Answer 24:

It was confirmed during the Clarification meeting that this is an EPWP project. The labour rate is not provided in the Contract document.

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