THE SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED

SANRAL HO 1002/53000/2026/M-ST/SP

FOR THE APPOINTMENT OF A TRAFFIC MONITORING MANAGING SERVICE PROVIDER FOR THE PROVISION OF MANUAL AND SHORT-TERM TRAFFIC COUNTS

PROJECT SPECIFICATION AMENDMENTS TO COTO DOCUMENTS TMH3 AND TMH14

VOLUME 2

PROJECT SPECIFICATION AMENDMENTS TO COTO DOCUMENTS

Notes to tenderer:

1. **Volume 2 is issued at tender stage in electronic format which can be downloaded from the SANRAL website https://www.nra.co.za/service-provider-zone/tenders/open-tenders/. Search for "53000" and contains the following files:**

   - Volume 2 - General Conditions of Contract for ST and Manual Traffic Monitoring Managers.pdf
   - The TMH 3 Version 2 (March 2018)
   - The TMH3 System Assessment Version 3
   - The TMH 14 Version 3.20 (February 2019)

2. **TMH3 Specifications for the Provision of Traffic and Weigh-in-Motion Monitoring Services Version 2 (March 2018 edition) prepared by the Committee of Transport Officials, (COTO), as amended, shall apply to this contract. The amendments are those issued by COTO together with additional amendments as set out in this document.**

3. **TMH14 South African Standard Automatic Traffic Data Collection Format Version 3.20 (April 2018 edition) prepared by the Committee of Transport Officials, (COTO), as amended, shall apply to this contract. The amendments are those issued by COTO together with additional amendments as set out in in this document.**

STANDARD AMENDMENTS TO COTO DOCUMENTS

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TMH3 SPECIFICATIONS FOR THE PROVISION OF TRAFFIC AND WEIGH-IN-MOTION MONITORING SERVICES

DEFINITIONS AND TERMS

The TMH3 Specifications for the Provision of Traffic and Weigh-in-Motion Monitoring Services (March 2018 edition) has been written for all contractors, employers and engineers. The works and the site are not defined and the general nature of the entities and elements that collectively constitute construction under a contract are characterized by the use of lower-case letters throughout.

Replace the following clauses:

Employer:
The Employer and employer is the same persona and is defined in the Contract Data.

Road Authority:
The road authority is The South African National Roads Agency SOC Limited instituted in terms of the South African National Roads Agency Limited and National Roads Act (Act No. 7 of 1998) or a person delegated by the South African National Roads Agency SOC Limited to act on its behalf.

Monitoring Site:
A monitoring site is also called a “station” and is defined as either a full site at which all lanes are counted or a partial site at which only a subset of lanes is counted.

CHAPTER 2: SERVICE PROVIDER AND MONITORING SYSTEM CERTIFICATION

2.3 CERTIFICATION ORGANISATION (CO)

The following two organisations have done certifications for SANRAL in the past. It is the responsibility of each Subcontractor to get quotations from these organisations for their monitoring system certification.

1. Agrément South Africa

Website:	www.agrement.co.za
Contact Person:	Mrs Lerato Magalo
E-mail:	lmagalo@agrement.co.za
Telephone No.:	(012) 841 2544

2. DEKRA Certification (PTY) Ltd

Website:	www.dekracertification.co.za
Contact Person:	Nell van Vuuren
E-mail:	nell.vanvuuren@dekra.com
Telephone No.:	(012) 663 4956

CHAPTER 7: AUTOMATIC TRAFFIC MONITORING SYSTEM REQUIREMENTS

7.2 TRAFFIC MONITORING SYSTEM TYPES

The monitoring type for this contract is M1 for Manual traffic monitoring and C1 for electronic traffic monitoring. Please see Volume 3 paragraph V3.11 and V3.14 for more detail.

7.3 TRAFFIC MONITORING SYSTEM SIZE SPECIFICATION

Please see Volume 3 paragraph V3.20 for more detail.

CHAPTER 10: SERVICE PROVIDER AND MONITORING SYSTEM CERTIFICATION

10.5 ASSESSMENT SITE

A Station Number Application Form supplied by the Employer must be completed and submitted to the Employer for approval.

10.10 ACCURACY ASSESSMENT

The accuracy assessment spreadsheet supplied by the Employer must be completed. The spreadsheet will be provided for the Targeted Enterprise Tendering process.

10.11 DATA ASSESSMENT

Please take note that the authentication software from SANRAL is still being developed. No authentication will be required until the software has been completed.

Please take note that the data management software from SANRAL is still being developed. The Service Provider will be required to do basic data checks as specified in Chapter 19 until the software has been completed.

CHAPTER 11: AUTOMATIC MONITORING SITE REQUIREMENTS

11.3 MONITORING SITE STRATIFICATION

Please take note that the stratification software of SANRAL is still being developed. The Service Provider will be requested to verify stratification information as the development progress.

CHAPTER 12: INSTALLED AUTOMATIC MONITORING SYSTEM REQUIREMENTS

12.3 REMOVAL REQUIREMENTS

In the event of damage caused by the Subcontractor to the road surface, the Employer will provide the contact details of the appointed RRM contractor for the necessary repair work to be done. The Service Provider must then arrange for a meeting on site with the RRM contractor to discuss the work to be done. The repair cost will be for the Service Provider.

CHAPTER 14: SITE WORKS REQUIREMENTS

14.2 WAYLEAVE APPLICATION

It must be noted that the TMH3 refers to “wayleaves”. The use of this term has been discontinued, and in its place “station number applications, and “permissions in terms of section 48 of the South African National Roads and National Roads Agency Act, No.7 of 1998” are referred to.

This section therefore describes the process to be followed to select a new traffic monitoring site, to obtain a station number for the new site, and to obtain Section 48 permission to conduct station construction and perform work in the road reserve at the site. See example given as part of the Tender information.

14.4 TRAFFIC ACCOMMODATION

In the event that the appointed Subcontractor is not equipped with the required road signs for traffic accommodation, arrangements should be made with the appointed RRM contractor to provide the necessary traffic accommodation. The traffic accommodation cost will be for the Service Provider. Please see Volume 3 paragraph V3.7 for general traffic accommodation requirements.

14.5 LEGAL REQUIREMENT

The following Acts and associated Regulations and Codes, as amended from time to time, are predominant amongst those which apply to the construction industry and shall apply to the contract. They are listed here for reference purposes only:

a) Constitution of the Republic of South Africa, 1996 (Act No. 108 of 1996);
b) Public Finance Management Act, 1999 (Act No. 1 of 1999);
c) Preferential Procurement Policy Framework Act, 2000 (Act No. 5 of 2000);
d) Broad-Based Black Economic Empowerment Act, 2003 (Act No. 53 of 2003);
e) Occupational Health and Safety Act, 1993 (Act No 85 of 1993) and all its Regulations;
f) Compensation for Occupational Injuries and Diseases Act, 1993 (Act No 130 of 1993);
g) Rates for wages and conditions of labour agreed by the Bargaining Council for the Civil Engineering Industry in terms of the Labour Relations Act, 1995 (Act No 66 of 1995).
h) National Water Act, 1998 (Act No 36 of 1998)
i) National Veld and Forest Fire Act, 1998 (Act No. 101 of 1998)
j) National Environmental Management: Biodiversity Act, 2004 (Act No. 10 of 2004)
k) National Environmental Management: Waste, 2008 (Act No. 59 of 2008)
l) National Environmental Management: Integrated Coastal Management, 2008 (Act No. 24 of 2008)
m) National Environmental Management Act, 1998 (Act No. 107 of 1998)
n) Conservation of Agricultural Resources, 1983 (Act No. 43 of 1983)
o) National Environmental Management: Air Quality Act, 2004 (Act No 39 of 2004)
p) Skills Development Act (Act No 79 of 1998)

In addition to the above, in terms of National Treasury Instruction No 3 of 2014/2015 with reference to the Public Finance Management Act, 1999 (Act No 1 of 1999) and Regulations, the Service Provider and subcontractors are required to provide the Employer with written confirmation to access the SARS Electronic Tax Compliance Status (TCS) System to verify and continuously track the tax compliance status of all persons conducting business with the State.

CHAPTER 15: MANUAL TRAFFIC MONITORING TYPES

The monitoring type for this contract is M2. The Subcontractor may use the M1 monitoring type in consultation with the Employer and will receive extra payment in such cases. Please see Volume 3 paragraph V3.11 for more detail.

CHAPTER 18: MONITORING SERVICE REQUIREMENTS

18.3 MONITORING START DATES

Automatic and manual monitoring may only start once the accuracy assessment spreadsheet has been approved by the Employer and the Subcontractor have received their service provision certification. Monitoring can start immediately after the Subcontractor commencement date should they already make use of equipment that are provided by a certified System Supplier and has a valid service provision certification.

18.4 MONITORING DURATIONS

Please see the table below as well as Volume 3 paragraph V3.20.3 and V3.14.4 for more detail.

AADT (veh/day) at which different count durations and frequencies are required					
Road Class	12-hour 3 to 5 years	18-hours 3 years	48-hour 3 years	7-day 3 years	14-day 3 years
Class R1-R3	< 250	< 750	< 2 500	< 7 500	> 7 500
Class R4-R5	< 250	< 750	< 2 500	< 7 500	> 7 500
Class U1-U3	< 250	N/A	< 10 000	< 25 000	> 25 000
Class U4/U5	< 10 000	N/A	N/A	< 25 000	> 25 000
Gravel Roads	< 250	< 500	> 500	N/A	N/A

Table 1: Durations for Network-Level monitoring as prescribed in TMH8.

The following exceptions will apply:

- All 12-hour counts will be done using M1 video monitoring.
- All 18-hour manual counts will be converted to 24-hour electronic counts.
- 14-Day counts will not be done using temporary loops. Stations will be constructed and paid for via the existing Long-Term contract. Only the monitoring of the stations will be conducted by the Targeted Enterprise Service Provider. See Volume 3 paragraph V3.14.6 for more information.

18.5 MONITORING PROGRAMME

The estimated programme will be as follows:

1) Establishment = 14 days after signing of the contract.
   a) Mobilisation Period = 6 months after signing of the contract.
      i) Month 1 = Preparation of tender document for subcontractors.
      ii) Month 2 = Approval of tender document for subcontractors
      iii) Month 3 = Tender advertisement and 3-week tender period.
      iv) Month 4 = Tender evaluation
      v) Month 5 = Award of subcontracts.
      vi) Month 6 – 9 =Certification Process as detailed in Table 2 below.
   b) Commencement of counting program subject to an approved System Assessment submission to the Employer.

Table 2: Illustrative System Supplier Certification Programme

TASKS NO	DESCRIPTION	DURATION
1.	Quotation/Application to CO	1 Days
2.	Selection, approval and commissioning of the test site	7 Days
3.	Drawing up and finalisation of System Supplier and Service Provider contractual agreement	7 Days
4.	System Supplier Quality Assurance Documents	14 Days
5.	Service Provider Quality Assurance Documents	14 Days
6.	Submission of documentation to CO	2 Days
7.	Accuracy Assessments	7 Days
8.	Test Period	28 Days
9.	Subcontractor Service Provision Certification	3 Months

The Service Provider must complete the Subcontractor's System Supplier certification within 3 months after the award of the contract. Failing to do so, the Service Provider shall be subjected to penalty conditions expressed in the Contract Data.

The Subcontractor will be allowed to proceed with the traffic counting programme after the successful completion of the System Supplier certification. The Subcontractor will be required to complete the service provision certification within 3 months after the System Supplier's certification. Failing to do so, the Subcontractor shall be subjected to penalty conditions expressed in the Contract Data.

18.6 MONTHLY MEETINGS

Refer to Volume 3 paragraph V3.3 for detail.

18.7 NON-PERFORMANCE

Refer to Table 4: Specified Activity Periods, and Penalties for detail.

CHAPTER 19: MONITORING DATA REQUIREMENTS

19.4 DATA AUTHENTICATION

Please take note that the authentication software from SANRAL is still being developed. No authentication will be required until the software has been completed.

19.6 DATA VERIFICATION

Please take note that the data management software from SANRAL is still being developed. Level 1 is currently being tested and will be applied to all submitted data. Please see SANRAL Data Verification Tests as part of the downloadable documents. The Service Provider will be required to at least test the data against Level 1 and Level 2 validations as specified by Chapter 19 until the software has been completed.

CHAPTER 20: MONITORING SERVICE SPECIFICATION

Replace this Chapter with Volume 3.

CHAPTER 21: PAYMENT REQUIREMENTS

21.3 RATES TO BE INCLUSIVE

Add the following paragraph after g):

“VAT shall be excluded from the rates.”

TMH14 SOUTH AFRICAN STANDARD AUTOMATIC TRAFFIC DATA COLLECTION FORMAT

No amendments.