

KB 1172/1/1



**DEPARTMENT OF TRANSPORT
CHIEF DIRECTORATE: ROADS**

SOUTH AFRICAN ROADS BOARD

CONTRACT NO SAPR X0010401/1

FOR

**THE DESIGN, CONSTRUCTION, FINANCE, OPERATION AND
MAINTENANCE OF A PORTION OF NATIONAL ROUTE 4 AND
A PORTION OF NATIONAL ROUTE 1 AS A TOLL HIGHWAY,
INCLUDING ASSOCIATED FACILITIES AND DEVELOPMENTS
UNDER A CONCESSION CONTRACT : THE PLATINUM TOLL
HIGHWAY**

INVITATION TO TENDER

**CLOSING DATE:
29 MAY 1998**

VOLUME 1 : BOOK 1 OF 4

ISSUED BY:

**THE DIRECTOR-GENERAL : TRANSPORT
CHIEF DIRECTORATE: ROADS
PO BOX 415
PRETORIA 0001
GAUTENG
REPUBLIC OF SOUTH AFRICA
TEL: +27 (0)12 309-3432 / 3305
FAX: +27 (0)12 323-2095**

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DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

CONTRACT NO SAPR X0010401/1

FOR

THE DESIGN, CONSTRUCTION, FINANCE, OPERATION AND MAINTENANCE OF A PORTION OF NATIONAL ROUTE 4 AND A PORTION OF NATIONAL ROUTE 1 AS A TOLL HIGHWAY, INCLUDING ASSOCIATED FACILITIES AND DEVELOPMENTS UNDER A CONCESSION CONTRACT : THE PLATINUM TOLL HIGHWAY

3. TENDER REQUIREMENTS

3.1 TENDER NOTICE

Tender proposals are hereby invited from pre-qualified Tenderers (the "Tenderers") for the design, construction, finance, operation and maintenance of a portion of National Route 4 (N4) and a portion of National Route 1 (N1) as a Toll Highway, including Associated Facilities and Developments under a Concession Contract : The Platinum Toll Road.

Volume 1 to Volume 6 constitute the Tender Documentation and describe, *inter alia*, the scope of the works and guidelines for the preparation of the tender proposal. These documents together with any other written communications signed by an authorised officer of the Chief Directorate: Roads, acting for and on behalf of the South African Roads Board (the Board), issued during the period for consideration, shall be regarded as mutually explanatory and shall be so read.

Information provided in the Tender Documentation or otherwise is offered in good faith for the guidance of the Tenderers and no warranty or representation is given as to the accuracy or completeness of any such information. The Board and its advisers shall not be liable for any error, misstatement or omission. None of the documents in the Tender Documentation shall constitute an offer to enter into a contract.

The Tender Documentation remains the property of the Board. An amount of R1 000 per set (non-refundable) is payable on collection of the documents. Cheques must be made payable to the Director-General: Transport, National Road Fund.

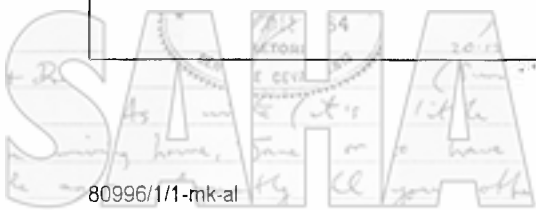
A compulsory site inspection will be held on 20 and 21 November 1997 and Tenderers are requested to meet at the regional office of the Chief Directorate : Roads, Northern Region, 38 Ida Street, Menlopark, Pretoria, Gauteng, Republic of South Africa, at 08:30 on 20 November 1997 from where they will be taken by bus to the said portions of the N4 and the N1. Only four representatives per Tenderer will be allowed to travel with the transport so provided. Tenderers are requested to advise Mr C J Tolmie at the address below of the names of the representatives attending by close of business on 7 November 1997. The overnight stop will be at Rustenburg and the inspection will continue on 21 November 1997. The place and time of departure in Rustenburg will be confirmed with the Tenderers. When reaching the western end of the proposed toll road at the Skilpadhek Border Post, Tenderers will be taken to Zeerust where the site inspection will be concluded.

Tenderers are requested to make their own arrangements for their overnight accommodation in Rustenburg. All transport and accommodation costs, other than the return journey from Pretoria to Skilpadhek Border Post, shall be borne by the Tenderers themselves. Tenderers are encouraged to make these arrangements without delay. After the conclusion of the site inspection the bus will return to the regional office of the Northern Region in Pretoria.

Please note that all initial enquiries in connection with the Tender Documentation must be received in writing by close of business on 27 March 1998. Enquiries sent by facsimile are to be confirmed by the

RELEVANT EXPERIENCE WITH REGARD TO FINANCIAL ARRANGEMENTS IN THE EXECUTION OF SPECIAL PROJECTS

[Empty space for providing relevant experience with regard to financial arrangements in the execution of special projects.]



DEPARTMENT OF TRANSPORT

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APPENDIX 3 : TENDER SUBMISSION FORM NO 4E

RELEVANT EXPERIENCE WITH REGARD TO TOLL PLAZA OPERATION AND MAINTENANCE : PROJECTS SUCCESSFULLY COMPLETED OR IN PROGRESS

1. Name of organisation Tendering:

2. List below up to ten significant toll plaza operation and maintenance contracts undertaken by you during the last ten years which are similar to those required for this project.

The following information shall be included for each project:

- Name of participating organisation which executed (or is executing) the project.
- Name of the client for whom the project was (or is being) executed together with the name, position, address and telephone number of the person in the client's organisation to whom reference may be made by the Board or its consultants/ advisors.
- Geographical location of the toll facility.
- Year started and year completed (or % completed as applicable).
- Range of traffic volumes handled from commencement to completion (or current year, whichever is applicable).
- Whether routine road maintenance was (or is) included in the contract; and if so, what maintenance operations were (or are) undertaken.
- Whether or not toll plaza maintenance was (or is) included in the contract, and details thereof.
- Nature of tolling facilities operated and numbers of toll booths involved.
- Method of remuneration and penalties/incentives involved.
- Any other relevant information including emergency/ancillary services provided.



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**RELEVANT EXPERIENCE WITH REGARD TO TOLL PLAZA OPERATION AND MAINTENANCE :
PROJECTS SUCCESSFULLY COMPLETED OR IN PROGRESS**

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DEPARTMENT OF TRANSPORT

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APPENDIX 3 : TENDER SUBMISSION FORM NO 4F

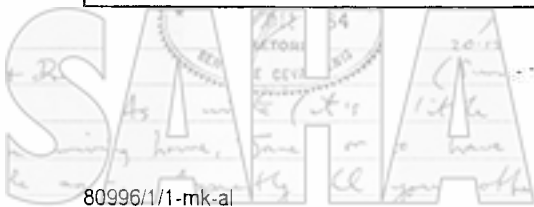
**RELEVANT EXPERIENCE WITH REGARD TO TOLL ROAD EQUIPMENT MANUFACTURE/
SUPPLY/INSTALLATION ONLY : PROJECTS SUCCESSFULLY COMPLETED OR IN PROGRESS**

1. Name of organisation Tendering:

2. List below up to ten installations for which toll equipment was, or is being manufactured/supplied/installed by you (as applicable) during the last six years.

The following information shall be included for each project:

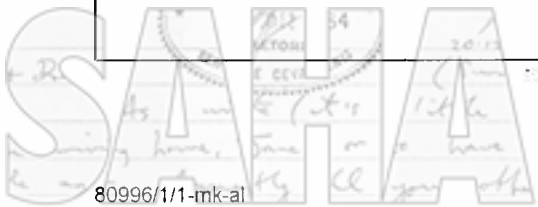
- Name of participating organisation which manufactured/supplied/installed the equipment.
- Name of the client for whom the project was (or is being) executed together with the name, position, address and telephone number of the person in the client's organisation to whom reference may be made by the Board or its consultants/ advisors.
- Geographical location of project.
- The scope of the work - ie manufacture/supply/installation (as applicable).
- Total value of installation.
- Year completed or % completed (as applicable).
- Nature of installation - ie cash/credit card/AVI.
- Brief description of the installation.



80996/1/1-mk-al

**RELEVANT EXPERIENCE WITH REGARD TO TOLL ROAD EQUIPMENT MANUFACTURE/
SUPPLY/ INSTALLATION ONLY : PROJECTS SUCCESSFULLY COMPLETED OR IN PROGRESS**

[Empty space for providing relevant experience with regard to toll road equipment manufacture/supply/installation only.]



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DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

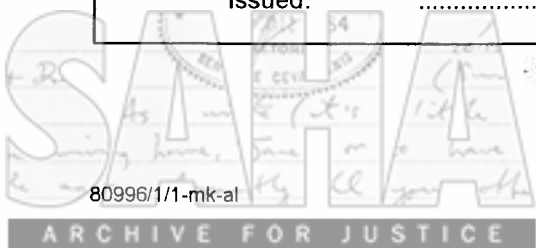
CONTRACT NO SAPR X0010401/1

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APPENDIX 3 : TENDER SUBMISSION FORM NO 5

FINANCIAL STATEMENTS	
Note:	(a) One of these forms shall be completed by each participating organisation, including the Tenderer.
	(b) Participating financial institutions need not complete these forms, but they shall provide a copy of their last annual report. Such reports need not be translated; but if they are readily available in a multilingual format, the preferred order of language is English, Afrikaans, Dutch, German, Spanish, French.
1.	Name of organisation Tendering:
2.	Name of organisation to whom this data apply:
3.	Role of organisation [ie Tenderer, parent firm (joint ventures, consortia, and the like), subsidiary, principal sub-contractor]:
4.	Category of organisation [ie contractor, financial institution, toll plaza operation and maintenance, toll plaza equipment manufacture/supply/installation (as applicable)]:
5.	Capital:
	Authorised:
	Issued:



FINANCIAL STATEMENTS

6. Financial indicators for the last three financial years:

INDICATOR	YEAR*	YEAR*	YEAR*
Turnover			
Operating Profit			
Net Profit before Tax			
Net Profit after Tax			
Fixed Assets			
Total Assets			
Equity			
Current Ratio**			
Debt/Equity Ratio			

* eg July 1994 to July 1995

** ie Assets realised in cash or used up in operations over the year concerned, divided by liabilities due for payment in same year

7. Annual value of work undertaken for each of the last five years and projected for current year:

YEAR	CURRENT					
Home						
Abroad						

8. Approximate value of work in hand:

.....

FINANCIAL STATEMENTS

9. Attach copies of the organisation's previous three years' accounts (profit/loss, assets/liabilities) and other financial data which are considered to be useful.

List all attachments below:

[A series of horizontal dashed lines provided for listing attachments.]

DEPARTMENT OF TRANSPORT

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APPENDIX 3 : TENDER SUBMISSION FORM NO 6

PROJECT FINANCIAL STRUCTURAL ARRANGEMENTS

The applicant shall provide below a brief description of its financial structural arrangements envisaged for the project, together with the major conditions likely to be attached to such arrangements. It is essential that all applicants provide the information called for, and it is stressed that such information will be kept strictly confidential.

[Empty space for providing financial structural arrangements]

PROJECT FINANCIAL STRUCTURAL ARRANGEMENTS

[Empty area for project financial structural arrangements]



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original letter. Enquiries shall be addressed to:

**Department of Transport
Chief Directorate : Roads
P O Box 415
PRETORIA
0001
SOUTH AFRICA**

**FACSIMILE + 27 (0) 12 325-1001
ATTENTION: MR C J TOLMIE**

The Board will respond in writing to any request for clarification. Written copies of the Board's response will be sent to all Tenderers by 17 April 1998. Verbal replies or comments of any nature by the Board, its representatives or its advisers will have no standing unless they have been confirmed in writing.

Further meetings may be held, if necessary, in which case Tenderers would be requested to meet at the Fish Eagle Board Room in the courtyard of the Forum Building, 159 Struben Street, Pretoria on mutually agreed times and dates. Should a meeting be required by the Tenderers, all enquiries received from them will be dealt with at such a meeting and will be confirmed in writing thereafter.

Only Tender proposals from the Tenderers who attended the site inspection on 20 and 21 November 1997 will be considered. Failure to sign the attendance forms prior to departing from the site inspection will be regarded as non-attendance.

Any firm, group, organisation or consortium outside the Republic of South Africa which does not have *domicilium citandi et executandi* at an address within the Republic of South Africa, or does not have an existing association with a South African firm or organisation shall indicate this fact clearly in its tender proposal.

One original and six copies of the tender proposal submissions, in English, signed as stipulated in Paragraph 3.13 herein, shall be placed in the tender box in the Forum Building, 2nd Floor, Room 2098B, 159 Struben Street, Pretoria, Gauteng, Republic of South Africa, not later than 11:00 on 29 May 1998 when receipt of the proposals will be recorded in public.

Advisers to the Board for the evaluation are:

Engineering Advisers	: Africon Engineering International Sebego Molema & Viljoen African Resources
Socio-economic Development	: Africon Engineering International Philip Loots & Associates
Environmental Requirements	: Africon Engineering International Poltech EMS
Legal Advisers	: Philip Loots & Associates Maponya Ledwaba & Mazwai, Ashurst Morris Crisp
Toll Strategy	: Tolplan (Pty) Ltd
Financial Advisers	: PW Corporate Finance (Pty) Ltd KMMT Brey

The Board is under no obligation to accept any tender proposal.



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APPENDIX 3 : TENDER SUBMISSION FORM NO 7

SIGNATORY'S AUTHORITY

The Signatory for a company or association shall establish his authority by enclosing a copy of the relevant resolution(s) of the Board of Directors for each constituent company, duly signed and dated.

An example is shown below:

By resolution of the board of directors taken on 19.....

at

Mr.....

has been duly authorized to sign all documents in connection with the tender for the design, construction, finance, operation and maintenance of a portion of National Route 4 and a portion of National Route 1 as a toll highway, including associated facilities and developments under a concession contract on behalf of

(Name of Company in block capitals)

SIGNED ON BEHALF OF THE COMPANY :

IN HIS CAPACITY AS :

DATE :

SPECIMEN SIGNATURE OF SIGNATORY :

WITNESS : 1.

2.



DEPARTMENT OF TRANSPORT

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APPENDIX 3 : TENDER SUBMISSION FORM NO 8

ADDITIONAL INFORMATION
Any further information to be considered with the Tender shall be added below. In addition, if other documents are attached, these shall be listed below. If no additional information is submitted, this form shall be marked "N/A" (not applicable).

DEPARTMENT OF TRANSPORT

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APPENDIX 3 : TENDER SUBMISSION FORM NO 9

FORM OF TENDER

The Director General: Transport
Chief Directorate: Roads
P O Box 415
0001 PRETORIA

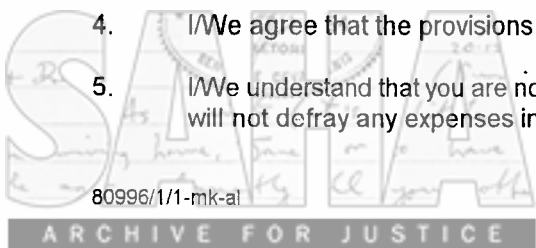
Sir

CONTRACT NO SAPR X0010401/1 : TENDER FOR THE DESIGN, CONSTRUCTION, FINANCE, OPERATION AND MAINTENANCE OF A PORTION OF NATIONAL ROUTE 4 AND A PORTION OF NATIONAL ROUTE 1 AS A TOLL HIGHWAY, INCLUDING ASSOCIATED FACILITIES AND DEVELOPMENTS UNDER A CONCESSION CONTRACT : THE PLATINUM TOLL HIGHWAY

DATE OF PUBLICATION OF THIS TENDER: 28 OCTOBER 1997

CLOSING DATE AND TIME: 29 MAY 1998 AT 11h00

1. Having examined the content of this Tender submission, I/we, the undersigned, guarantee the truthfulness and exactness of all statements made and information supplied in my/our Tender.
2. I/We acknowledge that this form and all documents and written information submitted in terms of the requirements of Volume 1 : Book 1 "Invitation to Tender" and its Appendixes 1, 2, 3 and 4, and all other documents and written information submitted in terms of the requirements of Volume 1 to Volume 6 of the Tender Documentation, all as referenced and listed in the covering letter specified in subclause 3.5.1 of the Invitation to Tender, constitute my/our Tender.
3. I/We authorise you or your delegate(s) to carry out any investigation you deem necessary to verify the truthfulness of the statements and documents submitted and to obtain clarification and confirmation of my/our technical and financial ability to provide the services detailed in the scope of contract.
4. I/We agree that the provisions contained in the Tender Notice will be binding upon me/us.
5. I/We understand that you are not bound to accept any Tender which you may receive and that you will not defray any expenses incurred by me/us in the preparation of this Tender.



6. I/We choose domicilium citandi and executandi at

.....
.....

in the Republic of South Africa.

Yours faithfully

.....
(SIGNATURE)

DATED THIS DAY OF 19.....

ON BEHALF OF (block capitals)

ADDRESS

..... (block capitals)

WITNESS: NAME:

(SIGNATURE) (block capitals)

ADDRESS

.....

OCCUPATION



DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

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APPENDIX 3 : TENDER SUBMISSION FORM NO 10

SOCIO-ECONOMIC DEVELOPMENT	
<u>SECTION 1:</u>	
DEMOCRATISATION OF THE WORKPLACE	
1.1	Are there participative structures between workers and management/ If so, expand.
1.2	Is there a culture of equalising and creating opportunities for disadvantaged and women? Give examples.
1.3	Has your company had judgements on (in last 3 years)
1.3.1	Unfair labour practice?.....
1.3.2	Unfair dismissals?.....
1.3.3	Unsafe working conditions?.....

SOCIO-ECONOMIC DEVELOPMENT

SECTION 2:

HUMAN RESOURCE DEVELOPMENT

2.1 Describe your company's Human Resource development Programme

.....
.....
.....
.....

2.2 Do your policies promote race/gender equality through

2.1 Recruitment? Give example:

.....
.....

2.2 Training? Give example:

.....
.....

2.3 Placement/Promotion? Give example:

.....
.....

2.3 Does your company promote the improvement of the quality of life through

2.3.1 Educational assistance?.....

2.3.2 Home ownership promotion?.....

2.3.3 Medical and Pension fund?.....

2.3.4 Youth Development?.....

Give examples:

.....
.....
.....
.....

2.4 Does your company support social programmes against crime, vice, violence, substance abuse, etc? Give details:

.....
.....

2.5 Does your company support any environmental awareness programmes? Give example:

.....

SOCIO-ECONOMIC DEVELOPMENT

SECTION 3:

ATTENDING TO THE NEEDS OF THE DISADVANTAGED (within company)

3.1 Is your company involved in programmes to improve the supply of basic services such as water, electrification, etc, to workers? Give examples:

.....
.....

3.2 Does your company promote assistance to workers regarding transport to and from the workplace? Give examples.:

.....
.....

3.3 Does your company actively promote independent self-improvement to workers, ie training, home-building incentive schemes, etc? Give examples:

.....
.....

3.4 Does your company promote the improvement of housing standards by training in elementary skills, short term loans, etc? Give examples:

.....
.....

SECTION 4:

EMPOWERMENT

4.1 Equity ownership: Does your company actively promote the ownership of equity by previously disadvantaged groups or persons within the company? Give details:

.....
.....
.....

4.2 Entrepreneurial skills promotion: Does your company actively promote entrepreneurial skills development of previously disadvantaged groups or persons within the company? Give details:

.....
.....
.....

4.3 Skills transfer: Does your company actively promote the transfer of skills to previously disadvantaged groups or persons within the company? Give details:

.....
.....
.....

4.4 Does your company actively promote small, medium and micro enterprises through acquisition and subcontracting from "developing" or "emerging" subcontractors. Provide details:

.....
.....
.....

SOCIO-ECONOMIC DEVELOPMENT

FUTURE EMPOWERMENT POLICIES:

EMPOWERMENT

1. Equity ownership: To what extent, and by when, does your company plan to actively promote the ownership of equity by previously disadvantaged groups or persons within the company? Give details:

.....
.....
.....

2. Entrepreneurial skill promotion: To what extent, and by when, does your company plan to actively promote entrepreneurial skills development of previously disadvantaged groups or persons within the company? Give details:

.....
.....
.....

3. Skills transfer: to what extent and by when, does your company plan to actively promote the transfer of skills to previously disadvantaged groups or persons within the company? Give details:

.....
.....
.....

4. To what extent will your company strive to actively promote small, medium and micro enterprises through acquisition and subcontracting from "developing" or "emerging" subcontractors? Provide details and list the proposed subgroups of this contract where subcontractors from "developing" or "emerging" areas will be utilised:

.....
.....
.....

DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

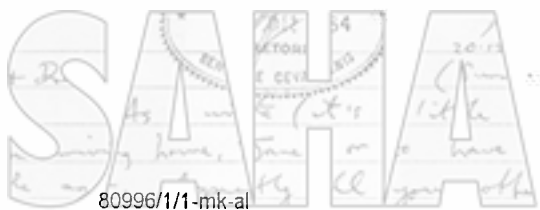
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APPENDIX 4 : TENDER SECURITY



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TENDER SECURITY

to be provided to

the Chief Directorate
The South African Roads Board
P O Box 415
PRETORIA
0001

Whereas
(hereinafter called the "the Tenderer")
has been invited by the South African Roads Board
(hereinafter called "the Board")

to submit a tender for the design, construction, finance, operation and maintenance of a portion of National Route 4 and a portion of National Route 1 as a Toll Highway, including Associated Facilities and Developments under a Concession Contract : The Platinum Toll Highway (hereinafter called "the Works") and to submit the same for consideration of the Board;

And whereas the Tenderer proposes to submit to the Board, a tender (hereinafter called "the Tender") in accordance with such invitation;

We, the undersigned

..... and
(name) (name)

acting herein in our respective capacities as

..... and
(position) (position)

of
(Institution)

(hereinafter called "the Bank") and being duly authorised to sign and incur obligations in the name of the Bank under and in terms of a Resolution of the Board or Directors of the Bank, a certified copy of which is annexed hereto, hereby irrevocably and unconditionally guarantee and undertake on behalf of the Bank that:

1. The Bank will

1.1 pay without delay to the Board on its first written demand and without proof of any breach of the Tender conditions by the Tenderer the amount demanded but not exceeding the sum of R3 000 000,00 (Three million Rand);

1.2 make such payment to the Board at an address within the Republic of South Africa designated by the Board for this purpose.

2. If the Tender is either

2.1 accepted by the Board within 360 days after the 19..... or within such extended duration as may be agreed upon in writing between the Tenderer, the Bank and the Board, and the Tenderer has provided a Resolutive Conditions Bond in accordance with its undertaking in Clause 25 of the Conditions of the Concession Contract, or

3.2 TENDER DOCUMENTATION

The documents listed in the List of Tender Documents in Section 1 form the Tender Documentation.

3.3 GENERAL INSTRUCTIONS TO TENDERERS

3.3.1 Who May Tender

The Invitation is open to all pre-qualified Tenderers. Only proposals that are submitted by pre-qualified Tenderers will be evaluated. A pre-qualified Tenderer may not submit a joint proposal with any other pre-qualified Tenderer.

3.3.2 Foreign Tenderers

A foreign Tenderer is required to submit with its Tender a declaration stating that it is fully acquainted with all the legal provisions (including without limitation all laws, provincial enactments and municipal bye-laws) prevailing in the Republic of South Africa in respect of the realisation of the toll highway project and that it will comply therewith.

3.3.3 Cost of Tendering

The Tenderer shall bear all costs associated with the preparation, submission and negotiation of its Tender. The Tenderers shall in no circumstances have any right to reimbursement of their tender costs.

3.3.4 Confidentiality

All information shall be kept confidential by the parties and their advisers and consultants. All data and details submitted by Tenderers will be kept strictly confidential by the Board. Should it be deemed necessary to discuss any matter relating to any submission, with third parties, the necessary permission will be obtained from the Tenderer concerned.

3.3.5 Tenderer's Responsibilities

In addition to the compulsory site inspection, Tenderers are advised to visit and examine the site of the construction works and its surroundings and obtain all information that may be necessary for preparing the Tender and entering into a Concession Contract themselves, at their own responsibility and will be deemed to have done so. Such site visits shall be at the Tenderers' own expense.

The Tenderer and any of its personnel or agents will be granted permission by the Board to enter upon its premises and lands for the purpose of such inspection, but only upon the express condition that the Tenderer and its personnel and agents, will release and indemnify the Board and its personnel and agents from and against all liability in respect thereof and will be responsible for personal injury (whether fatal or otherwise), loss of or damage to property and any other loss, damage, costs and expenses however caused, which, but for the grant of such permission would not have arisen.

3.3.6 Decision of the Board Final

The decision as to with which Tenderer(s) the Board enters into negotiations for this project rests solely with the Board. The Board reserves the right to amend, modify or terminate any of the procedures herein at any time without prior notice. The decision of the Board is final and no reason(s) will be given as to the rejection of a Tender. A Tenderer who submits a Tender proposal confirms thereby that no claim may be brought against the Board by any Tenderer which is either not selected as the Preferred Tenderer or not appointed as Concessionaire.

3.4 PREPARATION OF TENDERS

3.4.1 Documentation forming the Tender:

The Basic Tender is to be prepared and submitted in seven parts as detailed below, namely:

2.2 not accepted by the Board within 360 days after the 19..... or within such extended duration as may be agreed in writing between the Tenderer, the Bank and the Board or if before the expiration of 360 days or such extended duration, a tender from another person for the execution of the works shall have been accepted by the Board;

then this Guarantee shall expire.

3. The demand for payment together with this Guarantee shall constitute prima facie proof of the Bank's indebtedness hereunder for the purposes of any proceedings including but not limited to provisional sentence proceedings instituted against the Bank in any court of law having jurisdiction.

4. Neither the failure of the Board to enforce strict or substantial compliance by the Tenderer with its obligations nor any act, conduct, or omission by the Board prejudicial to the interests of the Bank will discharge the Bank from any liability under this Guarantee.

5. This Guarantee shall:

5.1 exist independently of any contract (or any amendment, variation or novation thereof) between the Tenderer and the Board;

5.2 be returned to the Tenderer after expiry in accordance with Clause 2 above;

5.3 not be ceded or assigned by the Board, or otherwise dealt with in any manner whatsoever which has or may have the effect of transferring or encumbering or alienating the Board's rights hereunder;

5.4 be governed by the Laws of the Republic of South Africa.

SIGNED ON THIS DAY OF 19

AT
(Place)

.....
SIGNATURE

.....
SIGNATURE

.....
WITNESS 1

.....
WITNESS 2



Basic Documents of Tender; (Section 3.5)
 Traffic and Toll Strategy (Section 3.6)
 Environmental Requirements (Section 3.7)
 Socio-economic Development (Section 3.8)
 Engineering (Section 3.9)
 Financial (Section 3.10)
 Legal Aspects (Section 3.11)

All documents and written information required to be submitted in terms of the provisions of Volume 1 : Book 1, Invitation to Tender, and its Appendixes 1, 2, 3 and 4 and all other documents and written information required to be submitted in terms of the provisions of Volume 1 to Volume 6 of the Tender Documentation, shall be included in the seven parts listed above.

3.4.2 Scope of Basic Tender

(a) The Basic Tender comprises the Construction Works, finance, Operation and Maintenance of approximately 290 km of National Route 4 and approximately 90 km of National Route 1 as a Toll Highway and all Associated Facilities and Developments as prescribed in Volume 3 : Book 2 (Work to be carried out) under a 30 year concession contract.

The Toll Highway includes inter alia the following components:

(i) National Route 1 (N1) between Pretoria and Warmbaths:

This portion of road comprises approximately 90 kilometres of existing dual carriageway freeway.

Approximately 6,8 kilometres of this portion shall be upgraded to six lanes during the Initial Construction Period.

(ii) The N4 between the N1 and Brits (Road 980)

Currently named PWV2, this portion of road will be proclaimed as a part of National Route 4 (N4). This portion is approximately 52 kilometres in length and none of this portion has been constructed to date.

The following Initial Works shall be constructed:

- approximately 24,7 kilometres of dual carriageway freeway between the N1/PWV2 interchange and Road K67
- approximately 27,3 kilometres of single carriageway road between Road K67 and Road 980 at Brits, and
- a number of interchanges required for intersecting roads as well as 4,5 kilometres of Route K99 and 6,5 kilometres of Route K97.

Subject to traffic growth, capacity upgrading of the portion between Route K67 and Road 980 to a dual carriageway road is envisaged as Expansion Works.

(iii) The N4 between Brits (Road 980) and Buffelspoort

This portion of road consists of approximately 33 kilometres of existing single carriageway road, constructed as part of a future dual carriageway. A number of interchange and overpass bridges have been completed along this portion. It is not envisaged that Initial Works will be required along this portion. Upgrading to a dual carriageway road is envisaged during the Concession Period as Expansion Works, subject to traffic growth.

(iv) The N4 between Buffelspoort and Rustenburg

This planned portion of road which has not yet been constructed comprises approximately 23,2 kilometres of single carriageway road. It is required that this portion be constructed in the Initial Construction Period.

Upgrading of this portion to a dual carriageway road is envisaged as Expansion Works subject to traffic growth.

(v) The N4 Rustenburg Bypass

The planning of this portion of road has been completed and comprises approximately 14,6 kilometres of single carriageway road. This portion shall be constructed in the Initial Construction Period. Upgrading of this portion to a dual carriageway road is envisaged as Expansion Works subject to traffic growth.

(vi) The N4 between Rustenburg and the Skilpadhek Border Post

This existing single carriageway portion of road is approximately 166,5 kilometres in length and passes through the towns of Swartruggens, Groot Marico, Zeerust and Dinokana on the way to the Skilpadhek border post on the Botswana border.

The Initial Works of this portion shall consist of the addition of surfaced shoulders where gravel shoulders exist as well as local geometrical improvements to the alignment.

(vii) Maintenance

The Highway, including without limitation, all portions of existing road as well as newly constructed portions of road are required to be maintained to specified performance standards for the full Concession Period.

(viii) Toll Plazas

The construction of a number of Toll Plazas and Associated Facilities are required during the Initial Construction Period.

(ix) Interpretation of Traffic Information

The Board will provide Tenderers with traffic information, including traffic counts available from the national, provincial and local governments as well as traffic counts performed specifically for the evaluation of the Project and the results of several origin-destination surveys.

The interpretation of the results of these traffic studies, surveys and traffic counts will be the sole responsibility of the Tenderers.

(b) Finance

Tenderers are required to make submissions regarding the financing of the Project with the Tender. Tenderers may submit more than one financial proposal. No financial guarantees will be provided by either the Board or the State.

(c) The Transfer of Risk

The Concessionaire will be required to assume the risks associated with design, construction, finance, operation and maintenance of the Highway required to maintain specified levels of service.

(d) Attainment of the objectives laid down by the Board

The objectives of the Board for the Concession Contract are:

(i) to ensure that the Highway is designed, constructed, expanded, financed, maintained and operated safely and satisfactorily so as to minimize any adverse impact on the environment and maximize benefit to road users;

(ii) to promote innovation in technical and operational matters, and also in financial and commercial arrangements;

- (iii) to foster the development of a private sector road operating industry in the Republic of South Africa; and
- (iv) to minimize the risk borne by the public sector.
- (e) **Standards and specifications**

The standards and specifications of the Board shall apply to the Project.

All available existing design information including detailed design drawings, preliminary planning documents and drawings as well as the results of various traffic studies will be made available to the Tenderers during the tender stage.

(f) **Concession Period**

The Concession Period will be 30 years from the Effective Date, subject to extension and/or to termination in accordance with the Concession Contract.

3.4.3 Alternative Tenders

Tenderers are invited and encouraged to submit Alternative Tenders. However, no Alternative Tender will be considered unless the Basic Tender is submitted complete as described in Section 3.4 and Section 3.5.

Alternative Tenders will be considered, provided that

- (a) the Tenderer assumes all the risks associated with the Construction Works, finance, Operation and Maintenance of the Highway, including without limitation, all Initial Works and all Expansion Works required to maintain the required levels of service;
- (b) the Highway is designed, constructed, maintained and operated to the specified standards and performance criteria;
- (c) any adverse impact on the environment is minimized;
- (d) the benefit to road users is maximized;
- (e) innovation in technical and operational matters and in financial and commercial arrangements is promoted;
- (f) the development of a private sector road operating industry in the Republic of South Africa is fostered;
- (g) the risk borne by the public sector is minimized; and
- (h) the proposal is structured in terms of paragraph 3.4.1 herein.

3.5 BASIC DOCUMENTS OF TENDER

The Basic Documents of Tender are as follows:

3.5.1 Covering Letter, containing the lists of documents submitted separately for the Basic Tender and any Alternative Tenders and an Executive Summary of the proposals, structured in accordance with paragraph 3.4, as its Annexure.

3.5.2 Tender Security as required in Section 3.16 and in the form in Appendix 4 hereto.

3.5.3 Organisational structures as well as a joint venture agreement, and all other relevant agreements, if any, of the proposed concession company.

3.5.4 Tender Submission Forms (Appendix 3)**3.6 TRAFFIC AND TOLL STRATEGY**

Tenderers shall submit a comprehensive report including but not limited to the Base Year Traffic Volumes, Traffic Projections and a Toll Strategy.

All methodologies, criteria and assumptions used shall be stated and fully motivated.

3.6.1 Traffic Projection

The Traffic Projection Study shall include but not be limited to:

- (a) The Annual Average Daily Traffic (AADT) in the corridor - light and heavy vehicles.
- (b) The toll eligible AADT ie all potential toll traffic - light and heavy vehicles.
- (c) Vehicle attraction rates per vehicle class, per Toll Plaza.
- (d) The annual average daily toll traffic per vehicle class, per Toll Plaza.
- (e) Annual traffic volumes per vehicle class, per Toll Plaza.
- (f) Traffic growth rates per vehicle class, per Toll Plaza.

3.6.2 Toll Strategy

The toll strategy shall include the locations of the Toll Plazas, commissioning dates and the toll tariff structure.

(a) Location of the Toll Plazas and Commissioning Dates.

The toll strategy shall include but not be limited to:

- (i) The location of new Toll Plazas - kilometre reference, etc.
- (ii) Differentiation between mainline and ramp Toll Plazas.
- (iii) Toll Plaza opening dates.

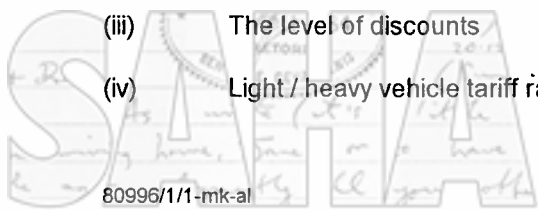
(b) Toll Tariffs

The Base Date for adjusting toll tariffs, concessions and discounts shall be 1 March every year. All tariffs, concessions and discounts shall include Value Added Tax (VAT). The Base Date for the toll tariff structure in the financial model, shall be 1 March 1998.

Tenderers shall adopt the Standard Vehicle Classification system currently used at South African Toll Plazas as described in Paragraph 2.3.3 in the Engineering Requirements (Volume 2 : Book 1).

Tariff information shall be per vehicle class per Toll Plaza and shall include but not be limited to:

- (i) The level of toll tariffs
- (ii) The level of concessions
- (iii) The level of discounts
- (iv) Light / heavy vehicle tariff ratio's



- (v) Tariff adjustment mechanism

3.7 ENVIRONMENTAL REQUIREMENTS

The environmental proposal of the Tenderer shall take into account all relevant impacts of his Tender over the Concession Period and shall be in compliance with the Engineering Requirements (Volume 2 : Book 1) and the Environmental Requirements (Volume 5).

3.8 SOCIO-ECONOMIC DEVELOPMENT

The information supplied in Tender Submission Form No 10 in Appendix 3 and all additional information submitted in accordance with the requirements of Volume 6 : Socio-economic Development will be evaluated under this category. In addition, Tenderers are to submit their proposed strategy with clear commitment regarding, inter alia, the following:

- (a) Participation of emerging entrepreneurs in the Joint Venture.
- (b) Human Resource Development, including type and extent of training.
- (c) Involvement of small, medium and micro enterprises (SMME's) in procurement, letting and subletting of construction, maintenance and operations during the Concession Period.
- (d) All other important aspects of socio-economic development.

3.9 ENGINEERING

3.9.1 General

Tenderers shall provide the details prescribed in Section 3.9 for the Basic Tender and also for each Alternative Tender. In addition the Engineering Matrix (E-matrix), as prescribed in Appendix 2 herein, shall be provided to identify Initial Works, Expansion Works and Highway Improvements to the Highway per Highway Section (as defined in Table 1, Appendix 1) for the relevant years of the Concession Contract. Each Highway Section may be further subdivided, provided that the numerical number assigned to each Highway Section in Appendix 1, Table 1, herein, remains the same, eg Highway Section 2 may be subdivided into Highway Subsections 2a, 2b, etc.

3.9.2 Initial Works, Expansion Works and Highway Improvements

The details required shall be submitted, *inter alia*, under the following categories with A2 size drawings where indicated. In all categories (except categories (c) and (d)) the details shall cover all phases of the full Concession Period including without limitation the Initial Construction Period, the Expansion Works Period and all Highway Improvements.

- (a) Brief description of the works.
- (b) Environmental impact with adequate cross-reference to the documents referred to in Clause 3.7.
- (c) Key features of accommodation of traffic during the Initial Construction Period.
- (d) Utilities which will have a material impact on the Initial Construction and Highway Improvements in the Initial Construction Period - A2 size drawings.

3.9.3 Cost Matrix

The Cost Matrix and breakdown of Cost Components as described in Appendix 1 is to be completed by Tenderers in A4 format as indicated. Expenditures reflected in the Cost Matrix shall correspond/correlate with all the elements in the Engineering Matrix, as well as with the cost structure in the financial model.

A complete Cost Matrix shall be submitted for every year of the Concession Period.

3.9.4 Engineering Matrix

For each Highway Section the details of the existing roads and appurtenant works on the Effective Date and the information for the Construction Works for all phases of the Concession Period shall be submitted in the Engineering Matrix in A4-format and also in electronic format on magnetic discs in WordPerfect 6.1 and Microsoft Excel Version 7. The Highway Sections are defined in Volume 2 : Book 1 and in Volume 3 : Book 1 and Book 2. The details and information shall be given for each Highway Section separately, shall be arranged and numbered as prescribed in Appendix 2, and shall include, but not be limited to, the information and details specified in the example in Appendix 2, and in the following paragraphs:

(a) General Information

(See Appendix 2 : A1 to A4)

- (i) The road number.
- (ii) The kilometre limits of the Highway Section.
- (iii) The positions of Interchanges, Intersections and Toll Plazas.
- (iv) Various characteristics:

topography (eg rolling); the area classification (eg rural or urban); the design speeds (horizontal and vertical).

(b) Existing facilities on the Effective Date

(See Appendix 2 : Section B)

- (i) Existing pavement layers:

(See Appendix 2 : B5.1 to B5.4)

of the National Route (traveled way and shoulders);

of existing Interchanges (the cross-road and each ramp);

of existing Intersections (the cross-road).

- (ii) Existing cross-sections;

(see Appendix 2 : B6.1 to B6.4)

of the National Route;

of existing Interchanges (the cross-road and each ramp);

of existing Intersections (the cross-road).

- (iii) Existing Traffic Volumes

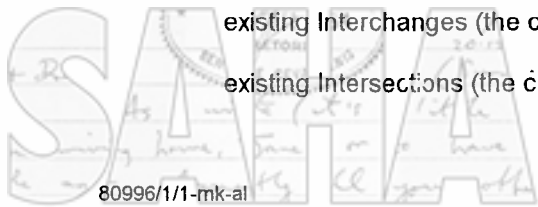
(see Appendix 2 : B7.1 to B7.4)

List the current values of the Annual Average Daily Traffic (AADT) and the percentage heavy vehicles (% HEAVY) for

the existing National Route;

existing Interchanges (the cross-road and each ramp);

existing Intersections (the cross-road).



- (iv) Traffic Loading
(see Appendix 2 : B8.1 to B8.4)

List the current values of the Equivalent 80 kN Axles (E80's) and the estimated E80 Pavement Life of the existing pavement (LI) for

the existing National Route (in each direction);

existing Interchanges (the cross-road and each ramp);

existing Intersections (the cross-road).

- (v) Existing structures
(see Appendix 2 : B9.1 to B9.3)

- (c) **Initial Construction Period : Year 1 to year 3 (or as otherwise agreed by the Board and the Concessionaire)** (see Appendix 2 : Section C)

- (i) Development of Pavement Layers:
(See Appendix 2 : C5.1 to C5.4)

For the National Route, the Interchanges, the Intersections and the Toll Plazas specify and show schematically:

lanes/shoulders required and prescribed to the rehabilitated;

additional lanes/shoulders required and prescribed to be constructed;

new road(s) required and prescribed to be constructed;

new interchange(s) required and prescribed to be constructed;

new toll plazas required and prescribed to be constructed;

upgrading of intersections required and prescribed;

In addition list the proposed pavement layers in each case.

- (ii) Development of cross-section:
(See Appendix 2 : C6.1 to C6.4)

For the National Route, the Interchanges, the Intersections and the Toll Plazas give details of the following cross-sections as prescribed and required to be at the end of the Initial Construction Period:

each road;

each cross-road and each ramp at each Interchange;

each cross-road at each Intersection;

each Toll Plaza: Details of the number of lanes per direction and the number of reversible lanes (mainlines and ramps to be shown separately).

- (iii) Projected Traffic Volumes:
(See Appendix 2 : C7.1 to C7.4)

List the projected values of the AADT and the % HEAVY as at the end of the Initial Construction Period:

DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

CONTRACT NO SAPR X0010401/1

FOR

THE DESIGN, CONSTRUCTION, FINANCE, OPERATION AND MAINTENANCE OF A PORTION OF NATIONAL ROUTE 4 AND A PORTION OF NATIONAL ROUTE 1 AS A TOLL HIGHWAY, INCLUDING ASSOCIATED FACILITIES AND DEVELOPMENTS UNDER A CONCESSION CONTRACT : THE PLATINUM TOLL HIGHWAY

VOLUME 1, BOOK 1 : INVITATION TO TENDER

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- for the National Route;
- for the cross-road and each ramp at each Interchange;
- for the cross-road at each Intersection;
- for each Toll Plaza (each direction separately).

- (iv) Projected Traffic Loading:
(see Appendix 2 : C8.1 to C8.4)

List the projected values of the E80's and the estimated E80 Pavement Life (LI) as at the end of the Initial Construction Period:

- for the National Route (each carriageway separately);
- for the cross-road and each ramp at each Interchange;
- for the cross-road at each Intersection;
- for each Toll Plaza (each direction separately).

- (v) Structures
(see Appendix 2 : C9)

- (d) **Expansion Works Period : Year 4 to year 30**
(see Appendix 2 : Section D)

- (i) Further development of the Pavement layers:
(see Appendix 2 : D5.1 to D5.4)

For the National Route, the Interchanges, the Intersections and the Toll Plazas list and show diagrammatically for the Expansion Works Period:

lanes/shoulders scheduled for rehabilitation in accordance with the projected traffic volumes and traffic loading;

additional lanes/shoulders scheduled for construction in accordance with the projected traffic volumes and traffic loading;

new interchange(s) scheduled for construction in accordance with the projected traffic volumes and traffic loading;

new toll plaza(s) scheduled for construction in accordance with the projected traffic volumes and traffic loading.

In addition for each case

- state for which years the execution and completion of the rehabilitation/construction are programmed; and
- list the details of the proposed pavement layers.

- (ii) Further development of cross-sections:
(see Appendix 2 : D6.1 to D6.4)

For the National Route, the Interchanges, the Intersections and the Toll Plazas

give details of the extended cross-sections of the roads scheduled for widening. Show the extended cross-sections at the end of each programmed extension phase in accordance with

the projected traffic volumes and traffic loading, and indicate in which years each extension phase is programmed for construction and completion.

- (iii) Projected Traffic Volumes:
(see Appendix 2 : D7.1 to D7.4)

For the National Route, the Interchanges, the Intersections and the Toll Plazas list the projected values of the AADT and the % HEAVY for every road, cross-road, ramp, and each direction of each Toll Plaza in an appropriate format (tabular or graphical), covering the whole of the Expansion Works Period, in order to determine in which years each extension phase for each type of road must be programmed for construction and completion.

- (iv) Projected Traffic Loading:
(See Appendix 2 : D8.1 to D8.4)

For the National Route, the Interchanges, the Intersections and the Toll Plazas list the projected values of the E80's and the LI's for every road (separately for each carriageway in the case of double carriageway roads), cross-road, ramp, and each direction of each Toll Plaza in an appropriate format (tabular or graphical), covering the whole of the Expansion Works Period in order to determine in which years each extension phase for each type of road must be programmed for constructed and completion.

- (v) Structures
(see Appendix 2 : D9)

3.10 FINANCIAL

3.10.1 Concession Period

The Concession Period is a period of 30 years from the Effective Date, subject to extension and/or to termination in accordance with the Concession Contract.

3.10.2 Financial Proposal

The Tenderer is required to submit a financial proposal for the Basic Tender. Draft loan term sheets and a shareholders' agreement shall be presented stating, *inter alia*, the following information:

Equity details shall include the amount of funds that each shareholder is prepared to commit and the timing of such contribution, together with evidence of appropriate board approvals from the relevant shareholders to this commitment.

Debt details shall include the following information for each facility: type; amount; currency; maturity; grace period for interest and/or principal; repayment schedule; margin and all associated fees; conditions precedent to Drayton; covenants; events of default and security requirements.

All the above-mentioned details for each equity and debt facility shall be identified separately in the financial model.

An alternative financial plan shall be submitted for each Alternative Tender.

3.10.3 Financial Commitment

The Tenderer is expected to submit conditionally committed financial offers for the Basic Tender. Letters of commitment stating the terms and conditions of the Financing Facilities shall be included by the providers of funds. Such letters shall also state the extent to which the providers of funds have reviewed both the Tender Documentation and the terms of the Tender.

3.10.4 Contingency Fund

The Tenderer shall include in his contingency amount an additional amount of R30 m in the financial model. The application of this amount shall be at the sole control, request and discretion of the Board.

3.10.5 Financial Model

(a) The Tenderer is required to submit a financial model that demonstrates the financial implications of the Project. The model shall be provided in a hard copy printout with an indexation of work sheets and in electronic format. The software to be used in all electronic communications shall be:

Word processing : WordPerfect 6.1
 Spreadsheet : Microsoft Excel Version 7

Additionally, the model shall incorporate switches and be flexible enough to run a variety of sensitivities such as:

capex, interest rates, opex, administration expenses, inflation, maturity of debt, toll tariffs, traffic volumes, grace periods for principal repayment, and tax rates. A further switch shall be incorporated in respect to the computation of the ratios that will treat sub-ordinate debt as either equity or debt. A full list of assumptions incorporated in the model shall be provided together with clear detailed instructions on how to operate the switches and how to run the various sensitivities.

A clearly identified single sheet hard copy, summarising all the key output ratios requested, together with other key data including:

total funding required, total initial construction cost, total equity contribution and total ongoing maintenance costs shall be provided for the Basic Tender Scenarios and Alternative Tender.

The base date for the financial model is 1 March 1998. All computations are to be for periods running from 1 March to 28/29 February.

- (b) The financial model shall include but not be limited to:
- (i) Macroeconomic Assumptions;
 - (ii) Financing Assumptions Schedule identifying all sources of finance, conditions, terms, and fees;
 - (iii) Capital Expenditure according to the breakdown in the cost matrix;
 - (iv) Revenue Schedules including details of traffic and tariff rate forecasts;
 - (v) Operating and Maintenance Expenditure in accordance with the cost matrix, differentiating between those dependent on the traffic and those not;
 - (vi) Debt Schedules for each credit facility including drawdown schedule, interest paid, fees and repayment schedules;
 - (vii) Depreciation details;
 - (viii) Capital Allowances;
 - (ix) All relevant levies and taxes in accordance with existing legislation. Details of all assumptions relating to taxation shall be provided;
 - (x) Annual corporate tax computations;
 - (xi) Forecast balance sheets, profit and loss, and cash flow statements.
- (c) In the event that the Tenderer proposes any revenue sharing mechanisms, these shall be clearly

indicated in the financial model.

- (d) The model shall produce, *inter alia*, the following financial information:
- (i) Net Present Value (NPV) of real revenues at a discount rate of 8%;
 - (ii) Project internal rate of return (IRR) before financing and tax in both real and nominal terms;
 - (iii) the maximum debt to equity ratio;
 - (iv) the annual debt service cover ratios (DSCR), including and excluding cash;
 - (v) the minimum loan life cover ratio (LLCR);
 - (vi) the minimum project life cover ratio (PLCR);
 - (vii) real return on equity.
- (e) The ratio's described above shall be computed as follows:

Annual Debt Service Cover Ratio (DSCR) (excluding cash) is the ratio of (1) below to (2) below:

- (1) Project receipts (including interest income) less all operating costs, additional capital expenditure for both upgrading and maintenance, insurance costs, and taxes for the period (excluding Secondary Tax on Companies).
- (2) The amount of interest expenses paid and the amount of debt repaid during the period.

Annual Debt Service Cover Ratio (DSCR) (including cash) is the ratio of (1) above plus all cash balances (including reserve control accounts) at the end of the previous period to (2) above.

The Tenderer shall also include full details of alternative definitions of DSCR that might be preferred or required by its bank, and of the effect of such alternative definitions on the financial model.

Loan Life Cover Ratio (LLCR) is the ratio of all cash balances (including reserve control accounts) at the end of the previous period plus the NPV of (1) above for each period up to final maturity of the debt to the NPV of (2) above for each period up to final maturity of the debt.

Project Life Cover Ratio (PLCR) means the ratio of all cash balances (including reserve control accounts) at the end of the previous period plus the NPV of (1) above for each period up to final maturity of the concession to the NPV of (2) above for each period up to final maturity of the concession.

Return on Equity is the IRR of the equity cash flows. The cash flows are made up from all equity drawdowns, dividend payments and any possible release of equity at the end of the concession.

Pre-tax, pre-financing Project IRR, both nominal and real is the IRR of the net cashflows of the project before any funding costs or tax payments. Net cashflows are calculated from the total revenues, less the capital expenditure, operating costs and insurance costs over the life of the concession.

Debt/Equity ratio is the ratio of Debt to Debt plus Equity. Debt shall be considered to be all outstanding interest bearing debt, including on balance sheet leasing payments. Equity is equal to share capital and subordinated loans contributed by the shareholders.

The discount rate to be used for the calculation of LLCR and PLCR is the weighted average cost of Debt.

Failure to comply with the financial modeling requirements could result in the Tender being declared non-compliant and being rejected by the Board.

3.10.6 Insurance Programme

The Tenderer shall submit details of its insurance programme for the Project including:

- (a) the Tenderer's insurance strategy;
- (b) the proposed policies that the Tenderer and/or its sub-contractors intend to take out;
- (c) preliminary indications from the Tenderer's insurance adviser of the premiums associated with those policies.

3.10.7 Public Sector Contribution

The public sector contribution to the project is the granting to the Concessionaire of the concession rights for the design, construction, finance, operation and maintenance of approximately 290 km of National Route 4 and approximately 90 km of National Route 1 as a toll highway, including Associated Facilities and Developments under a 30 year concession contract. The Board will secure the Highway reserve on which the successful Tenderer is required to construct the Highway, including the existing road where it falls within the Highway reserve. The Board reserves the right to approve all contracts between the Concessionaire and other parties with respect to the use of the Highway reserve.

3.11 LEGAL ASPECTS

3.11.1 Concession Contract: Tenderers are required to confirm acceptance of the terms and conditions and form of the Concession Contract according to Volume 1: Book 2 of the Tender Documentation. Should a Tenderer wish to propose amendments to the Concession Contract, he shall provide explicit details of each proposed addition and/or deletion together with the reasons for the proposed amendments.

3.11.2 Design and Construction Contract Term Sheet: Tenderers are required to confirm acceptance of the terms and conditions and form of the Design and Construction Contract according to Volume 1: Book 3 of the Tender Documentation. Should a Tenderer wish to propose amendments to the Design and Construction Contract Term Sheet, he shall provide explicit details of each proposed addition and/or deletion together with the reasons for the proposed amendments.

3.11.3 Operation and Maintenance Contract Term Sheet: Tenderers are required to confirm acceptance of the terms and conditions and form of the Operation and Maintenance Contract according to Volume 1: Book 4 of the Tender Documentation. Should a Tenderer wish to propose amendments to the Operation and Maintenance Contract Term Sheet, he shall provide explicit details of each proposed addition and/or deletion together with the reasons for the proposed amendments.

3.11.4 Background of contentious procedures: Each Tenderer shall provide, for each member of the proposed Consortium or Joint Venture, a list and short description (including nature of and amount in dispute) of all past, current and pending contentious procedures (litigation and arbitration) during the last 5 years relating to construction projects, and formal non-contentious procedures (conciliation, mediation) during the last 5 years relating to construction projects, initiated by or against each member where the amount in dispute is or was greater than R5 million. Where such information is confidential, names of opposing parties may be disguised.

3.12 FORMAT OF TENDERS

3.12.1 Language of Tenders

The Tender Documentation and related documents shall be in English. Tenders/Proposals shall also be prepared and submitted in English.

All correspondence and any other documentation and oral communication exchanged between the parties shall be in English.

3.12.2 Marking the Tender Documentation

The Tenderer shall write in the top right hand corner of each document submitted by him the following details:

- (a) The Board's Contract Number;
- (b) Name and Address of Tenderer (consortium, joint venture, etc);
- (c) Basic Tender or Alternative Tender;
- (d) The part of the Tender, eg Basic Documents of Tender, Traffic and Toll Strategy, etc (See Paragraph 3.4.1 : Documentation forming the Tender);
- (e) Original or copy number.

3.12.3 Marking of each Tender Parcel

The Basic Tender and any Alternative Tender shall be submitted separately, each in a parcel wrapped and sealed securely and marked on the cover with the following details:

- (a) The Board's Contract Number;
- (b) Basic Tender or Alternative Tender;
- (c) Name and Address of Tenderer.

3.12.4 Copies of Tenders

The Tenderer shall prepare and submit one original and six copies of the documents comprising the tender.

3.12.5 Binding of Tenders

All documents shall be bound, either singly or several documents together. The Tender shall not include any loose paper. Ringbinders are not acceptable.

3.12.6 Addressing of Tenders

The sealed parcel(s) containing the Tenders shall be delivered by hand and shall be placed in the tender box in Room 2098B, 2nd floor, Forum Building, 159 Struben Street, Pretoria, South Africa.

3.12.7 Correction of Errors

The complete Tender shall be without alterations, erasures or omissions, except those to accord with instructions issued by the Board, or as necessary to correct errors made by the Tenderer in which case, such corrections shall be initialled in black ink by the person or persons signing the Tender.

3.13 SIGNING REQUIREMENTS**3.13.1 Signing of Tenders**

The original Tender shall be signed by the Executive Director or principal or other persons duly authorised to legally bind the organisation concerned. Each person or persons signing the Tender shall be properly authorised to sign such documentation by way of a formal resolution by the Board of Directors, or its equivalent, of the organisation concerned; and copies of such resolution, properly dated and signed by the Chairperson (or his/her equivalent) shall accompany each Tender.

In addition, every signatory shall make a written declaration to the effect that all documentation signed by him/her is factually correct and true.

All correspondence from the Tenderer to the Board shall be signed by an authorised person or persons, legally binding the Tenderer. All such signatures shall be accompanied by the name of the person(s) signing them, their position(s) and the name of their organisation.

3.13.2 Tenders of a Consortium or a Joint Venture

Tenders submitted by a consortium or a joint venture shall comply with the following requirements:

The Tender shall be signed so as to be legally binding on all consortium or joint venture partners;

One of the partners shall be nominated and authorised as leader being in charge of the rights and duties as mentioned in Paragraph 3.13.1 above ("the Lead Partner") and this authorisation shall be included in the agreement to be entered into by the consortium or the joint venture partners;

The Lead Partner shall be the only authorised party to make legal statements and receive instruction for and on behalf of any and all partners of the consortium or the joint venture. A copy of the agreement entered into by the consortium partners or the joint venture partners for the formation of the Consortium or Joint Venture shall be submitted with the Tender.

3.14 SUBMISSION OF TENDERS

3.14.1 Tender Submission Date

Tenders shall be placed in the Tender Box at the address specified in Paragraph 3.12.6 not later than 11:00 on 29 May 1998.

3.14.2 Postponement of Tender Submission Date

The Board may, at its discretion, postpone the Tender Submission Date by issuing an Addendum in accordance with Paragraph 3.18 below, in which case all rights and obligations of the Board and the Tenderer, previously subject to the original Tender Submission Date shall thereafter be subject to the new deadline as extended.

3.14.3 Late and Incomplete Submissions

Proposals reaching the Board later than the date and time given in Paragraph 3.14.1, or given in terms of Paragraph 3.14.2 and submissions that are incomplete or which are not submitted in accordance with the requirements of this document may be rejected without further consideration.

3.15 TENDER VALIDITY

3.15.1 Validity Period

Tenders shall remain valid and open for acceptance for a period of 360 days from the Tender Submission Date plus any agreed extension of the Validity Period.

3.15.2 Extension of Validity Period

In exceptional circumstances, prior to expiry of the original Tender validity period, the Board may request the Tenderer for a specific extension to the Validity Period. The request and the response thereto shall be made in writing. A Tenderer may refuse the request without forfeiting its Tender Security. A Tenderer agreeing to the request will not be permitted to modify its Tender.

3.16 TENDER SECURITY

3.16.1 Tender Security to accompany Tender

Any Tender not accompanied by an acceptable Tender Security will be rejected by the Board.

3.16.2 Amount and Validity of Tender Security

The Tenderer shall furnish as part of its Tender a tender security in an amount of R3 million. The security shall be valid for the Validity Period plus any agreed extension thereof in accordance with Paragraphs 3.15.1 and 3.15.2.

3.16.3 Form of Tender Security

The Tender Security shall be in the form of a Bank Guarantee, in accordance with Appendix 4 to this Volume, issued by one of the major South African Banks.

3.16.4 Return of Tender Security

The Tender Security submitted by unsuccessful Tenderers will be returned by the Board as promptly as possible, but not later than 15 days after expiry of Tender Validity.

3.16.5 Increase of Tender Security

During the evaluation of Tenders, the Selected Tenderers as provided in Paragraphs 3.19.1 and 3.19.2 will be asked to increase their Tender Security.

3.16.6 Forfeiture of Tender Security

The Tender Security shall be forfeited at any stage of the evaluation of Tenders or selection of Tenderers:

- (a) If a Tenderer withdraws its tender during the Tender Validity Period.
- (b) In the case of selection in terms of Paragraph 3.19.1, if the Tenderer fails to increase its Tender Security.
- (c) In the case of the Preferred Tenderer, if the Preferred Tenderer either fails to comply with the conditions in Paragraph 3.19.3 herein or to execute the Concession Contract in accordance with the terms of its best and final offer.
- (d) If a Tenderer breaches any of the other obligations under the Tender Conditions.

3.17 EVALUATION CRITERIA

3.17.1 The Tenders will be evaluated within the following categories:

Traffic and Toll Strategy
 Environmental Requirements
 Socio-economic Development
 Engineering
 Financial
 Legal

3.17.2 Traffic and Toll strategy : The Traffic and Toll strategy will be evaluated according to the following criteria:

- (a) Traffic : Acceptability of the projected traffic volumes and traffic loading.
- (b) Toll Traffic: Reasonableness of toll traffic figures and growth rates.

(c) Toll Plaza location: Acceptability of the location of the Toll Plazas.

In order to ensure public support for a toll project, the toll strategy, especially on an upgraded existing highway, should be perceived by road users as equitable. On the other hand, the revenue potential of the project should be reasonably fully exploited to ensure a financially robust project.

The following evaluation criteria will, therefore, be used to evaluate the toll plaza locations:

(i) Tolling of road section which will undergo significant rehabilitation/capacity increase:

A toll plaza should, as far as possible, be located directly on a new highway section or a highway section which has undergone significant upgrading.

(ii) Availability of a reasonable alternative route:

Although it is not a legal requirement, the availability of a reasonable alternative route, where possible, will make the tolling of a new or upgraded highway more acceptable to the public.

A toll plaza on an upgraded existing highway should, therefore, also be located strategically in order to minimise the impact upon local traffic, ie traffic to and from properties adjacent to the toll road section or traffic undertaking short trips between adjacent towns close to each other.

(iii) Balance between fairness and cost-effectiveness of tolling

The location of toll plazas should not encourage significant toll avoidance and the toll levied should ideally be related to the distance traveled on the toll road. The required number of mainline and ramp toll plazas should, however, be kept at a reasonable level in order to keep toll-related capital, operating and maintenance costs reasonably low. Toll plaza spacing should also be adequate in order not to have too many stops for toll payment.

(d) Tariffs: Acceptability of the level of the toll tariffs, the concessions and the discounts, and the adjustment mechanism for toll tariffs.

(e) The Net Present Value (NPV) of the expected toll charges will be calculated using a real discount rate of 8%.

(f) Required gross income (Combination of traffic and tariffs)

The efficiency of a toll strategy will also be measured by the present value of the gross income it requires from motorists over the concession period.

3.17.3 Environmental Requirements : This category will be evaluated pursuant to the requirements set forth in Volume 5 : Environmental Requirements.

3.17.4 Socio-economic Development : This category will be evaluated pursuant to the requirements set forth in Volume 6 : Socio-economic Development.

3.17.5 Engineering: See also Appendix I : Cost Matrix and Appendix II : Engineering Matrix.

The following aspects will be evaluated:

(a) Compliance with Engineering Requirements

(b) Innovation credibility, strategy and practicability in respect of Expansion Works and Highway Improvements to the Highway and new construction.

- (c) The integration and reconciliation with financial model.
- (d) Experience and expertise in the fields of Highway Concessioning and operation.
- (e) Programme dates: The implications of the Tenderer's proposed programme for the Highway Opening Dates will be evaluated.
- (f) The Engineering Matrix and the Cost Matrix.

3.17.6 Financial: The Financial Evaluation will take into account, *inter alia*, the following areas:

(a) General Financial structure of the Bid:

The following aspects will be evaluated:

- (i) The overall feasibility of the proposed financing plan;
- (ii) The terms and conditions of the financing (debt, subordinated debt, quasi equity and equity) and the degree of conditionality attached;
- (iii) Guarantees and other security required to realise financing;
- (iv) Types and levels of insurance cover;
- (v) The level of commitment of the shareholders;
- (vi) The levels of commitment demonstrated by the potential fund providers, ie the conditions attached to the provision of these funds;
- (vii) The proposed return on equity;
- (viii) The internal rate of return of the Project.

(b) Financial Robustness

The Board will take into account the financial robustness of Tenders and the financing assumptions underlying the Tender.

(c) The extent of the risk transfer accepted by the Tenderer

3.17.7 Legal

- (a) The degree of deviation in principle and detail from the Basic Documents of Tender for the Concession Contract and Form of Agreement, the Design and Construction Contract Term Sheet and the Operations and Maintenance Contract Term Sheet.
- (b) The level of commitment of the proposed sub-contractors of the Concessionaire.

3.18 AMENDMENT OF TENDER

3.18.1 The Board's Right to Amend

Up until 28 days prior to the date for submission of Tenders, the Board may, for any reason, whether at its own initiative, or in response to a clarification requested by a Tenderer, amend the Tender Documentation by the issue of Addenda.

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3.18.2 Issue of Addenda

Any and all Addenda will be issued in writing and Tenderers will be obliged to accept any amendments and shall promptly acknowledge receipt thereof by facsimile to the Board's agent.

3.18.3 Influence of Addenda/Amendments

In order to afford prospective Tenderers reasonable time in which to take an Addendum into account in preparing their Tenders, the Board may, at its own discretion, extend the date for the submission of Tenders in accordance with Paragraph 3.14.2.

3.19 SELECTION OF PREFERRED TENDERER AND PROCEDURE UP TO THE EFFECTIVE DATE

3.19.1 Selected Tenderers

Provided that the Tenders received from Tenderers are substantially responsive to the Tender Documents and acceptable to the Board, the Board will select, at least 240 days prior to the expiry of the Tender Validity Period, two Tenderers with whom to enter into detailed negotiations. Upon receipt of a letter informing them of their selection, the Tenderers so selected will be required to increase their Tender Security pursuant to Paragraph 3.16 to R6 million without changing the conditions, except that such Tender Security shall remain in place until the expiry of the Tender Validity Period or the signing of the Concession Contract, whichever is the earlier. In the Board's absolute discretion the Board may require the selected Tenderers to submit best and final offers on a date agreed on with the selected Tenderers. The Board will lay down the requirements with which the best and final offers are to comply.

3.19.2 Preferred Tenderer

Should the best offer(s) of one of the two selected Tenderers be to the approval of the Board, the Board will select, at least 180 days prior to the expiry of the Tender Validity Period, one of the two above Tenderers as its Preferred Tenderer. The Preferred Tenderer will be requested to increase its Tender Security pursuant to Paragraph 3.16.2 and Paragraph 3.19.1 to R10 million without changing any conditions, except that this Tender Security will remain in place until signature of the Concession Contract.

3.19.3 Resolutive Conditions Bond

Simultaneous with the signing of the Concession Contract, the Concessionaire shall, pursuant to Paragraph 25 of the Concession Contract, provide to the Board the security for fulfilment of the Resolutive Conditions set forth in Paragraph 24.2 of the Concession Contract, in the form of a Resolutive Conditions Bond, also described in the Concession Contract. Upon receipt of the Resolutive Conditions Bond, the Board shall return the Tender Security to the Concessionaire.

3.19.4 Effective Date

During the period between signature of the Concession Contract and the Effective Date, the provisions of the Concession Contract shall be in full force and effect save where otherwise provided for in Paragraph 24.1 in the Concession Contract.

The Site shall only be delivered for the construction, operation and maintenance of the Highway on or after the Effective Date provided that all the said Resolutive Conditions have been complied with by the Concessionaire before or on the Effective Date.

3.19.5 Modification and Amendment

The Board reserves the right to modify and amend the above procedures at its discretion in appropriate circumstances. The Board also reserves the right to request and accept any amendment to or modification of any aspect of any tender from any selected or preferred tenderer at any time.

3.20 GOVERNING LAW

The tender submission, the subsequent documentation and the contracts arising therefrom will be governed by and construed according to the laws of the Republic of South Africa.

3.21 EXISTING DEVELOPMENTS

The Board will use its best endeavours to assist the Concessionaire in adjusting existing contract conditions with operators of developments. The Concessionaire shall accept that some developments are subject to long term leases and similar contracts. Information relating to the contracts and agreements can be obtained from the Board.

DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

FOR

THE DESIGN, CONSTRUCTION, FINANCE, OPERATION AND MAINTENANCE OF A PORTION OF NATIONAL ROUTE 4 AND A PORTION OF NATIONAL ROUTE 1 AS A TOLL HIGHWAY, INCLUDING ASSOCIATED FACILITIES AND DEVELOPMENTS UNDER A CONCESSION CONTRACT : THE PLATINUM TOLL HIGHWAY

APPENDIX 1 : COST MATRIX

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APPENDIX 1 : COST MATRIX**1. COST COMPONENTS**

The Cost Matrix contained in this annexure requires a breakdown of capital, operating (including but not limited to Operation and Maintenance) and administrative expenditure from the Tenderers in the various cost components described in Table 2. Any cost component(s) not covered in the list, shall be explicitly defined and entered into the list under the respective component numbers (eg 12a, 12b, 12c, etc and 23a, 23b, 23c, etc) for capital, operating and administrative expenditure. The assignment of component numbers and Highway Section numbers shall remain the same. Highway Sections may be subdivided provided that the numerical number assigned to each Highway Section in Appendix 1, Table 1, remains the same.

The various costs in Table 3 : Cost Matrix shall be filled in for every year of the Concession Period for every Highway Section. Tenderers are to select the appropriate Cost Component(s) for the type of construction/improvements carried out. All costs shall exclude Value Added Tax (VAT) and shall be stated in 1 March 1998 Rand value.

The Cost Matrix shall be submitted in A4 format, and also in electronic format on magnetic discs in WordPerfect 6.1 and Microsoft Excel Version 7.

2. BREAKDOWN OF COST COMPONENTS

In addition to the information given in the Cost Matrix the Tenderer shall give a detailed breakdown of the following Cost Components per Highway Section:

- (a) Concessionaire's overheads and profits
- (b) Contractor's overheads and profits including design costs
- (c) Drainage and drainage structures
- (d) Earthworks
- (e) Pavement layers including surfacing
- (f) Location of services
- (g) Major structures
- (h) Civil and Building works for Toll Plazas
- (i) Electrical and mechanical works
- (j) Electronic Toll Plaza and lane equipment

The detailed breakdowns shall be submitted in A4 format, and each breakdown shall include a reference to the number of the appropriate matrix element in the Cost Matrix.

Should a Tenderer select to subdivide a particular Highway Section, it shall be done with alphanumeric numbering.

The alphanumeric numbers shall contain the original number of the subdivided Highway Section, eg if Highway Section 6 has three subdivisions, the alphanumeric numbers shall be 6a, 6b and 6c.

3. TRAFFIC COMPONENTS

The traffic components are described in Table 5.

TABLE 1 : DEFINITION OF HIGHWAY SECTIONS

Highway Section No	Highway Section Description	Existing Road No	Highway Section Chainage (km)		Length of Highway Section (km)	Exist	New
			Start	End			
1	Proefplaas I/C to Stormvoël I/C	N1-21	0	3,55	3,55	✓	
2	Stormvoël I/C to Zambesi I/C	N1-21	3,55	7,11	3,56	✓	
3	Zambesi I/C to Kameeldrift I/C	N1-21/22	7,110	12,349	5,239	✓	
4	Kameeldrift I/C to Wallmansthal I/C	N1-22	12,349	19,159	6,810	✓	
5	Wallmansthal I/C to Murrayhill I/C	N1-22	19,159	27,779	8,620	✓	
6	Murrayhill I/C to Hammanskraal I/C	N1-22	27,779	38,762	10,983	✓	
7	Hammanskraal I/C to Maubane I/C	N1-22	38,762	52,029	13,267	✓	
8	Maubane I/C to Pienaarsrivier I/C	N1-23	52,029	60,565	8,536	✓	
9	Pienaarsrivier I/C to Codrington I/C	N1-23	60,565	79,141	18,576	✓	
10	Codrington I/C to Warmbaths I/C	N1-23	79,141	94,92	15,779	✓	
11	Botswana Border to Dinokana	P172-1	0	25,71	25,71	✓	
12	Dinokana to Lehurutshe	P172-1	25,71	39,62	13,91	✓	
13	Lehurutshe to Road P2-1 (Zeerust)	P172-1	39,62	50,00	10,38	✓	
14	Road P2-1 (Zeerust) to Rietvallei	P2-2	50,00	83,07	33,07	✓	
15	Rietvallei to P124-1 (Swaruggens)	P2-2	83,07	121,30	38,23	✓	
16	P124-1 (Swaruggens) to P34-1	P2-3	121,30	144,16	22,86	✓	
17	P34-1 to Road 287 (Rustenburg)	P2-3/ P160-2	144,16	167,16	23,00	✓	
18	Road 287 (Rustenburg) to P16-1 (Rustenburg Bypass)	P160-2	167,16	182,84	15,68		✓
19	P16-1 to P2-4 (Kroondal)	P160-2	182,84	188,96	6,12		✓
20	P2-4 (Kroondal) to Buffelspoort interchange	P160-2	188,96	205,20	16,24		✓
21	Buffelspoort interchange to P314 (Mooinooi)	P160-2	205,20	214,80	9,60	✓	
22	P314 (Mooinooi) to B51 (Bapong - Sun City road)	P160-2	214,80	225,85	11,05	✓	
23	B51 (Bapong - Sun City road) to Road 980	P160-2	225,85	238,21	12,36	✓	
24	Road 980 to K25	PWV 2	238,21	256,23	18,02		✓
25	K25 to K67	PWV 2	256,23	266,31	10,08		✓
26	K67 to PWV9	PWV 2	266,31	273,47	7,16		✓
27	PWV9 to K8	PWV 2	273,47	277,00	3,53		✓

Highway Section No	Highway Section Description	Existing Road No	Highway Section Chainage (km)		Length of Highway Section (km)	Exist	New
			Start	End			
28	K8 to K97	PWV 2	277,00	282,54	5,54		✓
29	K97 to K99	PWV 2	282,54	286,65	4,11		✓
30	K99 to N1	PWV 2	286,65	288,86	2,21		✓

TABLE 2
COST COMPONENTS

COST COMPONENT NO	ABBREVIATION	COST COMPONENTS
1.	CNEWC	Capital expenditure on new construction per Highway Section, including without limitation the Initial Works and the Expansion Works
2.	CPAVE	Capital expenditure on pavement improvements to existing Highway, including pavement upgrading, reconstruction, rehabilitation and special and periodic maintenance
3.	CHIMP	Capital expenditure on Highway Improvements
4.	CNEWP	Capital expenditure on newly constructed toll plazas
5.	CPREN	Capital expenditure on toll plaza systems renewal or improvements, but excluding the addition of toll lanes
6.	CPEXP	Capital expenditure on toll plaza expansions including the addition of toll lanes and related systems
7.	CROUT	Capital expenditure on route services/infrastructure
8.	CDEF	Design Fees
9.	CSUPC	Supervision Costs
10.	CADVC	Adviser Costs (eg legal, financial, engineering)
11.	CLAND	Land Acquisition
12.	CTHER	Other capital expenditure (specify)
13.	CAPEX	Capital expenditure subtotal (1,2.....12) for year "y" and Highway Section "z"
14.	OPLAZ	Toll Plaza operations
15.	OROUT	Operations of Route and emergency services
16.	MLANE	Lane equipment maintenance
17.	MELME	Electrical and mechanical maintenance
18.	MMISM	Operating cost of management (support) information systems
19.	MROUT	Routine maintenance of Highway including localized repairs
20.	ODITC	Auditing Costs
21.	OGENA	General Administration Costs of the Concessionaire
22.	OENGN	The Engineer
23.	OTHER	Other operating expenditure (specify)
24.	OPEX	Operating and Administrative expenditure subtotal (14,15.....23) for year "y" and Highway Section "z"

TABLE 3

COST MATRIX: CAPITAL, OPERATING AND ADMINISTRATIVE EXPENDITURE FOR HIGHWAY SECTION NO "Z"

Cost Component N	YEARS															TOTAL
	1	2	3	4	5	6	7	8	9	10	11	ETC		29	30	
1. CNEWC																
2. CPAVE																
3. CHIMP																
4. CNEWP																
5. CPREN																
6. CPEXP																
7. CROUT																
8. CDESF																
9. CSUPC																
10. CADVC																
11. CLAND																
12. CHER																
13. CAPEX																
14. OPLAZ																
15. OROUT																
16. MLANE																
17. MELME																
18. MMISM																
19. MROUT																
20. ODITC																
21. OGENA																
22. OENGN																
23. OTHER																
24. OPEX																

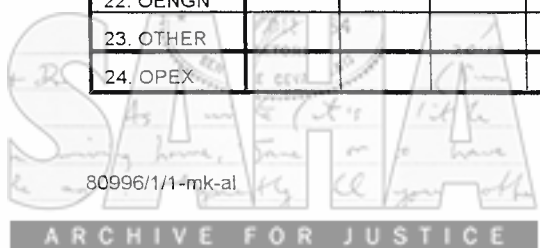


TABLE 4

**CAPITAL, OPERATING AND ADMINISTRATIVE EXPENDITURE : SUMMARY
FOR ALL HIGHWAY SECTIONS FOR THE FULL CONCESSION PERIOD**

Highway Section Number	Capital Expenditure (R) (Total for 30 years)	Operating Expenditure (R) (Total for 30 years)	Administrative Expenditure (R) (Total for 30 years)
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
Totals for all Highway Sections	R	R	R

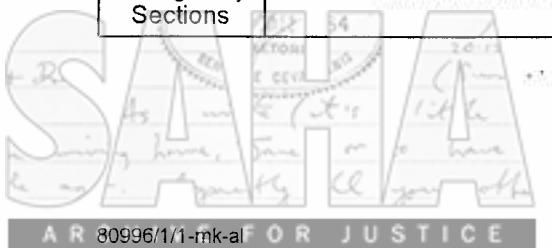


TABLE 5 : TRAFFIC COMPONENTS

Traffic Component Number	Traffic components	
	Abbreviation	Description
1.	TRAFS	Projected annual total traffic at year-end including heavy/light vehicle ratios on southbound carriageway of Highway
2.	TRAFN	Projected annual total traffic at year-end including heavy/light vehicle ratios on northbound Carriageway of Highway
3.	TRAFE	Projected annual total traffic at year-end including heavy/light vehicle ratios on eastbound Carriageway of Highway
4.	TRAFW	Projected annual total traffic at year-end including heavy/light vehicle ratios on westbound Carriageway of Highway
5.	C1PLT	Projected total annual traffic per toll plaza as per toll classification for Class 1
6.	C2PLT	Projected total annual traffic per toll plaza as per toll classification for Class 2
7.	C3PLT	Projected total annual traffic per toll plaza as per toll classification for Class 3
8.	C4PLT	Projected total annual traffic per toll plaza as per toll classification for Class 4
9.	C1PLN	Projected annual northbound traffic per toll plaza as per toll classification for Class 1
10.	C2PLN	Projected annual northbound traffic per toll plaza as per toll classification for Class 2
11.	C3PLN	Projected annual northbound traffic per toll plaza as per toll classification for Class 3
12.	C4PLN	Projected annual northbound traffic per toll plaza as per toll classification for Class 4
13.	C1PLS	Projected annual southbound traffic per toll plaza as per toll classification for Class 1
14.	C2PLS	Projected annual southbound traffic per toll plaza as per toll classification for Class 2
15.	C3PLS	Projected annual southbound traffic per toll plaza as per toll classification for Class 3
16.	C4PLS	Projected annual southbound traffic per toll plaza as per toll classification for Class 4
17.	AE80S	Accumulative annual southbound E80 axle loads on N1
18.	AE80N	Accumulative annual northbound E80 axle loads on N1
19.	AE80E	Accumulative annual eastbound E80 axle loads on N4
20.	AE80W	Accumulative annual westbound E80 axle loads on N4

Note: Traffic components 9 to 16 above refer to toll plazas situated on the North-South Highway Sections. For toll plazas situated on the East-West Highway Sections the N and S in the abbreviation column shall be replaced by E and W respectively.



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TABLE 6

TRAFFIC VOLUMES AND TRAFFIC LOADING FOR HIGHWAY SECTION NO "Z"

Traffic Component	YEAR											
	1	2	3	4	5	6	7	8	ETC	29	30	
1. TRAFS												
2. TRAFN												
3. TRAFE												
4. TRAFW												
17. AE80S												
18. AE80N												
19. AE80E												
20. AE80W												



TABLE 7

TRAFFIC AT TOLL PLAZAS ACCORDING TO TOLL CLASSES FOR TOLL PLAZA "X"

Traffic Component	YEAR											
	1	2	3	4	5	6	7	8	ETC	29	30	
5. C1PLT												
6. C2PLT												
7. C3PLT												
8. C4PLT												
9. C1PLN												
10. C2PLN												
11. C3PLN												
12. C4PLN												
13. C1PLS												
14. C2PLS												
15. C3PLS												
16. C4PLS												

Note: The abbreviations for traffic components 9 to 16 above refer to toll plazas situated on the North-South aligned Highway Sections. For toll plazas situated on the East-West aligned Highway Sections the N and the S in the abbreviations shall be replaced by E and W respectively.



DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

FOR

THE DESIGN, CONSTRUCTION, FINANCE, OPERATION AND MAINTENANCE OF A PORTION OF NATIONAL ROUTE 4 AND A PORTION OF NATIONAL ROUTE 1 AS A TOLL HIGHWAY, INCLUDING ASSOCIATED FACILITIES AND DEVELOPMENTS UNDER A CONCESSION CONTRACT : THE PLATINUM TOLL HIGHWAY

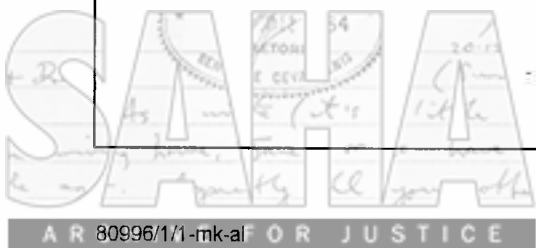
APPENDIX 2 : ENGINEERING MATRIX

The information and details to be supplied by the Tenderer for each Highway Section are listed and described in the example (Highway Section No "Z") on the following pages.

ENGINEERING MATRIX	
HIGHWAY SECTION NO "Z" (EXAMPLE)	
A : GENERAL INFORMATION	
A1.	Road No: Of the National Route
A2.	Limits of Highway Section: km s_1 to km s_5
A3.	Positions of Interchanges and Intersections:
<p>The diagram shows a horizontal line representing a highway section. From left to right, it is marked with vertical tick marks at km s_1, km s_2, km s_3, km s_4, and km s_5. Above the line, the word 'Interchange' is centered over a square symbol at km s_2. Above the line, the words 'T-Junction' and 'Intersection' are centered over vertical tick marks at km s_3 and km s_4 respectively.</p>	
A4.	Various Characteristics:
4.1	Terrain : (eg Rolling)
4.2	Area Classification (eg Rural)
4.3	Design Speed : Horizontal : km/h
	Vertical : km/h
B : EXISTING FACILITIES ON THE EFFECTIVE DATE	
B5.	Existing Pavement Layers
B5.1	Existing National Route:
(a)	Travelled Way : 80 mm AC 200 mm G2 150 mm C3 125 mm G7 125 mm G7
(b)	Shoulders : (List the existing pavement layers in the road shoulders)
B5.2	Existing Interchange at km s_2:
	List the existing pavement layers of the cross-road and of each ramp of the Interchange



ENGINEERING MATRIX	
HIGHWAY SECTION NO "Z"	
B5.3	<p><u>Existing Intersection at km s₃:</u></p> <p>List the existing pavement layers of the cross-road</p>
B6. <u>Existing Cross-sections</u>	
B6.1	<p><u>Existing National Route:</u></p> <p>Give the Highway Section number and the cross-section of the existing National Route</p>
B6.2	<p><u>Existing Interchange at km s₂:</u></p> <p>Give the road no and the cross-section of the cross-road in each direction, and the cross-section of each ramp of the interchange</p>
B6.3	<p><u>Existing Intersection at km s₃:</u></p> <p>Give the type of intersection, ie T-junction or cross-road, and the cross-section of the cross-road in each direction</p>
B7. <u>Existing Traffic Volumes</u>	
B7.1	<p><u>Existing National Route:</u></p> <p>List the current values of the Annual Average Daily Traffic (AADT) and the percentage heavy vehicles (% HEAVY):</p> <p>AADT : </p> <p>% HEAVY : %</p>
B7.2	<p><u>Existing Interchange at km s₂:</u></p> <p>List the current values of the AADT and the % HEAVY for the cross-road and also for each ramp of the interchange</p>
B7.3	<p><u>Existing Intersection at km s₃:</u></p> <p>List the current values of the AADT and the % HEAVY for the cross-road</p>



ENGINEERING MATRIX

HIGHWAY SECTION NO "Z"

B8. Traffic Loading**B8.1 Existing National Route:**

List the current values of the Equivalent 80 kN Axles (E80's) for each Carriageway, and the Estimated E80 Pavement Life (LI) of the existing pavement for each Carriageway

E80's : Carriageway (Indicate direction) :
 Carriageway (Indicate direction) :

LI's : Carriageway (Indicate direction) :
 Carriageway (Indicate direction) :

B8.2 Existing Interchange at km s₂:

List the E80's and the LI's for the cross-road and for each ramp

B8.3 Existing Intersection at km s₃:

List the E80's and the LI for the cross-road

B9. Existing structures

List all existing structures in the following categories and supply the prescribed details for each structure:

B9.1 Grade separation structures:

For each structure indicate

- (a) its position (ie km-distance);
- (b) which road is the overpass and which road is the underpass;
- (c) whether it is a road-over-road, road-over-rail, rail-over-road or a pedestrian bridge;
- (d) the effective bridge width for the overpass;
- (e) the effective bridge opening for the underpass.

B9.2 Drainage structures:

For each structure indicate

- (a) its position (ie km-distance);
- (b) whether it is a river bridge, a box culvert or a pipe culvert;
- (c) the number of spans of each river bridge, the number of openings of each culvert;
- (d) the dimensions of the bridge spans and the culvert openings.

ENGINEERING MATRIX																																					
HIGHWAY SECTION NO "Z"																																					
B9.3	<p><u>Other structures:</u></p> <p>For each structure indicate</p> <p>(a) its position (ie km-distance);</p> <p>(b) the purpose of the structure (ie agricultural, for Utilities, etc);</p> <p>(c) whether the Toll Highway is an overpass or an underpass;</p> <p>(d) the number of spans or openings;</p> <p>(e) the dimensions of the spans or openings.</p>																																				
C : INITIAL CONSTRUCTION PERIOD : YEAR 1 TO YEAR 3																																					
C5.	<p><u>Development of Pavement Layers</u></p> <p>C5.1 <u>For the National Route:</u></p> <p>(a) <u>Lanes/shoulders to be rehabilitated:</u></p> <p>List and show diagrammatically which lanes/shoulders (if any) are required and prescribed to be rehabilitated. In addition list the details of the pavement layers for each lane/shoulder in question as shown below:</p> <table> <tr> <td>Pavement layers</td> <td>:</td> <td>40 mm AC</td> </tr> <tr> <td>(Example)</td> <td></td> <td>80 mm AC (mill and replace)</td> </tr> <tr> <td></td> <td></td> <td>200 mm G2</td> </tr> <tr> <td></td> <td></td> <td>150 mm C3</td> </tr> <tr> <td></td> <td></td> <td>125 mm G7</td> </tr> <tr> <td></td> <td></td> <td>125 mm G7</td> </tr> </table> <p>(b) <u>Additional lanes/shoulders to be constructed:</u></p> <p>List and show diagrammatically which additional lanes/shoulders (if any) are required and prescribed to be constructed (ie new construction). In addition list the proposed pavement layers of the lanes/shoulders in question as shown below:</p> <table> <tr> <td>Pavement layers</td> <td>:</td> <td>40 mm AC</td> </tr> <tr> <td>(Example)</td> <td></td> <td>80 mm AC</td> </tr> <tr> <td></td> <td></td> <td>200 mm G2</td> </tr> <tr> <td></td> <td></td> <td>150 mm C3</td> </tr> <tr> <td></td> <td></td> <td>125 mm G7</td> </tr> <tr> <td></td> <td></td> <td>125 mm G7</td> </tr> </table> <p>(c) <u>New road to be constructed:</u></p> <p>List and show diagrammatically which length of the National Route is required and prescribed to be constructed as an entirely new road where no existing road is involved. In addition list the details of the pavement layers of the new road as shown in the example in C5.1(b) above.</p>	Pavement layers	:	40 mm AC	(Example)		80 mm AC (mill and replace)			200 mm G2			150 mm C3			125 mm G7			125 mm G7	Pavement layers	:	40 mm AC	(Example)		80 mm AC			200 mm G2			150 mm C3			125 mm G7			125 mm G7
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		150 mm C3																																			
		125 mm G7																																			
		125 mm G7																																			



ENGINEERING MATRIX

HIGHWAY SECTION NO "Z"

C5.2 For Interchanges(a) Lanes/shoulders to be rehabilitated:

Supply the information and details complete as specified in C5.1(a) above

(b) Additional lanes/shoulders to be constructed:

Supply the information and details complete as specified in C5.1(b) above

(c) New Interchanges:

List and show schematically which new interchanges are required and prescribed to be constructed. In addition list the details of the pavement layers of the cross-road and of each ramp of the new interchange as shown in the example in C5.1(b) above.

(d) New road(s) to be constructed:

List and show diagrammatically each length of road that is required and prescribed to be constructed as an entirely new road where no existing road is involved. In addition list the details of the pavement layers of the new road as shown in the example in C5.1(b) above.

C5.3 For Intersections(a) Lanes/shoulders to be rehabilitated:

Supply the information and details complete as specified in C5.1(a) above

(b) Additional lanes/shoulders to be constructed:

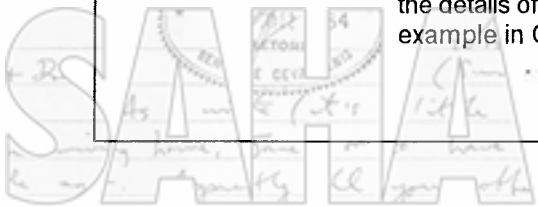
Supply the information and details complete as specified in C5.1(b) above

(c) Upgrading of Intersections:

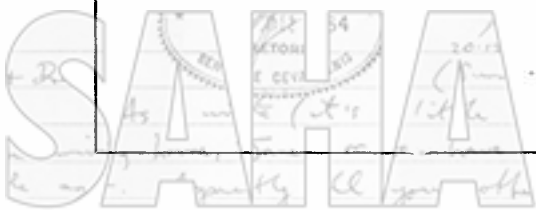
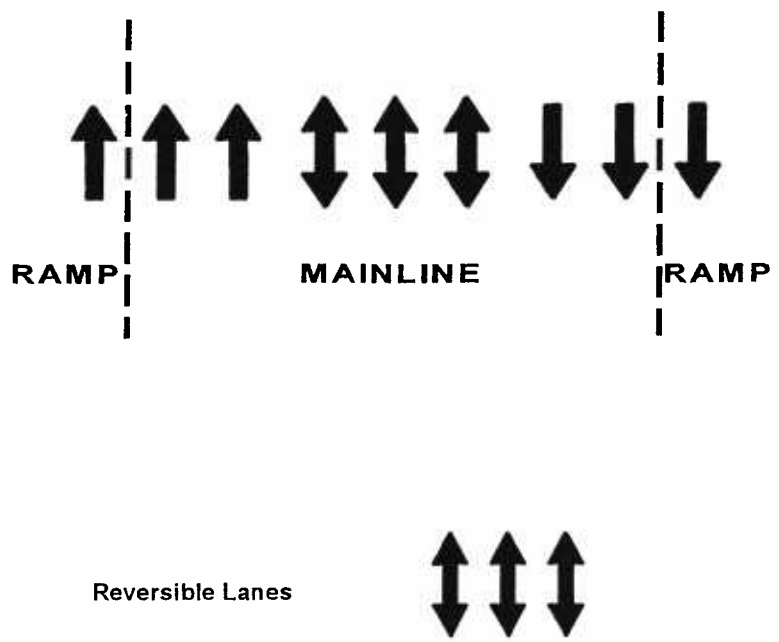
Describe and show schematically the upgrading (if any) that has to be done at each intersection

C5.4 For Toll Plazas(a) For New Toll Plazas:

List the position of and show schematically the layout of the traffic lanes and lane configurations for each new Toll Plaza (if any) that is required and prescribed to be constructed (ie new construction). In addition list the details of the pavement layers of the new Toll Plaza as shown in the example in C5.1(b) above.



ENGINEERING MATRIX	
HIGHWAY SECTION NO "Z"	
C6.	<u>Development of Cross-section</u>
C6.1	<p><u>For the National Route:</u></p> <p>Give details of the cross-section of the road as it is required to be at the end of the Initial Construction Period.</p>
C6.2	<p><u>For Upgraded/New Interchanges:</u></p> <p>Give details of the cross-section of the cross-road and of the cross-section of each ramp of each Upgraded/New Interchange as it is required to be at the end of the Initial Construction Period.</p>
C6.3	<p><u>For Upgraded/New Intersections:</u></p> <p>Give details of the cross-section of each Upgraded/New cross-road as it is required to be at the end of the Initial Construction Period.</p>
C6.4	<p><u>For New Toll Plazas:</u></p> <p>Give details of each new Toll Plaza as it is required to be at the end of the Initial Construction Period. Show the number of lanes per direction and the number of reversible lanes (mainlines and ramps separately).</p>



ENGINEERING MATRIX	
HIGHWAY SECTION NO "Z"	
C7. Projected Traffic Volumes	
C7.1	<p><u>For the National Route:</u></p> <p>List the projected values of the AADT and the % HEAVY for the National Route as at the end of the Initial Construction Period:</p> <p>AADT :</p> <p>% HEAVY :%</p>
C7.2	<p><u>For each Interchange:</u></p> <p>For each Interchange list the projected values of the AADT and % HEAVY as at the end of the Initial Construction Period for the cross-road and also for each ramp of the Interchange.</p>
C7.3	<p><u>For each Intersection:</u></p> <p>For each Intersection list the projected values of the AADT and % HEAVY for the cross-road as at the end of the Initial Construction Period.</p>
C7.4	<p><u>For each Toll Plaza:</u></p> <p>For each Toll Plaza list the projected values of the AADT and % HEAVY passing through the toll plaza in each direction as at the opening of the Toll Plaza in the Initial Construction Period.</p>
C8. Projected Traffic Loading	
C8.1	<p><u>For the National Route:</u></p> <p>List the projected values of the E80's and the LI's for each carriageway separately as at the end of the Initial Construction Period:</p> <p>E80's : Carriageway (Indicate direction) : Carriageway (Indicate direction) :</p> <p>LI's : Carriageway (Indicate direction) : Carriageway (Indicate direction) :</p>
C8.2	<p><u>For each Interchange:</u></p> <p>For each Interchange list the projected values of the E80's and the LI's for the cross-road and also for each ramp of the Interchange as at the end of the Initial Construction Period.</p>
C8.3	<p><u>For each Intersection:</u></p> <p>For each Intersection list the projected values of the E80's and the LI's for the cross-road in question as at the end of the Initial Construction Period.</p>

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APPENDIX 1 : COST MATRIX

APPENDIX 2 : ENGINEERING MATRIX

APPENDIX 3 : TENDER SUBMISSION FORMS

APPENDIX 4 : TENDER SECURITY

LOCALITY PLANS

ENGINEERING MATRIX

HIGHWAY SECTION NO "Z"

C8.4 For each Toll Plaza;

For each Toll Plaza list the projected values of the E80's and the LI's for each direction separately as at the end of the Initial Construction Period.

C9. New structures to be constructed, or existing structures to be extended or rehabilitated

List each new structure to be constructed, and each existing structure that is to be extended or rehabilitated, and supply the prescribed details:

C9.1 Prescribed details

For each structure indicate

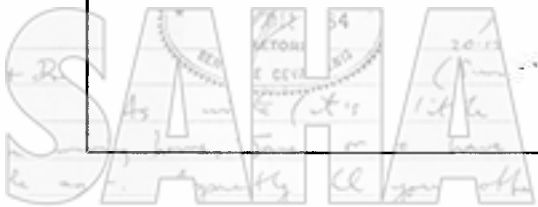
- (a) its position (ie km-distance);
- (b) the type of structure, ie road-over-road, road-over-rail, rail-over-road, pedestrian, river bridge, box culvert, pipe culvert, agricultural, or other (specify);
- (c) which road is an overpass and which is an underpass (where applicable);
- (d) the effective bridge width for each overpass, and the effective bridge or culvert openings for each underpass, river bridge, box culvert and other structure (specify), and the number of spans and openings of each structure.

D : EXPANSION WORKS PERIOD : YEAR 4 TO YEAR 30

D5. Further development of Pavement layers**D5.1** For the National Route(a) Lanes/shoulders to be rehabilitated:

List and show diagrammatically which lanes/shoulders (if any) are scheduled for rehabilitation in accordance with the projected traffic volumes and traffic loading, and for which years the execution and completion of the rehabilitation are programmed. In addition list the details of the proposed pavement layers for each lane/shoulder as shown below:

Pavement layers	:	40 mm AC
(Example)		80 mm AC (mill and replace)
		200 mm G2
		150 mm C3
		125 mm G7
		125 mm G7



ENGINEERING MATRIX

HIGHWAY SECTION NO "Z"

(b) Additional lanes/shoulders to be constructed:

List and show diagrammatically which lanes/shoulders (if any) are scheduled for construction (ie new construction) in accordance with the projected traffic volumes and traffic loading, and for which years the execution and completion of the construction are programmed. In addition list the details of the proposed pavement layers of the lanes/shoulders in question as shown below:

Pavement layers	:	40 mm AC
(Example)		80 mm AC
		200 mm G2
		150 mm C3
		125 mm G7
		125 mm G7

D5.2 For interchanges:(a) Lanes/shoulders to be rehabilitated:

Supply the information and details complete as specified in D5.1(a) above.

(b) Additional lanes/shoulders to be constructed:

Supply the information and details complete as specified in D5.1(b) above.

(c) New interchanges to be constructed:

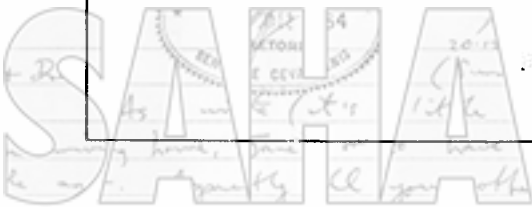
List and show schematically which new interchanges are scheduled for construction in accordance with the projected traffic volumes and traffic loading, and for which years the execution and completion of the construction are programmed. In addition list the details of the proposed pavement layers of the cross-road and of each ramp of each new interchange as shown in the example in D5.1(b) above.

D5.3 For Intersections:(a) Lanes/shoulders to be rehabilitated:

Supply the information and details complete as specified for D5.1(a) above.

(b) Additional lanes/shoulders to be constructed:

Supply the information and details complete as specified for D5.1(b) above.



ENGINEERING MATRIX

HIGHWAY SECTION NO "Z"

(c) Upgrading of Intersections:

Describe and show schematically the upgrading (if any) that is scheduled to be done in accordance with the projected traffic volumes and traffic loading, and for which years the execution and completion of the construction are programmed. In addition list the details of the proposed pavement layers of the upgraded areas as shown in the example in D5.1(b).

D5.4 For Toll Plazas

In (a), (b) and (c) below state the position of each Toll Plaza involved.

(a) Toll Plazas to be rehabilitated:

List and show diagrammatically which lanes (if any) of each Toll Plaza are scheduled for rehabilitation in accordance with the projected traffic volumes and traffic loading, and for which years the execution and completion of the rehabilitation are programmed. In addition list the details of the proposed pavement layers for each lane in question as shown in the example in D5.1(a).

(b) New lanes for Toll Plazas:

List and show diagrammatically which additional lanes (if any) are scheduled for construction in accordance with the projected traffic volumes and traffic loading, and for which years the execution and completion of the construction are programmed. In addition list the details of the proposed pavement layers for each lane in question as shown in the example in D5.1(b) above.

(c) New Toll Plazas:

List and show schematically the layout of each new Toll Plaza (if any) that is scheduled for construction in accordance with the projected traffic volumes and traffic loading, and for which years the execution and completion of the construction are programmed. In addition list the details of the proposed pavement layers of the new Toll Plaza as shown in the example in D5.1(b) above.

D6. Development of Cross-sectionD6.1 For the National Route

Give details of the extended cross-section of the road as it is scheduled for completion at the end of each programmed extension phase in accordance with the projected traffic volumes and traffic loading, and in which years each extension phase is programmed for construction and completion.



ENGINEERING MATRIX**HIGHWAY SECTION NO "Z"****D6.2 For Interchanges:**

Give details of the extended cross-section of the cross-road and of each ramp of each Interchange as it is scheduled for completion at the end of each programmed extension phase in accordance with the projected traffic volumes and traffic loading, and in which years each extension phase is programmed for construction and completion.

D6.3 For Intersections:

Give details of the extended cross-section of the cross-road at each Intersection as it is scheduled for completion at the end of each programmed extension phase in accordance with the projected traffic volumes and traffic loading, and in which years each extension phase is programmed for construction and completion.

D6.4 For Toll Plazas

Give details of the extended cross-sections of each Toll Plaza as it is scheduled for completion at the end of each programmed extension phase in accordance with the projected traffic volumes and traffic loading, and in which years each extension phase is programmed for construction and completion. Show the number of lanes per direction and the number of reversible lanes (main lines and ramps separately) as shown in the example in C6.4.

D7. Projected Traffic Volumes**D7.1 For the National Route:**

List the projected values of the AADT and the % HEAVY for the National Route in an appropriate format (tabular or graphical) covering the whole of the Expansion Works Period in order to determine in which years each extension phase for the National Route must be programmed for construction and completion.

D7.2 For each Interchange:

For each Interchange list the projected values of the AADT and the % HEAVY for the cross-road and for each ramp of the Interchange covering the whole of the Expansion Works Period in the format and for the purpose specified in D7.1.

D7.3 For each Intersection:

For each Intersection list the projected values of the AADT and the % HEAVY for the cross-road covering the whole of the Expansion Works Period in the format and for the purpose specified in D7.1.

D7.4 For each Toll Plaza

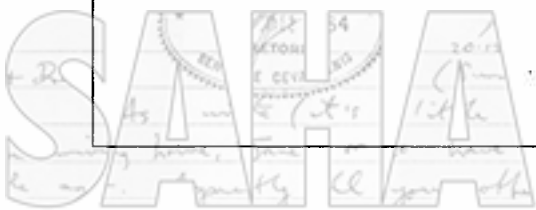
For each Toll Plaza list the projected values of the AADT and % HEAVY passing through the Toll Plaza in each direction covering the whole of the Expansion Works Period in the format and for the purpose specified in D7.1.

ENGINEERING MATRIX	
HIGHWAY SECTION NO "Z"	
D8. Projected Traffic Loading	<p>D8.1 <u>For the National Route:</u></p> <p>List the projected values of the E80's and the LI's for each direction separately in an appropriate format (tabular or graphical) covering the whole of the Expansion Works Period for the purpose specified in D7.1.</p> <p>E80's : Carriageway (Indicate direction) :</p> <p style="padding-left: 150px;">Carriageway (Indicate direction) :</p> <p>LI's : Carriageway (Indicate direction) :</p> <p style="padding-left: 150px;">Carriageway (Indicate direction) :</p> <p>D8.2 <u>For each Interchange:</u></p> <p>For each Interchange list the projected values of the E80's and the LI's for the cross-road and for each ramp of the Interchange in an appropriate format (tabular or graphical) covering the whole of the Expansion Works Period for the purpose specified in D7.1.</p> <p>D8.3 <u>For each Intersection</u></p> <p>For each Intersection list the projected values of the E80's and the LI's for the cross-road in an appropriate format (tabular or graphical) covering the whole of the Expansion Works Period for the purpose specified in D7.1.</p> <p>D8.4 <u>For each Toll Plaza</u></p> <p>For each Toll Plaza list the projected values of the E80's and the LI's for the lanes serving each carriageway in an appropriate format (tabular or graphical) covering the whole of the Expansion Works Period for the purpose specified in D7.1.</p>
D9. <u>New structures to be constructed, or existing structures to be extended or rehabilitated</u>	<p>List each new structure to be constructed, and each existing structure that is to be extended or rehabilitated, and supply the prescribed details:</p> <p>D9.1 <u>Prescribed details</u></p> <p>For each structure indicate</p> <p>(a) its position (ie km-distance);</p> <p>(b) the type of structure, ie road-over-road, road-over-rail, rail-over-road, pedestrian, river bridge, box culvert, pipe culvert, agricultural, or other (specify);</p>

ENGINEERING MATRIX

HIGHWAY SECTION NO "Z"

- (c) which road is an overpass and which is an underpass (where applicable);
- (d) the effective bridge width for each overpass, and the effective bridge or culvert openings for each underpass, river bridge, box culvert and other structure (specify), and the number of spans and openings of each structure;
- (e) when it is programmed to be completed.



DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

CONTRACT NO SAPR X0010401/1

FOR

THE DESIGN, CONSTRUCTION, FINANCE, OPERATION AND MAINTENANCE OF A PORTION OF NATIONAL ROUTE 4 AND A PORTION OF NATIONAL ROUTE 1 AS A TOLL HIGHWAY, INCLUDING ASSOCIATED FACILITIES AND DEVELOPMENTS UNDER A CONCESSION CONTRACT : THE PLATINUM TOLL HIGHWAY

APPENDIX 3 : TENDER SUBMISSION FORMS

CONTENTS

Introduction

Tender Submission Form No 1	Basic Information
Tender Submission Form No 2A	Personnel Resource Details - Applicable to Construction, Operation, Maintenance and Allied Works and Services for a Toll Road
Tender Submission Form No 2B	Personnel Resource Details - Applicable to Financial Institutions
Tender Submission Form No 2C	Personnel Resources - Summary
Tender Submission Form No 3	Plant Resources - Applicable only to Construction and Maintenance Activities
Tender Submission Form No 4A	Relevant Experience - Projects successfully completed or in progress - Applicable to Construction Activities only
Tender Submission Form No 4B	Relevant Experience - Applicable to Design Activities only
Tender Submission Form No 4C	Relevant Experience - Applicable only to Pavement Rehabilitation Works successfully completed or in progress.
Tender Submission Form No 4D	Relevant Experience - Applicable to company financial arrangements in the execution of special projects
Tender Submission Form No 4E	Relevant Experience - Projects successfully completed or in progress - Applicable to Toll Plaza Operation and Maintenance
Tender Submission Form No 4F	Relevant Experience - Projects successfully completed or in progress - Applicable to Toll Road Equipment Manufacture/Supply/ Installation only.
Tender Submission Form No 5	Financial Statements
Tender Submission Form No 6	Project Financial Structural Arrangements
Tender Submission Form No 7	Signatory's Authority
Tender Submission Form No 8	Additional Information
Tender Submission Form No 9	Form of Tender
Tender Submission Form No 10	Socio-economic Development

DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

CONTRACT NO SAPR X0010401/1

FOR

THE DESIGN, CONSTRUCTION, FINANCE, OPERATION AND MAINTENANCE OF A PORTION OF NATIONAL ROUTE 4 AND A PORTION OF NATIONAL ROUTE 1 AS A TOLL HIGHWAY, INCLUDING ASSOCIATED FACILITIES AND DEVELOPMENTS UNDER A CONCESSION CONTRACT : THE PLATINUM TOLL HIGHWAY

APPENDIX 3 : INTRODUCTION

1. INFORMATION TO BE SUBMITTED BY TENDERERS AND EXPLANATORY NOTES

1.1 The details required in the Tender Submission Forms in Appendix 3 shall be submitted in full by each Tenderer and shall form part of the Basic Documents of Tender listed in Section 3.5 of the Invitation to Tender (Volume 1 : Book 1).

1.2 Although these forms should be self-explanatory, the structure and nomenclature used are clarified below:

(a) The forms have been compiled such that the Tenderer may be a civil engineering contractor, a financial institution, a consulting engineer, a company specialising in the operation and maintenance of toll plazas, or any combination of the above in the form of a joint venture, consortium or similar group; members of such a group being termed the "parent firms". If the Tenderer is a joint venture, consortium or similar entity, all the parent firms are required to undertake that, in the event they are awarded the Contract, they will form and register a company to execute the project within one month of the date of award (refer to Tender Submission Form No 1 : Item 13).

(b) The forms also provide for the situation in which the Tenderer proposes to use a sub-contractor (that is, a company or similar body which is not included in, or part of the Tenderer) for certain aspects of the work. The Tenderer may, however, not wish to commit itself irrevocably to one (or more) sub-contractors at this stage, ie it may wish to call for tenders for such work from a number of prospective sub-contractors. In this case, the Tenderer shall list two or more prospective sub-contractors in the field(s) of activity concerned, and subject to the following provisos, there is no objection to this form of submission:

(i) that the necessary information relating to each prospective sub-contractor is provided, and

(ii) that the prospective sub-contractors signify their agreement to this form of submission in writing at submission of Tenders, and

(iii) that the sub-contractors subsequently employed by the Tenderer are drawn from those listed in Tender Submission Form No 1 of this Appendix.

(c) The principles stated in 1.2(b) above can be applied to any joint venture or consortium in which the parent firms do not between them have the necessary ability and expertise in all fields of activity called for.

(d) It is a requirement that the Concession Contract can only be between the Board and a single legal entity.

2. FORMAT OF SUBMISSION

2.1 Submissions shall be in English.

2.2 All documentation shall be signed by an Executive Director or a Principal (as applicable) of the organisation(s) concerned. Each such person shall be properly authorised to sign such documentation by way of a formal resolution by the Board of Directors (or its equivalent) of the organisation concerned; and copies of such resolutions, properly dated and signed by the Chairman (or his equivalent) shall accompany each application.

2.3 In addition, every signatory shall make a written declaration to the effect that all documentation signed by him is factually correct and true.

2.4 Each submission shall contain at least the following:

2.4.1 If the Tenderer is an established company, joint venture, consortium or similar group:

A covering letter on the organisation's letterhead acknowledging its receipt and understanding of the Tender Documentation, written answers to queries raised and similar correspondence subsequent to the issue of the Tender Documentation. If the Tenderer is an established joint venture, consortium or similar organisation, a formal resolution to participate in the project signed by properly authorised executive directors or principals of all the parent firms shall accompany this letter.

2.4.2 If the Tenderer is a joint venture, consortium or similar group which has not as yet been constituted by way of a formal written agreement:

A letter on the letterhead of each of the parent firms signifying their intention of forming a joint venture/consortium/other group (as applicable). Each of these letters shall also acknowledge receipt and understanding of the Tender Documentation, written answers to queries raised and similar correspondence subsequent to the issue of the Tender Documentation.

2.4.3 All copies of correspondence from the Board to the Tenderer shall be signed by an executive director or principal (as applicable) of the Tenderer; or, in the case of joint ventures, consortia and similar groups yet to be formally constituted, an executive director or principal (as applicable) of each of the parent firms. All such signatures shall be accompanied by the names of the persons signing them, their positions and the names of their organisations.

2.4.4 All the resolutions and declarations called for in terms of paragraph 2.4.

2.5 The submission shall be bound into the Tender Documentation and compiled in the following manner:

2.5.1 Items 2.4.1 to 2.4.3 above in that order, between the cover and the contents page.

2.5.2 The blank forms in this Appendix to be removed and substituted with fully completed forms; further details being provided in the paragraphs below.

2.5.3 All accompanying documentation such as financial statements, etc, to be endorsed "Appendix 3.1" and to follow this appendix.

2.5.4 Informational literature such as company brochures and the like and bound annual reports which cannot conveniently be bound into this category of the Tender Documentation may be submitted separately, but the covers thereof are to be clearly endorsed with the Tenderer's name.

2.6 For the Tenderer's convenience, the basic forms contained herein are issued with this document in Word Perfect Version 6.1 for Windows format on magnetic disk.

2.7 While Tenderers are at liberty to modify the lengths of columns, add tables, etc, to suit their submissions, all items of each form shall remain in their original format, whether or not these are applicable to the submission concerned. Inapplicable items shall be struck through with a line marked "N/A". Every form shall be signed by the Tenderer at its end; and, where applicable, by the participating organisation (eg parent firm/subsidiary/prospective sub-contractor). The signatory's name, designation and organisation shall accompany each signature.

2.8 The original and duplicate copies of this category of submission are to be put in a sealed envelope or parcel endorsed in the manner described in paragraph 3.12 of this Document (Volume 1 Book 1).

DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

CONTRACT NO SAPR X0010401/1

FOR

THE DESIGN, CONSTRUCTION, FINANCE, OPERATION AND MAINTENANCE OF A PORTION OF NATIONAL ROUTE 4 AND A PORTION OF NATIONAL ROUTE 1 AS A TOLL HIGHWAY, INCLUDING ASSOCIATED FACILITIES AND DEVELOPMENTS UNDER A CONCESSION CONTRACT : THE PLATINUM TOLL HIGHWAY

1. LIST OF TENDER DOCUMENTS

The following documents form part of the Tender Documentation for this tender:

Volume 1 : Invitation to tender and Project Contracts

Volume 1 : Book 1	Invitation to Tender
Volume 1 : Book 2	Concession Contract
Volume 1 : Book 3	Design and Construction Contract Term Sheet
Volume 1 : Book 4	Operation and Maintenance Contract Term Sheet

Volume 2 : Standard Specifications

Volume 2 : Book 1	Engineering Requirements
Volume 2 : Book 2	COLTO : Standard Specifications for Road and Bridge Works
Volume 2 : Book 3	South African Roads Board Standard Specifications for Electrical and Mechanical Works
Volume 2 : Book 4	South African Roads Board Standard Specifications for Building Work
Volume 2 : Book 5	South African Roads Board Standard Specifications for Toll Collection Equipment
Volume 2 : Book 6	South African Roads Board Standard Specifications for the Operation and Maintenance of Toll Facilities in South Africa

Volume 3 : Information

Volume 3 : Book 1	Existing Facilities and Data
Volume 3 : Book 2	Work to be Carried Out

Volume 4 : Toll related Traffic Information

Volume 4 : Book 1	Toll Related Traffic Information
Volume 4 : Book 2	Toll Related Traffic Information

Volume 5 : Environmental Requirements

Volume 6 : Socio-Economic Development



DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

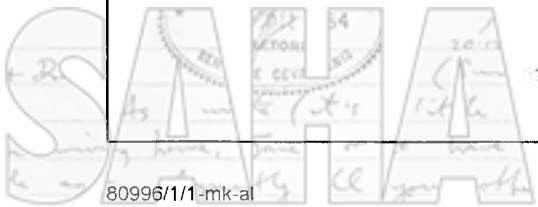
CONTRACT NO SAPR X0010401/1

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APPENDIX 3 : TENDER SUBMISSION FORM NO 1

BASIC INFORMATION	
1.	Name of organisation Tendering:
2.	(a) Type of organisation (eg Limited Liability Company/Joint Venture/ Consortium/Other):
	(b) Company Registration No:
3.	Full street address of Head Office:
4.	Head Office registered postal address:
5.	Head Office Telephone No:
	Facsimile No:
	Telex No:
6.	Contact Persons: Names(s):
	Telephone No(s):
	Facsimile No(s):
	Telex No(s):



80996/1/1-mk-al

BASIC INFORMATION	
NB: ITEMS 7 TO 8.5 BELOW NEED ONLY BE COMPLETED IF THE ORGANISATION IS A FOREIGN ORGANISATION	
7.	Does the organisation have an office in the Republic of South Africa (RSA)? Yes/No
8.	If the answer to 7. above is yes:
8.1	Name of RSA Branch:
8.2	Full Street Address of RSA Office:
8.3	RSA Office Registered Postal Address:
8.4	RSA Office Telephone No(s):
	Facsimile No(s):
	Telex No(s):
8.5	RSA Contact Person(s):
	Name(s):
	Telephone No(s):
	Facsimile No(s):
	Telex No(s):



BASIC INFORMATION	
NB:	ITEMS 9 TO 17 BELOW NEED ONLY BE COMPLETED IF THE ORGANISATION IS A JOINT VENTURE, CONSORTIUM OR SIMILAR ORGANISATION
9.	Is the organisation already constituted by way of a formal written agreement? Yes/No
10.	Has the organisation been formed (or will it be formed) for this project? Yes/No
11.	If the answer to 9 above is YES, for how many years has the organisation been in business? In own country: Internationally:
12.	If the answer to 9 above is YES, give name, branch office and telephone number of the organisation's bankers:
12.1	Head Office
12.2	RSA Office (if applicable)
13.	All the members of the Joint Venture, Consortium or similar organisation are to make a formal statement below to the effect that, if awarded the Contract, they will form and register a company to execute the project within one month of the date of award. Details of the nature of the Company and its shareholding are also to be provided, and this statement must be signed by an executive director of all members concerned.

BASIC INFORMATION	
15.	<p>Details relating to the bankers of the two principal members of the joint venture/consortium/other organisation</p> <p>Note:</p> <p>This information need only be provided if either 12 above is inapplicable or if the organisation has been in business for less than 5 years.</p>
15.1	<p>Name of parent firm</p> <p>Name, branch office and telephone number of firm's bankers:</p>
15.1.1	<p>Head Office</p> <p>.....</p> <p>.....</p>
15.1.2	<p>RSA Office (if applicable)</p> <p>.....</p> <p>.....</p>
15.2	<p>Name of parent firm:</p> <p>Name, branch office and telephone number of firm's bankers:</p>
15.2.1	<p>Head Office:</p> <p>.....</p> <p>.....</p>
15.2.2	<p>RSA Office: (if applicable)</p> <p>.....</p> <p>.....</p>



BASIC INFORMATION					
16. Details of subsidiaries of parent companies likely to be involved in the project:					
NAME	TYPE OF ORGANISATION*	CATEGORY OF ORGANISATION**	NATIONALITY	YEARS EXPERIENCE***	
				IN OWN COUNTRY	INTERNATIONALLY
<p>* eg Private Limited Liability Company, Public Limited Liability Company, etc</p> <p>** eg Contractor, Financial Institution, Toll Plaza Operator, Toll Plaza Equipment Manufacture/Installation (as applicable)</p> <p>*** Enumerate only number of years experience in the fields of activity directly applicable to this project; eg if the category of the organisation is "Contractor", list the number of years experience in major road and bridge construction</p>					

BASIC INFORMATION

17. Details of principal sub-contractors likely to be involved in the project:

NAME	TYPE OF ORGANISATION*	CATEGORY OF ORGANISATION**	NATIONALITY	YEARS EXPERIENCE***	
				IN OWN COUNTRY	INTERNATIONALLY

* eg Private Limited Liability Company, Public Limited Liability Company, etc

** eg Contractor, Financial Institution, Toll Plaza Operator, Toll Plaza Equipment Manufacture/Installation (as applicable)

*** Enumerate only number of years experience in the fields of activity directly applicable to this project; eg if the category of the organisation is "Contractor", list the number of years experience in major road and bridge construction

BASIC INFORMATION																							
ITEMS 18 TO 23 BELOW NEED ONLY BE COMPLETED IF THE ORGANISATION IS A REGISTERED COMPANY OR SIMILAR ORGANISATION																							
18.	For how many years has the organisation been in business:																						
	In own country:																					
	Internationally:																					
19.	Category of organisation [place a tick below the appropriate heading(s)]																						
	<table border="1" style="width: 100%; border-collapse: collapse; margin: 0 auto;"> <thead> <tr> <th style="width: 16.6%;">Contractor</th> <th style="width: 16.6%;">Financial Institution</th> <th style="width: 16.6%;">Consulting Firm</th> <th style="width: 16.6%;">Toll Plaza Operation & Maintenance</th> <th style="width: 16.6%;">Toll Plaza Equipment Manufacturer</th> <th style="width: 16.6%;">Toll Plaza Equipment Installation</th> </tr> </thead> <tbody> <tr> <td style="height: 20px;"></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		Contractor	Financial Institution	Consulting Firm	Toll Plaza Operation & Maintenance	Toll Plaza Equipment Manufacturer	Toll Plaza Equipment Installation															
Contractor	Financial Institution	Consulting Firm	Toll Plaza Operation & Maintenance	Toll Plaza Equipment Manufacturer	Toll Plaza Equipment Installation																		
20.	Name, branch office and telephone number of the organisation's bankers:																						
20.1	Head Office:																					
20.2	RSA Office (if applicable)																						
																						
21.	Years of experience in the fields of activity directly applicable to this project:	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;"></th> <th style="width: 25%;">In own country</th> <th style="width: 25%;">Internationally</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">21.1 Major Road and Bridge Construction</td> <td></td> <td></td> </tr> <tr> <td style="padding: 5px;">21.2 Financing of major projects with a capital value exceeding R200 million</td> <td></td> <td></td> </tr> <tr> <td style="padding: 5px;">21.3 Major Road, tunnel and bridge designs</td> <td></td> <td></td> </tr> <tr> <td style="padding: 5px;">21.4 Toll Plaza Operation and Maintenance</td> <td></td> <td></td> </tr> <tr> <td style="padding: 5px;">21.5 Toll Plaza Equipment manufacture/supply</td> <td></td> <td></td> </tr> <tr> <td style="padding: 5px;">21.6 Other (please specify)</td> <td></td> <td></td> </tr> </tbody> </table>		In own country	Internationally	21.1 Major Road and Bridge Construction			21.2 Financing of major projects with a capital value exceeding R200 million			21.3 Major Road, tunnel and bridge designs			21.4 Toll Plaza Operation and Maintenance			21.5 Toll Plaza Equipment manufacture/supply			21.6 Other (please specify)		
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21.4	Toll Plaza Operation and Maintenance																						
21.5	Toll Plaza Equipment manufacture/supply																						
21.6	Other (please specify)																						

BASIC INFORMATION

22. Details of subsidiaries of parent companies likely to be involved in the project.

NAME	TYPE OF ORGANISATION*	CATEGORY OF ORGANISATION**	NATIONALITY	YEARS EXPERIENCE***	
				IN OWN COUNTRY	INTERNATIONALLY

* eg Private Limited Liability Company, Public Limited Liability Company, etc

** eg Contractor, Financial Institution, Toll Plaza Operator, Toll Plaza Equipment Manufacture/Installation (as applicable)

*** Enumerate only number of years experience in the fields of activity directly applicable to this project; eg if the category of the organisation is "Contractor", list the number of years experience in major road and bridge construction



BASIC INFORMATION

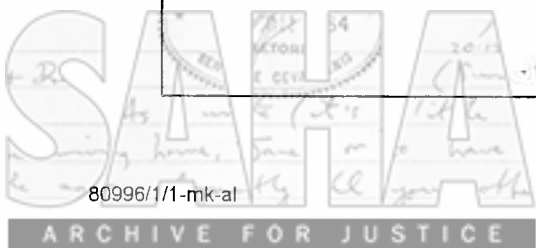
23. Details of principal sub-contractors likely to be involved in the project:

NAME	TYPE OF ORGANISATION*	CATEGORY OF ORGANISATION**	NATIONALITY	YEARS EXPERIENCE***	
				IN OWN COUNTRY	INTERNATIONALLY

* eg Private Limited Liability Company, Public Limited Liability Company, etc

** eg Contractor, Financial Institution, Toll Plaza Operator, Toll Plaza Equipment Manufacture/Installation (as applicable)

*** Enumerate only number of years experience in the fields of activity directly applicable to this project; eg if the category of the organisation is "Contractor", list the number of years experience in major road and bridge construction



DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

CONTRACT NO SAPR X0010401/1

FOR

THE DESIGN, CONSTRUCTION, FINANCE, OPERATION AND MAINTENANCE OF A PORTION OF NATIONAL ROUTE 4 AND A PORTION OF NATIONAL ROUTE 1 AS A TOLL HIGHWAY, INCLUDING ASSOCIATED FACILITIES AND DEVELOPMENTS UNDER A CONCESSION CONTRACT : THE PLATINUM TOLL HIGHWAY

2. DEFINITIONS AND INTERPRETATIONS

The headings and marginal notes in this Invitation to Tender are for convenience only and shall not be deemed part thereof nor be taken into consideration in the interpretation or construction thereof, or of its appendices.

Words importing the singular only, also include the plural and vice versa where the context requires.

In this Invitation to Tender and its appendices the following words and expressions shall have the meanings hereby assigned to them when these words and expressions are used with a capitalised first letter. Those words that are included in the list below without a capitalised first letter shall have the meanings hereby assigned to them, except where the context otherwise requires.

"agreed" means agreed by the Board and the Tenderer, or agreed by the Board and the Concessionaire, as the context requires, unless specifically otherwise stated.

"Associated Facilities" means those facilities which are to be built pursuant to the Board's Requirements but which are not to be operated or maintained by the Concessionaire.

"Board" means the South African Roads Board established by Section 2 of Act 74 of 1988 of the Republic of South Africa and its successors in title and assigns.

"Concession Contract" means the Concession Contract, including its Annexures, between the Board and the Concessionaire, as amended from time to time.

"Concession Period" means the period of 30 years from the Effective Date, subject to extension and/or to termination in accordance with the Concession Contract.

"Concessionaire" means the party whose Tender for the Concession Contract is accepted by the Board, as detailed in the Concession Contract.

"Concessor" means the Board.

"Construction Works" means the work concerning the design, construction and Highway Improvements of the Highway or any Highway Section and Associated Facilities as set forth in the Board's Requirements, including but not limited to the Initial Works, the Expansion Works, and the Toll Plazas.

"Contractor" means the party or parties designated as Contractor pursuant to the Design and Construction Contract, or the contract for Preliminary Design, as the case may be.

"Day" means a calendar day.

BASIC INFORMATION	
ITEMS 24 TO 26 BELOW SHALL BE PROVIDED FOR ALL TYPES OF ORGANISATIONS	
24.	Does the applicant have any objection to the Board or its consultants/advisors contacting any of the bankers or other references listed in these forms directly: Yes/No
25.	If the answer to 24 above is YES, please state requirements/procedures to be adopted:
26.	Please attach the following organisation charts to this form:
26.1	The structuring of the project team envisaged for this project, including the positions of the parent firms of joint ventures and the like (if applicable), and the various subsidiaries and principal sub-contractors listed above; together with the positions of key personnel and their roles.
26.2	The individual organisation charts for each participating organisation, the parent firms listed above (applicable only to joint ventures and the like), and the subsidiaries and principal sub-contractors listed above. Note that an organisation chart for financial institution(s) involved need not be included.
26.3	If available, brochures and similar documentation for the various participating organisations shall be attached to the submission. Translations of these documents need not be made; but if they are in multi-lingual formats, the preferred order of language is English, Afrikaans, Dutch, German, Spanish, French. Please list all attachments below:

DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

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APPENDIX 3 : TENDER SUBMISSION FORM NO 2A

PERSONNEL RESOURCE DETAILS : APPLICABLE TO CONSTRUCTION, OPERATION AND MAINTENANCE AND ALLIED WORKS AND SERVICES FOR A TOLL ROAD

Notes: (a) One of these forms shall be completed for each of the following:

- The organisation tendering
- If the organisation tendering is a joint venture, consortium, or similar body, one form for each of the parent firms listed in Form 1
- One form for each of the subsidiaries and principal sub-contractors listed in Form 1.

(b) This form however, is not applicable to financial institutions [whether they are the organisation tendering, a parent firm (joint ventures, consortia and the like), a subsidiary or a sub-contractor].

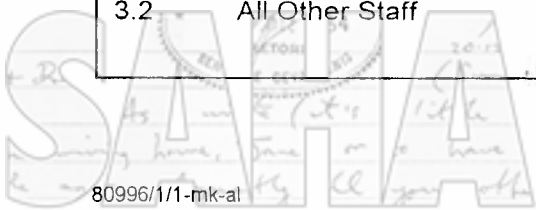
1. Name of organisation to whom this data apply

2. Role of organisation [ie Tenderer, parent firm (joint ventures, consortia and the like), subsidiary, principal sub-contractor]:

3. Total staff complement (excluding skilled/semi-skilled/unskilled labourers and the like)

3.1 Directors/Principals

3.2 All Other Staff



PERSONNEL RESOURCE DETAILS : APPLICABLE TO CONSTRUCTION, OPERATION AND MAINTENANCE AND ALLIED WORKS AND SERVICES FOR A TOLL ROAD

4. Staff complement (excluding skilled/semi-skilled/unskilled labourers and the like) in the following fields of activity:

4.1 **Construction**

Management level : Technical with formal tertiary education

.....

Management level : Financial with formal tertiary education

.....

Management level : Administrative with formal tertiary education

.....

Management level : Other with formal tertiary education

.....

Management level : Technical without formal tertiary education

.....

Management level : Financial without formal tertiary education

.....

Management level : Administrative without formal tertiary education

.....

Management level : Other without formal tertiary education

.....

Foremen and Artisans (all categories)

.....

TOTAL

.....
.....



PERSONNEL RESOURCE DETAILS : APPLICABLE TO CONSTRUCTION, OPERATION AND MAINTENANCE AND ALLIED WORKS AND SERVICES FOR A TOLL ROAD

4.2 Toll Plaza Operation and Maintenance

Management level : Technical with formal tertiary education

Management level : Financial with formal tertiary education

Management level : Administrative with formal tertiary education

Management level : Other with formal tertiary education

Management level : Technical without formal tertiary education

Management level : Financial without formal tertiary education

Management level : Administrative without formal tertiary education

Management level : Other without formal tertiary education

Foremen and Artisans (all categories)

TOTAL



PERSONNEL RESOURCE DETAILS : APPLICABLE TO CONSTRUCTION, OPERATION AND MAINTENANCE AND ALLIED WORKS AND SERVICES FOR A TOLL ROAD

4.3 Toll Plaza Equipment Manufacture

Management level : Technical with formal tertiary education

.....

Management level : Financial with formal tertiary education

.....

Management level : Administrative with formal tertiary education

.....

Management level : Other with formal tertiary education

.....

Management level : Technical without formal tertiary education

.....

Management level : Financial without formal tertiary education

.....

Management level : Administrative without formal tertiary education

.....

Management level : Other without formal tertiary education

.....

Foremen and Artisans (all categories)

.....

TOTAL



PERSONNEL RESOURCE DETAILS : APPLICABLE TO CONSTRUCTION, OPERATION AND MAINTENANCE AND ALLIED WORKS AND SERVICES FOR A TOLL ROAD	
4.4 Toll Plaza Equipment Installation	
Management level : Technical with formal tertiary education	.....
Management level : Financial with formal tertiary education	.....
Management level : Administrative with formal tertiary education	.....
Management level : Other with formal tertiary education	.....
Management level : Technical without formal tertiary education	.....
Management level : Financial without formal tertiary education	.....
Management level : Administrative without formal tertiary education	.....
Management level : Other without formal tertiary education	.....
Foremen and Artisans (all categories)	.....
TOTAL	.....



PERSONNEL RESOURCE DETAILS : APPLICABLE TO CONSTRUCTION, OPERATION AND MAINTENANCE AND ALLIED WORKS AND SERVICES FOR A TOLL ROAD					
5. List present executive directors/principals as follows:					
NAME	PRESENT POSITION	SPECIALITY	QUALIFICATION	YEARS EXPERIENCE	YEARS WITH ORGANISATION



PERSONNEL RESOURCE DETAILS : APPLICABLE TO CONSTRUCTION, OPERATION AND MAINTENANCE AND ALLIED WORKS AND SERVICES FOR A TOLL ROAD

6. List key personnel (including directors/principals) likely to be deployed on project as follows:

Name: Present Position:

Speciality: Qualification

Years Experience
In field of speciality:

With organisation:

Language Proficiency:

Language				
Speak				
Read				
Write				

Brief Resumé of Relevant Experience



PERSONNEL RESOURCE DETAILS : APPLICABLE TO CONSTRUCTION, OPERATION AND MAINTENANCE AND ALLIED WORKS AND SERVICES FOR A TOLL ROAD

Name: Present Position:

Speciality: Qualification

Years Experience
In field of speciality:

With organisation:

Language Proficiency:

Language					
Speak					
Read					
Write					

Brief Resumé of Relevant Experience



DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

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THE DESIGN, CONSTRUCTION, FINANCE, OPERATION AND MAINTENANCE OF A PORTION OF NATIONAL ROUTE 4 AND A PORTION OF NATIONAL ROUTE 1 AS A TOLL HIGHWAY, INCLUDING ASSOCIATED FACILITIES AND DEVELOPMENTS UNDER A CONCESSION CONTRACT : THE PLATINUM TOLL HIGHWAY

APPENDIX 3 : TENDER SUBMISSION FORM NO 2B

PERSONNEL RESOURCE DETAILS : APPLICABLE TO FINANCIAL INSTITUTIONS					
Note: One of these forms shall be completed for each participating financial institution					
1. Name of organisation to whom this data apply:					
2. Role of organisation [ie organisation Tendering, parent firm (joint ventures, consortia and the like), subsidiary, principal sub-contractor]:					
3. List present executive directors/principals as follows:					
NAME	PRESENT POSITION	SPECIALITY	QUALIFICATION	YEARS EXPERIENCE	YEARS WITH ORGANISATION



"Design and Construction Contract" means the contract entered into between the Concessionaire and the Contractor for the execution of the Detailed Design, the Construction Works and the Associated Facilities.

"Design and Construction Contract Term Sheet" means the terms specified in an Annexure to the Concession Contract to be used for the drawing up of the Design and Construction Contract as per the Concession Contract.

"Developments" means petrol and service stations, rest areas, health and sport facilities, restaurants and lodging facilities, commercial facilities, buildings related to parking and other similar facilities (but excluding infrastructure for the Concessionaire's operation and maintenance centres) not directly related to the Construction Works, Highway Improvements, Operation and Maintenance of the Highway, on, over or attaching to the Highway, which are located either within or outside of the Site, the Rights of Way or any part(s) thereof which are carried out by the Concessionaire or its nominees pursuant to the Concession Contract.

"Effective Date" means the date when the resolute conditions specified in the Concession Contract have been met as certified by Implementing Authority, which certification shall be made when the resolute conditions are satisfied.

"Equity" means the paid up share capital contribution of the Concessionaire's shareholders as permitted by the Shareholders Agreement.

"Expansion Works" means the works carried out during the Expansion Works Period pursuant to the Board's Requirements and the Expansion Programme.

"Expansion Works Period" means the period during which the Expansion Works are carried out after the Initial Construction Period for any Highway Section.

"Financing Facilities" means any form of finance provided to the Concessionaire for Construction Works and Highway Improvements, including any loan, overdraft, guarantee hedging, and acceptance, but excluding the provision of finance by way of subscription for ordinary and/or preference share capital or shareholders loans by the Sponsors (including subordinated shareholders loans).

"Highway" means the Highway Sections as described in Volume 3 : Book 1, and all appurtenant works necessary for the Operation and Maintenance of the Highway, including without limitation, Highway Improvements, Toll Plazas, toll facilities and Equipment (as defined in the Operation and Maintenance Contract Term Sheet), the infrastructure for highway service areas, the Initial Works and the Expansion Works, but not including Associated Facilities or Developments.

"Highway Improvements" means the rehabilitation, reconstruction, Upgrading, Periodic Maintenance and Special Maintenance to be undertaken by the Concessionaire as of the Delivery Date(s) unless otherwise provided for in the Concession Contract.

"Highway Section" means a section of the Highway as described in Table 1 of Appendix 1: Cost Matrix and in Volume 3 : Book 1 and Book 2.

"Implementing Authority" means the Chief Directorate : Roads, of the Department of Transport, acting for and on behalf of the Board.

"Initial Construction Period" means the period after the Effective Date during which the Initial Works are carried out.

"Initial Works" or "Initial Construction Works" means the works carried out during the Initial Construction Period pursuant to the Board's Requirements and the Initial Construction Period Programme.

PERSONNEL RESOURCE DETAILS : APPLICABLE TO FINANCIAL INSTITUTIONS

4. List key personnel (including directors/principals) likely to be deployed on project as follows:

Name:..... Present Position:.....

Speciality: Qualification:

Years Experience:

In field of speciality:

With organisation:

Language Poficiency:

Language				
Speak				
Read				
Write				

Brief Resumé of Relevant Experience:

PERSONNEL RESOURCE DETAILS : APPLICABLE TO FINANCIAL INSTITUTIONS				
Name:		Present Position:.....		
Speciality:		Qualification:		
Years Experience:				
In field of speciality:				
With organisation:				
Language Poficiency:				
Language				
Speak				
Read				
Write				
Brief Resumé of Relevant Experience:				

DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

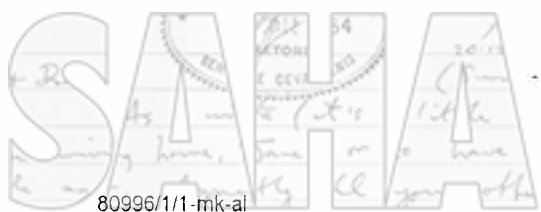
CONTRACT NO SAPR X0010401/1

FOR

THE DESIGN, CONSTRUCTION, FINANCE, OPERATION AND MAINTENANCE OF A PORTION OF NATIONAL ROUTE 4 AND A PORTION OF NATIONAL ROUTE 1 AS A TOLL HIGHWAY, INCLUDING ASSOCIATED FACILITIES AND DEVELOPMENTS UNDER A CONCESSION CONTRACT : THE PLATINUM TOLL HIGHWAY

APPENDIX 3 : TENDER SUBMISSION FORM NO 2C

PERSONNEL RESOURCE : SUMMARY	
Note: One of these forms shall be completed by the Tenderer.	
1.	Name of Tenderer:
2.	Staff complement (including all parent firms and their subsidiaries, but excluding skilled/semi-skilled/unskilled labourers and the like) in the categories of activity:
(Note: Staff complements of financial institutions (whether a parent firm, a subsidiary or a principal sub-contractor) must not be included in the figures below.)	



PERSONNEL RESOURCE : SUMMARY		
2.1 Construction Activities	Staff Complement	
	Organisation	Principal sub-contractor likely to be employed on project
Management level : Technical with formal tertiary education		
Management level : Financial with formal tertiary education		
Management level : Administrative with formal tertiary education		
Management level : Other with formal tertiary education		
Management level : Technical without formal tertiary education		
Management level : Financial without formal tertiary education		
Management level : Administrative without formal tertiary education		
Management level : Other without formal tertiary education		
Foremen and Artisans (all categories)		
TOTALS		

PERSONNEL RESOURCE : SUMMARY		
2.2 Toll Plaza Operation and Maintenance:	Staff Complement	
	Organisation	Principal sub-contractor likely to be employed on project
Management level : Technical with formal tertiary education		
Management level : Financial with formal tertiary education		
Management level : Administrative with formal tertiary education		
Management level : Other with formal tertiary education		
Management level : Technical without formal tertiary education		
Management level : Financial without formal tertiary education		
Management level : Administrative without formal tertiary education		
Management level : Other without formal tertiary education		
Foremen and Artisans (all categories)		
TOTALS		

PERSONNEL RESOURCE : SUMMARY		
2.3 Toll Plaza Equipment Manufacture:	Staff Complement	
	Organisation	Principal sub-contractor likely to be employed on project
Management level : Technical with formal tertiary education		
Management level : Financial with formal tertiary education		
Management level : Administrative with formal tertiary education		
Management level : Other with formal tertiary education		
Management level : Technical without formal tertiary education		
Management level : Financial without formal tertiary education		
Management level : Administrative without formal tertiary education		
Management level : Other without formal tertiary education		
Foremen and Artisans (all categories)		
TOTALS		

PERSONNEL RESOURCE : SUMMARY		
2.4 Toll Plaza Equipment Installation:	Staff Complement	
	Organisation	Principal sub-contractor likely to be employed on project
Management level : Technical with formal tertiary education		
Management level : Financial with formal tertiary education		
Management level : Administrative with formal tertiary education		
Management level : Other with formal tertiary education		
Management level : Technical without formal tertiary education		
Management level : Financial without formal tertiary education		
Management level : Administrative without formal tertiary education		
Management level : Other without formal tertiary education		
Foremen and Artisans (all categories)		
TOTALS		

DEPARTMENT OF TRANSPORT
CHIEF DIRECTORATE : ROADS
SOUTH AFRICAN ROADS BOARD
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FOR

THE DESIGN, CONSTRUCTION, FINANCE, OPERATION AND MAINTENANCE OF A PORTION OF NATIONAL ROUTE 4 AND A PORTION OF NATIONAL ROUTE 1 AS A TOLL HIGHWAY, INCLUDING ASSOCIATED FACILITIES AND DEVELOPMENTS UNDER A CONCESSION CONTRACT : THE PLATINUM TOLL HIGHWAY

APPENDIX 3 : TENDER SUBMISSION FORM NO 3

PLANT RESOURCES FOR CONSTRUCTION AND MAINTENANCE ACTIVITIES ONLY	
1.	Name of Tenderer:
2.	List the total value of construction plant and equipment owned by the various participating firms as at their last annual accounting date as follows:
	Name of participating firm:
	Role of firm [ie Tendering, parent firm (joint ventures, consortia, and the like), subsidiary, sub-contractor]:
	Value of plant and equipment owned by firm at its last annual accounting date:
	Name of participating firm:
	Role of firm [ie Tenderer, parent firm (joint ventures, consortia, and the like), subsidiary, sub-contractor]:
	Value of plant and equipment owned by firm at its last annual accounting date:

PLANT RESOURCES FOR CONSTRUCTION AND MAINTENANCE ACTIVITIES ONLY	
Name of participating firm:	
Role of firm [ie Tenderer, parent firm (joint ventures, consortia, and the like), subsidiary, sub-contractor]:	
Value of plant and equipment owned by firm at its last annual accounting date:	
Name of participating firm:	
Role of firm [ie Tenderer, parent firm (joint ventures, consortia, and the like), subsidiary, sub-contractor]:	
Value of plant and equipment owned by firm at its last annual accounting date:	
Name of participating firm:	
Role of firm [ie Tenderer, parent firm (joint ventures, consortia, and the like), subsidiary, sub-contractor]:	
Value of plant and equipment owned by firm at its last annual accounting date:	
Name of participating firm:	
Role of firm [ie Tenderer, parent firm (joint ventures, consortia, and the like), subsidiary, sub-contractor]:	
Value of plant and equipment owned by firm at its last annual accounting date:	

"Opening Date" means, with respect to any Highway Section, the date on which the Board announces pursuant to the Concession Contract that the Concessionaire may charge and collect tolls with respect to such Highway Section in accordance with the Board's Requirements and with the relevant Annexure to the Concession Contract.

"Operation and Maintenance" means the Operator's Services as defined and described in the Operation and Maintenance Contract and all other activities described in the Operation and Maintenance Contract and in the Concession Contract necessary for the proper operation and maintenance of the Highway, including but not limited to toll collection and Routine Maintenance.

"Operation and Maintenance Contract" means the agreement between the Concessionaire and the Operator, for the Operation and Maintenance of the Highway.

Operation and Maintenance Contract Term Sheet" means the terms specified in an Annexure to the Concession Contract to be used for the drawing up of the Operation and Maintenance Contract.

"Operator" means the party or parties designated as operator pursuant to the Operation and Maintenance Contract.

"Periodic Maintenance" shall have the meaning ascribed to it in the Board's Requirements.

"Project" means the Preliminary Design, Detailed Design, Construction Works, Highway Improvements, financing and Operation and Maintenance of the Highway, the design, construction rehabilitation and financing of the Associated Facilities, and the undertaking of any Developments.

"Resolutive Conditions Bond" shall have the meaning ascribed to it in the Concession Contract.

"Site" means, in respect of the Concession Contract, the places specified in an Annexure to the Concession Contract which are to be used by the Concessionaire in accordance with the Concession Contract.

"South African Currency" or "Rand" means the lawful currency of the Republic of South Africa from time to time.

"Upgrading" means the upgrading of roads and bridges as required in the Board's Requirements.

"Utilities" means all authorised technical facilities serving the population such as water, power, electricity, lighting, gas and telecommunications.

"writing" means any hand-written, type-written or printed communication (whether comprising words, figures or drawings) including telex, telegram, cable, facsimile or any like communication and "in writing" and "written" shall have corresponding meanings.

PLANT RESOURCES FOR CONSTRUCTION AND MAINTENANCE ACTIVITIES ONLY

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DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

CONTRACT NO SAPR X0010401/1

FOR

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APPENDIX 3 : TENDER SUBMISSION FORM NO 4A

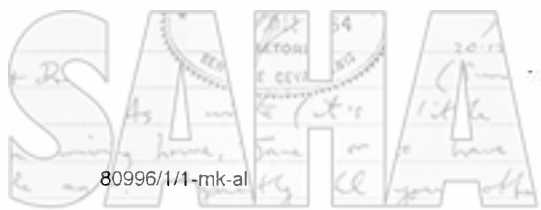
**RELEVANT EXPERIENCE : PROJECTS SUCCESSFULLY COMPLETED OR IN PROGRESS
(APPLICABLE TO CONSTRUCTION ACTIVITIES ONLY)**

1. Name of organisation Tendering:

2. List below up to fifteen relevant construction projects undertaken by you during the last ten years which involved major road and bridge works.

The following information shall be included for each project:

- Name of participating organisation which executed (or is executing) the project.
- Name of the client for whom the project was (or is being) executed together with the name, position, address and telephone number of the person in the client's organisation to whom reference may be made by the Board or its consultants/ advisors.
- Name of the consulting engineers for whom the project was (or is being) executed, together with the name, position, address and telephone number of the person in the consulting engineer's organisation to whom reference may be made by the Board or its consultants/advisors.
- Geographical location of project.
- Year started and year completed (or % completed as applicable).
- Total value of project.
- Value of work undertaken by the organisation concerned.
- Role of organisation in the project, eg main contractor/sub-contractor/other.
- Whether the project was completed, or will be completed within the completion period tendered and, if not, reasons for late completion.
- Brief description of the project and its leading features, highlighting the work undertaken by the organisation concerned.



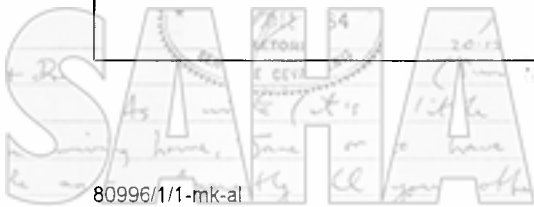
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**RELEVANT EXPERIENCE : PROJECTS SUCCESSFULLY COMPLETED OR IN PROGRESS
(APPLICABLE TO CONSTRUCTION ACTIVITIES ONLY)**

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**RELEVANT EXPERIENCE : PROJECTS SUCCESSFULLY COMPLETED OR IN PROGRESS
(APPLICABLE TO CONSTRUCTION ACTIVITIES ONLY)**

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DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

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FOR

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APPENDIX 3 : TENDER SUBMISSION FORM NO 4B

RELEVANT EXPERIENCE WITH REGARD TO PROJECTS DESIGNED AND OF WHICH THE CONSTRUCTION HAS BEEN SUCCESSFULLY COMPLETED OR IS IN PROGRESS

1. Name of organisation Tendering:

2. List below up to five relevant projects involving pavement rehabilitation works which have been designed by you and of which the construction has been successfully completed during the last five years, or of which the construction is currently in progress.

The following information shall be included for each project:

- Name of participating organisation which executed (or is executing) the project.
- Name of the client for whom the project was (or is being) executed together with the name, position, address and telephone number of the person in the client's organisation to whom reference may be made by the Board or its consultants/ advisors.
- Geographical location of projects.
- Year started and year completed (or % completed as applicable).
- Total value of work executed.
- Brief description of works including nature of pavement surface rehabilitated, whether base and sub-base layers were involved, traffic deviation, etc.

RELEVANT EXPERIENCE WITH REGARD TO PROJECTS DESIGNED AND OF WHICH THE CONSTRUCTION HAS BEEN SUCCESSFULLY COMPLETED OR IS IN PROGRESS

[Empty space for providing relevant experience with regard to projects designed and of which the construction has been successfully completed or is in progress.]

DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

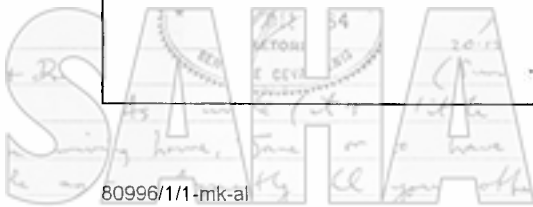
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APPENDIX 3 : TENDER SUBMISSION FORM NO 4C

RELEVANT EXPERIENCE WITH REGARD TO PAVEMENT REHABILITATION WORKS SUCCESSFULLY CONSTRUCTED AND COMPLETED OR IN PROGRESS	
1.	Name of organisation Tendering:
2.	<p>List below up to five relevant projects involving pavement rehabilitation works which have been successfully constructed and completed by you during the last five years, or which are currently in progress.</p> <p>The following information shall be included for each project:</p> <ul style="list-style-type: none">• Name of participating organisation which executed (or is executing) the project.• Name of the client for whom the project was (or is being) executed together with the name, position, address and telephone number of the person in the client's organisation to whom reference may be made by the Board or its consultants/ advisors.• Name of the consulting engineers for whom the project was (or is being) executed, together with the name, position, address and telephone number of the person in the consulting engineer's organisation to whom reference may be made by the Board or its consultants/advisors.• Geographical location of pavement rehabilitation works.• Year started and year completed (or % completed as applicable).• Total value of work executed.• Brief description of works including nature of pavement surface rehabilitated, whether base and sub-base layers were involved, traffic deviation, etc.



**RELEVANT EXPERIENCE WITH REGARD TO PAVEMENT REHABILITATION WORKS
SUCCESSFULLY CONSTRUCTED AND COMPLETED OR IN PROGRESS**

[Empty space for providing relevant experience with regard to pavement rehabilitation works.]

DEPARTMENT OF TRANSPORT

CHIEF DIRECTORATE : ROADS

SOUTH AFRICAN ROADS BOARD

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APPENDIX 3 : TENDER SUBMISSION FORM NO 4D

RELEVANT EXPERIENCE WITH REGARD TO FINANCIAL ARRANGEMENTS IN THE EXECUTION OF SPECIAL PROJECTS

1. Name of organisation Tendering:
2. List below up to ten significant development projects which during the last eight years called for special financial arrangements by your company.

The following information shall be included for each project:
 - Name of any participating organisation which assisted in the financial arrangements in the project concerned.
 - Name of the client for whom the project was (or is being) executed together with the name, position, address and telephone number of the person in the client's organisation to whom reference may be made by the Board or its consultants/ advisors.
 - Geographical location of project.
 - Total value of project, and extent and period of the financing arrangements.
 - Brief details relating to the nature and structure of the financing, repayment terms, and the like.