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# Part C2: Pricing Data

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Part C2  
Pricing Data



## Part C2

### PRICING DATA

#### MAINTENANCE OF TRACK BY MEANS OF BALLAST SCREENING

**Package 1** (Screen, Tamp, Regulate, Stabilise & High volume of spoil removal)

**Package 2** (Screen, Tamp, Regulate & Stabilise)

**Package 3** (Screen, Tamp, Regulate, & spoil conveyor system)

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## PART C2 Pricing Data

### C2.1 Pricing Instructions

#### MAINTENANCE OF TRACK BY MEANS OF BALLAST SCREENING

Package 1 (Screen, Tamp, Regulate, Stabilise & High volume of spoil removal)

Package 2 (Screen, Tamp, Regulate & Stabilise)

Package 3( Screen, Tamp, Regulate, & spoil conveyor system)

#### 1. MEASUREMENT AND PAYMENT

Payment will be made, for each Ballast Screening package separately, in accordance with the rates tendered in the schedule of prices for each Screener package. The following information shall be recorded continually for each screener package:

- (a) For each machine Individually: Screener, tampers and regulator etc: Tw, To, Tb, Tx and Ts, Tt and Tm for each day and totals for the month.
- (b) For calculation of Availability of the screeners, tampers and other machines:  $A = (To - Tb)/To$
- (c) Actual meter screened in each and every category separately with the accepted conversion factor to transfer payment to standard equivalent km screened.
- (d) Only work that was required and accepted will be included for payment

#### 2.1 ITEM 1

An establishment payment will be made after the machinery first achieved a minimum output of 75% of capacity tendered, over a period of one month.

#### 2.2 ITEM 2.1 Planned Ballast screening

Payment of screening is based on a standard distance of ballast screened. The payment of a standard km screened shall be in terms of the following conditions and definition:

##### 2.2.1 Standard meter screened payment::

2.2.1.1 Payment will only be made for a Standard Equivalent meter screened. Extra over additional payment shall only be made for items specifically specified separately for such payment.(For machines, such items shall be the operating cost only of Spoil removal and fan wagon)

2.2.1.2 Standard equivalent meter screened = Basic standard distance of ballast screening, inclusive of all work required for a screening activity. Screening activity shall include: Ballast Screening, Regulating of ballast, Tamping, Ballast offloading from ballast wagons where addition of ballast is required as well as all related work to finalise screened track and open up track to the required standard to run train traffic. Also to be included, where required as part of a screener package, stabilisation of track in layers and / or the full time provision and availability of a spoil removal system of the type and capacity required and accepted as part of the screener package. For each screener package this item shall also include the provision and full time operation of a front end loader or TLB as well as well as the standard labour gang for support of screening to open up clogged drains and level and finalise spoil.

2.2.1.3 A standard equivalent meter screened (Basic standard distance) = 1 meter screened in relatively dry or normally screenable ballast where a screener in good working condition can produce at the rate of m3 per hour as tendered: (For a screener which can screen at 330m3/h, this should be above +/- 200m / hour of Tw) (Therefore everything below 1599m3/km is standard – increments of volume adjustment above this shall be per 100m3/km from above 1600, 1700, 1800 etc.) (Screening in normal production conditions is up to a standard cutter bar depth of 300mm below sleeper.)

2.2.1.4 All standard equivalent meter shall be paid for as one of the following categories:

- A) Standard equivalent meter screened = standard as per definition in clause 2.2.1.1 & 2 above.
- B) Standard equivalent meter adjusted for volume = Standard meter x volume adjustment factor.  
Volume adjustment factor = Actual volume per meter / Standard volume per meter as per clause 2.2.1.3

- C) Standard equivalent meter adjusted for restricted conditions = Standard meter x adjustment factor.  
Adjustment factor may be one factor per category or may be offered as an adjustable sliding scale factor with the submission of the tender.

Adjustment factors for the following categories are required and are to be submitted:

- a) **Total Rejection:** Screening with total rejection where the rate of screening and or the rate of spoil do not allow production of screening at a standard production rate as per clause c).
- b) **Wet conditions:** Screening in wet conditions where the rate of screening and or the rate of spoil require a substantial reduction of production of screening rate. A substantial drop of production shall be a drop in excess of 30% of tendered rate. Screening of wet ballast with no or very little clay present or in hard ballast does not constitute restricted screening or screening in wet conditions. Classification of track being screened in wet conditions must be agreed on between the contractor and the Technical Officers deputy within these requirements.
- c) **Tunnel screening:** Screening in tunnels where screening is restricted because of narrow space and special conditions required in tunnels and screening rate becomes restricted.
- d) **Other restricted screening:** Specific restricted screening under other restricted conditions such screening next to platforms and screening over bridges or culverts where screening rate is restricted
- e) **Turnout screening:** Tenderers are to provide specific offers of how screening of turnouts, when required, shall be undertaken as specific project screening work as part of this contract and how to adjust such screening to an equivalent length factor for payment

Conditions for payment of Turnout screening:

- iv) Payment for the screening of turnouts will only be made for the cleaning per turnout area if the screener or a turnout screener is used for this purpose. Turnout area shall be as defined in Appendix B.
- ii) The method intended to be used by the contractor per screener package to do turnout screening must be qualified for each package offered.
- iii) If the contract offered the capacity to screen turnouts and this is accepted and used, payment will be made for each turnout screened in terms of equivalent meters screened as qualified for this item for this screener package.
- iv) If a separate turnout screening machine or recourse from any other contract is required to screen turnouts, Tenderers shall qualify any payment issues. Cost issues may be:
  - Machines of this package do the turnout screening What will requirements limitations and effect on time? Payment then per turnout screened as per the conversion factor.
  - Total separate item: Extra over payment qualified separately. Qualify how and with what equipment screening will be done. Also qualify how tamping and ballast handling will be dealt with.
  - Qualify travel time cost of any separate machine offered to screen turnouts.
  - If the turnout screener is required to be moved by road, the cost for such a move shall be provided separately as a qualification to this tender.

- If turnout screening is done by hand labour gang, paid for as day labour, no turnout screening item will be payable. If however a turnout tamper is not available on the screener package on which the turnout was screened and such a machine is brought in from any other contract or package, payment of the turnout tamper will be made under the contract or package sourcing the turnout tamper.
- v) Where a bridge or culvert or level crossing is screened by Hand with Day labour because of restrictions not allowing the screening there of by screener, no additional linear screening payment under item 3 will be made for such screening.
- vi) Provision and operation of the TLB for 9 hours per day for off site works and for off loading of spoil from spoil wagons where required shall be included in 2.1 and 2.2 for meters screened.
- vii) The TLB will also be required for the period no spoil wagons are required.

2.2.1.5 Item 2.2 Payment of additional meter screened. (Provisional)

Allowance is made under this item for additional work. The additional work will be paid for every additional standard equivalent meter screened above the estimated monthly average of 20 work days per month. This additional quantity will be reconciled monthly.

2.2.3 Item 2.3 Extra over payment for variable cost of operation of spoil removal

- 2.2.3.1 It is a specific requirement that a high rate of spoil removal be offered with screener package 1. Tenderers shall qualify what is offered.
- 2.2.3.2 This item will be used for payment per cubic meter of spoil removed for the operation of the spoil wagon systems offered separately for screener packages 1 and 3. Payment shall allow for loading, working and offloading of wagons excluding any TLB required. Any cost of the front end loader or TLB required for offloading such offloading of any wagon and also distribution of spoil shall be part of the screener package rates for screening.(Item 2.1).
- 2.2.3.3 The quantity of spoil calculated for the payment of this item shall be the tendered and agreed on volume of the spoil wagon times the number of wagon loads spoiled. This implies that spoil wagons must be used to capacity for the loos
- 2.2.3.4 The cost for having the spoil wagon system available shall be part of the payment of item 2.1
- 2.2.3.5 TFR may require the spoil wagons or part of a wagon system that can be split to work with another screener package. If there are any additional requirements or variable costs for this requirement, Tenderers may qualify this. Payment for any additional cost for part of this for working away shall be paid for under this item. The fixed cost shall still be part of item 2.1 of the screener package with which the wagons are offered and the variable cost be part of item 2.3.1 of the screener package with which the wagons are offered
- 2.2.3.6 No additional payment for the offloading of spoil from Spoil wagons will be made. The Front End Loader or TLB and direct support labour provided to support screening, provided as part of the screener package, shall be used for this activity.
- 2.2.3.7 No additional payment will also be made for offloading of spoil from DZ wagons used for spoil removal. The same conditions as per the clause directly above will apply.
- 2.2.3.8 Where however additional earthmoving equipment such as an additional loader or tippers are required for spoil removal as decided on by the Technical Officer, this additional equipment may either be hired separately by the Technical Officer or be hired and paid for under the lump

2.2.4 Item 2.4 Extra over payment for operation of fan for tunnel screening or for use elsewhere

- a) Payment for the fan shall be included as part of item 2.1 above for the screener package which includes provision of a fan. The provision of a fan as part of screener package 3 is essential.
- b) Payment for the use of the fan shall be per day used as either:
  - i) Part of the screener package with which the fan is offered and accepted and used. (Item 2.4.1, screener package 3)

- ii) Part of the screener package with which the fan is offered and accepted but actually then used on either a separate screener package or more probable with a different contract or activity where the fan is required, away from this screener package where the fan is offered and accepted. (Such as with a sleeper replacement contract working in a tunnel. (Item 2.4.2)
  - c) Only actual workdays of the fan will be paid for.
  - d) Transport or move days of the fan from one area to another will not be measured separately for payment unless specifically qualified and accepted.
- 2.2.5 Break down of machines:
- a) If the screener breaks down, the breakdown period will be recorded and the proportional period of breakdown as compared to the total actual screening work time (Tw screening) will be considered as part of the allowance by Transnet to the contractor of time allowed to execute the planned meters of equivalent workload as per item 2.1 of the schedule of quantities.
  - b) If any other function such as tamping breaks down, then all machines will be regarded as non-available and the same adjustment of work time as referred to above shall apply. If any of these other functions break down, not holding up the total screening operation, Tb will be separately recorded for all the separate maintenance functions of which productivity is separately affected.
  - c) Where spoil wagons or a fan was planned to be available for a work day and is not available and the Technical Officer cannot effectively utilise the screener for that day, the whole screener package will be on breakdown.
- 2.2.6 The workdays planned for the year shall be up to 200 To days for working and 20 days for travel or moving of the machines from one staging area to a next. The total of work and travel To days referred to above shall exclude days on which a machine was not required to be available - e.g. weekends, weekdays not arranged as a workday due to occupations or non-availability of traction or ballast or holidays..
- 2.2.7 Refer item 2.5: Shut downs:
- Additional payments for additional cost for shutdown working, where applicable, shall be paid for under this items. Additional payment for shut down working will only be paid for under this item in terms of the conditions as per item 2.12 of the Particular specification C.24.2 and any additional terms as agreed on in terms of the offers accepted.
- 2.2.8 Where a turnout is screened by hand labour gang, the turnout shall under all circumstances be aligned and hand tamped to the B track standard before opening up the turnout for traffic. This hand tamping will be required to be done by mechanised hand tampers such as "Poinjars". Payment for this hand tamping will be part of the day labour rates for the labour gang.
- 2.3 Item 3. Extra machine work required
- Item 3.1 Standby day rate for Tamper crew during Dec break; (Provisional item)  
This item allows for the payment for a standby crew if and when required for the December break. The item will only be payable if and when arrangements are made with the contractor before the December break. At least two months notice will apply for the utilisation of this item. When this standby crew is required during the December break, The Crew will be required to start moving the machine required within a maximum of 24 hours after notification.
- Item 3.2. Other extra over cost for Tamper work separate from contract or for use of tamper during the December break. (Provisional Item).
- Where any the Tamper is required to work away from the screener package and any additional cost is required, payment per day worked and travelled for this additional cost will be covered under this item.
- 2.4 ITEM 3 Standing time and or Idle Time
- a) Tenderers shall specify the proportional % or portion of the cost of the item 2.1 which is the fixed portion of costs.

- b) The planning is to allow sufficient work time for the contractor to execute the planned work load. This factor may be required to resolve any claims should it not be possible to make up lost part production due to insufficient time allowed for production.
- c) Productivity and availability will be continuously calculated and recorded for each month and be used to calculate the loss of production due to the contractor as well as TFR.
- d) When the planned equivalent meter screened for a year is achieved it will be considered that sufficient time was allowed for screening.

## 2.5 Supply of lighting

When night working is required and lighting is required over and above that provided on the machines, the supply and operation of adequate lighting will be paid per day used under this Item.

## 2.6 Payment for the cleaning of concrete or earth side drains, where required before screening of track, will be done in one of the following ways:

- a) Normal drain cleaning together with the machine operation shall be done with labour which is part of the permanent allocation of labour as per the schedule of labour submitted with this tender per screener package. No additional payment for the drain cleaning will be made for work done with this labour. To ensure full utilisation of this labour, the contractor shall inform the Technical Officer where this drain cleaning cannot be dealt with by this labour, therefore justifying a separate different method of payment for drain cleaning.
- b) Payment per cubic meter of drain cleaned:  
This is an alternative payment item which may be utilised by the Technical Officer for the payment of drain cleaning prior to screening. If this item is used, payment will be made per cubic metre cleaned (Cleaning of both sides) under Item 6.1 and 6.2  
Where it is difficult to measure volume cleaned, the measurement of the volume of drain cleaning may be linked to the number of workers used and the volume of drain cleaning a worker can reasonably do per day. (Volume = number of workers for day used x m<sup>3</sup> reasonable cleared per worker for site.)
- c) Day labour and or plant hire:  
The size of gang shall be agreed on between the Technical Officer and the Contractor for this work, based on a reasonable rate of production. Payment for the drain cleaning will then be made as day labour. Where this method of payment is used by the Technical officer, no linear payment under item 6.1 & 6.2 of the schedule of prices will apply.
- d) Drain cleaning may also be done using a separate resource apart from this contract or screener package.
- e) Cleaning of drains after screening of spoil or ballast spilt into the drain during screening shall under all circumstances be considered to be part of the labour task of the labour supplied with a screener as part of the screener package

## 2.7 ITEM 7 OVERTIME PAYMENT

All Overtime, Sunday time and shift time will normally apply for all machines and labour used for the entire package. The Technical Officer however may decide to utilise the screener and tamper for different times of occupation, whereby time calculated may be different for parts of the package. This may occur whereby a screener is required to return to staging and a tamper is required to remain in section to finalise tamping later during the occupation or later between trains.

### Item 7.1

- a) Overtime payments will be made for occupation time during week days (Monday to Friday) in excess of the hours of maximum occupation time (TOM) of 8 (eight) hours per day.
- b) Overtime payment will also be made for work performed on a Saturday when in excess of 5 consecutive days out of every 7 days or in excess of 10 consecutive days out of every 14 days.
- c) Overtime payment will also be made for work performed on a Saturday shift day when work is performed in excess of 8 hours for the day.

- d) Only To occupation time allocated will be considered for the calculation of overtime. This implies excluding preparation time outside of To time.
- e) No extra overtime will be paid for TLB or spoil wagon gang. The TLB operators overtime shall either be included for in the screeners overtime rates or the rates allowed for the day for the spoil wagon usage

Item 7.2

- a) Sunday time payment will be made for work performed on a Sunday or Paid Public Holiday when in excess of 5 consecutive days out of every 7 days or in excess of 10 consecutive days out of every 14 days.
- b) Sunday time payment will also be made for work performed on a Sunday shift day when work is performed in excess of 8 hours for the day.
- c) Only To occupation time allocated will be considered for the calculation of overtime. This implies excluding preparation time outside of To time.
- d) No extra Sunday or PPH time will be paid for TLB or spoil wagon gang. There Sunday time or PPH shall either be included for in the screeners overtime or the rates allowed for the day for the spoil wagon usage

2.8 ITEM 8 SHIFT ALLOWANCE

Item 8.1 A shift allowance payment will be made for work performed on a Saturday when working five days out of every seven days or ten days out of every fourteen days.

Item 8.2 A shift allowance payment will be made for work performed on a Sunday or Paid Public Holiday when working five days out of every seven days or ten days out of every fourteen days.

Item 8.3 A night shift allowance payment will be made when a 9-hour occupation or part thereof falls between 19h00 and 05h00, and will be paid in addition to any other shift or overtime payments.

2.9 ITEM 9 (Day labour payment)

2.9.1 Technological development, required by Transnet Freight Rail, necessitating modifications to the machines. This may seldom be required. If however required, Payment for such modifications may be made under this item. If required, an assessment of the time and cost of such modifications shall be submitted to the Technical Officer as soon as possible. Modifications in the field shall only be done on instruction by the Technical Officer, for which the following shall apply.

- for labour, the rates in item 7 of the schedule of prices.
- a mark-up will be allowed on landed prices of imported parts or the delivered prices of locally manufactured parts. The % mark up required shall qualified by Tenderers. Where actual price and mark up is paid, no additional price adjustment described elsewhere in this contract shall apply.

2.9.2 Day labour for work performed:

- a) The rates for labour in the "Labour Payment Schedule" will be incorporated as item 9 in the Schedule of Quantities and Prices and will apply in respect of additional labour approved by the Technical Officer. This item allows for the payment of day approved labour for tasks not forming part of the standard labour provided as part of each screener package.
- b) The day labour rate shall include all required protective or uniform clothing, hand tools and accommodation required for the labour
- c) Transport of day labour shall either be provided for by the transport provided for in the screener package as part of the standard labour and transport provided for or as additional transport paid for under the day labour rates provided for in the schedule of quantities and prices.

- d) Any additional transport shall be agreed on between the Technical Officer and the contractor.
- e) Overtime and Sunday time for additional day labour shall be paid for under items 9.7 and 9.8 respectively.
- f) No shift time payment for additional labour shall apply even though day labour will be required to work the same shifts as that of the machines and standard labour.

2.10 ITEM 10. Plant hire items.

- a) This item only allows for the provisional hire of a few critical items of plant hire.
- b) Where TFR may require any other items to be hired, the Technical Officer may request the Contractor to obtain quotes for the specific need for approval. If approved these items may then be required to be provided. Required additional vehicles or plant required with any screener package not part of the schedule of vehicles and plant of the standard provision for the screener package shall be paid for under this item.
- c) Where any plant is required the cost for any plant rate shall include all fuel and operator or driver, properly qualified to operate the plant, including all support required for the operator to perform work, such as accommodation transport etc.
- d) Where plant hire items are required and the items break down, no payment for the day will be made. Where the machine works part of a day due to break down, only the proportional work time will be paid, relative to the required 9 hour work time.
- e) Where additional plant hire items are required, a minimum of one day will be payable. Where an item is required for only part of a day and the equipment is available for the whole day, the full day rate will be payable.
- f) This plant hire item does not include the TLB and standard plant required with the screener package and standard support labour with the screener package. These items are included in the rates for the screener package.
- g) When any item of plant is required to work for more than the required 9 hours only an additional proportional payment rate shall apply for the additional work time. No additional overtime rate shall be payable.
- h) When any item of plant is required to work Overtime or Sunday time, payment for the day or time worked shall be made in terms of applicable clause above. An additional payment for the operator may however be made of 50% of the over time rate and 100% of the Sunday time rate for the actual grade of staff used in terms of the rates per item 7 of the schedule of prices for day labour.
- i) Where the machine needs to move, this will either be done on its own power or by low bed.
- j) Payment of Move days will be agreed on between the Technical Officer and the contractor.

2.11 Provisional Lump sums

2.11.1 Provisional Lump sum for Material payments:

Refer clause 3.8.7 of the Particular Specifications C3.24.2 for conditions applicable to payment of material required for where applicable to support screening such as drain repair.

2.11.2 Provisional Lump sum for specific items such as plant hire, dust suppression and other unforeseen essential items related to screening.

2.11.2.1 Payment for Dust suppression:

Refer clause 3.1.15 of the Project Specifications for conditions applicable to payment for dust suppression.

2.11.2.2 Payment for other unforeseen essential items related to screening.

- a) This item allows for the payment of interim accommodation for late arrival of accommodation train.
- b) Plant hire
- c) Payment of other unforeseen essential items related to screening is only a provisional item and may only be utilised if the Technical Officer requires an activity related to the screening project for which no specific item exists in the contract. .
- d) Payment for such an item under this lump sum provided shall only apply if agreed on and specifically instructed by the Technical Officer
- e) Any agreement for supply of an additional service or shall be between the contractor and supplier. Transnet will only pay the contractor for invoices approved.

2.11.3 Any approved invoice payable, shall clearly qualify the supplier, rate, quantity, cost and delivery detail, certified by the contractor for what purpose used, including reference to minutes or instruction from Technical Officer

2.12 ITEM 12. Movement of screener package.

2.12.1 The basic fixed cost of the machines shall be part of the rate allowed for in the rate for item 2.1 for equivalent meters to be screened. This implies that the move cost shall therefore only allow for additional cost for a move if required.

2.12.2 The additional move cost will be made per track kilometre for moving the machinery between work-site and work-site (See definition of "Machinery" and "Moving time" – Specification part C3 General Technical Specification. (Old E.160 ) (Definitions).

2.12.3 No kilometre payment will be made when the machinery is hauled by Locomotive.

2.12.4 Movement of the total screener package may be required to be undertaken on off-weekends. Such a move will only be made on agreement with the contractor to allow for security arrangements and support staff for the move. Only the kilometre payment as per item 12 shall apply.

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Part C2

**SCHEDULE OF MACHINES**

MAINTENANCE OF TRACK BY MEANS OF BALLAST SCREENING  
Package 1 (Screen, Tamp, Regulate, Stabilise & High volume spoil removal system)

**Screeener Package 1: SCHEDULE OF MACHINES, Vehicles and Labour offered**

**(Screeener, Tampers, Regulator and Stabiliser & High volume spoil removal system)**

**1. Screen Package 1: Item 1: BALLAST SCREENER**

- 1.1 MAKE : \_\_\_\_\_  
 1.2 MODEL(YEAR) : \_\_\_\_\_  
 1.3 NOMINAL PRODUCTION RATE (m³/h) : \_\_\_\_\_  
 1.4 ADJUSTABLE CUTTERBAR WIDTH  
 1.4.1 MAX (m) : \_\_\_\_\_  
 1.4.2 MIN (m) : \_\_\_\_\_  
 1.5 AUTOMATIC CONTROLLABLE CUTDEPTH  
 1.5.1 MAX (mm) : \_\_\_\_\_  
 1.5.2 MIN (mm) : \_\_\_\_\_  
 1.6 Cutterbar size: (Thickness (mm))  
 1.6.1: Standard \_\_\_\_\_  
 1.6.2: Restricted / Tunnel: \_\_\_\_\_  
 1.7: Minimum ballast depth machine can cut without pr-lifting (mm) \_\_\_\_\_  
 1.8: Pre-lifting: Describe with what & how) \_\_\_\_\_  
 1.9

DESCRIPTION	UNIT	SCHEDULED SCREENING RATE	CUTTER CHAIN COUPLE TIME (Tc)	CUTTER CHAIN UN-COUPLE TIME (Tuc)
SCREENING OPEN TRACK, SINGLE LINE		See 1.3	___ minutes	___ minutes
SCREENING RESTRICTED TRACK, SINGLE LINE. This includes working in turnouts, working around obstructions (i.e. on bridges in tunnels, next to platforms), and/or lowering track greater than 150mm.	m³/hr	Rr =	___ minutes	___ minutes
SCREENING DOUBLE TRACK. This includes working in turnouts, working around obstructions, and/or lowering track greater than 150mm.	m³/hr	Rd =	___ minutes	___ minutes

- 1.10 FITTED WITH RAILWAY BUFFERS BOTH ENDS, IF NOT CLARIFY : \_\_\_\_\_  
 1.11 NOMINAL TRAVELLING SPEED (km/h)  
 : 1:60 gradient (minimum = 45km/h) : \_\_\_\_\_  
 : zero gradient (minimum = 60km/h) : \_\_\_\_\_  
 : When travelling as part of and coupled to a train : \_\_\_\_\_  
 (Minimum = 60km/h)



4.7 TRAVEL: If cannot travel as part of train, Qualify how machine will move from one work area to next and what limitations shall apply

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**5. Screen Package 1: Item 5: SPOIL WAGON SYSTEM for High Volumes & Spoil levelling machine / Loader / TLB (Required full time)**

Spoil removal Wagon system:

5.1 MAKE : \_\_\_\_\_

5.2 MODEL (YEAR) : \_\_\_\_\_

5.3 NUMBER OF SPOIL WAGONS AND CAPACITY OF EACH ( m<sup>3</sup>) : \_\_\_\_\_

5.4 Other Spoil linked wagons (Eg. Match wagon) (Qualify) \_\_\_\_\_

5.5 NOMINAL PRODUCTION RATE ACCEPTING SPOIL (m<sup>3</sup>/h) : \_\_\_\_\_

5.6 Spoil Discharge & Transfer rates:

5.6.1 High production rapid spoil removal wagons:

a) NOMINAL DISCHARGE TIME (including preparation) ( maximum 10 minutes): \_\_\_\_\_

b) NOMINAL TRANSFER TIME, FULL TO EMPTY WAGON (including preparation) : \_\_\_\_\_

5.6.2 Convention Spoil conveyor wagons: No of wagons and capacity before removal for off-loading:

.....

5.7 AXLE LOAD (Tons)(Maximum 23 tonnes loaded) : \_\_\_\_\_

5.8 Break system of wagons (Air break, Vacuum or both) \_\_\_\_\_

5.9 FITTED WITH RAILWAY BUFFERS BOTH ENDS, IF NOT CLARIFY : \_\_\_\_\_

5.10 NOMINAL TRAVELLING SPEED (km/h)

: When travelling as part of and coupled to a train (Loaded) : \_\_\_\_\_

: When travelling as part of and coupled to a train (Empty): \_\_\_\_\_

(minimum = 60km/h)

5.11 Loader / TLB provided: (To be provided with each screener package whether spoil wagons or not)

a) Type and size of machine provided: \_\_\_\_\_

b) Travel of machine site to site: describe( Rail wagon with ramps or Low bed) : \_\_\_\_\_

5.12 Other information: \_\_\_\_\_

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**6. Screen Package 1: Item 6: Fan or Blower for removal of foul air in tunnels.** (Provisional)

Provide detail if available to be offered. Fan will normally not be required to work with this package.

Note : **Nominal** in the schedule of machines indicates the maximum continuous production rate that the machine is capable of.

**7. Screener Package 1: Item 7: SCHEDULE OF LABOUR FOR FULL TIME SUPPORT PREPARATION and support for screening**

All direct machine based support work for all machines offered per screener package the contracts. Included as part of screening process, excluding limited drain cleaning.  
(Opening of level crossings, preparation of ballast shoulders, cleaning behind screener etc.)

	A) Machine support Labour	B) Full time support Subcontract labour as part of machine activity.	C) Any other full time labour – (Functions to be specified.)
1. Contract supervisor			
2. Machine operators Differentiate between machines			
3. Machine maintenance support Technicians			
4. Machine Technician Trade hands supporting machines:			
5. Other Machine support Grades: Specify:			
6. Subcontractor supervisor / Track master for screening support			
7. Subcontractors Trade hands for track support. Trackman etc.			
8. Bonders.			
9. Flagmen			
10. Workers (Track workers Un –skilled labour)			
11. Vehicle allowed for transport of workers & tools. (Type & Capacity)			
12.. Any other support allowed for execution of this function (Clarify)			

**8. Screener Package 1: Item 8: SCHEDULE OF LABOUR FOR SEPARATE DRAIN CLEANING**

Labour allowed for cleaning of concrete drains or Earth side drains as per item 6.1 & 6.2 of the schedule of prices.

	All Labour allowed for in the rate tendered for Drain cleaning:
1. Subcontractors gang supervisor or Trade hands for gang supervision	
2. Workers (Track workers Un –skilled labour)	
3. Vehicle allowed for transport of workers & tools. (Type & Capacity)	
4. Any other support allowed for execution of this function (Clarify)	

**9. Plant Hire: Screener Package 1: Machines offered for as – and - when required.  
(Provisional)**

Item	Machine type required	Actual machine type tendered on	Conditions / requirements for machine usage.
9.1	Low bed per event (per move. To & from site separately measured)		
9.2	Low bed variable per move km calculated only when hauling		
9.3	Other		

**10. Schedule of Rail wagons: Screener Package 1: Wagons used for contract and intended to be continued to be used as part of offer.**

Number of wagons	Type of wagon used / required	For what purpose is wagon used	Transnet Wagon Number of present wagon in use	Type of Wheel bearings of wagon & general condition (White Metal or roller bearing)	Motivation for wagon required and implication if wagon is not made available for contract
Example 1	DZ with built roof	Mass Fuel tank (10000l)	??	White Metal bearings Wagon good condition	

**11. Screener Package 1: SCHEDULE OF CELL-PHONE CONTRACT  
(REFER CLAUSE 13.5.1 OF THE E.160)**

Ballast screening

	Name of Service Provider (i.e. Vodacom / MTN)	Type of Contract (i.e. Talk 500 / Procall 600)
Cell Phone offered		

Part C2

**SCHEDULE OF MACHINES**

MAINTENANCE OF TRACK BY MEANS OF BALLAST SCREENING

**Package 2 (Screen, Tamp, Regulate & Stabilise)**

**Screeener Package 2: SCHEDULE OF MACHINES, Vehicles and Labour offered**

**(Screeener, Tampers, Regulator and Stabiliser**

**1. Screen Package 2: Item 1: BALLAST SCREENER**

1.1 MAKE : \_\_\_\_\_

1.2 MODEL(YEAR) : \_\_\_\_\_

1.3 NOMINAL PRODUCTION RATE (m³/h) : \_\_\_\_\_

1.4 ADJUSTABLE CUTTERBAR WIDTH \_\_\_\_\_

1.4.1 MAX (m) : \_\_\_\_\_

1.4.2 MIN (m) : \_\_\_\_\_

1.5 AUTOMATIC CONTROLLABLE CUTDEPTH \_\_\_\_\_

1.5.1 MAX (mm) : \_\_\_\_\_

1.5.2 MIN (mm) : \_\_\_\_\_

1.6 Cutterbar size: (Thickness (mm)) \_\_\_\_\_

1.6.1: Standard \_\_\_\_\_

1.6.2: Restricted / Tunnel: \_\_\_\_\_

1.7: Minimum ballast depth machine can cut without pr-lifting (mm) \_\_\_\_\_

1.8: Pre-lifting: Describe with what & how) \_\_\_\_\_

1.9

DESCRIPTION	UNIT	SCHEDULED SCREENING RATE	CUTTER CHAIN COUPLE TIME (Tc)	CUTTER CHAIN UN-COUPLE TIME (Tuc)
-------------	------	--------------------------	-------------------------------	-----------------------------------

SCREENING OPEN TRACK, SINGLE LINE		See 1.3	___ minutes	___ minutes
SCREENING RESTRICTED TRACK, SINGLE LINE. This includes working in turnouts, working around obstructions (ie. on bridges in tunnels, next to platforms), and/or lowering track greater than 150mm.	m³/hr	Rr =	___ minutes	___ minutes
SCREENING DOUBLE TRACK. This includes working in turnouts, working around obstructions, and/or lowering track greater than 150mm.	m³/hr	Rd=	___ minutes	___ minutes

1.10 FITTED WITH RAILWAY BUFFERS BOTH ENDS, IF NOT CLARIFY : \_\_\_\_\_

1.11 NOMINAL TRAVELLING SPEED (km/h)

: 1:60 gradient (minimum = 45km/h) : \_\_\_\_\_

: zero gradient (minimum = 60km/h) : \_\_\_\_\_

: When travelling as part of and coupled to a train : \_\_\_\_\_

(Minimum = 60km/h)



4.7 TRAVEL: If cannot travel as part of train, Qualify how machine will move from one work area to next and what limitations shall apply

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**5. Screen Package 2: Item 5: SPOIL WAGON SYSTEM (Provisional if available) Loader / TLB must be provided and be qualified**

**& Spoil levelling machine / Loader / TLB (Required full time)**

Only if spoil wagons are available to be offered must detail be provided.

**6. Screen Package 2: Item 6: Fan or Blower for removal of foul air in tunnels. (Provisional)**

Provide detail if available to be offered. Fan will normally not be required to work with this package.

Note : **Nominal** in the schedule of machines indicates the maximum continuous production rate that the machine is capable of.

**7. Screener Package 2: Item 7: SCHEDULE OF LABOUR FOR FULL TIME SUPPORT PREPARATION and support for screening**

All direct machine based support work for all machines offered per screener package the contracts. Included as part of screening process, excluding limited drain cleaning.

(Opening of level crossings, preparation of ballast shoulders, cleaning behind screener etc.)

	A) Machine support Labour	B) Full time support Subcontract labour as part of machine activity.	C) Any other full time labour – (Functions to be specified.)
1. Contract supervisor			
2. Machine operators Differentiate between machines			
3. Machine maintenance support Technicians			
4. Machine Technician Trade hands supporting machines:			
5. Other Machine support Grades: Specify:			
6. Subcontractor supervisor / Track master for screening support			
7. Subcontractors Trade hands for track support. Trackman etc.			
8. Bonders.			
9. Flagmen			
10. Workers (Track workers Un –skilled labour)			
11. Vehicle allowed for transport of workers & tools. (Type & Capacity)			
12.. Any other support allowed for execution of this function (Clarify)			

**8. Screener Package 2: Item 8: SCHEDULE OF LABOUR FOR SEPARATE DRAIN CLEANING**

Labour allowed for cleaning of concrete drains or Earth side drains as per item 6.1 & 6.2 of the schedule of prices.

	All Labour allowed for in the rate tendered for Drain cleaning:
1. Subcontractors gang supervisor or Trade hands for gang supervision	
2. Workers (Track workers Un –skilled labour)	
3. Vehicle allowed for transport of workers & tools. (Type & Capacity)	
4. Any other support allowed for execution of this function (Clarify)	

**9. Plant Hire: Screener Package 2: Machines offered for as – and - when required. (Provisional)**

Item	Machine type required	Actual machine type tendered on	Conditions / requirements for machine usage.
9.1	Low bed per event (per move. To & from site separately measured)		
9.2	Low bed variable per move km calculated only when hauling		
9.3	Other		

**10. Schedule of Rail wagons: Screener Package 2:** Wagons used for contract and intended to be continued to be used as part of offer.

Number of wagons	Type of wagon used / required	For what purpose is wagon used	Transnet Wagon Number of present wagon in use	Type of Wheel bearings of wagon & general condition (White Metal or roller bearing)	Motivation for wagon required and implication if wagon is not made available for contract
Example 1	DZ with built roof	Mass Fuel tank (10000l)	??	White Metal bearings Wagon good condition	

**11. Screener Package 2: SCHEDULE OF CELL-PHONE CONTRACT (REFER CLAUSE 13.5.1 OF THE E.160)**

Ballast screening

	Name of Service Provider (i.e. Vodacom / MTN)	Type of Contract (i.e. Talk 500 / Procall 600)
Cell Phone offered		

Part C2

**SCHEDULE OF MACHINES**

MAINTENANCE OF TRACK BY MEANS OF BALLAST SCREENING  
**Package 3** (Screen, Tamp, Regulate, Spoil wagons, tunnel Fan)

**Screener Package 3: SCHEDULE OF MACHINES and Vehicles and Labour offered**

**(Screener, Tampers, Regulator, Spoil wagons & Fan)**

**1. Screen Package 3: Item 1: BALLAST SCREENER**

- 1.1 MAKE : \_\_\_\_\_
- 1.2 MODEL(YEAR) : \_\_\_\_\_
- 1.3 NOMINAL PRODUCTION RATE (m³/h) : \_\_\_\_\_
- 1.4 ADJUSTABLE CUTTERBAR WIDTH
  - 1.4.1 MAX (m) : \_\_\_\_\_
  - 1.4.2 MIN (m) : \_\_\_\_\_
- 1.5 AUTOMATIC CONTROLLABLE CUTDEPTH
  - 1.5.1 MAX (mm) : \_\_\_\_\_
  - 1.5.2 MIN (mm) : \_\_\_\_\_
- 1.6 Cutterbar size: (Thickness (mm))
  - 1.6.1: Standard \_\_\_\_\_
  - 1.6.2: Restricted / Tunnel: \_\_\_\_\_
- 1.7: Minimum ballast depth machine can cut without pr-lifting (mm) \_\_\_\_\_
- 1.8: Pre-lifting: Describe with what & how) \_\_\_\_\_
- 1.9

DESCRIPTION	UNIT	SCHEDULED SCREENING RATE	CUTTER CHAIN COUPLE TIME (Tc)	CUTTER CHAIN UN-COUPLE TIME (Tuc)
SCREENING OPEN TRACK, SINGLE LINE		See 1.3	___ minutes	___ minutes
SCREENING RESTRICTED TRACK, SINGLE LINE. This includes working in turnouts, working around obstructions (ie. on bridges in tunnels, next to platforms), and/or lowering track greater than 150mm.	m³/hr	Rr =	___ minutes	___ minutes
SCREENING DOUBLE TRACK. This includes working in turnouts, working around obstructions, and/or lowering track greater than 150mm.	m³/hr	Rd =	___ minutes	___ minutes

- 1.10 FITTED WITH RAILWAY BUFFERS BOTH ENDS, IF NOT CLARIFY : \_\_\_\_\_
- 1.11 NOMINAL TRAVELLING SPEED (km/h)
  - : 1:60 gradient (minimum = 45km/h) : \_\_\_\_\_
  - : zero gradient (minimum = 60km/h) : \_\_\_\_\_
  - : When travelling as part of and coupled to a train : \_\_\_\_\_

(Minimum = 60km/h)

## 2. Screen Package 2: Item 3: TAMPER(S)

- 2.1 MAKE : \_\_\_\_\_
- 2.2 MODEL(YEAR) : \_\_\_\_\_
- 2.3 NOMINAL PRODUCTION RATE (sleepers/min) : \_\_\_\_\_
- 2.4 MAXIMUM LIFT (mm) : \_\_\_\_\_
- 2.5 NOMINAL TRAVELLING SPEED (km/h)
- : 1:60 gradient (minimum = 45km/h) : \_\_\_\_\_
- : zero gradient (minimum = 60km/h) : \_\_\_\_\_
- : When travelling as part of and coupled to a train : \_\_\_\_\_  
(minimum = 60km/h)
- 2.6 FITTED WITH RAILWAY BUFFERS BOTH ENDS, IF NOT CLARIFY : \_\_\_\_\_
- 2.7 Travel: If cannot travel as part of train, Qualify how machine will move from one work area to next and what limitations shall apply:  
\_\_\_\_\_
- 2.8 TAMPING FREQUENCY : \_\_\_\_\_ Hz

2.9

TYPE OF TAMPING INTURNOUTS	UNIT	LIMITS	SCHEDULED RATE/TIME
Restricted set - all types	Minutes Each	All sets directly behind set screening or set replacement, where normal tamping cannot take place.	
1:20 turnouts - all types	Minutes Each	SRJ to end of standard turnout sleepers.	
1:12 turnouts - all types	Minutes Each	SRJ to end of standard turnout sleepers.	
1:9 turnouts - all types	Minutes Each	SRJ to end of standard turnout sleepers.	

All scheduled rates must include the machine preparation time for turnout tamping.

## 3. Screen Package 3: Item 3: REGULATOR

- 3.1 MAKE : \_\_\_\_\_
- 3.2 MODEL (YEAR) : \_\_\_\_\_
- 3.3 HOPPER CAPACITY (m<sup>3</sup>/h) : \_\_\_\_\_
- 3.4 NOMINAL PROFILING RATES : Shoulders only (m/Tw hr) : \_\_\_\_\_
- 3.5 NOMINAL PROFILING RATES : Shoulders to centre (m/Tw hr) : \_\_\_\_\_
- 3.6 NOMINAL PROFILING RATES : Shoulders to shoulder (m/Tw hr) : \_\_\_\_\_
- 3.7 FITTED WITH RAILWAY BUFFERS BOTH ENDS, IF NOT CLARIFY : \_\_\_\_\_
- 3.8 NOMINAL TRAVELLING SPEED (km/h)
- : 1:60 gradient (minimum = 45km/h) : \_\_\_\_\_
- : zero gradient (minimum = 60km/h) : \_\_\_\_\_
- : When travelling as part of and coupled to a train : \_\_\_\_\_  
(minimum = 60km/h)
- 3.9 TRAVEL: If cannot travel as part of train, Qualify how machine will move from one work area to next and what limitations shall apply  
\_\_\_\_\_

## 4. Screen Package 3:Item 4: STABILISER (Provisional)

Stabiliser will normally not be required with this screener package.  
Only if a machine is available can it be offered for use with this screener package for consideration.)

**5. Screen Package 3: Item 5: SPOIL WAGON SYSTEM  
& Spoil levelling machine / Loader / TLB (Required full time)**

Spoil removal Wagon system:

5.1 MAKE : \_\_\_\_\_

5.2 MODEL (YEAR) : \_\_\_\_\_

5.3 NUMBER OF SPOIL WAGONS AND CAPACITY OF EACH ( m<sup>3</sup> ) : \_\_\_\_\_

5.4 Other Spoil linked wagons (Eg. Match wagon) (Qualify) \_\_\_\_\_

5.5 NOMINAL PRODUCTION RATE ACCEPTING SPOIL (m<sup>3</sup>/h) : \_\_\_\_\_

5.6 Spoil Discharge & Transfer rates:

5.6.1 High production rapid spoil removal wagons:

a) NOMINAL DISCHARGE TIME (including preparation) ( maximum 10 minutes): \_\_\_\_\_

b) NOMINAL TRANSFER TIME, FULL TO EMPTY WAGON (including preparation) : \_\_\_\_\_

5.6.2 Convention Spoil conveyor wagons: No of wagons and capacity before removal for off-loading:

.....

5.7 AXLE LOAD (Tons)(Maximum 23 tonnes loaded) : \_\_\_\_\_

5.8 Break system of wagons (Air break, Vacuum or both) \_\_\_\_\_

5.9 FITTED WITH RAILWAY BUFFERS BOTH ENDS, IF NOT CLARIFY : \_\_\_\_\_

5.10 NOMINAL TRAVELLING SPEED (km/h)

: When travelling as part of and coupled to a train (Loaded) : \_\_\_\_\_

: When travelling as part of and coupled to a train (Empty) \_\_\_\_\_

(minimum = 60km/h)

5.11 Loader / TLB provided: (To be provided with each screener package whether spoil wagons or not)

a) Type and size of machine provided: \_\_\_\_\_

b) Travel of machine site to site: describe( Rail wagon with ramps or Low bed) : \_\_\_\_\_

5.12 Other information: \_\_\_\_\_  
\_\_\_\_\_

**6. Screen Package 3: Item 6: Fan or Blower for removal of foul air in tunnels.**

Essential for more regular use with this screener package.

6.1 MAKE : \_\_\_\_\_

6.2 MODEL (YEAR) : \_\_\_\_\_

6.3 CAPACITY / Specification? : \_\_\_\_\_

6.4 NOMINAL TRAVELLING SPEED (km/h)

: When travelling as part of and coupled to a train : \_\_\_\_\_

(minimum = 60km/h)

6.5 Other information?.....

.....

Note : **Nominal** in the schedule of machines indicates the maximum continuous production rate that the machine is capable of.

**7. Screener Package 3: Item 7: SCHEDULE OF LABOUR FOR FULL TIME SUPPORT PREPARATION and support for screening**

All direct machine based support work for all machines offered per screener package the contracts. Included as part of screening process, excluding limited drain cleaning.  
(Opening of level crossings, preparation of ballast shoulders, cleaning behind screener etc.)

	A) Machine support Labour	B) Full time support Subcontract labour as part of machine activity.	C) Any other full time labour – (Functions to be specified.)
1. Contract supervisor			
2. Machine operators Differentiate between machines			
3. Machine maintenance support Technicians			
4. Machine Technician Trade hands supporting machines:			
5. Other Machine support Grades: Specify:			
6. Subcontractor supervisor / Track master for screening support			
7. Subcontractors Trade hands for track support. Trackman etc.			
8. Bonders.			
9. Flagmen			
10. Workers (Track workers Un –skilled labour)			
11. Vehicle allowed for transport of workers & tools. (Type & Capacity)			
12.. Any other support allowed for execution of this function (Clarify)			

PREVIEW COPY ONLY

**8. Screener Package 3: Item 8: SCHEDULE OF LABOUR FOR SEPARATE DRAIN CLEANING**

Labour allowed for cleaning of concrete drains Or Earth side drains as per item 6.1 & 6.2 of the schedule of prices.

	All Labour allowed for in the rate tendered for Drain cleaning:
1. Subcontractors gang supervisor or Trade hands for gang supervision	
2. Workers (Track workers Un –skilled labour)	
3. Vehicle allowed for transport of workers & tools. (Type & Capacity)	
4. Any other support allowed for execution of this function (Clarify)	

**9. Plant Hire: Package 3: Machines offered for as – and - when required. (Provisional)**

Item	Machine type required	Actual machine type tendered on	Conditions / requirements for machine usage.
9.1	Low bed per event (per move. To & from site separately measured)		
9.2	Low bed variable per move km calculated only when hauling		
9.3	Other		

**10. Schedule of Rail wagons: Screener Package 3** Wagons used for contract and intended to be continued to be used as part of offer.

Number of wagons	Type of wagon used / required	For what purpose is wagon used	Transnet Wagon Number of present wagon in use	Type of Wheel bearings of wagon & general condition (White Metal or roller bearing)	Motivation for wagon required and implication if wagon is not made available for contract
Example 1	DZ with built roof	Mass Fuel tank (10000l)	??	White Metal bearings Wagon good condition	

**11. Screener Package 3: SCHEDULE OF CELL-PHONE CONTRACT**  
(REFER CLAUSE 13.5.1 OF THE E.160)

Ballast screening

	Name of Service Provider (i.e. Vodacom / MTN)	Type of Contract (i.e. Talk 500 / Procall 600)
Cell Phone offered		

PREVIEW COPY ONLY

**SIC8075 - Package 1- Ballast cleaning  
(Screener, Tampers, regulator, Stabilisation High volume spoil removal system)  
Price List**

Item	Description	Quantity	Unit	Rate	Amount
1	Establishment	1	Sum		
2	Planned Ballast Screening				-
2.1	Length of standard equivalent meter of track screened: Screening of ballast is inclusive of: Ballast Screening, Regulating of ballast, Tamping, stabilisation and provision of full time availability of spoil system capable of volumes required with front end loader / TLB with each meter screened.	429000	m		
2.2	Additional meter of track screening (Provisional)	Provisional	m		-
2.3	Extra over variable cost of operation of spoil system				-
2.3.1	Extra over payment for operation of the spoil removal system for loading & emptied.	80000	m3		
2.3.2	Extra over payment for operation of part of wagon system working with other machine away from this package.	Prov	Day		-
2.4	Extra operating cost for Fan system for screening in tunnels (Provisional - if available)				
2.4.1	Fan for tunnel ventilation (On wagon) (This contract) (Provisional)	Prov	Day		-
2.4.2	Fan for tunnel ventilation (On wagon) (Separate contract or package)(Provisional)	Prov	Day		-
2.5	Additional cost for establish and operation for a shut down				-
2.5.1	GFB lines (Kimberley, Koedoespoort, Natal, Empangeni)	3	Item		
2.5.2	Ore line	3	Item		
2.5.3	Coal line	3	Item		
3	Extra over day rate for use of a Tamper away from this contract or for emergency work (Provisional)	Prov	Day		-
4	Portion of item 2.1 for fixed cost only.	Prov	%		-
5	Supply lighting at work site	120	Days		
6.1	Cleaning of concrete side drains before screening (Both sides of track)	5000	m3		
6.2	Cleaning of earth side drains before screening. (Both sides of track)	26000	m3		
7	Overtime				-
7.1	Overtime hours outside Tom of 8 hours per day & Saturdays when in excess of 5/7 or 10/14				-
7.1.1	Total Machine package	Provisional	Hours		-
7.1.2	Tamper only if working independantly	Provisional	Hours		-
7.1.3	Spoil removal wagons	Provisional	Hours		-
7.2	Payment for Sundays & PPH when in excess of 5/7 or 10/14 are worked consecutively.				
7.2.1	Total Machine package	Provisional	Hours		-
7.2.2	Tamper only if working independantly	Provisional	Hours		-
7.2.3	Spoil removal wagons	Provisional	Hours		-
8	Shift allowance				-
8.1	Payment for Saturday shifts when working 10/14 days				
8.1.1	Total Machine package	Provisional	Hours		-
8.1.2	Tamper only if working independantly	Provisional	Hours		-
8.1.3	Spoil removal wagons	Provisional	Hours		-
Total for Page 1					

Tenderer:.....

Date:.....

**SIC 8075 - Package 1- Ballast cleaning  
(Screener, Tampers, regulator, Stabilisor & rapid spoil removal system)  
Price List**

		Total brought forward from page 1			
Item	Description	Quantity	Unit	Rate	Amount
8.2	Payment for Sunday shifts & PPH's when working 10/14 days				-
8.2.1	Total Machine package	Provisional	Hours		-
8.2.2	Tamper only if working independantly	Provisional	Hours		-
8.2.3	Spoil removal wagons	Provisional	Hours		-
8.2.5	Fan wagon (Provisional)	Provisional	Hours		-
8.3	Night shift payment for night shifts between 18h30 & 05h30 (This shift payment is additional to OT, ST or shift payments in terms of items 4.1, 4.2, 5.1 & 5.2)				-
8..3.1	Total Machine package	Provisional	Hours		-
8.3.2	Tamper only if working independantly	Provisional	Hours		-
8..3.2	Spoil removal wagons	Provisional	Hours		-
8..3.3	Fan wagon (Provisional)	Provisional	Hours		-
9	Day Labour (Provisional) (If required)				-
9.1	Skilled (Trackmaster etc.)	Provisional	Man day		-
9.2	Unskilled (Trackman, operator etc.)	Provisional	Man day		-
9.3	Additional Flagmen	Provisional	Man day		-
9.4	Labourer (Allowance for 15 workers 1/3 rd of period)	Provisional	Man day		-
9.5	Enhancement for overtime				-
9.6	Weekdays including Saturdays	Provisional	Percent		-
9.7	Sundays & PPH's	Provisional	Percent		-
10	Plant hire. <b>Provisional.</b> As & when required. (Usage 9 hours / day)				-
10.1	Low bed per event (per move. To & from site separately measured)	Provisional	item		-
10.2	Low bed variable per move km calculated only when hauling	Provisional	km		-
11.1	Provisional Lumpsum for material and or specialist sub contractor for emergency repair work	Provisional sum	item		-
11.2	Provisional lumpsum for Plant hire, dust suppression & other unforeseen screener related items. Payment on pre approved invoice only.	Provisional sum	item		-
12	Moving machinery (Total package)	9600	km		
<b>Grand Total (Page 1 &amp; 2)</b>					
Grand total (Page 1, 2 & 3)(Excluding VAT)					
VAT					
<b>GRAND TOTAL INCLUDING VAT</b>					

Tenderer:.....

Date:.....

Conversion of length of track equivalent length of track screened:		Conversion factor
a)	Length of standard equivalent meter screened	1
b)	Length of track screened in various different volume categories	Factor calculated according to formula
c) 1	Length of track screened with total rejection	
c) 2	Length of track screened in wet conditions	
c) 3	Length of track screened in Tunnels.	
c) 4	Length of restricted track screened.	
c) 5	Turnouts screened and conversion to length of standard track	
Total length of standard equivalent track screened for payment item 2.1 = Sum of Lengths per category x factor		

**SIC8075 - Package 2- Ballast cleaning  
(Screener, Tampers, regulator & Stabilisation.  
Price List**

Item	Description	Quantity	Unit	Rate	Amount
1	Establishment	1	Sum		
2	Planned Ballast Screening				-
2.1	Length of standard equivalent meter of track screened: Screening of ballast is inclusive of: Ballast Screening, Regulating of ballast, Tamping and stabilisation with front end loader / TLB with each meter screened.	429000	m		
2.2	Additional meter of track screening (Provisional)	Provisional	m		-
2.3	Extra over variable cost of operation of spoil system (Provisional)				-
2.3.1	Extra over payment for operation of the spoil removal system for loading & emptied.	Provisional	m3		-
2.3.2	Extra over payment for operation of part of wagon system working with other machine away from this package.	Provisional	Day		-
2.4	Extra operating cost for Fan system for screening in tunnels (Provisional - if available)				-
2.4.1	Fan for tunnel ventilation (On wagon) (This contract) (Provisional)	Provisional	Day		-
2.4.2	Fan for tunnel ventilation (On wagon) (Separate contract or package)(Provisional)	Provisional	Day		-
2.5	Additional cost for establish and operation for a shut down				-
2.5.1	GFB lines (Kimberley, Koedoespoort, Natal, Empangeni	9	Item		
2.5.2	Ore line	3	Item		
2.5.3	Coal line	3	Item		
3	Extra over day rate for use of a Tamper away from this contract or for emergency work (Provisional)	Provisional	Day		-
4	Portion of item 2.1 for fixed cost only.	Provisional	%		-
5	Supply lighting at work site	120	Days		
6.1	Cleaning of concrete side drains before screening (Both sides of track)	5000	m3		
6.2	Cleaning of earth side drains before screening. (Both sides of track)	26000	m3		
7	Overtime				-
7.1	Overtime hours outside Tom of 8 hours per day & Saturdays when in excess of 5/7 or 10/14				-
7.1.1	Total Machine package	Provisional	Hours		-
7.1.2	Tamper only if working independantly	Provisional	Hours		-
7.1.3	Spoil removal wagons (Provisional)	Provisional	Hours		-
7.2	Payment for Sundays & PPH when in excess of 5/7 or 10/14 are worked consecutively.				-
7.2.1	Total Machine package	Provisional	Hours		-
7.2.2	Tamper only if working independantly	Provisional	Hours		-
7.2.3	Spoil removal wagons (Provisional)	Provisional	Hours		-
8	Shift allowance				-
8.1	Payment for Saturday shifts when working 10/14 days				-
8.1.1	Total Machine package	Provisional	Hours		-
8.1.2	Tamper only if working independantly	Provisional	Hours		-
8.1.3	Spoil removal wagons (Provisional)	Provisional	Hours		-
Total for Page 1					

Tenderer:.....

Date:.....

**SIC 8075 - Package 2- Ballast cleaning  
(Screener, Tampers, regulator & Stabilisation.  
Price List**

Total brought forward from page 1					
Item	Description	Quantity	Unit	Rate	Amount
8.2	Payment for Sunday shifts & PPH's when working 10/14 days				
8.2.1	Total Machine package	Provisional	Hours		-
8.2.2	Tamper only if working independantly	Provisional	Hours		-
8.2.3	Spoil removal wagons (Provisional)	Provisional	Hours		-
8.2.5	Fan wagon (Provisional)	Provisional	Hours		-
8.3	Night shift payment for night shifts between 18h30 & 05h30 (This shift payment is additional to OT, ST or shift payments in terms of items 4.1, 4.2, 5.1 & 5.2 )				
8..3.1	Total Machine package	Provisional	Hours		-
8.3.2	Tamper only if working independantly	Provisional	Hours		-
8..3.2	Spoil removal wagons	Provisional	Hours		-
8..3.3	Fan wagon (Provisional)	Provisional	Hours		-
9	Day Labour (Provisional) (If required)				
9.1	Skilled (Trackmaster etc.)	Provisional	Man day		-
9.2	Unskilled (Trackman, operator etc.)	Provisional	Man day		-
9.3	Additional Flagmen	Provisional	Man day		-
9.4	Labourer (Allowance for 15 workers 1/3 rd of period)	Provisional	Man day		-
9.5	Enhancement for overtime				
9.6	Weekdays including Saturdays	Provisional	Percent		-
9.7	Sundays & PPH's	Provisional	Percent		-
10	Plant hire. <b>Provisional.</b> As & when required. (Usage 9 hours / day)				
10.1	Low bed per event (per move. To & from site separately measured)	Provisional	item		-
10.2	Low bed variable per move km calculated only when hauling	Provisional	km		-
11.1	Provisional Lumpsum for material and or specialist sub contractor for emergency repair work	Provisional sum	item	-	-
11.2	Provisional lumpsum for Plant hire, dust suppression & other unforeseen screener related items. Payment on pre approved invoice only.	Provisional sum	item	-	-
12	Moving machinery (Total package)	9600	km		
<b>Grand Total (Page 1 &amp; 2)</b>					
Grand total (Page 1, 2 & 3)(Excluding VAT)					
VAT					
<b>GRAND TOTAL INCLUDING VAT</b>					

Tenderer:.....

Date:.....

Conversion of length of track equivalent length of track screened:		Conversion factor
a)	Length of standard equivalent meter screened	1
b)	Length of track screened in various different volume categories	Factor calculated according formula
c) 1	Length of track screened with total rejection	
c) 2	Length of track screened in wet conditions	
c) 3	Length of track screened in Tunnels.	
c) 4	Length of restricted track screened.	
c) 5	Turnouts screened and conversion to length of standard track	
Total length of standard equivalent track screened for payment item 2.1 = Sum of Lengths per category x factor		

YELLOW PAPER

**SIC8075 - Package 3 - Ballast cleaning  
(Screener, Tampers, regulator Spoil removal  
Price List**

Item	Description	Quantity	Unit	Rate	Amount
1	Establishment	1	Sum		
2	Planned Ballast Screening				-
2.1	Length of standard equivalent meter of track screened: Screening of ballast is inclusive of: Ballast Screening, Regulating of ballast, Tamping and Spoil removal with front end loader / TLB with each meter screened.	429000	m		
2.2	Additional meter of track screening (Provisional)	Provisional	m		-
2.3	Extra over variable cost of operation of spoil system				-
2.3.1	Extra over payment for operation of the spoil removal system for loading & emptied.	24000	m3		
2.3.2	Extra over payment for operation of spoil removal system working with other machine away from this package.	Provisional	Day		-
2.4	Extra operating cost for Fan system for screening in tunnels				-
2.4.1	Fan for tunnel ventilation (On wagon) (This contract)	Provisional	Day		-
2.4.2	Fan for tunnel ventilation (On wagon) (Separate contract or package)(Provisional)	Provisional	Day		-
2.5	Additional cost for establish and operation for a shut down				-
2.5.1	GFB lines (Kimberley, Koedoespoort, Natal, Empangeni)	9	Item		
2.5.2	Ore line	3	Item		
2.5.3	Coal line	3	Item		
3	Extra over day rate for use of a Tamper away from this contract or for emergency work (Provisional)	Provisional	Day		-
4	Portion of item 2.1 for fixed cost only.	Provisional	%		-
5	Supply lighting at work site	Provisional	Days		-
6.1	Cleaning of concrete side drains before screening (Both sides of track)	5000	m3		
6.2	Cleaning of earth side drains before screening. (Both sides of track)	26000	m3		
7	Overtime				-
7.1	Overtime hours outside Tom of 8 hours per day & Saturdays when in excess of 5/7 or 10/14				-
7.1.1	Total Machine package	Provisional	Hours		-
7.1.2	Tamper only if working independantly	Provisional	Hours		-
7.1.3	Spoil removal wagons	Provisional	Hours		-
7.1.4	Fan wagon	Provisional	Hours		-
7.2	Payment for Sundays & PPH when in excess of 5/7 or 10/14 are worked consecutively.				-
7.2.1	Total Machine package	Provisional	Hours		-
7.2.2	Tamper only if working independantly	Provisional	Hours		-
7.2.3	Spoil removal wagons	Provisional	Hours		-
7.2.4	Fan wagon	Provisional	Hours		-
8	Shift allowance				-
8.1	Payment for Saturday shifts when working 10/14 days				-
8.1.1	Total Machine package	Provisional	Hours		-
8.1.2	Tamper only if working independantly	Provisional	Hours		-
8.1.3	Spoil removal wagons (Provisional)	Provisional	Hours		-
8.1.4	Fan Wagon	Provisional	Hours		-
Total for Page 1					

Tenderer:.....

Date:.....

**SIC 8075 - Package 3 - Ballast cleaning  
(Screener, Tampers, regulator Spoil removal  
Price List**

Total brought forward from page 1					
Item	Description	Quantity	Unit	Rate	Amount
8.2	Payment for Sunday shifts & PPH's when working 10/14 days				-
8.2.1	Total Machine package	Provisional	Hours		-
8.2.2	Tamper only if working independantly	Provisional	Hours		-
8.2.3	Spoil removal wagons	Provisional	Hours		-
8.2.5	Fan wagon	Provisional	Hours		-
8.3	Night shift payment for night shifts between 18h30 & 05h30 (This shift payment is additional to OT, ST or shift payments in terms of items 4.1, 4.2, 5.1 & 5.2 )				-
8.3.1	Total Machine package	Provisional	Hours		-
8.3.2	Tamper only if working independantly	Provisional	Hours		-
8.3.2	Spoil removal wagons	Provisional	Hours		-
8.3.3	Fan wagon	Provisional	Hours		-
9	Day Labour (Provisional) (If required)				-
9.1	Skilled (Trackmaster etc.)	Provisional	Man day		-
9.2	Unskilled (Trackman, operator etc.)	Provisional	Man day		-
9.3	Additional Flagmen	Provisional	Man day		-
9.4	Labourer (Allowance for 15 workers 1/3 rd of period)	Provisional	Man day		-
9.5	Enhancement for overtime				-
9.6	Weekdays including Saturdays	Provisional	Percent		-
9.7	Sundays & PPH's	Provisional	Percent		-
10	Plant hire. <b>Provisional.</b> As & when required. (Usage 9 hours / day)				-
10.1	Low bed per event (per move. To & from site separately measured)	Provisional	item		-
10.2	Low bed variable per move km calculated only when hauling	Provisional	km		-
11.1	Provisional Lumpsum for material and or specialist sub contractor for emergency repair work	Provisional sum	item	-	-
11.2	Provisional lumpsum for Plant hire, dust suppresion & other unforeseen screener related items. Payment on pre approved invoice only.	Provisional sum	item	-	-
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<b>Grand Total (Page 1 &amp; 2)</b>					
Grand total (Page 1, 2 & 3)(Excluding VAT)					
VAT					
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Tenderer:.....

Date:.....

Conversion of length of track equalant length of track screened:		Conversion factor
a)	Length of standard equivalent meter screened	1
b)	Length of track screened in various different volume categories	Factor calculated according formula
c) 1	Length of track screened with total rejection	
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Total length of standard equivalent track screened for payment item 2.1 = Sum of Lengths per category x factor		