PART 4: SITE INFORMATION

Document reference	TITLE: FOR THE APPOINTMENT OF A SERVICE PROVIDER TO CONDUCT A FALL PROTECTION STUDY AND DEVELOP A COMPREHENSIVE FALL PROTECTION PLAN FOR BUILDINGS AND STRUCTURES AT THE PORT OF RICHARDS BAY	
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C3.4 EMPLOYER'S SITE INFORMATION

SECTION 1

1 Introduction

This Part C4: Site Information forms part of the procurement documentation for the appointment of a Service Provider to conduct a comprehensive Fall Protection Study and to develop a Fall Protection Plan for buildings and structures at the Port of Richards Bay, on behalf of the Transnet National Ports Authority (TNPA).

The purpose of this document is to describe the site, its surroundings, the operational context, and the buildings and structures forming part of the assessment, so that tenderers can price and plan the work with a clear and shared understanding of the site conditions. This Part C4 must be read together with Part C1 (Agreements and Contract Data), Part C2 (Pricing Data) and Part C3 (Scope of Work / Works Information). Where any apparent conflict arises between this document and Part C3, the Scope of Work shall take precedence for matters of deliverables and technical requirements, while this Part C4 governs matters of site description, access and site-specific conditions.

2 Description of the Site and its Surroundings

2.1 General Description of the Port of Richards Bay

The Port of Richards Bay is a multi-purpose commercial port operated by the Transnet National Ports Authority on the north-eastern coast of KwaZulu-Natal. The Port handles dry bulk, liquid bulk, break-bulk and marine services activity across an extensive operational footprint, and comprises administrative, operational, marine and support infrastructure distributed across several precincts.

2.2 Port Precincts

For the purposes of this appointment, the Port is described in terms of two principal precincts within which the buildings and structures forming part of this study are located:

- Bayvue Precinct – comprising TNPA's principal administrative and operational buildings, including office, gate and support structures; and

- Newark Precinct – comprising the Marine Workshop (Building No. 6) and associated marine service structures adjacent to the Small Craft Harbour.

The precise precinct boundary applicable to each numbered building or structure shall be confirmed and verified by the Service Provider during the site walkdown phase of the study, with reference to the Buildings and Structures Register at Section 8 and the site location figures at Figures 1 and 2.

2.3 Nature of Port Operations

The Port of Richards Bay remains fully operational throughout the duration of this appointment. The Service Provider shall carry out all site work, inspections and assessments within a live operational port environment, with due regard to vessel movements, cargo handling operations, rail and road traffic, and the activities of other contractors, terminal operators and port users.

2.4 Operational and Environmental Context

The site is subject to a coastal, marine environment. Tenderers should note the following general conditions that apply across all precincts:

- Marine corrosion and salt-laden air affecting structural steel, roof sheeting, fixings and fall protection anchor points;
- High wind loading, particularly on elevated and roof-level work areas;
- Seasonal heavy rainfall and localised flooding;
- Lightning risk during summer thunderstorm activity; and
- Restricted access areas adjacent to live terminal and marine operations.

3 Project Overview

The objective of this appointment is for the Service Provider to undertake a comprehensive Fall Protection Study of all identified buildings and structures at the Port of Richards Bay, to classify the fall-from-height risk associated with each, and to develop a comprehensive Fall Protection Plan in support of TNPA Civil Maintenance and in compliance with the Occupational Health and Safety Act, 1993 (Act 85 of 1993) and its Construction Regulations, 2014.

The Fall Protection Study shall culminate in a verified Buildings and Structures Register, a Tier 1 / Tier 2 / Tier 3 risk classification of all assessed structures, a consolidated hazard and risk register, engineering assessments where required, and a final Fall Protection Plan, all as more fully described in Part C3: Scope of Work.

4 Location of the Works

The buildings and structures forming part of this Fall Protection Study are distributed across the Bayvue and Newark precincts of the Port of Richards Bay, as illustrated in Figures 1 and 2 below. Numbered markers on each figure correspond to the Asset Numbers listed in the Buildings and Structures Register at Section 8. Tenderers should note that marker positions are indicative of general building location for orientation purposes; exact positions, boundaries and building identities shall be confirmed on site and verified against the TNPA asset register during the study.

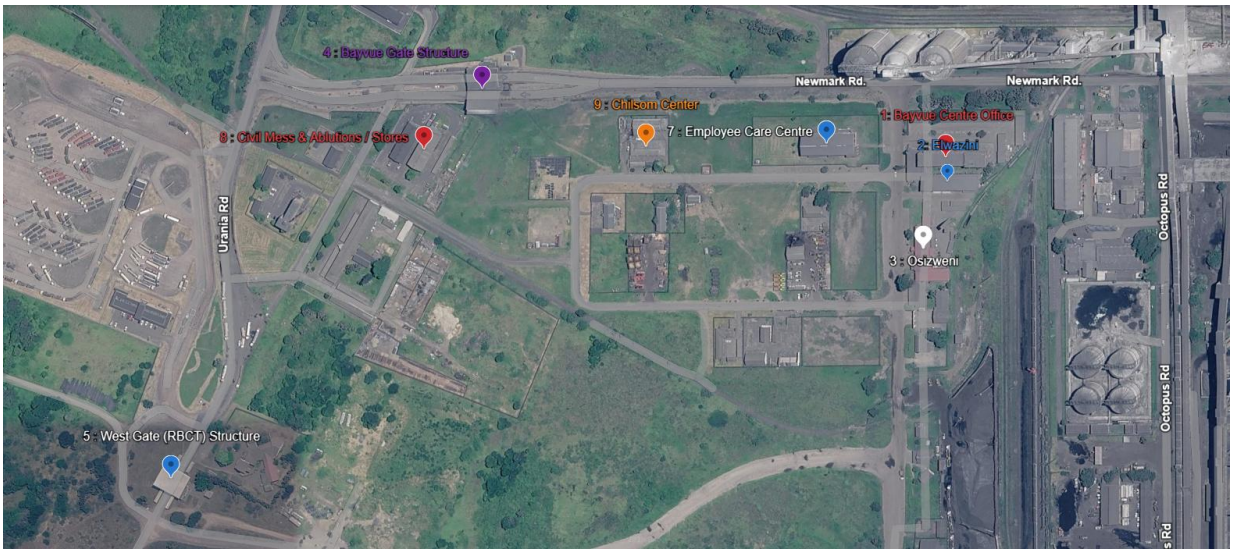


Figure 1: Bayvue Precinct – TNPA Administrative Complex (indicative asset locations)



Figure 2: Newark Precinct – Marine Workshop Area (indicative asset location)

5 Scope of Assessment Areas

The appointment covers the assessment of buildings and structures of the following general types, across the precincts described above:

- Administrative and office buildings
- Workshops and maintenance facilities
- Warehouses and storage structures
- Electrical substations
- Guard houses and gate structures
- Operational and marine buildings
- Towers, hangars and elevated platforms
- Access structures, walkways and stairs
- Roofs and other elevated work locations
- Security and CCTV structures
- Other structures identified during the course of the study

6 Existing Buildings, Structures and Operational Facilities

Buildings and structures at the Port of Richards Bay vary considerably in construction type, roof form and scale. Based on the current Buildings and Structures Register, the Service Provider should expect to encounter, among others:

- Flat and pitched roof administrative buildings;
- Mono-pitch, gable-pitch, cross-gable, gambrel, dutch-gable and shed-pitch roof forms;
- Cable-intersecting and hip/valley pitched roof structures;
- Single, double and multi-level buildings;
- Gate and boundary control structures; and
- Marine and workshop buildings with mixed steel and masonry construction.

The Service Provider shall verify the actual construction type, roof material, structural condition and fall protection provision of each asset during the site assessment phase, and shall record findings in the Building and Structure Risk Register referred to in Part C3.

7 Existing Operations

The Port remains fully operational throughout the study. Typical operations that the Service Provider will need to work around, and coordinate with, include:

- Dry Bulk operations
- Liquid Bulk operations
- Break Bulk operations
- Marine Services
- Harbour Services
- Small Craft Harbour activity
- Port Control functions
- Electrical infrastructure operations
- Workshops and Civil Maintenance activities
- Security operations

8 Buildings and Structures Register

A register of 9 priority buildings and structures forming part of this Fall Protection Study is provided below. Asset descriptions, sizes, roof types and risk indicators are drawn from TNPA's existing building records where available. The register, including all fields for every asset, shall be verified and updated by the Service Provider during the course of the study.

No.	Name Of Building	Usage	Size (approx.)	Number of Levels	Roof Type	Gable Height
1	Bayvue Centre : Offices	TNPA	928,31 m^2	Three	Flat pitch roof	Very High
2	Elwazini	TNPA	408 m^2	single	Mono Pitch roof	High
3	Osizweni: Office	TNPA	1200 m^2	multiple	Flat pitch roof	High
4	Bayvue Gate Structure	TNPA	202,10 m^2	single	Shed pitch roof	Low-Rise
5	West Gate (RBCT) Structure	TNPA	122,1 m^2	single	Shed pitch roof	Low-Rise
6	Marine : Workshop	TNPA	101.31 m^2	single	Gable pitch roof	Low-Rise
7	Employee Care Centre	TNPA	1 290 m^2	single	Gable pitch roof	High
8	Civil Mess & Ablutions / Stores	TNPA	574 m^2	single	Gable pitch roof	High
9	Chilsom Center	TNPA	525 m^2	single	Dutch cable roof	Low-Rise

9 Site Access Requirements

Access to the Port of Richards Bay and to any building or structure forming part of this study shall only be granted following approval of the Service Provider's Safety File by TNPA, and completion of the following:

- TNPA permit application and approval;
- Site-specific safety induction for all personnel;
- Provision and use of appropriate Personal Protective Equipment (PPE);
- Vehicle permits for any vehicles entering the Port;
- Compliance with standard working hours, and prior approval for any out-of-hours work; and
- Coordination with the relevant terminal operator or facility custodian prior to accessing any live operational area.

Escort by TNPA or terminal personnel may be required for access to certain restricted or operationally sensitive areas, as advised at induction.

10 Health and Safety Requirements

The Service Provider shall comply, at all times, with the Occupational Health and Safety Act, 1993 (Act 85 of 1993), the Construction Regulations, 2014, all applicable work-at-height legislation and guidance, and TNPA's Safety, Health, Environment and Risk Quality (SHERQ) requirements. Site-specific health and safety requirements include:

- Submission and approval of a TNPA Safety File prior to commencement of any site work;
- Site- and task-specific Risk Assessments and Method Statements;
- Current medical certificates of fitness for personnel working at height;
- Valid competency certificates for all personnel undertaking work-at-height activities;
- Documented rescue procedures for all work-at-height activities;
- Permit-to-work and Working at Height Permit systems, completed prior to each task;
- Daily toolbox talks; and
- Emergency contact procedures, displayed and communicated to all site personnel.

11 Environmental Conditions

The Service Provider shall plan and price for the following environmental conditions, typical of the Richards Bay coastal and port environment:

- High winds

- Salt spray and marine corrosion
- Generally corrosive atmospheric conditions
- Seasonal heavy rainfall
- Heat stress during summer months
- Slippery roof conditions, particularly after rain or in humid conditions
- Lightning, particularly during the summer thunderstorm season
- General coastal / subtropical climate conditions

12 Known Constraints

Tenderers should note the following known constraints applicable to the site:

- Live port operations throughout the duration of the study;
- Restricted and access-controlled areas within certain terminals and precincts;
- Work over water at certain marine and wharf structures;
- Confined or restricted operational spaces at certain buildings;
- Fragile roofs at various structures, to be identified and recorded in the Fragile Roof Register;
- Possible presence of asbestos-containing materials, where identified;
- Unknown or unverified roof conditions at certain structures pending assessment; and
- Limited or restricted roof access at certain buildings.

13 Information Made Available by the Employer

TNPA will make available to the appointed Service Provider, where such information exists and subject to confidentiality requirements:

- The existing Buildings and Structures Register, to be finalised;
- Site access arrangements and permit procedures;
- Historical drawings, where available;
- Existing maintenance records, where available; and
- Existing asbestos registers, where available.

The Service Provider shall not rely solely on the information made available by the Employer and shall independently verify all site conditions, dimensions and asset information during the course of the study