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## Part C2 : Pricing Data

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## Part C2

### PRICING DATA

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## Part C2.1

### PRICING INSTRUCTIONS

#### 1 DEFINITIONS

- 1.1 **Working Time (Tw).** Working Time shall be defined as the time during which the RT is either loading or off-loading rails except for loading and off-loading at the Rail Supply Depot (RSD) which will require a basic presence of one or two "Slingers" but will not be considered Working Time. Preparation for loading/off-loading or preparation after loading/off-loading before travel shall also be considered Working Time. Time taken to travel from the stage area within the Infra depot to the occupation area where loading/off-loading is to be done shall be counted as Working Time. It shall include time on the critical path of the day's relay operations lost which may be attributed to TFR.
- 1.2 **Travel Time (Tt).** Time taken to travel between the RSD and stage area within the destination depot area (RTD) or from RTD to rail stockpiling areas or rail stockpiling areas to Rail Supply Depots shall be considered Travel Time and not Working Time. Travel time shall not be eligible for payment of Over Time, Shift Allowance or Night Shift Allowance.
- 1.3 **Rail Train (RT).** The total of all tools, equipment and on-track plant items used in association with the rail handling operation including loaded or empty rail carrying wagons.
- 1.4 **Rail Train Depot (RTD).** This is the area wherein certain tracks have been set aside for the staging of the RT within depot areas before and after loading/off-loading of rails and prior or after travelling to the RSD or other depot areas.
- 1.5 **Rail Supply Depot (RSD).** This is the rail supply depot where new or second-hand or refurbished rail will be loaded onto or off-loaded from the RT by means of over head cranes. Although the RT will not be required to operate, basic supervision by the Contractor's staff in the form of one or two "Slingers" will be required.
- 1.6 **Normal Working Hours (NWH).** A single continuous shift of maximum 8 hours in each 24 hour day for 5 consecutive days out of every 7 days or alternatively for 10 consecutive days out of every 14 days. The Technical Officer will determine the starting times, which may vary to suit seasonal changes and train time tables. If the RT is loading/off-loading or travelling the Project Manager shall advise the Contractor of the starting time of the next occupation before 12H00 on the day preceding the next occupation.. If it is during the off-period of the RT then the Project Manager shall advise the Contractor at least by 12H00 on the day before of the starting time of the next occupation.
- 1.7 **Maximum Occupation Time (T<sub>OM</sub>).** The total amount of Occupation time of maximum 8 hours out of every 24 hours for 5 consecutive days out of every 7 days or for 10 consecutive days out of every 14 days.
- 1.8 **Overtime (OT)**
- Occupation time worked in excess of T<sub>OM</sub> Weekdays
  - Or Occupation time worked in excess of T<sub>OM</sub> on Saturdays,
  - Or Occupation time worked in excess of T<sub>OM</sub> on Sundays,
  - Or Occupation time worked in excess of T<sub>OM</sub> on statutory public paid holidays applicable to the Contractor.

1.9 **Normal Shift Working (not exceeding Normal Working Hours)**

- Shifts (8 hours) worked on Saturdays up to Normal Working Hours
- Shifts (8 hours) worked on Sundays up to Normal Working Hours
- Shifts (8 hours) worked on Public Paid Holidays up to Normal Working Hours

1.10 **Night Shift Working (Occupation time between 18H00 to 06H00)**

Night Shift Working will apply to any part of any shift for which occupation time has been approved and happens to fall between 18H00 and 06H00 on any day of the week inclusive of Public Paid Holidays. Night Shift Working is over and above Overtime and independent from what day of the week it happens. This shall apply only in exceptional circumstances and by prior agreement.

1.11 **Double Shift Working**

- A second shift of 8 hours within one particular 24 hour day.
- A second shift will not be required for the normal operation of the RT.
- A second shift shall only be implemented for a limited period by special arrangement and with 3 month prior notice.
- A second shift shall be used only in exceptional circumstances and by specific prior discussion and agreement with the Contractor.

1.12 **Occupation (To).** The formal closure of the line to normal rail traffic for a specified period of time to execute rail loading or off-loading arranged in accordance with Infrastructure Occupation Management System (IOMS) and implemented in accordance with the Protection Manual.

1.13 **Machinery.** The on-track machinery provided by the Contractor for executing the Work, complete with all fittings, accessories and ancillary equipment including trailers, caravans and spare parts, as may be required to comply with the Contract specifications. This equates to the same definition as the Rail Train (RT).

1.14 **Latest edition of specification/standards.** All specifications referred to in the contract documents, but not bound therein, shall be the latest edition or revision, which was published up to 3 months prior to the closing date of tenders.

1.15 **Project specification.** The terms "special conditions" and/or "special conditions and specifications" are replaced by "project specification" wherever they appear in the contract documents.

1.16 **Slinger:** A Slinger is a competent employee who must be conversant with the details of unloading, loading and transporting of long rails. He is responsible to supervise all loading and off-loading of rail trains and must declare the load safe before travel. While in transit the rail load on the loaded RT, must be supervised in real time by him. He must be in effective radio contact with the train driver during travel. A Slinger must undergo prescribed training and certification by TFR to be declared competent.

1.17 **Technical Officer:** The person or juristic person appointed by Transnet from time to time as the Technical Officer, to administer the Contractor's performance and execution of the WORKS according to the powers and rights held by and obligations placed upon the Technical Officer in terms of the Contract by the Project Manager.

1.18 **Depot Technical Officer:** The person or juristic person appointed by Transnet from time to time as the Depot Technical Officer, to administer the Contractor's performance and execution of the WORKS according to the powers and rights held by and obligations placed upon the Depot Technical Officer in terms of the Contract by the Project Manager but limited to a specific Depot Area by the Project Manager.

1.19 Only essential crew members necessary for the moving of the Machinery will be allowed on the Machinery during moves. All other labour and Contractor's staff accompanying the Machinery will be required to travel inside approved passenger rail transport facilities or by road. This arrangement is exclusively for the Contractor's staff and no private persons or members of public will be allowed on the train either on the machine or inside the passenger facilities during moves.

1.19.1 The distance of the move will be the track route distance in kilometres, to move the RT from one RTD to the next. The starting time of the movement will be defined as the time when the Contractor gives notice of his readiness for the move to start from the old RTD. The completion time of the move will be defined as the time when the Contractor is operationally ready to again commence work at the new RTD.

1.19.2 The move track route distance is to be agreed between TFR and the Contractor before arrangements are made for the Machinery to be moved. The move distance will not be paid for unless the Contractor's camp is moved. The Machinery is to move as one unit, which can be hauled by a train if required (at no cost to the Contractor), utilizing one pilot at a time. The moving of individual machines over long distances will not be permitted, as this utilizes the track unnecessarily, and requires additional pilots.

1.19.3 Only essential crew members necessary for the moving of the Machinery will be allowed on the Machinery during moves. All other labour and Contractor's staff accompanying the Machinery will be required to travel inside approved passenger rail transport facilities or by road. This arrangement is exclusively for the Contractor's staff and no private persons or members of public will be allowed on the train either on the machine or inside the passenger facilities during moves.

1.20 **Standing Time**

1.20.1 Standing Time shall mean delays by TFR to the RT process while the RT is operational available for work, on site during an approved occupation but no measurement for Standing Time shall not be applied for this Contract. Delays to the RT production caused by TFR shall be paid in terms of the rate for Working Time i.e. Loading/Off-loading. Delays in transit of the rail train while travelling empty or loaded shall not qualify as Work Time.

1.21 **Accommodation Wagons.**

1.21.1 All the wagons (TFR or Contractor owned) associated with the RT making up the balance of the RT train consist which are not used for carrying rails such as his wagons carrying approved self contained accommodation units, lifting equipment, small plant, hand tools and equipment, vehicles, stores, consumables, spares, fuel, offices, workshops etc. These wagons collectively shall be termed Accommodation Wagons. The cabooses for the Slingers for purpose of this definition will be considered part of the RT.

**2 MEASUREMENT AND PAYMENT**

2.1 General

2.1.1 These rates shall be inclusive for all the work as described in the Scope of Works and other Specifications. Cost for all this work albeit separately scheduled in the Schedule of Quantities or not, shall be deemed to be included in the rates tendered.

2.2 Initial Establishment

- 2.2.1 ITEM 1: A once off payment in accordance with Item 1 shall be made for the initial establishment after the machine has achieved an availability of 90% for the first time. This is to provide for operational costs associated with providing the machine on site ready for work.
- 2.3 Site Re-establishment.
- 2.3.1 ITEM 2: Site Re-establishment will be paid once off every time for Re-establishment on site after periods of Temporary Stoppage of work.
- 2.3.2 A Site De-establishment will be paid once off for at the same rate upon the required notice period to the Contractor.
- 2.3.3 The rates and rules for the Moving of the RTD shall not apply if and when Site De-establishment or Site Re-establishment occurs due to Temporary Stoppage of work.
- 2.4 Modify Wagons/Cabooses
- 2.4.1 ITEM 3.1: A payment as per this item shall be made to the contractor for each Caboose modified for purpose of Slinger facilities.
- 2.4.2 Initially the conversion of only two Cabooses will be required but in time it is possible that additional Cabooses may be required to be converted.
- 2.4.3 On completion by the Contractor of and payment for the conversions, ownership of the conversions on the Cabooses shall pass permanently to TFR.
- 2.4.4 The Contractor shall however operate and maintain the converted Cabooses in good condition for the duration of the contract. The cost to operate and maintain the Cabooses in full functional condition (rolling stock only excluded) shall be deemed included in the rates tendered and no separate payment shall be made.
- 2.4.5 The rate shall be based on and strictly associated with the conversion specification for the Cabooses as submitted by the Contractor as per his tender.
- 2.4.6 Initially the modification of a complete set of rail-carrying-wagons and rail-carrying-clamp-wagons for carrying 60m, 120m, 180m and 240m rails will be required as part of the Contract. Since the rails when loaded on the RT will normally be clamped in the middle of their lengths, some wagons will only be rail-carrying-wagons while for purpose of practicality to transport the varying lengths some will be rail-carrying-clamp-wagons. The cost to provide the initial complete combination (total of approximately 17 wagons) for up to 240m rails, consisting of rail-carrying-wagons and rail-carrying-clamp-wagons for the RT shall be deemed included in the rates tendered and no separate payment shall be made.
- 2.4.7 The ownership of these modifications to the flat wagons shall remain with the Contractor and the Contractor may be required to remove all modifications to the flat wagons on completion of the Contract at his cost by restoring the wagons to their original condition before the start of the modifications, reasonable wear and tear only excluded
- 2.4.8 In time it is possible that additional flat wagons may be required by TFR to be modified into rail-carrying-wagons and/or rail-carrying-clamp-wagons in order to create additional sets of rail trains to carry loads of rails between the place where the RT is working and the RSD
- 2.4.9 ITEM 3.2 and ITEM 3.3: A payment as per these items shall be made to the Contractor for each additional flat wagon modified into rail-carrying-wagon or rail-carrying-clamp-wagons such as for use with the RT.

- 2.4.10 These rates shall include for stripping flat wagons down (if necessary) before the start of the modification.
- 2.4.11 It shall also include for all design, construction, testing and approval of the modified wagons to the point of Official Certification of rail worthiness before being put into service.
- 2.4.12 These rates shall be fully inclusive for providing the complete operationally ready modified wagon.
- 2.5 Provide, Operate and Maintain Event Recorder.
- 2.5.1 ITEM 4: A payment every month of the term of the Contract will be made as per this rate to Provide, Operate and Maintain the Event Recorder.
- 2.5.2 This shall include for regular downloading and processing the data into user friendly management information format provided to the TFR Project Manager for purpose of effective and efficient management of the RT process.
- 2.5.3 This rate shall apply only when the Event Recorder's operational availability has been 95% or more for a particular month. The Event Recorder Operational Availability shall be calculated as the total time for a month that the Event Recorder was fully functional during Travel Time (Tt) as a percentage of total Travel Time (Tt) for that particular month.
- 2.6 Moving of R.T.D.
- 2.6.1 ITEM A5: OPTION A may or may not be awarded (No TFR wagons provided for general transport i.e. contractor's camp, stores, plant and equipment, vehicles etc). Payment for each night of establishment at the various Infra Depot Areas during which work is performed in terms of the Contract shall be paid for against the relevant rate. Nights during Contractor off-periods shall not be eligible for payment. Example if the Contractor would work 10 - 4 shifts, then a maximum of 10 nights will be paid for as Work Nights during one 10 - 4 cycle. The understanding will be that the night before the start of the 10 day shift shall be considered a Work Night whilst the night of the last day of the 10 day shift shall be considered part of the contractor's off-period and not be eligible for payment.
- 2.6.2 Payment per kilometre will be made as per A5.17 for the track route kilometre distance from the old RTD to the new RTD, Rail supply Depot to RTD, RTD to Rail Supply Depot. No payment will be made unless the Contractor's camp is moved. The distance will be based as per TFR's documented route kilometres. Payment of this move shall be with the explicit understanding that the Contractor's accommodation, stores, plant and equipment, vehicles etc may either be moved on Contractor owned rail wagons or by road. What ever the case may be, only the one move, one RT consist and the one distance will be paid for the operation as a whole.
- 2.6.3 ITEM B5: OPTION B may or may not be awarded. (TFR wagons provided for general transport i.e. contractor's camp, stores, plant and equipment, vehicles etc). Payment for each night of establishment at the various Infra Depot Areas during which work is performed in terms of the Contract shall be paid for against the relevant rate. Nights during Contractor off-periods shall not be eligible for payment. Example if the Contractor would work 10 - 4 shifts, then a maximum of 10 nights will be paid for as Work Nights during one 10 - 4 cycle. The understanding will be that the night before the start of the 10 day shift shall be considered a Work Night whilst the night of the last day of the 10 day shift shall be considered part of the contractor's off-period and not be eligible for payment.

- 2.6.4 Payment per kilometre will be made as per B5.17 for the track route kilometre distance from the old RTD to the new RTD, Rail supply Depot to RTD, RTD to Rail Supply Depot. No payment will be made unless the Contractor's camp is moved. The distance will be based as per TFR's documented route kilometres. Payment of this move shall be with the explicit understanding that the Contractor's accommodation, stores, plant and equipment, vehicles etc will be moved on TFR owned rail wagons as part of the RT consist. Payment will be for only the one move, one RT consist and the one distance for the operation as a whole.
- 2.6.5 OPTION A or OPTION B may be awarded but unless separately and specifically clarified by the Contractor in his tender, the only difference in total Contract value between a scenario where OPTION A is awarded when compared to a scenario when OPTION B would be awarded shall be deemed to be in the difference in values represented by Payment Items A5 and B5
- 2.6.6 The rate for moving of RTD shall not apply to Site Re- or Site De-establishment before or after Temporary Stoppages.
- 2.7 Machine Hire.
- 2.7.1 ITEM 6: Payment in accordance with Item 6 shall be made for every month of the Contract Period for the Capital Cost of Supplying the machine regardless of the Machine actually being required to work To. This rate shall be deemed to include for all fixed cost in providing the operation complete with capital costs, supervision, fixed labour etc. The Contractor shall indicate in his tender what percentage of this rate is represented by the capital costs for providing the operation.
- 2.7.2 The rate ITEM 6 shall be subject to and be multiplied by an Availability factor (Av) based on the following formula.
- 2.7.3  $Av = (To - Tb) / To$ , where: Av = The Availability Factor ( $= < 1.0$ ) To = Total number of To-Hours for which the Machine was required to work for the month. Tb = Total number of Working Hours or parts thereof, during which the Machine was not available for work.
- 2.7.4 The value of the Availability Factor shall not exceed 1.0.
- 2.8 Machine Operating Time
- 2.8.1 ITEM 7: Payment in accordance with Item 6 shall be made for every day during which the Machine is required to work To in loading or off-loading rails associated with re-railing. This rate shall be deemed to include for variable costs associated with providing the operation. Off-loading of rails associated with track, which was uplifted, shall also be paid for against Item 6.
- 2.8.2 This payment shall be per To day of up to 8 hours regardless of what time of the day it actually worked.
- 2.8.3 This payment shall include for lighting as per specification.
- 2.8.4 Travelling Time (Tt) shall not qualify for payment of a To day.
- 2.8.5 Payment of To day, Shift allowance, Overtime and Night Shift allowances shall not apply to Travel Time (Tt).
- 2.8.6 The rate ITEM 7 shall be subject to and be multiplied by an Availability factor (Av) based on the following formula.
- 2.8.7  $Av = (To - Tb) / To$ , where: Av = The Availability Factor ( $= < 1.0$ ) To = Total number of To-Days for which the Machine was required to work for the month. Tb = Total number of Working Days or parts thereof, during which the Machine was not available for work.



- 2.9 Overtime
- 2.9.1 ITEM 8: Overtime will be paid per hour for approved occupation time worked in accordance with clause 1.8 above.
- 2.9.2 Overtime shall only be worked in exceptional cases.
- 2.9.3 Overtime shall not be paid unless the Project Manager prior to the Overtime being worked has given written approval.
- 2.9.4 The rates for Overtime shall be inclusive for the RT operation as a whole.
- 2.10 Normal Shift Allowance (not exceeding Normal Working Hours)
- 2.10.1 ITEM 9: Normal Shift Allowance (not exceeding Normal Working Hours) will be paid for one shift of 8.0-hours worked in accordance with Normal Shift Working. See clause 1.9.
- 2.10.2 If this Normal Shift Rate (not exceeding Normal Working Hours) is paid on a particular day none of the occupation time up to 8.0 hours for that shift will qualify for Overtime payment.
- 2.10.3 If the total occupation time on any particular day exceeds the 8.0-hour shift then Overtime will apply at the respective rates. See clause 1.8.
- 2.10.4 The rates for Normal Shift Working (not exceeding Normal Working Hours) shall be inclusive for the RT operation as a whole.
- 2.11 Night Shift Allowance (Occupation time between 18H00 and 06H00)
- 2.11.1 ITEM 10: Night Shift Allowance will be paid for any part of an 8-hour shift which happens to be falling between the hours of 18H00 to 06H00. See clause 1.10
- 2.11.2 Night Shift Allowance will be over and above Overtime and Shift Allowance but independent of which day of the week the Night Shift is worked.
- 2.11.3 Night Shift Allowance shall be paid per hour for the portion of the shift which falls between 18H00 and 06H00.
- 2.11.4 The rate for Night Shift Allowance shall be inclusive for the RT operation as a whole.
- 2.12 Double Shift Allowance
- 2.12.1 ITEM 11: Double Shift Allowance will be paid in the event of a second 8.0-hour shift being required of the Contractor in one 24 hour day. The rate for Shift Allowance will be irrespective of what time of the day the second shift is actually worked.
- 2.12.2 Double Shift Working for which the Double Shift Allowance will be paid will only be used in exceptional cases. The Contractor will be given 3 months written notice by TFR of intention of Double Shift Working. The maximum duration of a double shift arrangement shall be for ten (10) days at a time.
- 2.12.3 If this Double Shift Working rate is paid on a particular day none of the occupation time for the second shift up to the 8.0 hours for that particular shift will qualify for Overtime payment.

- 2.12.4 If the total occupation time for the second shift on any particular day exceeds the 8.0-hour shift then Overtime will apply at the respective rates. See clause 1.11.
- 2.12.5 The rates for Double Shift Working shall be inclusive for the RT operation as a whole.
- 2.13 Technical Changes to Rail Train.
- 2.13.1 ITEM 12: Payment will be made for the labour portion of work involved to do technical changes to the Rail Handling Train in accordance with ITEM 12.
- 2.13.2 Only technical changes, which will result in a significant increase in productivity of the machine during the course of the Contract, will be paid for.
- 2.13.3 Transnet Freight Rail will pay for technical changes on condition that the rates as tendered, will remain unchanged for the remainder of the Contract.
- 2.13.4 The rates shall include for all transport, tools and equipment associated with the skilled, semi-skilled and unskilled labour.
- 2.13.5 Transnet Freight Rail will pay for material used for the changes on a cost plus 10% on submission of a specified account by the Contractor.
- 2.13.6 No payment shall be made unless the Project Manager has given prior written approval for the changes to be effected
- 2.14 Repairs to Rolling stock portion of flat wagons and cabooses**
- 2.14.1 ITEM 13: Payment shall be made to the Contractor against ITEM 13 for repairs to the rolling stock portion of the flat wagons and cabooses. The amount against ITEM 13 need not be priced by the Contractor since it is based on a pre-agreed budget with TRE for the work to be done on the rolling stock portion of the wagons and cabooses.
- 2.14.2 The Contractor shall be responsible to enter into an independent agreement with Transnet Rail Engineering for the repairs of the rolling stock portion of the wagons and cabooses and make full payment to TRE for all the work on completion. The contractor shall thereafter claim a refund from Transnet Freight Rail allowing for 2.5% for admin and bank costs on the actual TRE invoice which will then be paid via the Contract against ITEM 13.
- 2.14.3 Rolling stock portion of the wagons shall refer to the wheels, bogies, brake gear and draw gear of each wagon.
- 2.14.4 The scope and specification of work necessary to repair the wagons has been discussed with TRE and the quality assurance shall be the responsibility of TFR.
- 2.14.5 The work to be done by TRE shall include standardizing the wagon suspensions and wheels to attain similar height of wagon floors for the flat wagons. It shall also include stripping any uprights of the flat wagons to render the flat wagons ready for modification by the Contractor. On the cabooses only the rolling stock portion shall be repaired by TRE with no stripping or repairs to the top portion of the cabooses. The top portions of the cabooses shall be exclusively repaired and refurbished by the Contractor against separate payment.

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## Part C2.2 : Bill of Quantities

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Part C2.2: Bill of Quantities

SIC9010 - Rail Handling Equipment

ITEM NO	DESCRIPTION	UNIT	QTY	RATE	TOTAL
1	<b>Initial Establishment</b>	Sum	1		
2	<b>Re-establishment (After Temporary Stoppage)</b>	Each	4		
3	<b>Modify Wagons / Cabooses</b>				
3.1	Modify Cabooses as per Specification	Each	2		
3.2	Additional Modified flat wagons into Rail Carrying Wagons	Each	5		
3.3	Additional Modified flat wagons into Rail Carrying Wagons/Clamp wagons	Each	2		
4	<b>Provide, Operate, Maintain Event Recorder and Process Data</b>	Month	24		
5	<b>Move RTD and Establishment (Variable Travel Costs)</b>	Km			
A5	<b>OPTION A: Establishment - No TFR wagons provided for Accommodation Wagons</b>				
A5.1	Replacement within Bellville depot area	Work Night	20		
A5.2	Replacement within Bloemfontein depot area	Work Night	20		
A5.3	Replacement within Port Elizabeth depot area	Work Night	20		
A5.4	Replacement within Kimberley depot area	Work Night	30		
A5.5	Replacement within Krugersdorp depot area	Work Night	20		
A5.6	Replacement within Isando depot area	Work Night	30		
A5.7	Replacement within Koedoespoort depot area	Work Night	30		
A5.8	Replacement within Nelspruit depot area	Work Night	30		
A5.9	Replacement within Pietersburg depot area	Work Night	10		
A5.10	Replacement within Heidelberg depot area	Work Night	40		
A5.11	Replacement within Ladysmith depot area	Work Night	40		
A5.12	Replacement within Durban depot area	Work Night	40		
A5.13	Replacement within Empangeni depot area	Work Night	20		
A5.14	Replacement Ore line (between Saldanha and Erts)	Work Night	50		
A5.15	Replacement within Ermelo depot area	Work Night	40		
A5.16	Replacement within Vryheid depot area	Work Night	40		
A5.17	Moving the the RT complete from one RTD to new RTD (Camp on Contractor	Rail Distance	140000		

Part C2.2: Bill of Quantities

SIC9010 - Rail Handling Equipment

ITEM NO	DESCRIPTION	UNIT	QTY	RATE	TOTAL
<b>B5</b>	<b>OPTION B: Establishment - TFR wagons provided for Accommodation Wagons</b>				
<b>B5.1</b>	Replacement within Bellville depot area	Work Night	20		
<b>B5.2</b>	Replacement within Bloemfontein depot area	Work Night	20		
<b>B5.3</b>	Replacement within Port Elizabeth depot area	Work Night	20		
<b>B5.4</b>	Replacement within Kimberley depot area	Work Night	30		
<b>B5.5</b>	Replacement within Krugersdorp depot area	Work Night	20		
<b>B5.6</b>	Replacement within Isando depot area	Work Night	30		
<b>B5.7</b>	Replacement within Koedoespoort depot area	Work Night	30		
<b>B5.8</b>	Replacement within Nelspruit depot area	Work Night	30		
<b>B5.9</b>	Replacement within Pietersburg depot area	Work Night	10		
<b>B5.10</b>	Replacement within Heidelberg depot area	Work Night	40		
<b>B5.11</b>	Replacement within Ladysmith depot area	Work Night	40		
<b>B5.12</b>	Replacement within Durban depot area	Work Night	40		
<b>B5.13</b>	Replacement within Empangeni depot area	Work Night	20		
<b>B5.14</b>	Replacement Ore line (between Saldanha and Erts)	Work Night	50		
<b>B5.15</b>	Replacement within Ermelo depot area	Work Night	40		
<b>B5.16</b>	Replacement within Vryheid depot area	Work Night	40		
<b>B5.17</b>	Moving the the RT complete from one RTD to new RTD (Camp on TFR owned	Km	140000		
<b>6</b>	<b>Machine Hire (Fixed Costs)</b>	Month	24		
<b>6.1</b>	Capital Costs as percentage of Total Fixed costs				
<b>7</b>	<b>Machine Operating Time (Variable Costs Loading/Off-loading)</b>	To-Day	200		

Part C2.2: Bill of Quantities

SIC9010 - Rail Handling Equipment

ITEM NO	DESCRIPTION	UNIT	QTY	RATE	TOTAL
<b>8</b>	<b>Overtime</b>				
8.1	Overtime Weekdays-Normal Overtime	Operation Hour	200		
8.2	Overtime Saturdays-Saturday time	Operation Hour	50		
8.3	Overtime Sundays and Public Holidays-Sunday time	Operation Hour	50		
<b>9</b>	<b>Normal Shift Allowance (not exceeding NWH)</b>				
9.1	Normal Shift Allowance-Saturdays	Operation Shift	48		
9.2	Normal Shift Allowance-Sundays and Public Holidays	Operation Shift	56		
<b>10</b>	<b>Night Shift Allowance</b>	Operation Hour	200		
<b>11</b>	<b>Double Shift Allowance</b>				
11.1	Double Shift Allowance-Weekdays	Operation Shift	Rate Only		
11.2	Double Shift Allowance-Saturdays	Operation Shift	Rate Only		
11.3	Double Shift Allowance-Sundays and Public Holidays	Operation Shift	Rate Only		
<b>12</b>	<b>Labour Rates (Changes to machine)</b>				
12.1	Skilled Labour	Man-hour	20		
12.2	Semiskilled Labour	Man-hour	20		
12.3	Unskilled Labour	Man-hour	40		
12.4	Material (Cost plus 10%)	Sum	1		
<b>13.0</b>	<b>Repairs to Rollingstock portion of flatwagons and cabooses</b>	Sum	<b>R 1.00</b>	R 7,800,000.00	R 6,500,000.00

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