



8 August 2018

The Project Manager  
HHO Africa Infrastructure Engineers  
348 Rivonia Boulevard  
JOHANNESBURG  
2128

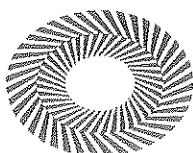
**Attention: Rirhandzu Mangotlo**

Dear Madam,

**Re: VEHICULAR BRIDGE CONSTRUCTION AND PEDESTRIAN BRIDGE FOR JABULANI TRANSIST ORIENTED DEVELOPMENT: PHASE 7**

PRASA Metrorail has no objection to the proposed project. The following shall be taken into consideration;

1. The bridge construction across the railway line shall comply with the following;
  - a) South African Transport Services BRIDGE CODE of 1983
  - b) Occupational Safety and Health Act, 1993, as well as signing of Safety Case Agreement Specification S503 for concrete bridges and culverts.
  - c) Forms E4E - Safety Arrangements and Procedural Compliance with the Occupational Health and Safety Act; Act 85 of 1993 and Regulations
  - d) E7/2: - Specifications for works on, over under of adjacent to railway lines and near high voltage equipment.
2. The safe running of trains must never be affected. No structure (permanent or temporary) is to be erected such that the visibility of traffic signals to train drivers is affected or compromised in any way what so ever. Furthermore, PRASA Metrorail staff and commuters should not be exposed to any danger due to work or structures (erected by the JDA Contractor) whilst working on or across the track
3. Train delay costs will be recovered from the Contractor if the Contractor caused the train delays. See SPK7/2 part a clause 32. In an instance where it is not safe to run normal PRASA Metrorail trains services due to unsafe railway lines and/ or commuters exposed to high risk, the JDA Contractor will carry the cost of hiring Buses.
4. PRASA Metrorail must be notified when working within the three meters radius to any high voltage equipment shall be done.



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5. The JDA contractor shall have its own PRASA Metrorail approved flagmen during the project. PRASA Metrorail does offer white flag training at a cost.
6. An occupation shall be required when the JDA contractor places precast cross-span beams. An occupation taken on a weekend is preferable. A diesel shunted train shall be used during the time and the costs for the occupation shall be recovered from the JDA contractor.
7. The JDA Contractor shall not stack any material closer than 3 metres from the centre line of any railway line or within 2.5 metres of the boundary fence without prior approval of the Engineer and considering the presence of any trackside equipment.
8. It blasting shall be required within 500 metres of a railway line will only be permitted during intervals between trains. A person appointed by the Engineer, assisted by flagmen with the necessary protective equipment, will be in communication with the controlling railway station. Only this person will be authorised to give the JDA Contractor permission to blast, and the Contractor shall obey his instructions implicitly regarding the time during which blasting may take place. Application for blasting shall be done 21 days before the commencement.
9. All structures/scaffolding erected must be secured to prevent them from falling over the railway track.
10. There are Signals, Electrical, and optic fibre cables on this site and will be shown to contractor on site before work commences. Provision must be made to re-route these cables if proposed construction work is on the existing cable routes. The contractor will be held responsible for any damage to these cables. The JDA contractor will carry all costs for shifting the Signal, Electrical and optic fibre cables.
11. Bungling of cables shall be done only by PRASA Metrorail approved companies. Specifications for bungling shall be approved by PRASA Metrorail the Regional Engineer Electrical
12. The JDA contractor must ensure that the ballast on the track is kept clean at all times. If cleaning is required, the costs thereof will be recovered from the contractor.
13. Unless otherwise, all existing fences must be re-erected to PRASA Metrorail's satisfaction after project has been completed.





14. The works must not have an influence on the existing storm water drainage system.
15. As-built drawings to be signed by professional engineer.
16. On completion of the project, the engineer (professional registered) must submit a cover letter certifying that reasonable skill and care has been used in the design and construction of the railway crossing to ensure the safety of the railway lines, public, and PRASA property

Yours faithfully

A handwritten signature in black ink, appearing to be "Meshack Muzila", written over a dotted line.

**Meshack Muzila**  
**Chief Engineering Technician**



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