
	Site: Lighthouse and Navigational Systems, Eastern region Bird Island Title: Helicopter Hire Eastern region		Document Number:
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BACKGROUND, OVERVIEW AND SCOPE OF REQUIREMENTS

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1. BACKGROUND

Transnet National Ports Authority seeks to solicit the services of a panel of service for the hire of suitable helicopter for a period of twelve (12) hours to provide transport of staff and equipment from and to Bird Island.

2. EXECUTIVE OVERVIEW

Lighthouse and Navigational Systems operates and maintains 45 lighthouses, as well as other aids to navigation (AtoN) along the South African coast. Some of which are situated in very remote and inaccessible areas, such as islands and rocks.

In most cases, land transport is used to access lighthouses and other AtoN. Lighthouses and AtoN that are, however, situated on islands and rocks, are only accessible either by sea or air.

Sea transport is dependent on suitable weather and sea conditions and is dangerous, time consuming and in many cases inconvenient. In some cases, suitable vessels cannot come close to the landing facilities provided, if provided at all.

Since 1969, helicopters have been hired to gain access to remote sites.

3 SCOPE OF WORKS & SPECIAL CONDITIONS OF CONTRACT

3.1 DESCRIPTION


Hire of suitable helicopter for conveying lighthouse personnel, tools, etc., to Bird Island lighthouse on the South-Eastern coast of South Africa.

3.2 QUALIFICATIONS OF CONTRACTOR

Tenders are acceptable, only from licensed operator/s of helicopters that are duly licensed and hold operating certificates in terms of Act 51 of 1949 and subsequent amendments. These include certified helicopters and pilots and any other requirements in terms of the Law as well. Documentary evidence to this effect shall be provided by the tenderer before a contract is entered into.

4. TENDER

4.1 Tenderers are to tender for all the services specified in the Special Conditions of Contract.

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5. DETAILS OF THE WORK

A service provider will be utilised for the conveyance of the personnel and tools to and from Bird Island Lighthouse.

5.1 Bird Island

Distance from Port Elizabeth ± 56 kilometres.

The lighthouse on this island must be serviced approximately once every three months. The maintenance personnel will spend few hours in the Island. Trips must be undertaken between Bird Island and a point on the coast opposite Bird Island (Perdevlei / Woody Cape) to convey maintenance personnel, equipment. The helicopter will have to be available near to Woody Cape / Perdevlei area while the personnel is conducting maintenance on the Island.

5.2 Selection of service provider

5.2.1 Service provider will be selected from the panel of service providers in accordance with the requirements of the operation.

6. TYPE OF HELICOPTERS AND DETAILS OF EQUIPMENT


6.1 A 4-seater helicopter to be suitably and adequately equipped to accommodate the following:

- Passenger seating: pilot plus 3
- Lifting capacity, with load under slung: 200kg
- Flotation and safety equipment for flying over water

6.2 The tenderer shall supply full details of the type of helicopter he/she proposes to use. Specifying the following:

- seating capacity,
- cruising speed,
- range and
- general performance.

6.3 If a helicopter changes during the contract period, the TNPA shall have the option of utilising the most economical means. Under normal circumstance the TNPA reserves the right to

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nominate the type of helicopter to be used on a particular operation. However, if in the opinion of the Tenderer, the helicopter selected is not suitable on account of adverse weather conditions or the nature of the operation, the Tenderer shall decide on the most suitable helicopter to use.

- Should the TNPA so require the Tenderer shall supply full details of the type, range and frequencies of operation of all communication equipment available in the helicopter. It is essential that the pilot of a helicopter can communicate with control points from any point on the proposed routes.
- Safety and survival equipment and procedures for this type of service must comply with the regulations promulgated in terms of the Aviation Act (Act 74 of 1962 and any amendments thereto); the conditions imposed by the Department of Civil Aviation in respect of the use of helicopters in the conditions pertaining to this type of operation; and the procedure prescribed in the Operations manual as approved by the commissioner for Civil Aviation.

7. CONDUCT OF FLIGHT


- 7.1 The conduct of all flights shall be the direct and sole responsibility of the pilot in command.
- 7.2 Whilst it is appreciated that training of pilots is necessary, no such pilot training shall take place during the execution of the flights for TNPA

8. EXPERIENCE OF THE PILOT

- 8.1 The pilot shall be a fully licensed experienced helicopter pilot and comply fully with the requirements of the Civil Aviation Authority. The pilot shall have a good knowledge of the routes to be flown and shall be familiar with the conditions and hazardous features along the routes.

9. COMMENCING POINTS AND FLIGHT ARRANGEMENTS

9.1 All trips will commence from Perdevlei / Woody Cape. The flying time for payment purposes will be calculated from the point of departure. Bidders are to identify location where the nominated helicopter will be based for ease of calculation of ferry costs.

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10. COST OF OPERATIONS

10.1 The Contractor shall be responsible for all costs involved in the operation of the helicopter in providing the service required. The Contractor's responsibility will include, but not be limited to the following:

10.1.1 fuel

10.1.2 oil

10.1.3 maintenance

10.1.4 pilot's salary and disbursement

10.1.5 airport charges

10.1.6 whatever other expenses being incurred, such as accommodation, the hiring of a vehicle, etc.

11. INSURANCE

11.1 The tenderer shall provide a copy of the company's comprehensive insurance including passenger and 3rd party liability insurance. The tenderer is expected to have insurance covering underslung loads up to a value of R 150 000.00(one hundred and fifty thousand rand)

12. FORCE MAJEURE


12.1 Notwithstanding anything to the contrary herein contained, the parties to the agreement shall not be liable towards each other in respect of failure to fulfil its obligations under the agreement when the reason for such failure is caused by or arising from force majeure.

12.2 Force majeure means any circumstances or conditions beyond the control of the TNPA or the CONTRACTOR or any circumstances or conditions which is not reasonably practicable for the TNPA or the CONTRACTOR to control or alleviate and shall include, but shall not be limited to:

12.2.1 Act of God, storm, tempest or floods.

12.2.2 Fire, spontaneous combustion, explosion, smoke, ionising, radiation, radioactive contamination, and any steps taken for the extinguishing of a fire.

12.2.3 National or regional strikes, lockouts, go-slows, stay-aways and other industrial action by any person in the furtherance of trade dispute.

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12.2.4 War, revolution, riot, civil commotion or political disturbance restrictions imposed directly or indirectly by government or any person, corporation or body acting under statutory power;

12.2.5 Any act of employees of the TNPA or the CONTRACTOR which is reasonably necessary for the safety or preservation of persons, ports or cargo.


12.3 The party claiming a suspension of its obligations under this clause, shall immediately notify the other in writing of the circumstances relating thereto, and shall estimate in good faith the period during which the said circumstances are likely to prevail and shall thereafter do everything reasonably necessary to reduce or to terminate the period of suspension and to restore performance of its obligations.

12.4 In the event that force majeure continues in excess of One Hundred and Eighty (180) days following written notification in terms of clause 18 (c), the party to whom such notice is given shall be entitled, but not obliged, to cancel the agreement in writing forthwith.

13. BILL OF QUANTITIES

4 seater Helicopter

ITEM NO	MATERIAL SERVICE REQUESTED	COST PER HOUR
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