



Ministry of Finance

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## CLARIFICATION 2

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ނަންބަރު No:	TES/2021/W-193	
ފްރޮޕްޖެކްޓް Project:	Development and Expansion of the Maafaru Airport -Phase II	
އިއުޔުމުގެ ދުވަސް Issued Date	April 14, 2022	
ސަފުހާގެ އަދަދު No. of Pages: -1	ބީ.އޯ.ބީ. BoQ: -00	ޖަހާފައިވާ ވަނަވަންތައް Drawings: -00

Please include this amendment when submitting the bid. ބިދު ހުށަހަޅާ ފަހަރު މި އިތުރުކުރުމުގެ ބަޔާން ހިމާލުމަށް އެދިފައިވަނީ.

- Responses to the Queries raised are attached with this sheet.

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Name: Aishath Nadheema

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Signature:



Procurement Name: Development and Expansion of the Maafaru Airport -Phase II

Procurement Number: TES/2022/W-021

Advertisement No: (IUL)13-K/13/2022/70

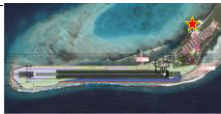
CLARIFICATION SET 2

#	Document Name	Document Reference (Section no/page no etc)	Query	Response
53	Section II-PDS	ITP 8.5 Time for Completion (page 1):The Maximum Time for Completion for the whole of Works shall be 365 calendar days from the date of award.	It is common practice that The time for completion for the whole Works should be 365 calendar days from "the date of receiving The Employer's Notice for Commencement of Works", not "the date of award". Could this clause be revised?	ITP 8.5 Time for Completion (page 1):The Maximum Time for Completion for the whole of Works shall be 365 calendar days from the date of commencement
54	Section XIII -Particular Conditions part A	Part A - Contract Data	The Contract version in Part A is FIDIC 1999 Version other than FIDIC 2017 Version, we think it should be adjusted in next stage.	acknowledged
55	Section XIII -Particular Conditions part A	8.8 Delay Damages payable for each day of delay(Page 3) :0.25% of the final Contract Price per day, in the currencies and proportions in which the Contract Price is payable. & Maximum Amount of Delay Damages(Page 3) :15% of the Final Contract Price.	It is common practice for the international construction projects that Delay Damages is 0.1% of the final Contract price per day, and Maximum Amount of Delay Damages is 10% of the Final Contract Price. Could this clause be revised?	The clause shall remain same
56	Section XIII -Particular Conditions part A	14.5, 14.6 Maximum Plant and Materials for payment when shipped with Bills of Lading, certified shipping certificate and full insurance coverage (page 4) 15%.	For this project, the material and plant will account for a large and major proportion of the Contractor's cost, so is it possible to improve the proportion to 85%?	Revised to 35%
57	Section XIII -Particular Conditions part A	1.14 Total Liability of the Contractor to the Employer under or in connection with the Contract(page 5):Contractor to hold Employer harmless.	Being required to hold the Employer harmless which includes employer's indirect losses, etc., which will result in unforeseeable and uncontrollable risks to the Contractor and unbalanced responsibilities between the parties. According to FIDIC the total liability of Contractor to the Employer shall not exceed the Contract Price in Contract Agreement. Could this clause be revised?	Yes, the total liability can be changed to reflect the liability requirements of the FIDIC contract Clause 17.
58	Section XIV -Particular Conditions part B	1.1. COMMENCEMENT OF WORK(Page 11) :Unless otherwise stated in the Contract Data, the Start Date shall be fourteen (14) days after the Letter of Acceptance. The Contractor shall commence the design and execution of the Works as soon as it is reasonably practicable after the Start Date, and shall then proceed with the Works with due expedition and without delay.	It should be notice that after the Letter of Acceptance, EPC Contract will be signed between the Employer and Contractor, then the employer issue Notice for Commencement of Works. So it is not reasonable that the Commencement of Works shall be fourteen (14) days after the Letter of Acceptance. Besides, could you list all the commencement conditions?	Commencement conditions is upon receiving Letter of Acceptance. Contract signing will be undertaken within a maximum of 3 working days upon issuing Letter of Acceptance.
59	Section XIV -Particular Conditions part B	7.3. ADJUSTMENTS FOR CHANGES IN LAWS(Page 14): Delete Sub-Clause 13.6	The contractor can only assess the legal impacts on the project around the Base Date, and it is common practice to entitle the Contractor to claim for additional cost resulting from change in laws after the Base Date, which is also unforeseeable by the Contractor. Could this clause be revised?	No, to remain as per the tender documents
60	Section XIV -Particular Conditions part B	8.4. PAYMENT(Page 16): b)the amount certified in each Interim Payment Certificate within forty-five (45) Days after the Engineer approves the Interim Payment certificate and after receiving the Statement and supporting documents; and c)the amount certified in the Final Payment Certificate within eighty-four (84) days after the Employer receives the Payment Certificate. d)The days shown in Sub-clauses 14.7 (a, b, c) refer to timings starting from when the original approved documents reach the ADFD office in Abu Dhabi.	It is not specify the date for the Engineer's Approval of the Intermediate Payments Statement. We suggest the time for Engineer's Approval of the Intermediate Payments Statement be 28 days after the Contractor submit all document, and the total Interim Payment period should within 85 days.	Engineers approval of the interim payment certificate will not exceed 28 days as per Clause 14.6 and the total interim payment period will not exceed 84 days
61	Section XIV -Particular Conditions part B	8.5. DELAYED PAYMENT(Page 17): Delete Sub-Clause 14.8	Delayed payment will cause lots of pressure on Contractor, which will also affect the project performance. According to FIDIC, the Contractor shall be entitled to receive financing charges compounded monthly on the amount unpaid during the period of delay. The financing charges shall be calculated at the annual rate of three percentage points above the discount rate of the central bank in the bank of currency of payment. Could this clause be revised?	No, to remain as per the tender documents
62	Section XIV -Particular Conditions part B	8.6 RELEASE OF RETENTION MONEY(page 17) Delete Sub-Clause 14.9 and substitute with the following: Retention will be deducted from the certified invoices until 10% of the contract value is reached. The full retention amount will be held until the project is completed, handed over and accepted. After acceptance and upon Completion of the whole of the Works, and a)the Engineer has certified that all Defects notified by the Engineer to the Contractor have been completed, and b)all items have been corrected, and c)the project is accepted by the Employer, then d)half of the retention will be repaid to the Contractor (5% of the contract value). Upon Completion of the whole of the Works, and a)after the DLP has passed, and b)all items have been corrected regardless if the DLP has passed, then c)the remaining retention will be repaid to the Contractor (5% of the contract value) Note: A Bank Guarantee or any similar type of security will not be accepted for release of the retention. The retention will be held until the end of the project and completion of the DLP, as explained above.	It is common practice for international construction projects to entitle the Contractor to replace the Retention Money with a bank guarantee, which has the same effect and functions as Retention Money. Could this clause be revised?	No, to remain as per the tender documents
63	Volume 2	Section V- Scope of the Works 4	Please specify the daily construction time under condition of non-suspending air service so that the night work can be scheduled.	will clarify this in the next clarification
64	Volume 2	Section V- Scope of the Works 4	Please provide as-built survey drawings and field investigation data of the runway as well as the takeoff and landing strip for reference.	The asbuilt runway drawings were submitted with the tender
65	Volume 2	Section V- Scope of the Works 4	Considering the need to add a drainage system between the apron and the taxiway interface to prevent water accumulation as requested by the employer, please provide drawings of the available drainage system and underground pipelines of the airfield to determine the possibility of its connection to the drainage system available or directly to the discharge outlet.	There is no current underdrain system on the taxiway side of the apron, the water will need to be surfaced drained to both sides and a trench drain may need to be installed between the interface of the apron and taxi way. If that is installed a system to outlet the water into the ground water will be necessary.
66	Volume 2	Section V- Scope of the Works 4	In view of the fact that there are no paved shoulders along the existing runway and taxiway except earth shoulders as indicated in the BOQ and the employer's requirements, and that the airfield is expected to meet the 4E class standards and relevant specification recommendations in the future, please further determine whether to consider paved shoulders for the runway and the taxiway.	no paved shoulders are considered at this time. Only grass
67			Please state clearly that flight calibration test is not the responsibility of the contractor.	The contractor needs to ensure the pavement is designed to the design aircraft a B-777. The costs for the tests necessary to verify the pavement to be borne by the contractor.



68	Volume 2	Section V- Scope of the Works 9	Is the wiring of outgoing lines from the emergency generator the responsibility of the contractor and if so, please indicate the length of the wiring and the operating range of the equipment to be connected.	Refer to attached drawing "Main Power SLD As Built". Outgoing wires from the genset AMF Panel is already connected in the MDB-5 of the Main LV Panel. Further from MDB-5, 2X95sqmm cable is connected to the AGL Power Panel located in the CCR Room.  Contractor to ensure that the power cable between emergency genset and main LV Panel can accommodate load of 150KW genset. Distance is approx. 15m in the connected trench from generator room to main LV Room.
69	Volume 2	Section V- Scope of the Works 9	Please indicate how the backup power generator will be supplied with fuel, whether the contractor needs to provide a fuel tank, and whether there are any specific requirements.	The existing emergency DG SET is not connected with the main fuel line. The contractor has to provide genset with built in fuel day tank with enough capacity to store fuel for 8 hours operation at the rated output. The genset shall be capable for starting and accepting full load in accordance with ICAO CATI operations. The genset shall be equipped with a residential type silencer complete with muffler, flexible connectors, exhaust pipe, raincap and other associated fittings. The exhaust pipe shall be taken outside the building through the shortest possible and practice route. The AMF Panel shall incorporate automatic changeover system and start the genset with in required time as per ICAO for CATI operations when the main supply fails. To transfer the load from emergency generator to main supply whenever the main voltage returns. Provision for manual start and load transfer shall be provided. Provision shall be made to isolate the system for troubleshooting and maintenance without interrupting of the main power supply.
70	Volume 2	Section V- Scope of the Works 9	Please provide the installation conditions of the diesel generator room in consideration of the space required for the backup diesel generator set as well as the need of ventilation and heat dissipation.	Contractor to verify on site. The exhaust pipe shall be taken outside the building through the shortest possible and practice route.
71	Volume 2	Section V- Scope of the Works 8. b	Please specify the contractor's tasks and responsibilities in the file section v- Scope of the Works 8. b): Carry approach profile study and height calculations before the installation of approach lights. Study for the GPS approach and approval from relevant authorities MCAA/RA.	The task and responsibilities are very clearly mentioned. As a design and built project, the contractor is responsible to study the approach profile and accordingly design simple approach lighting system with sufficient height for mast or pole and accordingly approve the simple approach lighting system design from MCAA/relevant authorities.
72	Volume 2	Section V - Scope of the Works 8.o	Please define what is the "new AGL power Panel" in the file section v - Scope of the Works 8.o). Please present specific requirements.	Refer to attached drawing "CCR Load & CCR Power Panel SLD". New AGL Power Panel will be located in the CCR room to feed power to the newly installed CCR. Contractor is responsible to propose the correct size of new MCCB breakers and other protection devices in the new AGL Power Panel as per manufacturer recommendations and as per site requirements. The new AGL Power Pane to be powered from existing power panel incoming bus bar.
73	Volume 2	Section V - Scope of the Works 8.s	Please provide the drawing "Maafaru Airfield As Built SLD" referred to in the file section v - Scope of the Works 8.s).	Refer attached AGL Lights & Landing Aids.
74	Volume 2	Section V - Scope of the Works 8	Normally, the PAPI lights at both ends of one runway are powered by two independent CCRs, but the airfield currently is equipped with only one light dimmer. Please indicate whether an additional one is needed.	Not required.
75	Volume 2	Section V - Scope of the Works 8	Please identify how many CCRs at the airfield are available for the contractor, and list their power.	There are three existing CCR with 20KVA ratings. All of the existing CCR are connected to the existing runway lighting system.
76	Volume 2	Section V - Scope of the Works 8	Please indicate whether backup CCRs and CCR automatic switching cabinets/manual switching cabinets are needed, and present specific requirements if any.	No backup CCR is required.
77	Volume 2	Section V - Scope of the Works 8	Please determine whether to purchase spare parts and maintenance tools for AGL facilities, and provide the procurement standards.	Already mentioned in the tender specifications.
78	Volume 1	Section I - ITP-52	As for the time requirement of obtaining advance payment guarantee and performance guarantee in ITP Item 52, please specify whether it is 14 days or 28 days.	Within twenty-eight (28) days of the receipt of the Letter of Acceptance from the Employer, the successful Proposer shall furnish the Performance Security . There is no time requirement for obtaining advance payment guarantee
79	Volume 2	Section VII-Particular Conditions	Whenever Particular Conditions Part A conflicts with Part B, please specify the priority.	Part A will take priority.
80	Volume 3	BOQ Bill No.1	In BOQ Bill No.1-A with regarding the provision of temporary facilities for the Employer and Engineer, please indicate the number of people intend to occupy the facility; B with regarding to the provision of two pickups for the Employer to use, please indicate whether full-time drivers are needed so that the contractor can fully consider associated costs.	the temporary facilities for the employer should be enough for 4. The pickups should have drivers.
81	Volume 3	BOQ Bill No.3 – 3.5 Compaction & Landscaping	BOQ Bill No.3-3.5 states that "Compaction & Landscaping(Grass Seeding) for the entire project. This is for the new airfield and any areas that are disturbed during the construction". No drawing of such area is provided by the Employer. Please define the landscaping scope in details and advise the area on the drawing.	the area from 70 meters to 140 meters from centerline, the re-graded shoulders and the RESA will need to be seeded with grass.
82	Volume 2	Particular Conditions Part A	The Minimum Insurance for Professional Indemnity as in Particular Conditions Part A is required to be 10%, please specify whether it is 10% of the contract value or 10% of the design works.	the amount will be revised to 5% of the total contract value (refer to Addendum 6)
83	Volume 2	Section V- Scope of the Works 9	Volume II- Section V-9 mentions "Modification and extension of the CCR Room inside the Fire Station and installation of an additional Air Conditioning (24,000BTU) unit." Is this a Precision Air Conditioner? Any designated brand or special requirements for this air conditioner? Please clarify.	Split type air conditioner.
84	Volume 3	BOQ Preamble 32	Please indicate whether the contract insurance could come from an overseas insurance company.	Insurance may come from overseas, but the insurance needs to be from a company that is registered in the Maldives. If not, then the overseas insurance needs to find a subrogation insurance company in the Maldives.
85			Please provide the specific parameters of the blown fill material (coral sand), such as the consistency, compressive strength and particle size analysis, etc.?	There are indicative data in EIA report. Contractor to take samples as necessary to ensure adequacy.



86		Can the quay marked with "red star" in the map on left be used as a temporary quay for this project? Is there an existing waterway connecting to this jetty and what is the water depth condition of the waterway?	The red star marks the harbour. The harbour has a loading dock that can be used. Keeping in mind that any damage to the facilities will need to be repaired at contractors expense. The depth of the inner lagoon varies, there are some bathymetric data in the EIA report. There is a earthen jetty that extends out from the project, near the designated asphalt plant site, to the edge of this inner lagoon. This earthen jetty will require work to stabilize and maintain. Any materials brought from the harbour to the site will need to have traffic flaggers to ensure there are no safety issues with the local population.	
87	Volume 2	Section VI-Project Specifications	We would like to confirm if the pavement design in bidding documents is based on FAA. If not, what standards has been used for pavement structure design? But we noticed that the project specifications given in bidding documents are not FAA ones.	The contractor needs to ensure the pavement is designed to the design aircraft a B-777
88	Volume 2	Section VI-Project Specifications	In bidding documents, PCC (Portland Cement Concrete) design has the following problems against FAA standards. a)Joint layout is incorrect, specifically about construction joint and expansion joint layout b)Dowel should not be used in expansion joint according FAA standard. c)Why is there a key in joint?	We don't foresee any PCC pavement. The only concreted would be for light bases etc.
89	VOLUME 2 -EMPLOYER'S REQUIREMENTS	1.3. CONTRACTOR USE OF PREMISES  I. Safety, .....Adjustments are made to the proposed constructions activities, often by phasing the project, and/or to airport operations to maintain operational safety.  J. Contractor with the approval from airport operators and project management team must determine the geographic areas on the airport affected by the construction project. ....  K. To the extent practical, ....., The construction activities should be planned, through project phasing if necessary, to safely accommodate these operations.  L. Everyone has a role in operational safety on airports during construction: ....., whether caused by negligence, oversight, or project scope change.  M. ....Participate in meetings to review construction limits, safety mitigations, NOTAMs, and understand all special airport operational needs during each phase of the project.	We understand that the construction activities shall not interfere the current airport operations. To avoid such interference, in the meantime allow Tenderer to enhance the accuracy and rationality of the Tender document, please specify the restrictions on the working time and place of different construction activities, i.e. in a normal working day, during which period of time and within which area that the Contractor is not allowed to execute the dredging/reclamation works (or any other works such as ground improvement, site clearance, revetment construction, pavement, ect)?	This will be clarified in the next clarification
90	VOLUME 2 -EMPLOYER'S REQUIREMENTS	Section VIII - Drawings	the dimension of the typical cross sections is different to the drawing No. RWA-MAP-SKT-066 - "MAAFARU AIRPORT RUNWAY EXPANSION". For example, the strip width is 75x2m in cross sections while the expansion layout is 140x2m. However, it's already stated in Section VII - Project Specifications, 7.1 Scope of Works, that Contractor to use the RWA-MAPSKT-066 for the current quantities and location of the scope in question.	the existing airstrip is 70meters each (thus the x2). The new airstrip will be 140meters each way. So 140 meters x 2
91	VOLUME 2 -EMPLOYER'S REQUIREMENTS	Section VIII - Drawings	In reference to Section V no. 4 pg.6 "The drawings (PDF and AutoCAD) of the runway including cross sections are included in the bidding documents", where do we find the Auto CAD file in the given bidding documents?	refer to Addendum
92	VOLUME 2 -EMPLOYER'S REQUIREMENTS	Section VII - Project Specifications 7.6.2 Execution of dredging	"For reclamation above the HIGHEST WATER LEVEL, coral material shall be placed in level, horizontal layers not exceeding 0.25 meter (loose measurement) thick and be compacted as specified before the next layer is placed. Effective spreading equipment shall be used on each lift to obtain a uniform thickness prior to compacting. As the compaction of each layer progresses, levelling and adjustments shall be performed continuously to ensure uniform density. The degree of compaction shall not be less than 95%"  Ground improvement will be needed or not for reclamation below the HIGHEST WATER LEVEL?	For the hydraulic fill below the waterline, adequate vibratory compaction needs to be done from above to ensure the subgrade soil is compacted as per the contractors design and specification. It is not our intent to dewater the area and build up the subgrade in layers. However, if the contractor cannot achieve the required compaction from vibratory rollers, this may be necessary. ground improvements may be necessary if there is organic material below the subgrade (especially under the runway, shoulder and RESA).
93	VOLUME 2 -EMPLOYER'S REQUIREMENTS	Section VII - Project Specifications 7.6.2 Execution of dredging	Please kindly provide the following information: 1)EIA Report 2)Bathymetric Surveys Data in Dwg	refer to Addendum
94	VOLUME 2 -EMPLOYER'S REQUIREMENTS	Section VIII - Drawings	Is the existing blast pad paved or dirt? Should it be upgraded or remain unchanged?	the existing blast pad is compacted soil with grass. The new blast pad will be the same.
95	VOLUME 3 BOQ	Bill No. 4	Shoulder raising-2200m x 9m x100mm in BOQ Bill No-04, does it mean the raising width of 9m on one side of runway?	No, the current shoulders are 9 meters on both sides. We are expecting to increase the height of the runway and re-grade the shoulders. This is only an estimate but assuming a 100mm overlay the cross-sectional area is half the height x the width.
96	VOLUME 2 -EMPLOYER'S REQUIREMENTS	Section V, Clause 6	GeoBags are specified (Geotube is alternative). However rock or tetrapod for ocean side revetment and geobag for lagoon side revetment is indicated in BOQ of Volume 3. Please clarify that is any type of structure is allowed to use if the function of the revetment is satisfied.	the ocean side may have an alternate design presented provided that the contractor can demonstrate a 20 year life cycle for their design.
97	VOLUME 2 -EMPLOYER'S REQUIREMENTS	Section VII, Clause 8.2.1	"All stone materials specified in the following as stone class IV, V, VI and VII may as an alternative to the above-mentioned rock be obtained from sound coral rock or beach rock. The material shall have an apparent specific gravity of not less than 24KN/m3 when saturated and surface dry."  Please clarify if there is any other requirement on the technical parameter/index of the coral rock and beach rock. Please clarify if the coral rock and beach rock can be used as the filter layer.	the subgrade can use the coral rock and sand from the dredged material, this will need to be compacted. The subbase and base on the first phase used imported rock material to achieve the necessary pavement strength. Contractor needs to make an assessment of the quality of the materials and incorporate into their design to achieve the required pavement strength.
98	VOLUME 2 -EMPLOYER'S REQUIREMENTS Section VIII - Drawings	Drawing No. T1713-TOS-95300-CV-DW-0001-14 EIA Report 2.6.3 Shore protection measures	the top elevation of revetment is 1.516m, however in Section 2.6.3 of EIA, it's designed as 1.4m for Type A, and 2.2-2.6m for Type B, please clarify the elevation requirement of the revetment since there is few hydrological, bathymetric information/data/report and lack of detailed overtopping criteria, is the top elevation of the existing airport revetment can be applied to the proposed design of the revetment?	the height of the revetment will be as per the contractors design. Care needs to be made to ensure that overtopping is prevented that may cause erosion.
99	VOLUME 2 -EMPLOYER'S REQUIREMENTS	Drawing No. T1713-TOS-95300-CV-DW-0001-14	Please confirm whether the simple approach lighting system to be designed at both ends of the runway should be a single light source or a barrette at least 3m in length.	Refer ICAO Annex 14, Vol 1, Para 5.3.4.2 to 5.3.4.9 Single source light.
100	VOLUME 2 -EMPLOYER'S REQUIREMENTS SECTION V - SCOPE OF WORKS	Chapter 8, UPDATED AIRFIELD LIGHTING	As CIRIA C683 The Rock Manual is commonly used worldwide in the hydraulic engineering. We would suggest to follow the tolerance specified in table 9-7 and table 9-8 of CIRIA C683, please confirm.	that would be acceptable

