

Ref.: DUQM/2016/T30/15-16

Date: March 28, 2016

Circular No. (10)

Reference: TENDER 30/2015 – Construction of the Fishery Port (Port & Road Related Work)
at Duqm

Tender Documents Collection date: 11th
Jan 2016

Site Visit: 26th Jan 2016

Submission date: Tuesday/08th March 2016

1st Revised Submission Date: Tue/05th April 2016

2nd Revised Submission Date: Tue/03rd May 2016

Subject: Reply to Queries:

Reference to the bidder's clarification on the above subject, kindly see the attached reply to queries for your kind action and record.

NOTES:

- All Bidders are to endorse this Circular and attach it as part of their tender submission.
- Last date for the further Queries/ Clarifications shall be Tuesday/12th April 2016.
- Submission (Closing) Date of tender: Tuesday/03rd May 2016 at 12h00, Muscat Time.

Kind regards


SEZAD, Tenders & Contracts



CONSTRUCTION OF FISHERY PORT (MARINE & ROAD RELATED WORKS) AT DUQUM
SULTANATE OF OMAN
TENDER QUERIES CLARIFICATION

No	Item in Tender	Queries by Bidders	Response by SEZAD
1	Vol I- Prime Document Section 1: ITT Clause.15.2	Ref. to Section 1: ITT Clause 1.2 it states that National Standards shall take precedence over international standards....” Contractor understands such a standards documents with revision at the time of submission of the tender will be considered. Any revision after the submission of the tender will not be applicable or the impact of the same shall be considered as variation. Please clarify.	Any impact shall be considered on a case by case basis and subject to approval.
2	Vol I- Prime Document Section 2: Scope of Work Clause.2.3.11	Kindly provide minimum length requirement of road between Road A and Road B. This will be the basis for all the Contractors.	Length of road depends on Contractor’s design and subject to approvals.
3	Geotechnical Report	Most of the available boreholes for the dredging areas the levels are below the dredging level or slightly above the dredging level. Therefore, these boreholes don’t provide sufficient information about the soil / rock from the sea bed level down to the dredging level taking into consideration that these boreholes are not covering the full dredging area. Please provide any additional soil information if it is available.	No other additional soil information is available.
4	Fill Material Specification	Bidder requests relaxation on the percentage passing 63-micron sieve to be 15% instead of 5%.	Percentage passing 63 micron sieve to be maximum 10%.
5	GROUND INVESTIGATION WORKS	The documents indicate that the contractor must undertake all necessary surveys and investigations required for the design of the works.	The scope of geophysical surveys and ground investigation works shall be proposed by the Contractor taking into account the scope of work and shall be approved by the Client/Engineer.

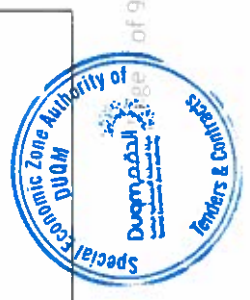
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		Is there a minimum scope of geophysical surveys and ground investigation works required by the client for the proposed development? Please advise.	
6	ROCK MAPPING	It is noted that there is a requirement to carry out Rock Mapping of the entire rock face adjacent to the proposed site. However, there has been no information provided regarding this area and scope requirement. Please provide all relevant plans, drawings etc to indicate the locations and the extent of survey/mapping work required in this area.	The whole cliff fronting the Fishery Port along Road B shall be stabilized.
7	SABHKA	It is mentioned that an area of Sabhka is present at site. Please confirm the location, extent and any details where this geological deposit is present and any relevant ground investigation information.	We do not have the location of Sabhka.
8	General	Maximum allowable settlements and deformations of structures and reclaimed areas do not appear in the tender material. Please advise to which extend deformation and settlement analysis are demanded in the detailed design.	Contractor's responsibility to ensure settlement and deformation is within acceptable limits based on prevailing applicable codes and best practice. Infrastructure work on the reclaimed land shall commence immediately upon completion and handover. The settlement limits and verification method shall be approved by the Engineer/Client.
9	QUAY WALL	Drawings in the tender material show vertical front surfaces of block quay walls. Please advise if vertical front surfaces of block quay walls are required.	Yes, vertical front surfaces of block quay walls are required.
10	QUAY WALL	In tender document VOLUME II, SECTION 8, C16 is a sheet pile quay wall described, but it is not clear from the tender drawings where this wall is located. Please clarify.	No sheet pile quay wall in the scope of work.



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11	BORROW AREA(S)	It is noted that there is no borrow pit identified as part of the proposed work to potentially provide material for the reclamation and/or breakwater construction works. Please confirm that there are no requirements as part of the work to investigate any borrow area(s) to confirm the acceptability of material for use in the work	Contractor shall investigate any borrow area(s) to confirm the acceptability of material for use in the work at their own cost.
12	RECLAMATION WORKS	It is noted that the reclamation area is divided into two layers – the bottom layer below 0 m CD may potentially use dredged material if suitable, and the top layer above 0 m CD will use imported fill material. In the specification for the reclamation works, there is only one set of criteria (grading, plasticity etc.) outlined to confirm the suitability of the fill material – there is no differentiation between material requirements for the material above 0 m CD and the material below 0 m CD. Please confirm if there is a separate specification for material requirements for the two layers of fill material proposed, or whether both layers must meet the same acceptability criteria.	Fill material for both layers must meet the Specification requirements.
13	Design and Construction of Road.	Road A Volume II: Specification, page S8/66, 3 rd para, line 1, states “The minimum width of the service corridor is 25m from the paved shoulder to the toe of the hills” and line 4, states “Across the opposite site of the service corridor is hill cutting, the minimum distance from the paved shoulder to the toe of hill shall be less than 15m. Whereas Addendum 6, page 5 of 14, Ref. No. A6.5 line 11 states “The contractor shall consult and obtain approval from service providers and relevant authorities for the space required to lay services such as water, electricity, street lighting,	The Contractor shall determine the width of the services corridor in consultation and with the approval of the utilities providers.



CONSTRUCTION OF FISHERY PORT (MARINE & ROAD RELATED WORKS) AT DUQOM
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		<p>telecommunication and data cables, etc. These services corridors shall be provided along the roads".</p> <p>Kindly specify the width of service corridor and width required on opposite side of the service corridor in case of both sides hill in the Typical Section Road A (issued in Addendum No. 6) to enable us to estimate the cutting and filling quantities.</p>	
14	Design and Construction of Road.	<p>Road B (Connecting the two breakwaters) Volume II: Specification, Page S8/66, 4th para, line 1 states "Road B shall have minimum of 25m service corridor from the paved shoulder to the toe of the hills on the land side".</p> <p>Whereas Addendum 6, page 5 of 14, Ref. No. A6.5 line 11 states "The contractor shall consult and obtain approval from service providers and relevant authorities for the space required to lay services such as water, electricity, street lighting, telecommunication and data cables, etc. These services corridors shall be provided along the roads".</p> <p>Kindly provide the typical Cross Section for "Road B" indicating the width of service corridor.</p>	<p>The Contractor shall determine the width of the services corridor in consultation and with the approval of the utilities providers.</p>
15	Design and Construction of Road.	<p>Road A & Road B Please specify the thickness of pavement layers such as granular sub base, aggregate base course, bituminous base course and bituminous wearing course.</p>	<p>Contractor shall design the road structure in compliance with the Highway Design Standards 2010 and approved by the Engineer, ROP and Client.</p>
16	Volume IV	<p>Drq No: 200720M/MN/T-09 Rev. R2 (Refer Section D-D) and 200720M/MN/T-10 Rev. R2</p>	<p>Road B is a lump sum item. Reclamation fill between Road-B and hill toe shall be priced under BOQ Part 4 ,item 8.2</p>



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17	General	<p>We understand that reclamation fill required between Road-B and hill toe will be paid under BOQ item 4.2.1. Please confirm.</p> <p>The Design Approval process has not been defined in Tenders document.</p> <p>We kindly request this information, particularly the durations required by Engineer, as this process significantly affects the works schedule.</p>	<p>The Engineer is expected to respond to submissions within 10 working days.</p> <p>Contractor is advised to plan the submission schedule in advance in consultation with the Engineer, and submit complete and comprehensive submissions to avoid work being held up by approval process.</p>
18	<p>Volume I : Prime Document Volume VI – Addenda, and or Circular letters(if any) issued by the STC</p>	<p>Alternative Tender <u>Query by bidders:</u> It is noted that "The contractor shall verify the design of the port structures for its adequacy.....the client will pay the contractor subject to actual quantity in case that the actual quantity is more than the quantity given on the BoQ of Tender documents. <u>Response by SEZAD:</u> Payment shall be based on actual quantity We understand that the payment shall be based on re-measured quantities for all items except for Lump sum items. Please confirm whether this is applicable for Alternative Bid also.</p>	<p>Qty shall be based on actual measurement including alternative bid.</p>
19	VOLUME II:	<p>VOLUME II: SECTION 7: General Particulars And Requirements, Clause C 1.7,Pages S7/4 Area for the Contractor The Contractor shall limit his activities within the site area available. VOLUME II: SECTION 7: Clause C1.17,Pages S7/7 Possession of Site</p>	<p>Contractor shall propose the area with details and seek approval from One Stop Shop, SEZAD. Contractor shall limit his activities within the approved area.</p>



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		<p>The project site will be handed over as is where basis to the Contractor during the mobilisation period. Please provide a drawing indicating the limits of such project site area that will be handed over to the contractor free of cost during the mobilisation period.</p>	
20	<p>Volume 1 : Prime Document</p>	<p>Volume 1 : Prime Document Section 3 : Conditions of Contract Standard Documents for Building and Civil Engineering works Clause 45, Pages 46 Suspension of Work at Night and on Fridays Subject to any provision.....which it is customary to be carried out by rotary or double shifts. The nature of work requires working round the clock i.e., both day & night shifts. Hence, please confirm that the contractor will be allowed to work round the clock and Employer's supervision, if required will be provided without any additional cost to the contractor.</p>	<p>Round the clock work shall comply with relevant rules and regulations and with approval from the Engineer.</p>
21	<p>Specifications Material Specifications</p>	<p>Some of the specifications provided with the Tender documents do not comply with the common standards and practices. Since the Contractor will be responsible for the design of the works after the verification, please kindly confirm if the Contractor will also be responsible / allowed for adjusting / changing the specifications as per the international codes / standards and common practices.</p>	<p>Contractor shall be responsible to use specifications that comply with acceptable standards and best practices, with the approval of the Engineer/Client.</p>



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22	<p><u>Instruction to bidders in prime documents</u></p>	<p><u>As per clause # 2 in section # 1 instruction to bidders in prime documents</u></p> <p>2.3 The Bidder shall conform to the Laws of Sultanate of Oman and his attention is drawn to the Law Governing Employment.</p> <p>2.3.1 All arrangements which affect the engagement, transport, paying, feeding and housing of labour and other matters in connection therewith shall be subject to the regulations and codes of the Sultanate of Oman now in force or which may be made from time to time during the period of the Contract. The successful Bidder must employ a minimum 10% Omanis of requisite skills for all staff categories, technical or otherwise, for the execution of the Works. The daily records of staff and labours deployed for the project shall be submitted to the Engineer. The Bidder must comply with the minimum percentage for employing Omani in their organization in accordance with the Regulation and Codes issued by the Ministry of Manpower. <u>Failing to adhere to such requirement shall lead to the rejection of the Tender. Omanisation content in the project and the company is one of the essential items considered in the evaluation of Tenders.</u></p> <p>2.3.2 The Bidder's attention is particularly drawn to the following Regulations, briefly summarized below in respect of accommodation and import of labour and the Bidders is advised to examine these Regulations in detail before submitting his Tender.</p> <p>(a). Royal Decree 13/77, which states that no foreign contracting company working in the Sultanate of Oman, with the exception</p>	<p>1-All International companies are by law, obligated to comply with the Royal Decrees, laws, regulations at the time of tender; and including in future of such.</p> <p>2-: At tender stage, these requirements are stated for compliance, if and when the bidder is the Successful Contractor to carry out the Works/Project. At tendering stage, there's no reason to be "eliminated".</p> <p>3- Yes, a clear commitment at tender stage will fulfil. It is upon award and executing the Works/Project that the compliance sets in.</p> <p>4- The Royal Decrees, laws, regulations of the Sultanate of Oman, as the Government of SEZAD MUST be complied especially upon award as the Successful Contractor of the Works/Project.</p>



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		<p>of those granted special license by the Ministry of Commerce & Industry may build or establish any housing scheme for the benefit of their employees and workmen. Housing accommodation should be rented.</p> <p>(b). Ministry of Health Ministerial Decision 1/75, which imposes precise rules for labour imported from outside the Sultanate of Oman.</p> <p>(c). The Laws governing Employment: The contractor shall make all effort to employ Omanis of the requisite skills for the execution of the project. In the event of insufficient/non-availability of skilled labour of any category of labour, and if the Contractor wishes to employ nationalities other than Omanis, he must ascertain from concerned Ministry whether the necessary entry permits for these particular categories of labour could be obtained. No foreign labour shall be employed without the necessary approval by the concerned authority.</p> <p>(d). All bidders must comply with the provision of Royal Decree No. 39/82. The Contractor shall be required to obtain all necessary Government permits and pay all charges and fees in connection thereto.</p> <p>Please advise on the following:</p> <p>International companies that still do not have an entity in Oman will not for sure fulfil this requirement at this stage of the project.</p> <p>1 - What will be the effect of such clause on international bidders?</p>	



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		<p>2-Will they be directly eliminated?</p> <p>3-Will a clear stated commitment by the bidder to fulfil this requirement after awarding the contract satisfactory?</p> <p>4- How should international bidders handle this clause not to be eliminated?</p> <p>For your kind information and feedback</p>	
23	Circular no 06 dated 07.03.2016	<p>Vide item 52 circular no 06 dated 07.03.2016 it is stated that ten year return period is to be taken for design for the drainage system for road and cliff, however vide item 24 of circular 07 dated 17.03.2016, it is confirmed that road a & B is to be designed for a design life of 20 years in View of the road design life 20 yrs it may please be confirmed whether the flood return period should be taken as ten years or twenty years.</p>	Flood return period of 10 years.
24	Design and Construction of Road.	<p>On fitting alignment of road B based on the grid reference given , it is seen that the curve with a max radii 178 m is possible to be fitted which does not permit the cornering design speed of 50 km /hr as required by Oman high way design manual 2010 (table 4.4.2.1. E Access Route super Elevation and Design speed minimum Curve Radii –Refers) it ,may please be clarified if a reduction in the permitted cornering design speed will be allowed</p>	Design speed of 50 km/hr shall be maintained with adjustment to the road radius.

