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**Ministry of Finance**

Male', Republic of Maldives

**AA.Ukulhas Harbour Quaywall Works**

**TES/2019/W-009**

1. It is presumed that the breakwater is in existence. The proposal is to extend the entrance channel west arm by 16m, Eastern by 15m as per the layout provided

➤ **Yes**

2. Is the above extension of the existing breakwater profile to suit the sea bed level? The existing cross section if available may be made with reference to Mean sea level.

➤ **Extension upto 1.8m Msl depth level, Existing cross sectional drawing not available.**

3. The drawing shows "Repairs to Quay Wall", If the quay wall are in existence, the details of distress in the wall may be provided.

➤ **The T Jetty area quay wall is to be Reconstructed as shown in the drawing.**

4. As per point -1 in the scope of works, there is no detailed design involved for harbor as it is already in existence. It is only improvement like berth walls, on the south side for (67.3M + 71.90M) and quay wall in the shore line (46M + 71M + 23.30M), please confirm.

➤ **Quay wall reconstruction winning party has to submit the detail drawings for the reconstructing area and also south side has s Jetty as shown in drawing**

5. As per the Point-4 in scope of works, dismantling of existing harbor structure. Please list the structures which may be dismantled.

➤ **In Point 4 It is mentioned that if required, So It's up to bidder after inspecting. In this case the existing Quay wall in the area shown in drawing**

6. The details of large vessels size and Number of berthing required are needed with their pull strength to decide the Mooring arrangement.

**VESSEL DETAIL;**

- **16feet-----14 Vessel,**
- **16-32 Feet-----41vessel,**
- **32-75feet-----11vessel,**
- **75-100feet-----4vessel,**



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7. The study of sediment movement later may be made available to level the entry channel sea ends heads to prevent sediments at mouth due to drift

➤ **Winning party to do EIA and find such details**

8. The disposal area designed for the dumpy of dredging materials to be located by authorities.

➤ **During the EIA stage, the location should be finalized with consulting the council**

9. The Hydrographic details of the existing harbor may be provided to propose the methods of dredging.

➤ **Not available**

10. Is there any specific methodology of construction to be followed to bid the existing quay wall structure with the new quay wall structure?

➤ **No such specific methodology, but winning party has to ensure the adjacent structures are not damaged**

11. Reclamation is not considered in the BOQ, if so the cost can be considered with the dredging.

➤ **No Reclamation, Only Backfilling to Be Done**

12. Is there work timing for working in the project, as there is the existing harbor for the public access.

➤ **Once awarded the winning party should consult with council before commencing work**

13. Any time duration for completion of the project to be considered.

➤ **18 months as our requirement**

14. The existing ferry can be accessible for the working.

➤ **The terminal would be closed and the bidding party will get access near the site.**



*AMC*

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