

Questions about Bidding for 7 Airports Project and Responses

1. The 25-year planning for construction of apron is required in the bidding document. The owner shall provide historical data for throughput and operation models.

- **Answer:** The Design Build Contractor is expected to establish a general master plan which provide a framework for long-range planning - 25 year's horizon for each airport after the project award. All historical data assessment, traffic forecasting and other tasks necessary for master plan document preparation will be conducted by the design build contractor. The design and construction of apron and taxiway with rigid pavement is for Gode Airport and the design period of the pavement shall be 20 years.

2. Emergency rescue channel part:

a. Require extend the end of the runway at least to the airport boundary; how to design the off-field part?

- **Answer:** The emergency access road shall be provided around/along with the security fence. And it's also inside the airport security fence.

b. Give a definition to heavy vehicles;

- **Answer:** Such as Airport Rescue and Firefighting Vehicles as well as Ambulance Vehicles

c. Road design standards are based on local standards of Ethiopia; are domestic standards applicable? Or could you provide local standards?

- **Answer:** The road designs shall be as per standards of Ethiopia (Ethiopian Road Authority Design Manual 2013) and these documents are available to registered users through the ERA website: www.era.gov.et .

3. Watch towers are required to be inter-visible to each other inside, please define the quantity of buildings; due to the lack of knowledge of the buildings, please provide the existing cases for reference;

- **Answer:** Existing airports have 8 to 10 Watch towers.

4. In the latest 8th version, the width of the takeoff and landing strip decreases to 70m; will it be adjusted according to the new specifications?

- **Answer:** In the 8th edition of ICAO Annex 14, the runway strips are decreased from 75m to 70m for a strip including precision and non-precision approach runway. But in our case both Dembidollo and Kombolcha Airports are non-instrumental runway. Thus, the runway strip will be 75m on each side of the centerline of the runway.

Specialty of airfield roads

1. Airfields of Gode, Dembidollo, Kombolcha airports need to be renovated and expanded, which requires the current plan drawings and topographic maps of the airports. The range of topographic maps shall include the parts to be expanded and the existing drainage ditches.

- **Answer:** The design build contractor is expected to conduct a topographic survey and prepare topographic maps for all airports as it is stated on the schedule of requirement.

2. Geotechnical investigation reports of foundations of Gode, Dembidollo, Kombolcha airports are required.

- **Answer:** The design build contractor is expected to conduct geotechnical investigations as it is stated on the schedule of requirement.

3. Current road surface elevation and road surface structure practice of Gode Airport are required.

- **Answer:** The aerodrome/runway elevation of Gode Airport is 274.832 m. The existing runway, taxiway and apron are rigid/concrete pavements.

4. Suggest unifying the design standards, which requires relevant ERA specifications.

- **Answer:** The Design Builder shall use and apply latest editions of standards and design reference documents on this project.

Specialty of architecture:

1. Drawings need to be provided include only general drawings of the 7 airports, and drawings for terminals included large and small types of terminal buildings.

Answer: Refer all the bid documents and Design program. It is clearly stated on the design program.

2. The technical document emphasizes "Canopy concept", and "inside terminal" and "outside terminal (under Canopy)" are also distinguished in the requirements of indicators. Does it mean that departure and arrival halls and other functional areas listed in the bidding document are outdoor spaces with roof?

Answer: Refer all the bid documents and Design program. It is clearly stated on the design program.

3. The technical document specifically emphasizes that there is security check measures at the main entrance, so the restaurant shall be outside the main entrance. Does it mean that outdoor spaces with roof (including departure and arrival halls) are outside the main entrance?

Answer: Refer all the bid documents and Design program. It is clearly stated on the design program.

Specialty of HVAC:

1. Heating design is mentioned in the bidding document; and according to their weather conditions, the airports feature a large temperature differences, with low temperatures in some time periods. Therefore, the first question is whether to design heating facilities (mainly by means of heat pump air-conditioning).

Answer: Refer all the bid documents especially schedule of requirement part.

2. It is repeatedly mentioned in the bidding document that natural ventilation shall be used as much as possible to create a good indoor environment. However, effect of natural ventilation is greatly affected by outdoor environment with a poor stability. Therefore, it is still suggest setting up an air conditioning system comprehensively.

Answer: Refer all the bid documents. Since the project is Design and build (DB), this is part of the design scope, as per international design standard, the bidders during design stage shall perform and analyze the requested design for respective airports. A better, modern, reliable and comfortable zone shall be provided for the Airport operation.

3. Regarding Article 2 above, if the owner does not agree to set up an air conditioning system comprehensively (for terminals with good climate conditions and an altitude of about 2000 meters), please define specific rooms and areas need to be equipped with air conditioning. (Is there any other area besides those mentioned in the bidding document?)

Answer: Refer all the bid documents. It is clearly stated on the schedule of requirement.

Specialty of strong voltage:

1. Voltage, quantity and capacity of incoming power lines of the 7 airports. The design of exterior power lines from superior power stations to airport red lines shall be provided and implemented by local power departments, which is beyond our scope of design.

Answer: Yes, this shall be provided and implemented by local power departments, for further detail refer schedule of requirement.

2. Please provide local electrical design standards, codes and regulations.

Answer: The latest Ethiopian Electrical standard available is ES 3961, Electrical Installation of buildings. You can find this from Ministry of Construction, Construction works Regulatory Authority, Addis Ababa, Ethiopia

3. Local meteorological data. The highest monthly average temperature, permafrost depth, depth of water level, thunderstorm day, etc.

Answer: Refer all the bid document, furthermore you can find from Ethiopian Meteorology Agency: www.ethiomet.gov.et/stations/information.

4. Users shall provide ground power parameters of boarding bridges by the existing models.

Answer: Refer all the bid document.

5. In the energy-saving mode, 500kW photovoltaic system shall be considered in design. Shall structure specialty, architecture specialty or electrical specialty consider to directly design 500kW photovoltaic system as required? If electrical specialty shall take it into account, local power and energy departments shall provide photovoltaic system grid access requirements.

Answer: The clarification request is not clear. Since it is design and build project, the designer shall consider green energy. All the detail shall be performed and analyzed during design phase by the bidder. It's all bidder's responsibility of photovoltaic system installations. It is part of the project. Refer all the bid documents.

6. Please confirm special practices of local power system and other requirements of the owner, such as whether local power system is unstable or whether a diesel engine shall be equipped to ensure reliable electricity consumption of the whole terminals.

Answer: The power shall be more reliable to the whole terminals. Refer all the bid documents.

Specialty of telecom:

1. As for design content of communication specialty, the bidding documents only include telephone & intercommunication system, public broadcasting system and flight display system.

Are other special civil aviation systems, such as departure information management system, security check information management system and electronic clock system, as well as general systems, like automatic fire alarm system, integrated wiring system, video monitoring system, access control system and TV system, required?

(Designer's note: Automatic fire alarm system, integrated wiring system and video monitoring system are required. Access control system, TV system and special civil aviation subsystems can be equipped according to the owner's demands.)

Answer: We advise you to refer all the bid documents. The project includes all low current systems minimum requirement stated in the tender document but not limited to as per International Airport Standards.

2. Are construction standards and contents of the 7 airports unified?

Answer: The clarification request is not clear. But the 7 airports as per standards shall have all common facilities/systems/utilities for the complete operation of the Airport. Refer all the

bid document as it is stated the employer requirement is for all 7 Airports Terminal.

3. Do the 7 airports adopt local cable TV or IP TV?

Answer: Since the project is Design and build (DB), this is part of the design scope, as per international design standard, the bidders during design stage shall perform and analyze the requested design for respective airports. A better, modern and reliable option will be considered during design approval. IP TV. We advise you to consider all costs for maximum systems.

4. Are the 7 airports adopt local telephone or IP telephone?

Answer: The clarification requested is not clear? The latest and best quality shall be adapted. The project is design and build. For detail refer the requirement in the bid document.

5. How about exterior communication line conditions of the 7 airports? Does each airport have access to Internet, telephone and cable TV?

Answer: The clarification request is not clear? Refer all the bid document.

6. Are other airports in Ethiopia equipped with an anti-intrusion prevention and alarm system for airport enclosure?

Answer: The clarification request is not clear? Refer all the bid documents.

Clarifications and Responses

1. In ITB 3.2, it is stated: “The documentary evidence required shall be amended as follows: International (foreign) bidders shall submit the document which is authenticated by their respected Embassy.” Could you please clarify?

- Which document(s) exactly need to be authenticated?

Answer:

- Its trading license or equivalent
- Its tax clearance certificate and vat registration if required by Ethiopian Law
- Any relevant professional practice certificates.

For further information, please refer the tender document.

- Which embassy needs to authenticate the documents? Whether the authentication done by Ethiopian Embassy in the foreign country could be accepted?

Answer: Ethiopian embassy. Yes, authentication can be done in respective countries of Ethiopian embassy.

2. In ITB 12.1, the following document is required for the bid: “preliminary list of fixed & loose furniture and equipment”. We have noted that such a list is already present in the

tender documents (appendix D). What exactly is required for the bid? Should we just state that we will comply with this list as a minimum? Do we need to draw up our own new list? Please note that in the latter case, at this bidding stage and in the time given the level of details in the provided list cannot reasonably be achieved.

Answer: Refer the bid documents. The bidder shall comply with the list as a minimum in the tender document but not limited to. As per the Airport standards, bidders are expected to provide all furniture and equipments for the complete operation of the airports.

3. In ITB 12.1, the following document is required for the bid: "Preliminary Environmental Impact Assessment report done by third party". We have noted that such a document is already present in the tender documents (appendix B), dating from July 2019, and is comprehensive. What exactly is required for the bid? Should we just state that we have acknowledged this document and will abide by it or comment on some points? Or do we need to provide another new document? In the latter case, what should it cover exactly and what would be the table of contents? Please also note that, in the latter case, such a study will likely not be compatible with the time frame of the bid.

Answer: Bidder (The design build contractor) is expected to conduct Environmental and Social Impact Assessment and an Environmental and Social Management plan, that shall fulfil the requirements contained in the Environmental and Social study framework, for all seven airports per international standard. Bidder is expected to implement the requirements contained in these studies. Refer "Schedule of requirements" in the tender document and Appendix B Environmental and Social Management Framework (ESMF)

4. In ITB 12.1, the following document is required for the bid: "technical specification". We have noted that such a document is already present in the tender documents (appendix C). Also, technical specifications are provided in document "Schedule of requirements". What exactly is required for the bid? Should we just state that we will comply with those specifications as a minimum and/or quote a list of equivalent standards and regulations that we plan to follow?

Answer: The design build contractor shall comply as a minimum requirement in the "Schedule of requirements" and specifications but not limited to for the complete operation of the Airport.

5. On page 3 of the "Schedule of requirements" document ("General recommendations"), a general, high level, master plan for each airport is required. It is not mentioned in the ITB however. Could you please specify at which stage this is required: for the bid or once the

project is awarded? If for the bid, can you please provide at this stage as inputs the historical and current traffic data (number of PAX, peak hour data, average number of bags per passenger, flight data ...) per airport, as well as current layouts drawings of each airport?

Answer:

The Design Build Contractor is expected to establish a general master plan which provide a framework for each airport after the project award. Refer all the tender documents.

6. On page 17 of the "Schedule of requirements" document (§2.1.1), it is written: "the project will include ... review the Schematic Design provided in the RFP package". Could you please clarify which schematic design this is referring to? We have not found any such document in the RFP. Also, how does this relate to the "Preliminary design drawings" stated in ITB 12.1 that we are asked to provide?

Answer:

No Schematic design we attached in the RFP. Since the project is design and build, the design build contractor is expected to provide "Preliminary design drawings" as stated in the design program and "Schedule of requirements".

7. Could you please provide the format of Bid Security or shall we adopt bank's format?

Answer:

You can use either the below format or you can adopt bank's format for international bid. Additionally, bid security shall be in an acceptable form expressed in a freely convertible currency, in the form of CPO or unconditional Bank Guarantee, Securities issued by foreign banks or financial institutions shall be counter-guaranteed by an Ethiopian bank and shall be valid for 28 days beyond the validity of the Bid.

FORM OF BID SECURITY (BANK GUARANTEE)

WHEREAS, _____ *[Name of Bidder]* (hereinafter Called the "Bidder" has submitted his bid dated *[date]* _____ for the _____ *[name of project]* (herein after called "the Bid")

KNOW ALL PEOPLE by these presents that

We _____ *[Name of Bank]* of *[name of country]* having our registered office at _____ *[full Address]* (hereinafter called " the Bank") are bound unto the Ethiopian Airlines Group (hereinafter called "the Employer") in the sum of

_____ [amount] for which payment well and truly to be made to the said Employer the Bank binds himself, his successors and assigns by these presents.

SEALED WITH THE Common Seal of the said Bank this_____ day of _____, 20__.

THE CONDITIONS OF this obligation are:

1. if the Bidder withdraws his bid during the period of bid validity specified in the Form of bid

OR

2. if the Bidder refuses to accept the correction of errors in his Bid.

OR

3. if the Bidder having been notified of the acceptance of his Bid by the Employer during the period of Bid validity:

(a) fails or refuses to execute the Form of Agreement in accordance with the Instruction to Bidders

(b) Fails or refuses to furnish the performance security in accordance with the Instruction to Bidders.

We undertake to pay to the Employer up to the above amount upon receipt of his first written demand, without the Employer having to substantiate his demand, provided that in his demand the Employer will note that the amount claimed by him due to him is owing to the occurrence of one or more of the above conditions, specifying the occurred condition or conditions.

This Guarantee will remain in force up to and including the date 28 days after the date of expiration of the bid validity, as stated in the Instruction to Bidders or as it may be extended by the Employer, notice of which extension(s) to the Bank is hereby waived. Any demand in respect of this Guarantee should reach the Bank not later than the above date.

DATE _____

SIGNATURE OF THE BANK _____

WITNESS _____ SEAL _____

[Signature, Name, and Address]

Responses

1. Point no. 1.5 Description- Environmental issue of the technical specification
 - 1.1 Would the 500kw photo voltaic plant be the only power source of the terminal?
Answer: No. It can't be the only. PV, It is an alternative green environmental friendly Energy.
 - 1.2 Would the photovoltaic plant be the one to grantee all the necessary energy supply for accurate functioning of the airport building?
Answer: Not sure, the total power demand is not yet known. After design, the total project power demand might be bigger size. Total power expected more. Regarding the solar energy, you can take only the stated solar size for your bidding process. Since the project is (design and build), all detail design is expected by the bidder. Generally speaking, it is not granted for more than 500KW power demand for the project.
 - 1.3 ---
 - 1.4 The clarification request is more of technical/specialization, as stated in the tender document, the canopy concept is requested to apply in the building considering PV installations. During design phase, the Bidder (The design build contractor) is expected to perform and propose all technical matters.
 - 1.5 Regarding the specification 500KWc. It is unit means kilowatt Crete. Kilowatt Peak power.
2. Regarding access road: The emergency access road shall be provided around/along with the security fence. And it's also inside the airport security fence.
3. The clarification request is not clear? Please clarify clearly and resend.

Reviewing the “Environmental and Social management Framework” we focused that there are some different construction activities on each airport object of the actual Tender. For the best practice in the evaluation of the different design activities, and for the best purpose of the Project, at this stage (Bid Submission phase), we kindly request you to inform us about all the details available on the actual execution phase.

Clarifications and Responses

1. Are we allowed to provide more than one CV per position for the required personnel of the Design team?

Ans: Yes, it is possible, but the value is same as far as the assigned single person (one CV) fulfill the criteria (the minimum requirement) set in the tender document.

2. To further clarify the previous answer on the subject, could you please confirm that no deliverable other than an engagement to fulfill the requirements of the Environmental and Social Management Framework (ESMF) is required at the bidding stage to comply with requirement *ITB12.1 (f) : d) Preliminary Environmental Impact Assessment report done by third party?* (as is stated in the updated ESMF: "For the implementation the proposed project, environmental and social impact assessments (ESIAs) will be carried out at a later stage by the DB contractor for each regional airport.")

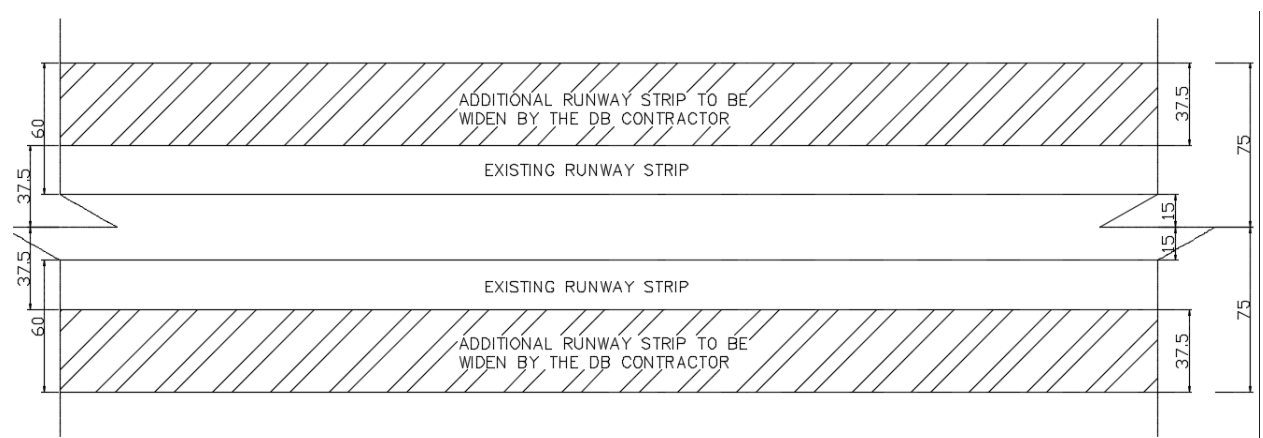
Ans:

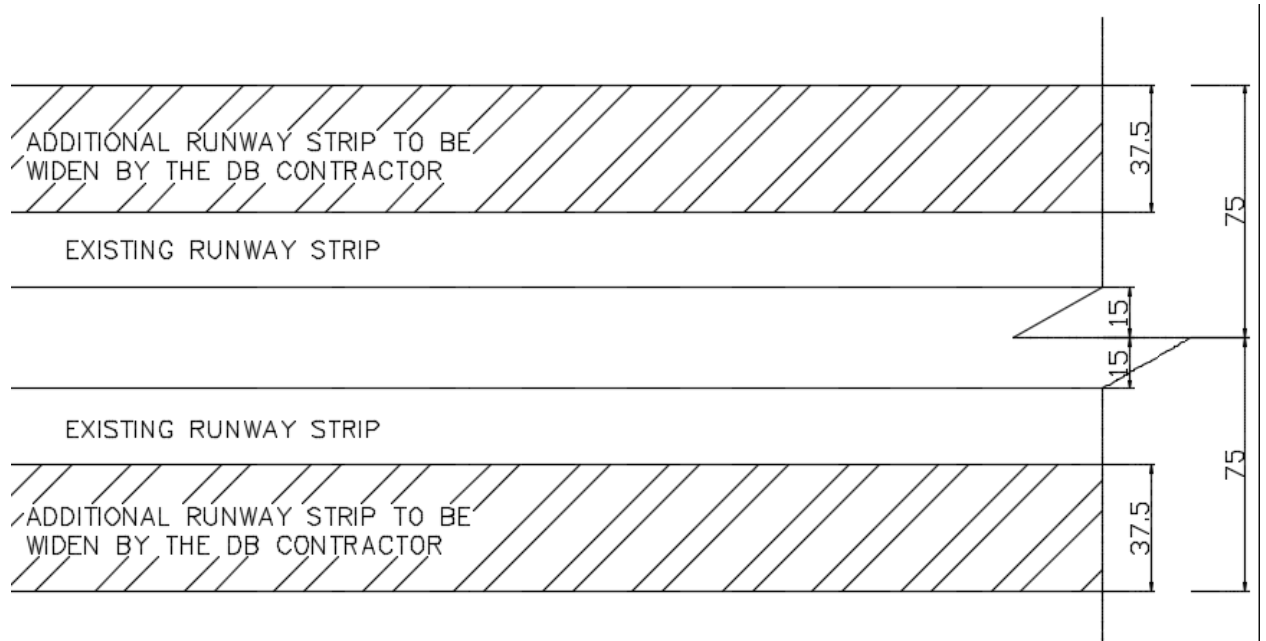
Based on the ESMF, the design builder (DB) of the regional airport terminal project will prepare an Environmental and Social Impact Assessment (ESIA) for each regional airports following the settling of contract agreement. But at bid stage the bidders shall state and submit methodology to conduct the environmental impact assessment.

3. For the Dembidollo Airport, could you please clarify that widen of Runway strip means widen of earthwork or widen of Runway pavement surface?

Ans:

As shown on the picture below, widen of runway strip means widening of earthwork (sub-base work and grassing work on the strip). Additional runway strip width to be extended by the DBC is 37.5 m





4. As we are planning to have a site visit for the project, could you please provide us with the contact person and telephone No. for each airport so that we will contact in advance for the site visit.

Ans: We will send you all airports contact person and phone number when you schedule the site visit. Therefore, please request us your site visit schedule

5. In spite of the time extension, we find there is still insufficient time to finish the tender documents for 7 airports, so we request for another one-month time extension up to 20th December 2019 for your consideration.

Ans: Time extension is not acceptable. We will not extend it a second time