PACIFIC AVIATION INVESTMENT PROGRAM
VANUATU AVIATION INVESTMENT PROJECT

CONSTRUCTION AND REHABILITATION OF AIRPORT RUNWAYS, APRONS AND RELATED INFRASTRUCTURE FOR VANUATU AIRPORTS

MIPU/ICBW/V-A15.5

PRE BID MEETING

23 November 2016
PRE BID MEETING AGENDA

Date: Wednesday November 23, 2016  
Location: Vanuatu/skype  
Time: 14:00am local time

- 14:00 – 14:10: Registration of Attendance  
- 14:10 – 14:15: Introduction and Explanation of Proceedings  
- 14:15 – 14:45: Technical Presentation  
- 14:45 – 15:15: Procurement Workshop on “How to Submit a Responsive Bid”  
- 15:15 – 16:00: Question Period

Note: Questions or clarifications to the issued bid documents should be raised formally in accordance with the instructions to Bidders in the actual bid documents.
Objectives of Pre-Bid Meeting

• The objective of this presentation is to clarify issues and to answer questions on any matter that may be raised regarding the tender CONSTRUCTION AND REHABILITATION OF AIRPORT RUNWAYS, APRONS AND RELATED INFRASTRUCTURE FOR VANUATU AIRPORTS.

• This presentation does not replace or modify any provisions of the bidding document mentioned above.

• In case of contradiction between this presentation and the bidding document, the terms and conditions of the bidding document take precedence.
Part 1 – Context

• As part of the Pacific Aviation Investment Program (PAIP), supported by the World Bank, improvements are being made to safety, security, compliance through CONSTRUCTION AND REHABILITATION OF AIRPORT RUNWAYS, APRONS AND RELATED INFRASTRUCTURE FOR VANUATU AIRPORTS

• The Employer is the GoV through Ministry of Infrastructure and Public Utilities (MIPU)

• PAIP TFSU is managing the procurement process of behalf of the Client.
Part 1 – Context
Scope of Works

The Scope of Works comprises by location and Lot:

– Lot 1- Rehabilitation of Runway, Aprons and Related Infrastructure for Bauerfield Airport, Port Vila, Vanuatu
– Lot 2 - Design and Build for Santo-Pekoa and TannaWhitegrass Short Term Runway Repairs, Vanuatu

Please refer to Section VII Schedule of Requirements of the bidding document
Part 2 – Overview of Technical Requirements
Lot 1 - Bauerfield International Airport (VLI)

- Outline of Lot 1
- Site Investigations
- Airfield Geometric Improvements
- Pavement Works
- Stormwater Works
- Aeronautical Ground Lighting and other avionic packages
- Key methodology issues
- Other Issues
Outline of Lot 1

• Improvements to cater for Code 4E aircraft operations
• Reconstruction of the Main Runway and taxiway, including shoulders and shape correction
• Reconstruction of existing apron including widening/fillets and extension works
• Construction of new stub taxiways and holding bays at both RWY11 and 29 ends
Outline of Lot 1 cont.

- Associated new stormwater works and upgrades
- Airfield paint markings
- Upgrade of the perimeter access road
- Airfield ground lighting
Site Investigations

• Investigations carried out by T+TI / Opus and others since 2014
• Runway coring and subsurface investigations – carried out in two phases - June 2014 and June 2015
• Runway Topographic Survey (April 2015)
• Pavement Inspection and Condition Report (June 2015)
• Material Source Report (June 2015)
• FWD TESTING & PCN Report – DCL (June 2015)
Airfield Geometric Improvements

• New works include two runway turn pads/stub taxiways for Code 4E manoeuvres at RWY 11 and 29 ends
• Apron expansion for Code 4E parking
• Increased radii on taxiway fillets
Pavement Works

- Pavement Design based upon:
  - 20 year life for Code C operations
  - 10 year life for Code 4E operations
- 60mm thick surface layer of AC20 and variable base layer of AC20
- Base and surfacing layers only differ in thickness laid and asphalt binder type used
- PCN 61/F/C/X/T
- Bill of Quantities includes a Provisional Sum for increasing thickness by 25mm to allow for upgrade to 20 year life for Code 4E
Pavement Works Cont.

• **Chainage 00 to 2,000m**
  - Mill out upper layer, fill and overlay
  - Millings to be re-used on site (refer Specification, cl. 1.23.2), options for re-use to be submitted in Bid

• **Chainage 2,000 to 2,600m, Taxiway and Apron**
  - Runway - standard maintenance overlay
  - Taxiway and Apron – no milling where overlay thickness exceeds 230mm, elsewhere mill, fill and overlay

• Runway friction testing requirements

• New ICAO Compliant Paint Markings
Stormwater Works

• Works cover new drainage systems for infield areas - turning pads RWY11 and 29

• New apron drainage includes;
  - triple 600mm dia. culverts
  - new slot drains
  - Oil water separator
Airfield Ground Lighting & Other Avionic Packages

• Contract covers the supply and installation of:
  • Airfield Ground Lighting:
    • Replacement / new airfield ground lighting
  • Related Ground Based Avionics
    • upgrade of wind direction indicators, PAPI, SALS, CCRs and RTIL equipment, aerodrome beacon and apron flood lighting towers
    • Includes cable ducting, pits and related civil works
• Separate bid packages cover Navaids (1 package) and Approach lighting (1 package) – By Others
Key Methodology Issues

• Project & Construction Management
• Proposed Works Programme & Sequencing
• Methodology to carefully consider and detail maintaining all lighting works in operational condition & maintain scheduled aircraft operations
• NOTAMs & Dispensations
• Site Security Measures & Site Safety Procedures
Other Issues

• Contractors Environmental and Social Management Plan
• Occupational Health & Safety
• HIV AIDS/Gender Based Violence/Child Protection Training & Compliance
• Aggregate supply
• Airport Requirements
  • Airside operations
  • Aviation security
  • Contractor laydown area
Lot 2 – Pekoa & Whitegrass International Airports

- Outline of Lot 2
- Pavement Works
- Design & Build
- Other Issues
Outline of the Lot 2

• Pekoa International Airport (SON) – Espirito Santo
  • Design
  • Resurfacing of the Main Runway and taxiway
  • New ICAO compliant paint markings
• Whitegrass International Airport (TAH) – Tanna
  • Design
  • Surfacing of the Main Runway and taxiway
  • New ICAO compliant paint markings
Pavement Works

- **Pekoa International Airport (SON)**
  - Code 4C flexible pavement runway
  - Surfacing solution to maintain existing PCN 38/F/C/X/T
  - Minimum 65mm asphaltic concrete resurface
  - New ICAO compliant paint markings
- **Whitegrass International Airport (TAH)**
  - Code 3C flexible pavement runway
  - Surfacing solution to extend serviceable life of pavement
  - New ICAO compliant paint markings
Design & Build – Lot 2

It is anticipated that the design and construction solution will consist of a selection of pavement maintenance treatments, asphalt resurfacing and necessary infrastructure repairs that will achieve the required design and defect liability periods accordingly.

• The broad objective of surfacing repairs is to prevent further stone loss from all asphaltic concrete and chip seal surfacing areas
• improve the integrity of the asphaltic concrete surfacings in the runway landing, braking and turning areas to withstand mechanical forces damaging those surfacings
• fill ponding/depression areas at terminal service areas
• repair existing infrastructure assets i.e. service chambers
• Re-apply all airside markings
Design & Build – Lot 2 cont...

• Contractor design solution
• Job Mix Formula
• Inspection, Testing & Site Investigation
• Design Preparation, Review & Acceptance
• Contractor Environmental and Social Management Plan
• Programme & Construction methodology
• Maintain safe aircraft operations
• Method of Works Plan
• Construction
Other Issues – Lot 2

- Contractors Environmental and Social Management Plan
- Occupational Health & Safety
- HIV AIDS/Gender Based Violence/Child Protection Training & Compliance
- Aggregate supply
- Airport Requirements
  - Airside operations
  - Aviation security
  - Contractor laydown area
## Lots

<table>
<thead>
<tr>
<th>Lot</th>
<th>Description</th>
<th>Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOT 1</td>
<td>Rehabilitation of Runway, Aprons and Related Infrastructure for Bauerfield Airport, Port Vila, Vanuatu</td>
<td>240 days</td>
</tr>
<tr>
<td>LOT 2</td>
<td>Design and Build for Santo-Pekoa and TannaWhitegrass Short Term Runway Repairs, Vanuatu</td>
<td>240 days</td>
</tr>
</tbody>
</table>

- Bids may be submitted for either lot or for both lots.
- Bidders wishing to offer a discount for the award of both lots (as a package) shall specify in their bid the price reduction applicable for award as the package (both lots).
- Bids will be evaluated lot-wise, taking into account discounts offered, if any, for combined lots.
Part 3 – Bidding Document

Section I: Instructions to Bidders
Section II: Bid Data Sheet
Section III: Evaluation and Qualification Criteria

Section IV: Bidding Forms
- Letter of Bid + Appendix to Bid
- Bidder’s Qualification Forms
- BoQ
- Bid Security
- Technical Proposal TECH-1..12
- Tender Design drawings & specs for Lot 2

Section V: Eligible Countries

Section VI: Bank Policy – Corrupt and Fraudulent Practices

Section VII: Works Requirements

Section VIII: Conditions of Contract and Contract Forms
Evaluation Flowchart

1. Preliminary Verification
   - Compliance with administrative requirements

2. Technical assessment

3. Financial Evaluation

4. Post-qualification of the lowest technically compliant bidder
Part 4
How to Prepare a Successful Bid

Mandatory procedural requirements:

• There are mandatory procedural requirements associated with this tender.

• Bidders are required to carefully read the bidding document.

• Any bids that fails to meet any mandatory procedural requirement will be rejected.

• No other procedural requirements can be introduced/modified/removed after the tender closing.
Part 4
How to Prepare a Successful Bid

• The Bidder must be eligible to participate in this tender (see ITB 4)

• A Bidder that has been sanctioned by the Bank in accordance with the Bank’s Guidelines on Preventing and Combating Corruption in Projects Financed by IBRD Loans and IDA Credits and Grants (“Anti-Corruption Guidelines”) is not eligible.

• In the case of a joint venture, all members shall be jointly and severally liable for the execution of the Contract.

• A Bidder shall not have a conflict of interest.

• The tender has no nationality restrictions.
Letter of Bid

- **Must** be submitted with a Bidder’s Bid.

- Must be prepared using the relevant forms furnished in Section IV, Bidding Forms *without any alterations to the text*. All blank spaces shall be filled in with the information requested. No substitutes shall be accepted.

- Must be **signed**

- If a Bidder is a joint venture, specify the name of JV as the Bidder.

- Bidder agrees to be bound by instructions, clauses and conditions of the bidding document and accepts the clauses and conditions of the resultant Contract in its entirety.
Important Concepts

• **Bid validity (120 days):** A bid valid for a shorter period shall be rejected by the Purchaser as nonresponsive

• Maximum number of members in the JV shall be: Two

• Maximum percentage of subcontracting permitted is: 30% of the total contract amount.
Important Concepts

• Bid security:
  – Lot 1: 650,000 USD
  – Lot 2: 130,000 USD
  – Bidders have the option of submitting one Bid Security for all lots (for the combined total amount of all lots) for which Bids have been submitted.
  – Bid security shall be valid for 120 + 28 days
  – No bid security = bid rejection
  – Bid security of a JV shall be in the name of the JV or JV has not been legally constituted, in the names of all members
Important Concepts

• **Currency:**
  - Bidders allowed to quote in local and foreign currencies:
    • for those inputs to the Works that the Bidder expect to supply from within Vanuatu, in VATU
    • or those inputs to the Works that the Bidder expects to supply from outside Vanuatu - in up to any three foreign currencies.
  - The Contract Price shall be paid in the currency or currencies named in the Schedule of Payment Currencies.
  - For bid evaluation all bid prices are converted in USD ([www.xe.com](http://www.xe.com), mid-market rate as of December 1, 2016 16:00 UTC)
Important Concepts

• Alternative bids are not permitted:
  – No alternative completion times
  – No alternative technical solutions
Important Concepts

• Communication during solicitation period:
  – Only with the point of contact nominated in the bidding document, i.e. Henry Aho in writing haho@paiptfsu.com
  – Requests for clarification should be received no later than 14 days before bid submission, i.e December 5, 2016.
Late Bids

• **Late bids**: Any bid received by the Purchaser after the deadline for submission of bids shall be declared late, rejected, and returned unopened to the Bidder.

Allow sufficient time to reach the bid submission address (Vanuatu)!
Evaluation Principles

• Bids will be evaluated **lot-wise**, taking into account discounts offered, if any, for combined lots.

• The contract(s) will be awarded to the Bidder or Bidders offering the **lowest evaluated cost** to the Employer for combined lots, subject to the selected Bidder(s) **meeting the required qualification criteria** for lot or combination of lots as the case may be.
## Qualification Criteria – Lot 1

<table>
<thead>
<tr>
<th>Financial Capabilities</th>
<th>Experience</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Cash Flow USD $ 8M</td>
<td>• 5 years of General Construction Experience</td>
</tr>
<tr>
<td>• Average Annual Construction Turnover US$ 80 M</td>
<td>Specific Construction &amp; Contract Management Experience:</td>
</tr>
<tr>
<td></td>
<td>• 2 contracts, each of minimum value USD $30M over the last 10 years</td>
</tr>
<tr>
<td></td>
<td>• Minimum of two (2 No.) contracts for the reconstruction or rehabilitation of pavements on a fully operational airport runway including developing and administering a project specific MOWP.</td>
</tr>
<tr>
<td></td>
<td>• Minimum of fifty thousand square metres (50,000m²) of seal surfacing placed in one month on a single contract.</td>
</tr>
<tr>
<td></td>
<td>• Minimum of twenty thousand square metres (30,000m²) of asphaltic concrete surfacing mixed and placed in one month on a single contract.</td>
</tr>
<tr>
<td></td>
<td>• Minimum of two (2 No.) contract involving the establishment of a quarry and aggregate production facility.</td>
</tr>
</tbody>
</table>
Qualification Criteria – Lot 2

<table>
<thead>
<tr>
<th>Financial Capabilities</th>
<th>Experience</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Cash Flow USD $ 1.6M</td>
<td>• 5 years of General Construction Experience</td>
</tr>
<tr>
<td>• Average Annual Construction Turnover US$ 16 M</td>
<td>Specific Construction &amp; Contract Management Experience:</td>
</tr>
<tr>
<td></td>
<td>3 contracts, each of minimum value USD $10M over the last 10 years</td>
</tr>
<tr>
<td></td>
<td>• Minimum of two (2 No.) contracts for the reconstruction or</td>
</tr>
<tr>
<td></td>
<td>rehabilitation of pavements on a fully operational airport</td>
</tr>
<tr>
<td></td>
<td>runway including developing and administering a project</td>
</tr>
<tr>
<td></td>
<td>specific MOWP.</td>
</tr>
<tr>
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<td>• Minimum of fifty thousand square metres (50,000m2) of seal</td>
</tr>
<tr>
<td></td>
<td>surfing placed in one month on a single contract.</td>
</tr>
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<td>• Minimum of ten (10) years in detailed design of</td>
</tr>
<tr>
<td></td>
<td>asphalt/pavement</td>
</tr>
</tbody>
</table>
Qualification Criteria – Lot 1

Equipment

<table>
<thead>
<tr>
<th>No.</th>
<th>Equipment Type and Characteristics</th>
<th>Minimum Number required</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mobile asphalt batching plant (&gt;100t/hr mixed output for at least 600-750 tonnes/shift [min. 6 hours])</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>Asphalt milling / profiling machine, 1.2m cutting width</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>Asphalt paver with automatic electronic paving level control, 6.0m paving width</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>Mobile site laboratory</td>
<td>1</td>
</tr>
</tbody>
</table>

Personnel

<table>
<thead>
<tr>
<th>No.</th>
<th>Position</th>
<th>Total Work Similar Experience (years)</th>
<th>In Similar Works Experience (years)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Project Manager</td>
<td>20</td>
<td>5\textsuperscript{14}</td>
</tr>
<tr>
<td>2</td>
<td>Paving Supervisor</td>
<td>15</td>
<td>2\textsuperscript{15}</td>
</tr>
<tr>
<td>3</td>
<td>Laboratory Manager / Technician</td>
<td>15</td>
<td>2\textsuperscript{16}</td>
</tr>
<tr>
<td>4</td>
<td>Works Safety Officer</td>
<td>15</td>
<td>2\textsuperscript{17}</td>
</tr>
<tr>
<td>5</td>
<td>Electrical Engineer/Electrician</td>
<td>15</td>
<td>5\textsuperscript{18}</td>
</tr>
</tbody>
</table>
# Qualification Criteria – Lot 2

## Equipment

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<td>Laboratory Manager / Technician</td>
<td>15</td>
<td>2&lt;sup&gt;21&lt;/sup&gt;</td>
</tr>
<tr>
<td>4</td>
<td>Works Safety Officer</td>
<td>15</td>
<td>2&lt;sup&gt;22&lt;/sup&gt;</td>
</tr>
<tr>
<td>5</td>
<td>Pavement Engineer (Design)</td>
<td>20</td>
<td>10&lt;sup&gt;23&lt;/sup&gt;</td>
</tr>
</tbody>
</table>
Questions on the Bid Documents

• Received prior to the Pre-bid meeting will be answered today verbally and in writing through Clarification # 1.

• Questions taken during the Pre-bid meeting will be issued with clarifications in the minutes, made available to those who have requested the Bid Documents and posted on the website.
The following key principles govern the preparation of responses to questions received in the context of this tender:

1. Often the answers are in the bidding document. Whenever possible, the answer will refer to a provision of the bidding document.

2. We do not provide interpretation of the clauses. That being said, if an ambiguity remains, we note it and we clarify by way of formal amendment.
Questions Received

Question 1:

We are interested in offering our specialist services on a sub-contractor basis with firms who are intending to bid. As such, is it appropriate to obtain a list of those to whom the bidding documents have been issued?
Questions Received

Question 2:

Could you clarify if payments will be made directly by the World Bank or by the Government of Vanuatu?
Questions Received

Question 3:

Is it possible to bid with French standards which are really close to NZ standards? If necessary, we can provide details of the slight difference between the standards?
Questions Received

Question 4:

What are the starting and completion dates for the works?
Questions Received

Question 5:

Is it possible extend the deadline for the submission of bids
Questions Received

Question 6:

Why are you asking for an asphalt batching plant? A continuous asphalt plant would be more suitable for the scope of works.
Questions Received

Question 7:

Can we re-open the runway on a temporary structure (AC20) which would be at least 50% of the final structure?
Questions Received

Question 8:

The bid document does not seem to provide project specific details such as design drawings and a bill of quantities. Are these contained in separate documents?
Questions Received

Question 9:

Could you please send us a drawing of Bauerfield International Airport?
Questions Received

Question 10:

The pdf format drawings that were provided with the Bid documents include long and cross sectional detail of the existing and design surface levels for Bauerfields Runway 09/27, Taxiway B reconstruction, Taxiways A & C construction and the Apron overlay and extension.

Could we please be issued with the computer model data for those areas? We can work with most formats including Autocad and 12da.
Questions Received

Question 11:

Clarify the Project Name for the purposes of Bid Security
PROCUREMENT TIMELINES

- Tender Launched **7 November 2016**
  - Advertised internationally on *UNDB, dgMarket, and in the tender countries*
  - Direct Invitations sent to international suppliers
- Pre Bid Meeting **23 November 2016**
- Final day for Clarifications – **5 December 2016**
- Bid Submission Deadline - **19 December 2016**
- Public Bid Opening - **19 December 2016**
Question Period
Look forward to receiving your bids.....