

PACIFIC AVIATION INVESTMENT PROGRAM
TUVALU AVIATION INVESTMENT PROJECT
RUNWAY REPAIR AND RESILIENCE WORK (AF 3)
Ref: MCT/ICBW/T-A15.2A

CLARIFICATION NO.2 TO THE BID DOCUMENT

Dear Bidder,

This formal Clarification is released in response to questions asked by Bidders in relation to the above named tender. The questions and answers are provided below:

Ref No.	Questions	Response
	<p>We just want to be a 100% sure with regards to bid security.</p> <p>We plan on obtaining a bid security through the Bank of Communications in China, please advise if this is possible, as we would like to save time and not go through the whole process only to find out later that this may not be allowable.</p>	<p>As long as the bid security complies with the provisions of the bidding document, it is acceptable.</p>
	<p>Will a list of plan holders be made available so firms such as our, a sub-contractor, can reach out to those who are bidding as a general and submit our price for our set works?</p>	<p>No. There are very limited opportunities for plant hire on the island. Bidders will need to mobilise the majority of plant to the island themselves. Bidders need to make their own enquiries about resources on the island, based on their own work methods and internal resources.</p>
DRWG C092	<p>Shows existing line marking to be removed, but there is no pay item for this.</p>	<p>The line marking to be removed will likely consist of "blacking out" with paint.</p> <p>The SoQ and BoP will be updated through subsequent Amendment to the bidding document.</p>
Under item E.a.	<p>The 600m quantity only mentions the centerline and no other marking, as well as, all the new markings that will required to laid out and painted with them being moved as per DRWG C092</p>	<p>The line marking quantities need to be increased to cover a total re-mark of the entire runway.</p> <p>The SoQ and BoP will be updated through subsequent Amendment to the bidding document.</p>
	<p>Would the tendering authority consider changing the paint marking and eradication to a per m2 bases and this will allow for tighter cost controls for all.</p>	<p>This will be considered.</p> <p>The SoQ and BoP will be updated through subsequent Amendment to the bidding document.</p>

	<p>Example: 1) eradication of existing paint markings @ xx.xx USD per m2 x quantity = extended price.</p> <p>2) layout and painting of final markings with glass beads @ xx.xx USD per m2 x quantity = extended price.</p> <p>3) layout and painting of temporary markings with no glass beads @ xx.xx USD per m2 x quantity = extended price.</p>	
	<p>In regards to the runway grooving will the allowance of 3.0m per edge of stopping of grooving to allow the maneuvering of the machine be allowed to realign the machine for the next pass?</p>	<p>FAA Advisory Circular 150/5320-12C includes the following clause. The grooves shall be terminated within 10 feet (3 m) of the pavement edge to allow for adequate space for operation of the grooving equipment. Thus, it would be allowed to stop grooving operations 3 meters from the pavement edge.</p>
	<p>Given the lack of water on the island and the grooving operation does require large amounts of water, would the aviation authority consider a dry cut operation that uses a vacuum system to recover the waste material?</p>	<p>If the Contractor can guarantee same performance of the grooving with dry cut operations it will be allowed for. Grooving operations, no matter which approach is used, shall be demonstrated with a trial and based on the results the Engineer will decide if it's approvable or not.</p>

Kind regards,

Ms Pua Latu

Procurement Officer

Pacific Aviation Investment Program

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