RODRIGUES AIRPORT PROJECT

Project Ref:- P180266 - MU - AML – 448745

EARLY MARKET ENGAGEMENT





Key objectives of this presentation

- Share key information on this major infrastructure project.

- Gather feedback and assess market interest

- Improve project structure and bidding documents.

- Address risks and constraints

- Optimise implementation and ensure smooth procurement processes

Presentation Structure

Topics	Speaker
Project Objectives & Existing Facilities	Mrs Gail Leong Kye Airport Manager, ARL
Master Plan & Project Specifications	Mr Michel Young Ten Consultant, GIBB Mauritius
Environmental & Social Standards	Mrs Rubina Ramrup Ag. Environment Officer, AML
Critical Challenges & Strategic Considerations	Mr Satyen Deepchand Manager Projects QS, AML
Procurement Process & Procedures	Mr Rajen Doorganah Manager Procurement, AML
Bid Evaluation Process	Mr Navin Bhobun Manager Projects, AML
Q&A Session	

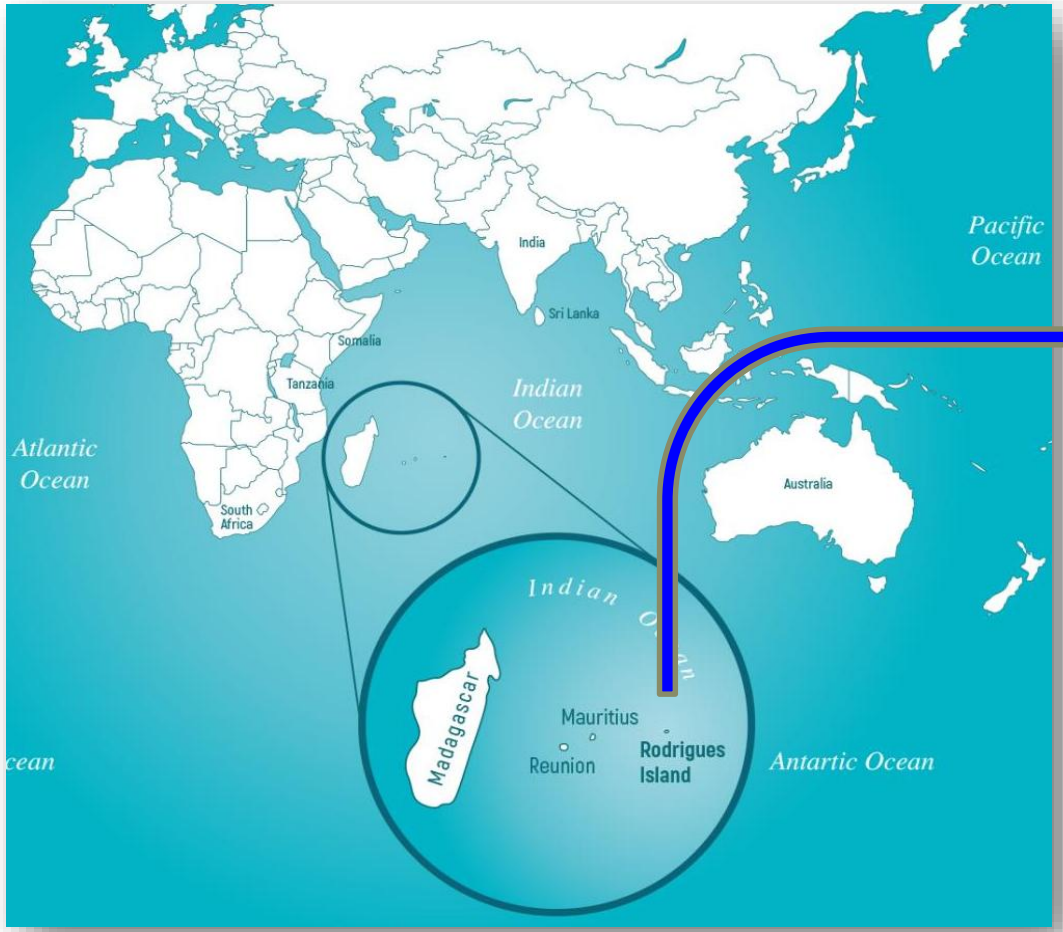


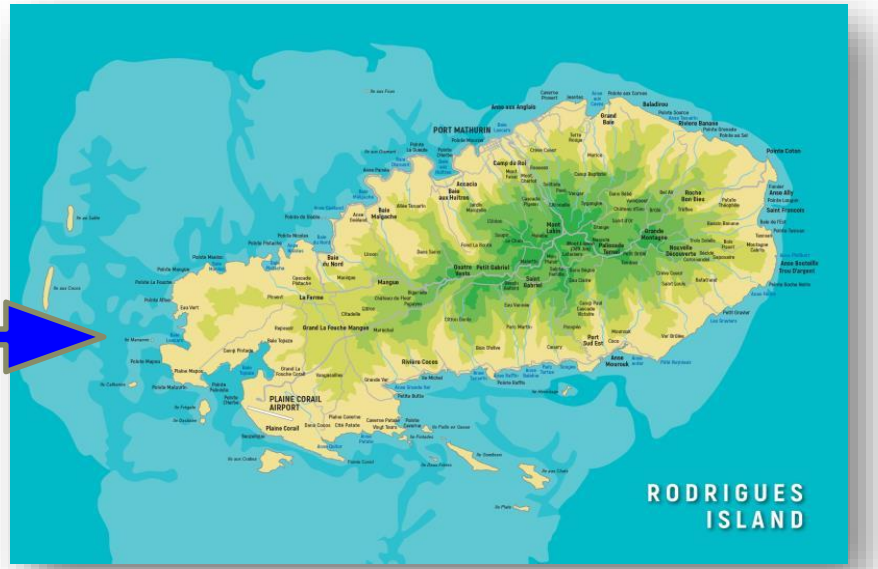
Project Objectives & Existing Facilities

Mrs Gail Leong Kye

Airport Manager, Airport of Rodrigues Ltd (ARL)

Location of Project - Rodrigues Island





- Autonomous Island, part of the Republic of Mauritius
- 600 km East North East of Mauritius
- Surface area: 108 sq km (18 km x 8 km)
- Highest point: 389 m above sea level
- Population: est. 45,108 (Dec 2023)

Plaine Corail Airport (ICAO: FIMR, IATA: RRG)



- Runway: 1,287 m x 30 m. Designation 12/30, 93 ft above sea level
- 1 taxiway
- 2 parking bays



- 1 terminal building
- Fuel Depot



- Largest aircraft: ATR 72-600
- Airport Classification 3C
- ARFFS Category 5



- Aircraft movements – 2,216 in 2024
- Passenger Traffic – 282,060 in 2024



- 5 daily domestic flights to/from Mauritius, up to 12 daily flights during peak seasons, 1 weekly flight to/from Reunion Island



- Operating Hours: UTC 03:30 to 17:30

Rodrigues Airport Project Objectives

- Improve air transport access
  - Increase capacity and connectivity
  - Increase direct flights



- Enhance climate resilience and productivity
  - Enable air cargo
  - Improve food security and water management
  - Support tourism development
  - Catalyst for economic development of Rodrigues





Financing Agencies: World Bank and European Union

Borrower: Government of Mauritius through the Ministry of Finance, Economic Planning & Development

IBRD Loan of USD 184 million + EU Grant of EUR 15.7 million
Total of approx. **USD 200 million**

Component 1
USD 170 million
Airport Infrastructure Development – new runway and ancillary facilities

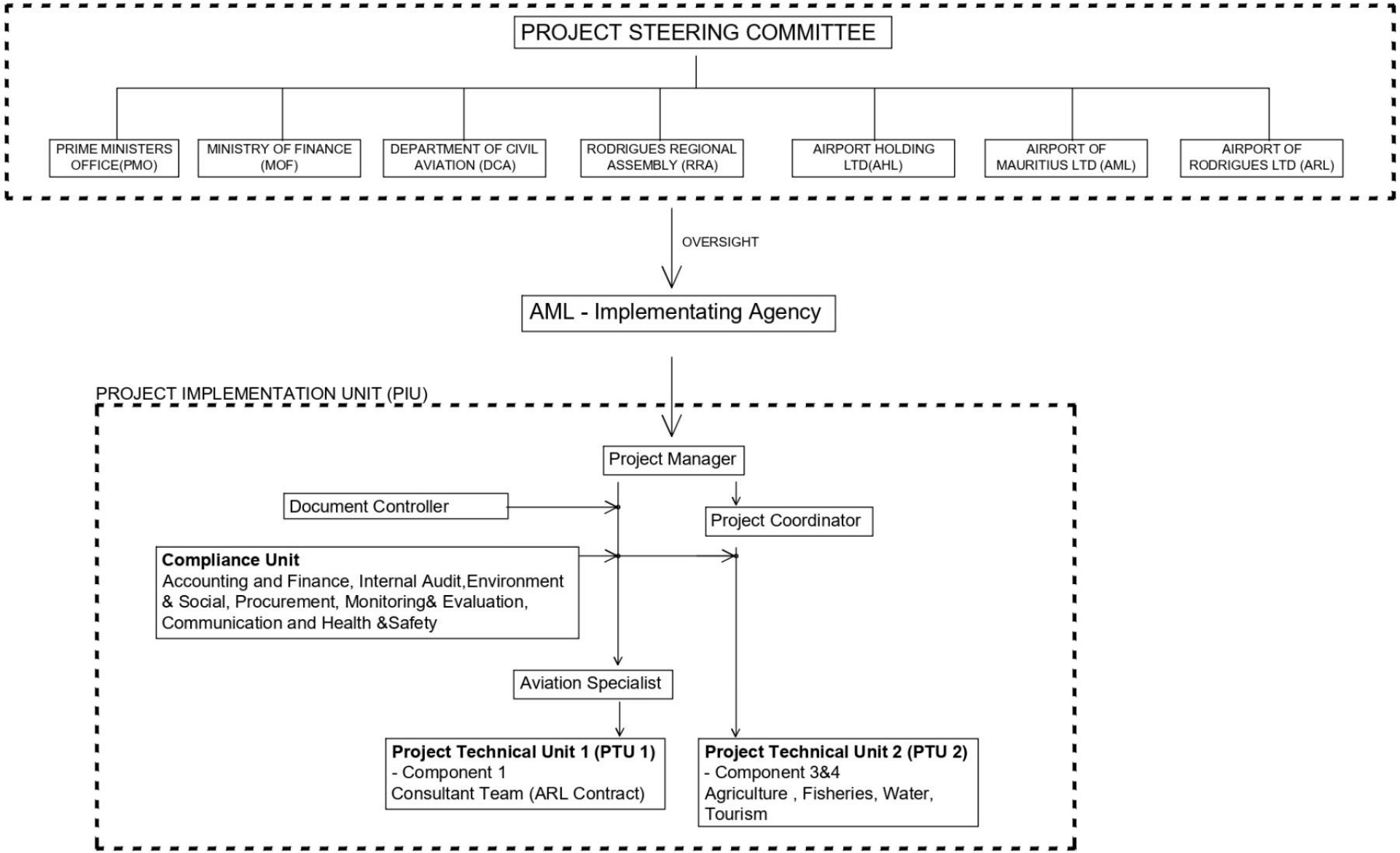
Component 2
USD 10 million
Project implementation support and technical assistance for aviation sector reforms

Component 3
USD 10 million
Rodrigues sustainable integrated development for water and food security

Component 4
USD 10 million
Rodrigues Tourism Sector Development

Component 5: Contingency Emergency Support – allows for reallocation of uncommitted project funds in event of natural disaster

Implementation Arrangements



Airport Infrastructure Development (Component 1)

Scope of Works

Construction of:

- New runway
- Taxiways
- Additional aircraft parking stands,
- Isolated apron for A321 Neo/B737 type aircraft
- New Building Infrastructure & Services



Master Plan & Project Details

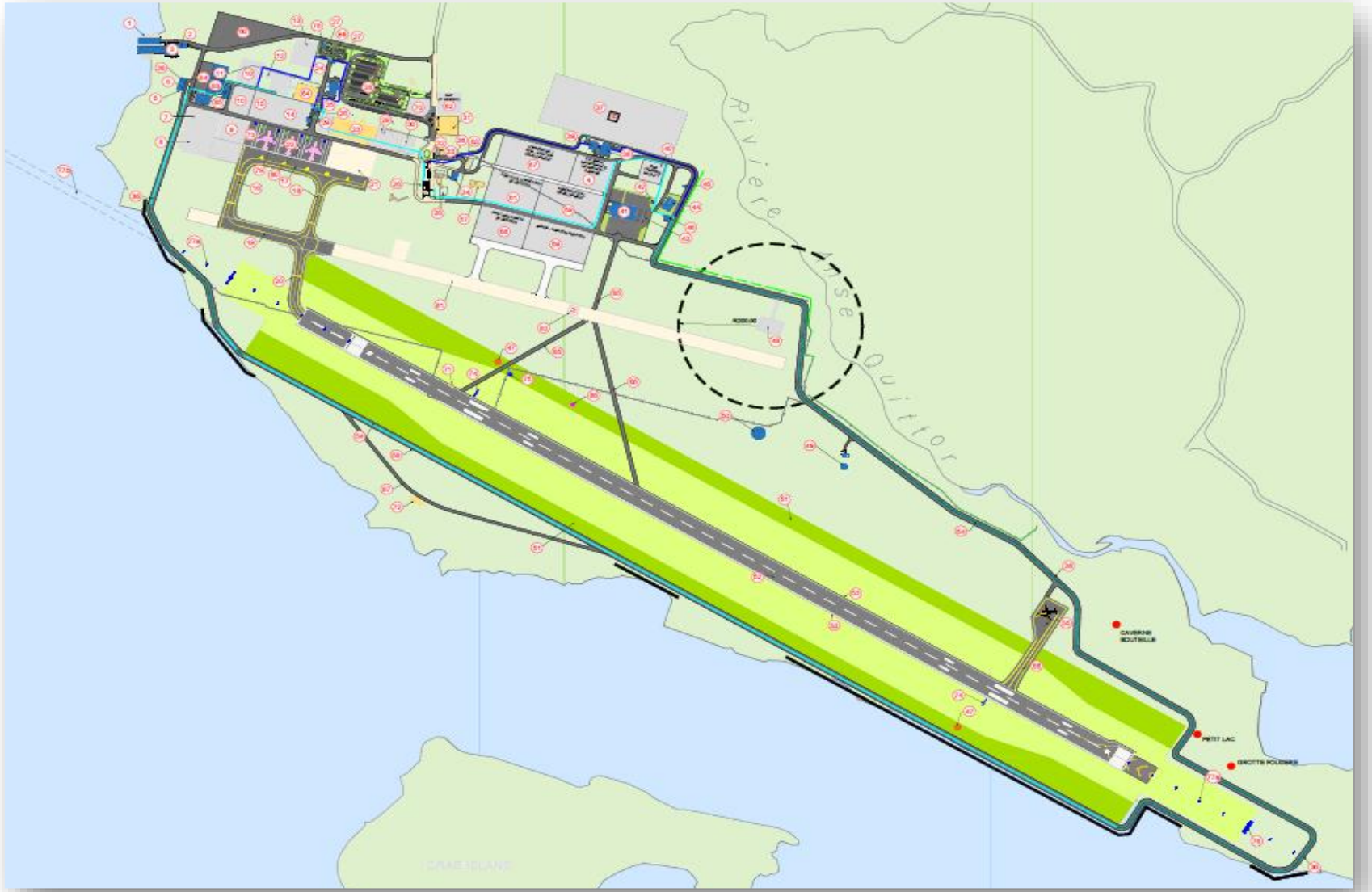
Mr Michel Young Ten

Consultant GIBB (Mauritius)

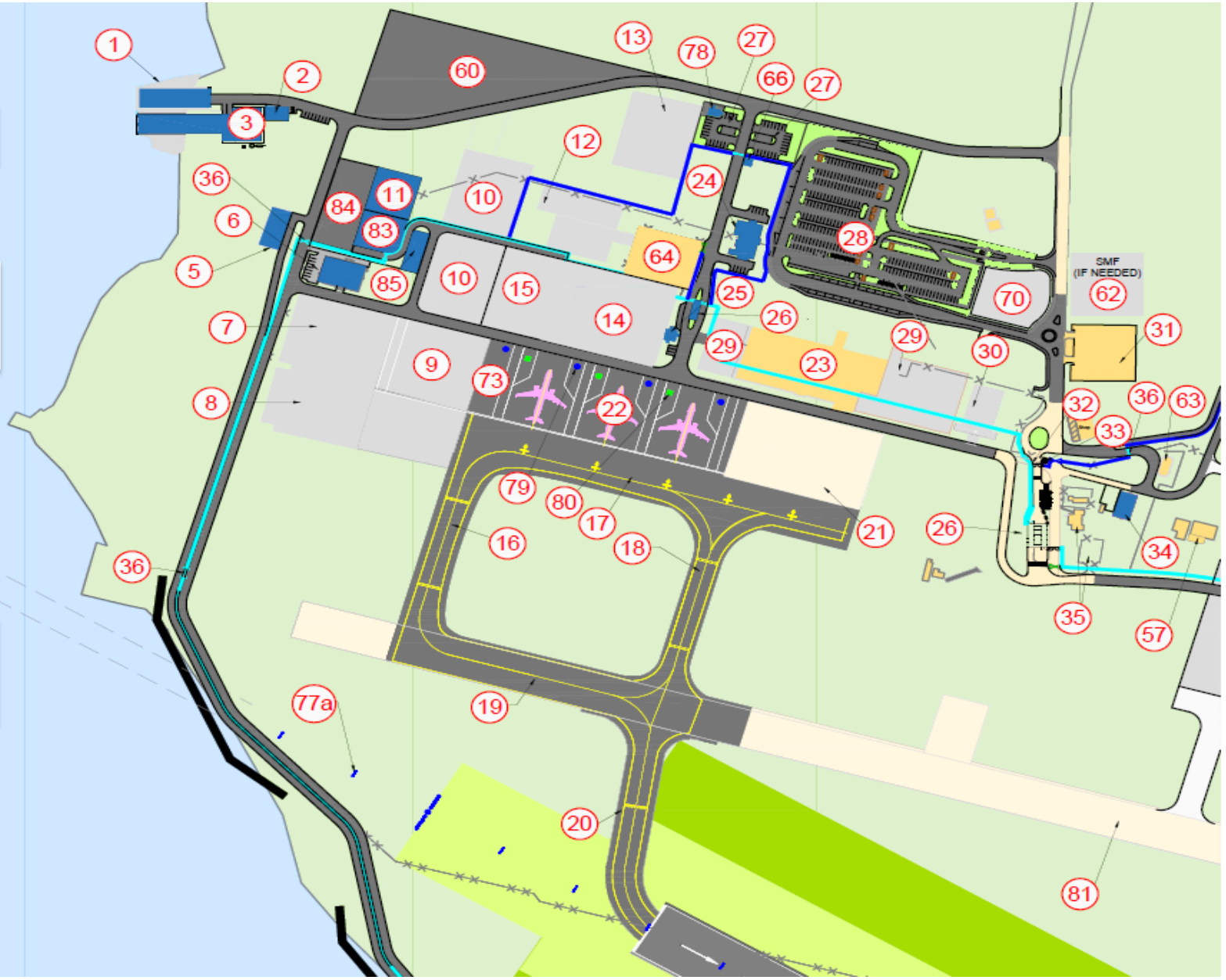
Topics to be covered:

- Master Plan
- Scope of Works
  - New Runway and associated facilities
  - Building works
- Contract duration
- Payment ,Cost indexation and DAAB

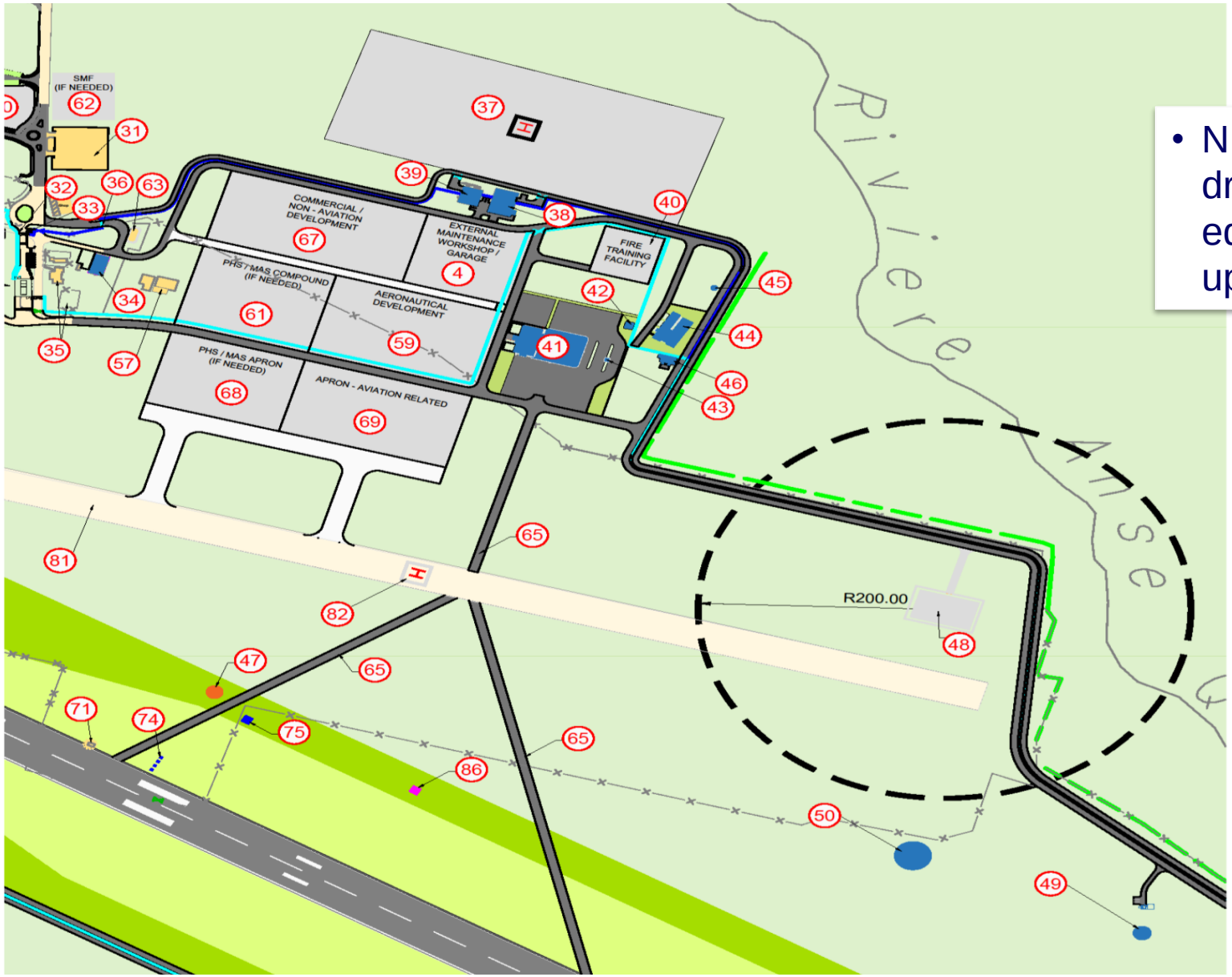
Master Plan


Rivière Banane
Quitor
CAVERNE BOUTEILLE
PETIT LAC
GROTTE POLISSOIR
CRAB ISLAND

- 15m wide new Code C taxiways
- 3 Nos new aircraft parking stands for A321 Neo type aircraft
- Widening of the existing TWY leading to the existing aprons



Rodrigues Airport Project- Early Market Engagement



- NDB with the required flight check and drafting of procedures, navigation equipment, PAPI and modification and upgrading of VSAT

- New ATC and ARFFS

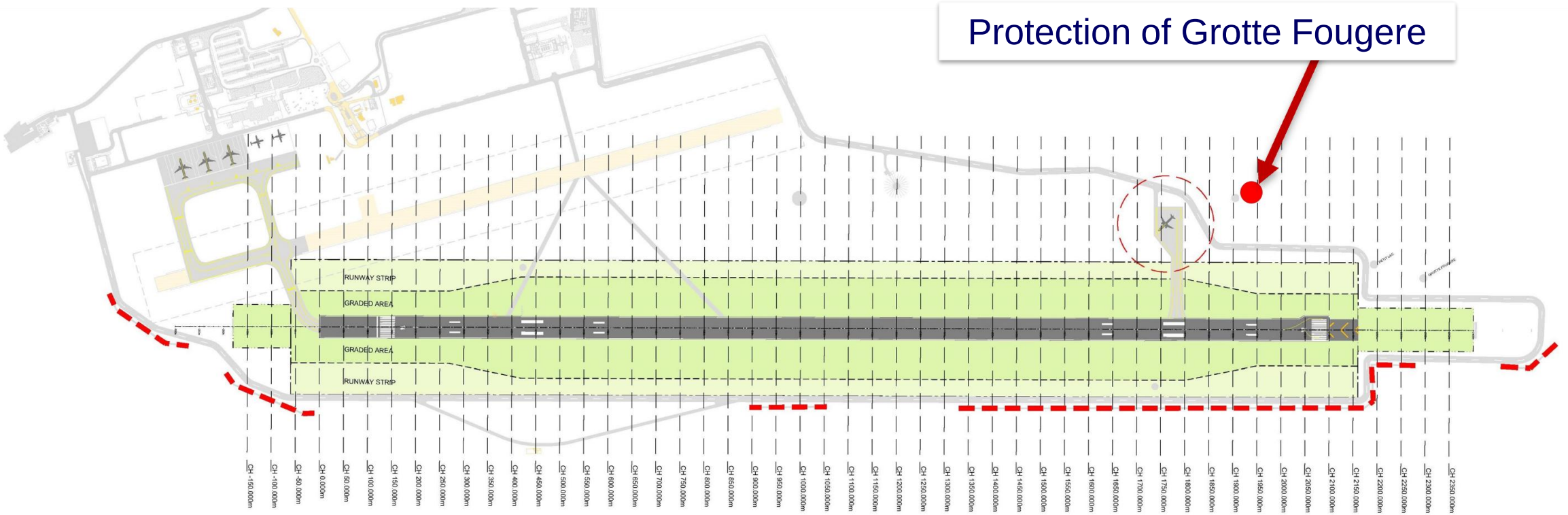
Construction of New Runway & Associated Facilities

- New RWY 2100m long 45m wide runway in Marshall Asphalt, including shoulders and Turn Pads for A321 Neo type aircraft (Non-Precision Code 4C)
- 15m wide new Code C taxiways with shoulders to link existing runway to the new runway
- 3 Nos new aircraft parking stands for A321 Neo type aircraft including the two connecting taxiways.
- Isolated apron including the connecting taxiway
- Provision of AGL (RWY edge, THR, 420 m Simple Approach, TWY etc) and Control Systems for the new runway and floodlighting and ground power units for aprons
- Navaids for the new Runway, i.e., Provision of NDB including for procedures and flight check, navigation equipment, PAPI, modifications and upgrading of VSAT
- Surface markings and illuminated signages to the runways, taxiways and apron

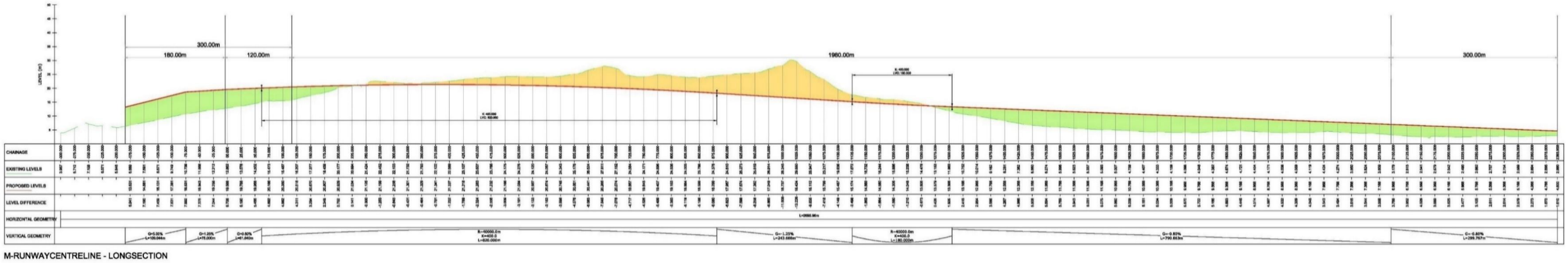
Construction of New Runway & Associated Facilities

- New control tower (22m high) comprising of all ancillary facilities such as building and visual control room (3 No air traffic controller positions) , M & E installation works and complete CNS equipment facilities to operate the control tower
- New Rescue and Fire Fighting Station with all associated amenities
- New boat house and sea rescue facilities
- New meteorological station (no equipment)
- New incinerator (170 kg/hr) – Emissions as per EU directives
- Quarantine and 2 Nos Power centres
- New sewer network with associated wastewater treatment plant (2 x15 m^3 + 15 m^3)
- New water network to serve all the buildings
- Provision of Electrical reticulation network (essential and non-essential)
- Provision of telecommunication network.
- All required MEP works associated to the buildings

BALANCE OF CUT AND FILL WITH A SLIGHT SURPLUS –
NO IMPORT FILL OUTSIDE THE PROJECT AREA



Longitudinal Section

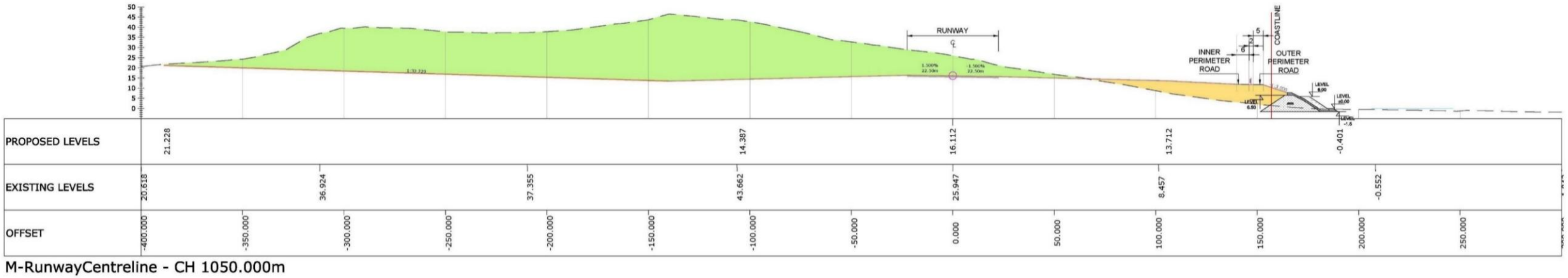


M-RUNWAYCENTRELINE - LONGSECTION

Longitudinal section along **centre line** of RWY highest cut – 13.0 m and fill 8.0m

Maximum fill is on the southern edge of the RWY at CH 100 is 15.0 m

Cross Section at Highest Cut at the St Marie Hill



Cross section at highest cut at the St Marie hill : Highest cut = 33 m

BLASTING WILL NOT BE PERMITTED

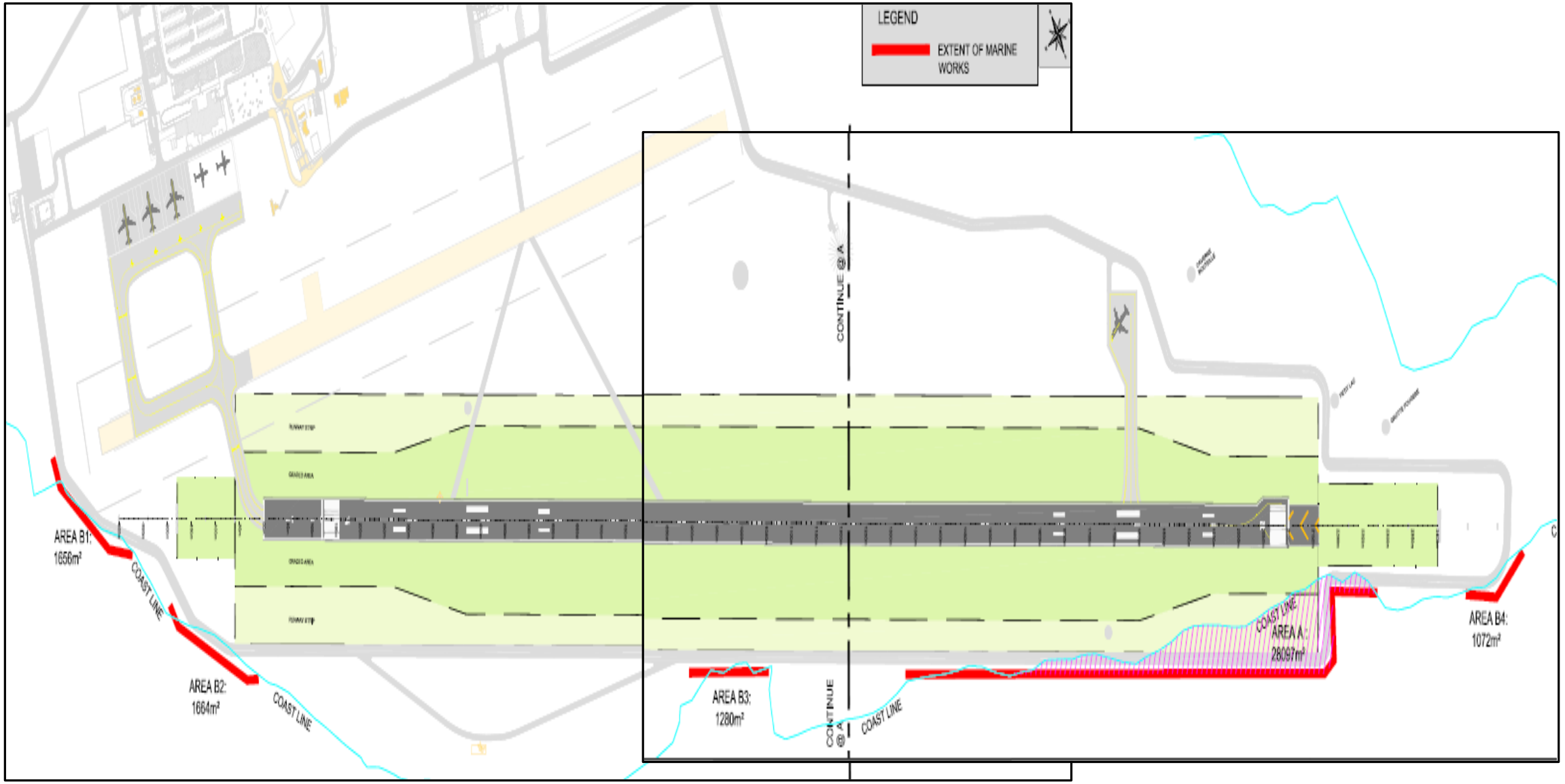


MONT TRAVERS LAYOUT

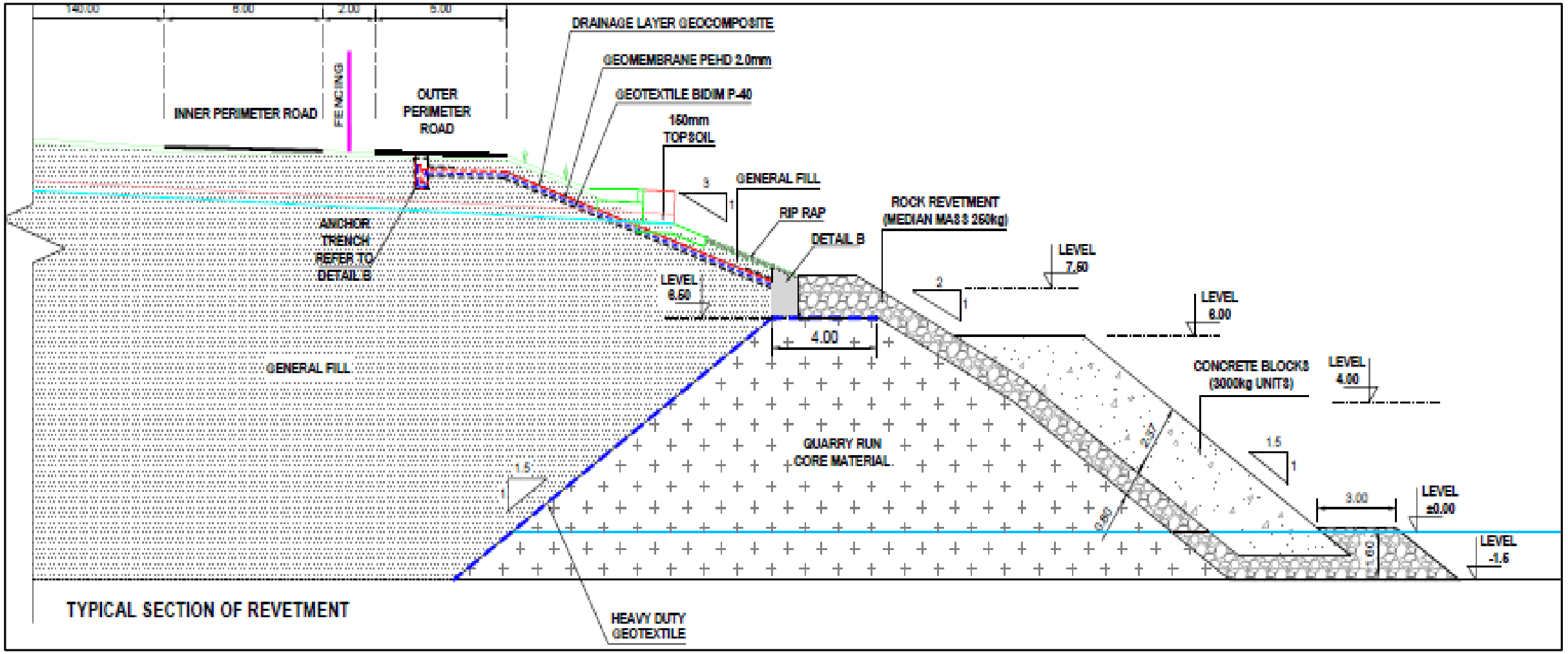
MAXIMUM HEIGHT OF CUT - 15 m

Earthworks from Mont Travers need to be carried out before start of the works for the ATC and ARFFS

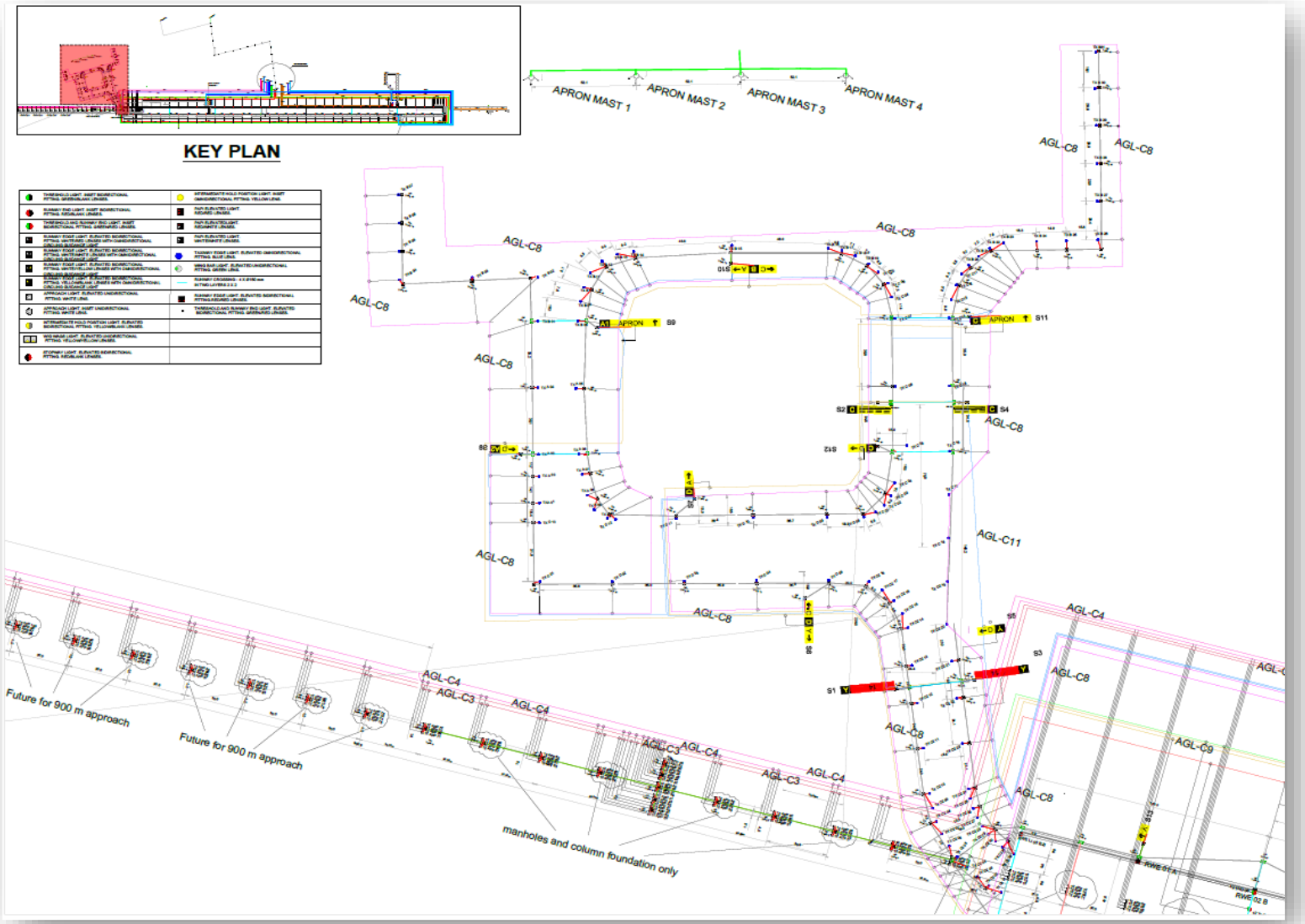
Maritime Protection Works



Maritime Protection works cont'd

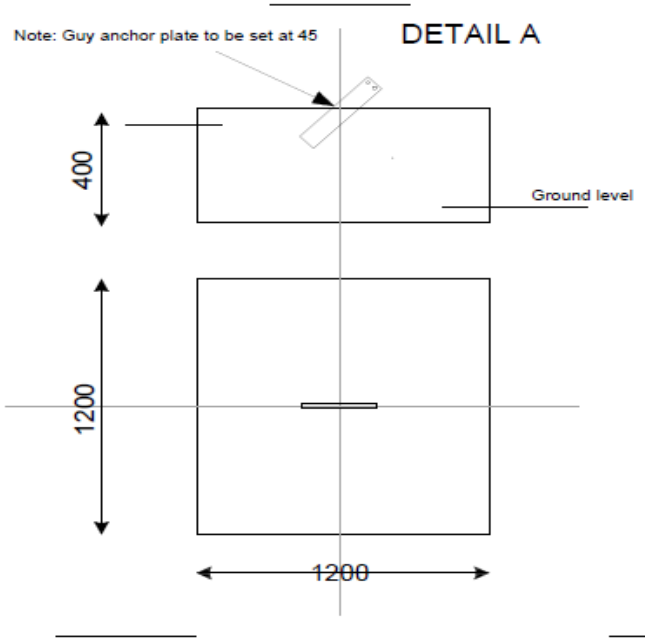


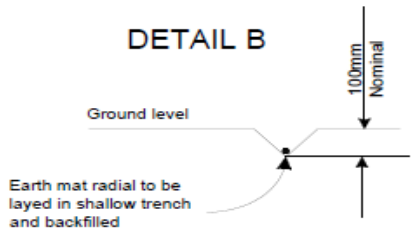
AGL (RWY edge, THR, Simple Approach, TWY etc) and Control System

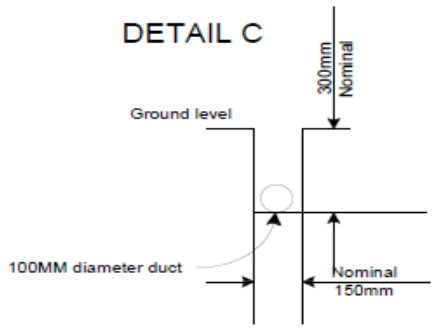


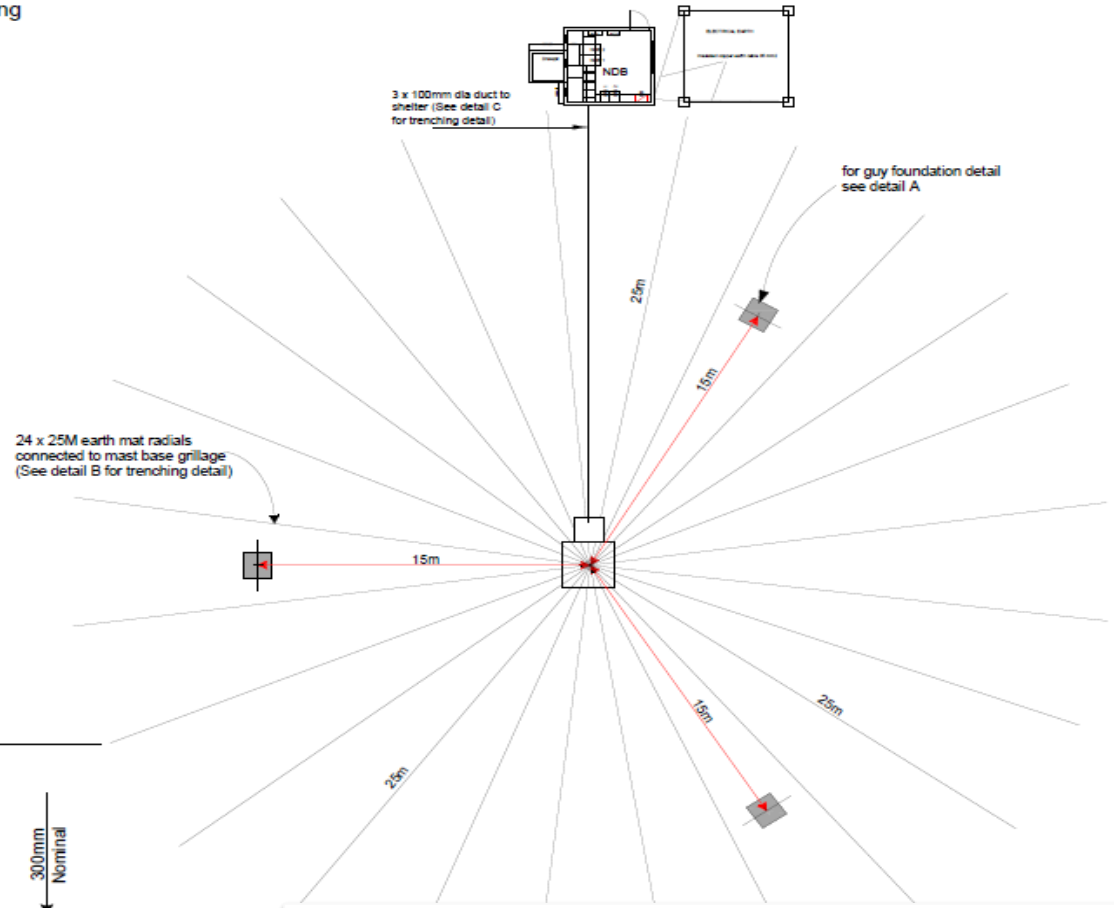
- NOTES
- Recommended grade of concrete C35
- Concrete to be grade plan C35, max aggregate size 50 to 80 slump
- Subsoil to be capable of sustaining a minimum allowable bearing Pressure of 100kN/M2

DEGREE ANGLE AS SHOWN





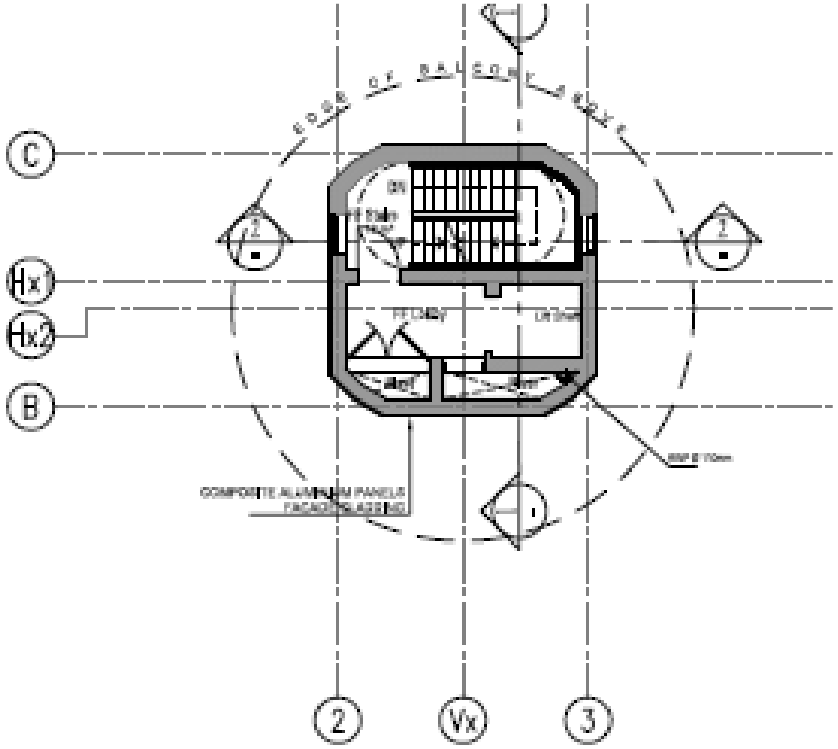




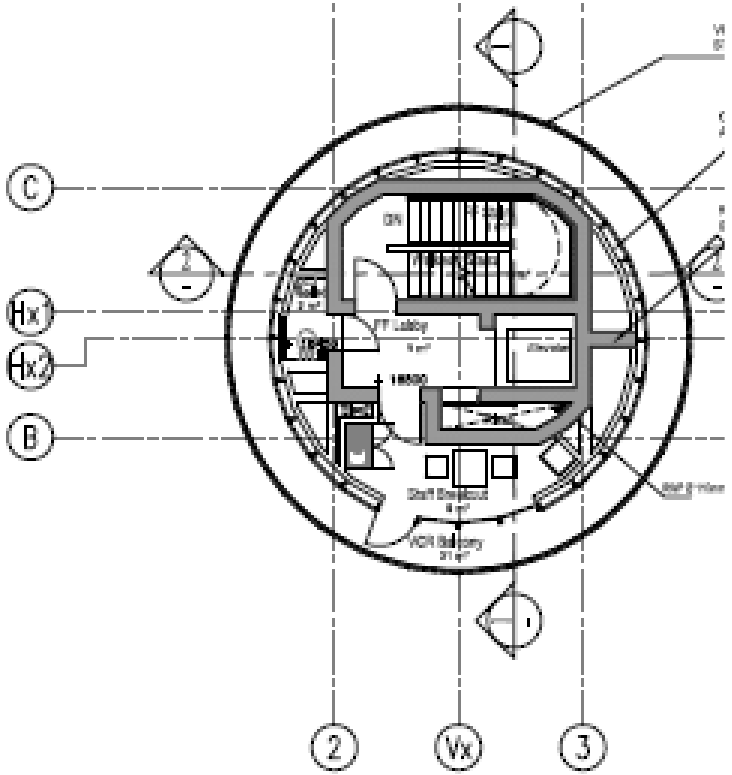
Provision of a new NDB, flight check, NAVAIDS, PAPI and modifications and upgrading of VSAT

Building Works

Construction of a new control tower comprising all ancillary facilities and visual control room (3 Nos air traffic controller positions), mechanical and electrical installation works, complete CNS equipment facilities for operation



FLOOR PLAN LEVEL 2 (TYPICAL TOWER SHAFT)
SCALE 1:100



FLOOR PLAN LEVEL 5 (CONTROL BALCONY)
SCALE 1:100

Construction of a New Air Traffic Control Tower



Construction of a New Rescue and Fire Fighting Station with all associated amenities such as underground and overhead water tanks – approximately 1500 m2





New Boat House – approximately 600 m^2

New quarantine – approximately 600 m^2

New Meteorological station – approximately 200 m^2 (No equipment required)

New incinerator including gas scrubbing facilities– approximately 600 m^2

2 Nos power centres – 75 m^2 and 250 m^2

New sewer network with associated wastewater treatment plant
(2 x15 m^3 + 15 m^3)

Perimeter road – 88, 000 m^2

Fencing – 7, 500 m

Construction Duration & Cost Indexation

- The construction period for the project is **forty-two (42) calendar months**, starting from the **date of commencement of works** as defined in the Contract.
- Payment to the Contractor will be in **Local** Currency & **3 Nos Foreign Currencies**
- A **Schedule of Cost Indexation** has been included in the documents as per requirements of World Bank for contracts for which the Time for Completion exceeds 18 months.
- Provisions have been made for a DAAB within the Contract Documents



Environmental & Social Standards

Mrs Rubina Ramrup

Ag. Environment Officer, AML

Applicable Environmental & Social Standards

- The Environment Protection Act 2024
- World Bank Standards



ESS1
Assessment and Management of Environmental and Social Risks and Impacts



ESS2
Labor and Working Conditions



ESS3
Resource Efficiency and Pollution Prevention and Management



ESS4
Community Health and Safety



ESS5
Land Acquisition, Restrictions on Land Use and Involuntary Resettlement



ESS6
Biodiversity Conservation and Sustainable Management of Living Natural Resources



ESS7
Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities



ESS8
Cultural Heritage



ESS9
Financial Intermediaries



ESS10
Stakeholder Engagement and Information Disclosure

ENVIRONMENTAL & SOCIAL MANAGEMENT PLAN (ESMP)

Defines specific measures and actions to be undertaken by project implementation agency and/or contractors to mitigate risks identified in the E&S assessment, and associated monitoring indicators

The Project and Contractor Activities need to comply with the World Bank Environmental and Social Standards and the World Bank Environmental, Health and Safety Guidelines



ENVIRONMENTAL & SOCIAL MANAGEMENT PLAN (ESMP)

The contractor shall prepare a site-specific Construction Environmental and Social Management Plan (C-ESMP) and sub-management plans, as set out in the tender documents and the ESMP

The key Environmental and Social Management Plans for construction phase include:

- Construction site Enabling facilities
- Import and maintenance of Construction Equipment and Materials (Biosecurity)
- All plants to be set up for the purpose of the project (e.g. Crusher Plants, Concrete batching plant, Asphalt plant and bulk bitumen, etc)
- Demolition and removal of existing structures
- Bulk Earthworks, quarries, borrow sites, haul roads
- Waste management plan (solid, liquid and gaseous)
- Resource efficiency and pollution prevention and management plan
- Water management plan (surface and ground water)
- Marine and terrestrial biodiversity management plan
- Marine works management plan

ENVIRONMENTAL & SOCIAL MANAGEMENT PLAN (cont'd)

The key Environmental and Social Management Plans for construction phase also include:

- Hazardous substances and materials Management
- Environmental Monitoring –water monitoring, air quality, noise and vibration
- Cave Structures
- Cultural Heritage
- Health and Safety, Traffic Management and Emergencies Preparedness and Response
- Security management
- Labour management procedures
- Grievance mechanism for project workers
- Community health and safety management plan
- Capacity support - Workforce management and training plan
- Reporting on Incidents and accidents
- Reporting on Monthly ESHS monitoring

Key Management Strategies and Implementation Plan



- Water Resources Management Strategy



- Community & Occupational Health and Safety



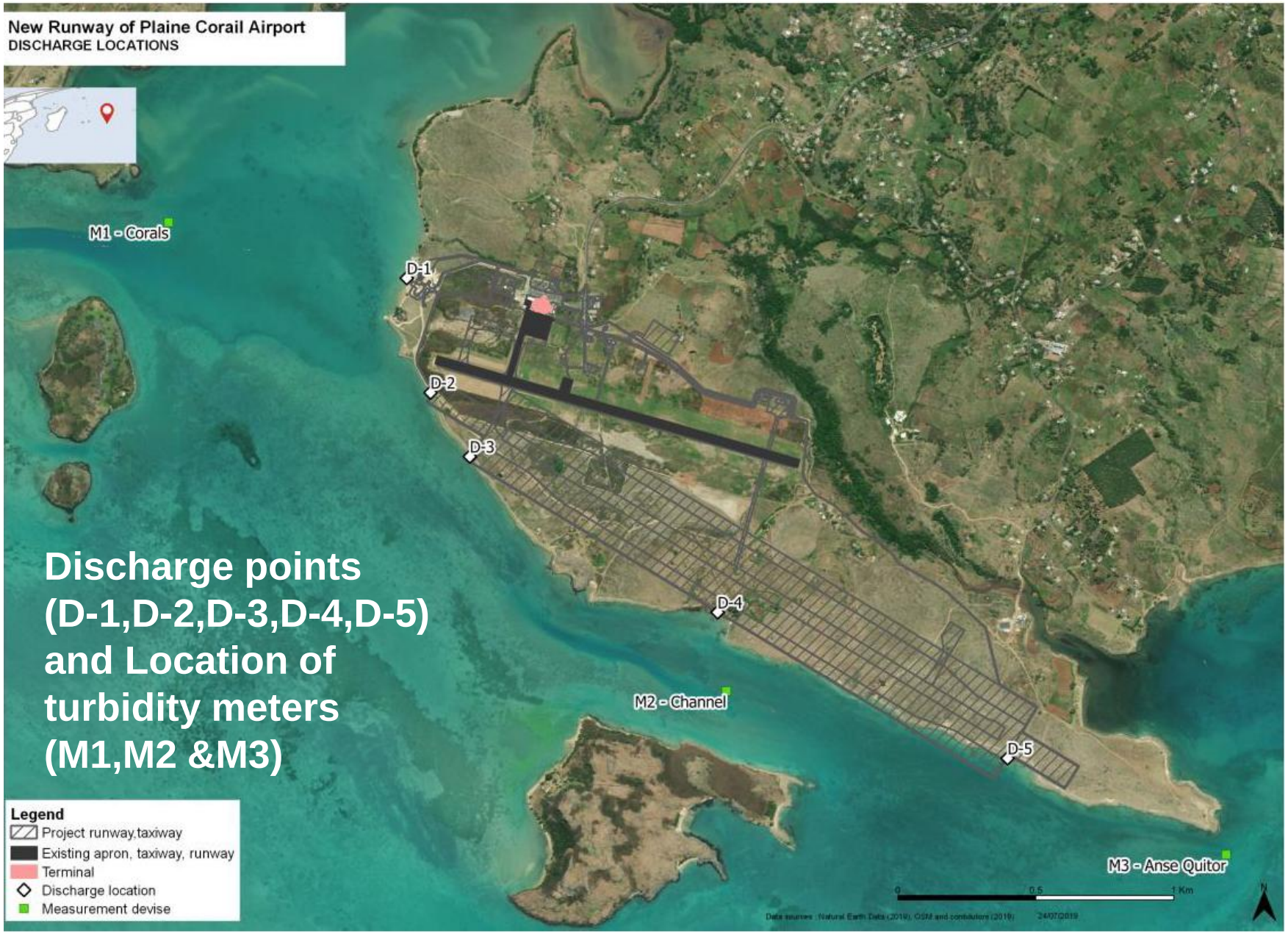
- Marine Biodiversity Protection Plan



- Dredging and Reclamation Plan



- Traffic Management Plan


New Runway of Plaine Corail Airport
DISCHARGE LOCATIONS
M1 - Corals
D-1
D-2
D-3
D-4
D-5
M2 - Channel
M3 - Anse Quitor
Discharge points (D-1,D-2,D-3,D-4,D-5) and Location of turbidity meters (M1,M2 &M3)
Legend
Project runway,taxiway
Existing apron, taxiway, runway
Terminal
Discharge location
Measurement devise
0
0.5
1 Km
N

Labour Management Procedures: Promotion of Fair Treatment



The Labour Management Procedures is a living document initiated early in project preparation and reviewed and updated throughout the development and implementation of the project.

ESS2 promotes:

No discrimination in all aspects of the employment relationship
Measures to prevent and address harassment, intimidation and/or exploitation

Protection and assistance to address vulnerabilities of project workers (women, those with disabilities, migrant workers, etc.)

Labour Management Procedures



The Labour Management Procedures for the project should include:

- Critical aspects of relevant labour legislation, including: relevant national labour legislation with regards to term and conditions of work and application of national legislation to different categories of workers
- Terms and conditions of employment, such as rights to regular payment, hours of work, overtime, adequate rest, benefits such as annual, sick, maternity and family leave, and timely notice of termination
- Non-discrimination and equal opportunity provisions for all aspects of employment, and including measures to prevent and address harassment, intimidation and/or exploitation

Occupational Health & Safety



Contractors will be required to prepare an Occupational Health and Safety Plan and meet the OHS legislative requirements of Mauritius

The Occupational Health and Safety Plan must make provision for the following:

- Identification of hazards in the workplace
- Organization and staffing
- Protective measures for hazardous conditions or substances (such as protective gear, fire control)
- Worker training including competency
- Accident and incident reporting procedures
- Health screening and monitoring where appropriate
- Emergency response procedures



Critical Challenges & Strategic Considerations

Mr Satyen Deepchand

Manager Projects Quantity Surveying, AML

Project Overview & Key Challenges

Considering its remoteness of the island, the implementation of this project presents unique logistical and resource-related challenges that require meticulous planning and innovative solutions.

1
Logistical Hurdles

2
Water Scarcity

3
Material Sourcing

4
Skilled Labor Gap

5
Flight Limitations

6
Others
Legislations & Maintenance issues

Constraint 1: Logistics



Challenges

- Infrequent Sailings: Limited windows for transport, causing delays .
- Capacity Limitations: Challenges in transporting large or numerous items simultaneously (Limited Quay length and depth)
- No Roll On Roll Off (RORO) Facilities available
- All shipments should transit through Mauritius

Effective mitigation requires detailed logistical planning, pre-fabrication where feasible, and exploring options for modular equipment.

Constraint 2: Water Scarcity

- Rodrigues faces inherent water scarcity
- Water will have to be bought from Rodrigues Public Utilities Company(RPUC) being the sole supplier



Constraint 3: Material Procurement

Challenges

- Construction materials (from Mauritius)
- Increased Lead Times: Longer delivery schedules due to inter-island transit.
- Supply Chain Vulnerability: Susceptibility to disruptions at source or during transit.
- Quality Control: Challenges in ensuring material quality remotely.
- Elevated Costs



Mitigation strategies: procurement planning, diversification of suppliers within Mauritius where possible, and establishing robust material inspection protocols.

Constraint 4: Skilled Labour Shortage

Necessitates importing skilled labour, which presents its own set of challenges.

Considerations

Recruitment & Visa Challenges

Accommodation & Integration

Knowledge Transfer

Opportunities for local skill development through apprenticeship programs should be maximized to build long-term capacity on the island.



Constraint 5: Flight Limitations

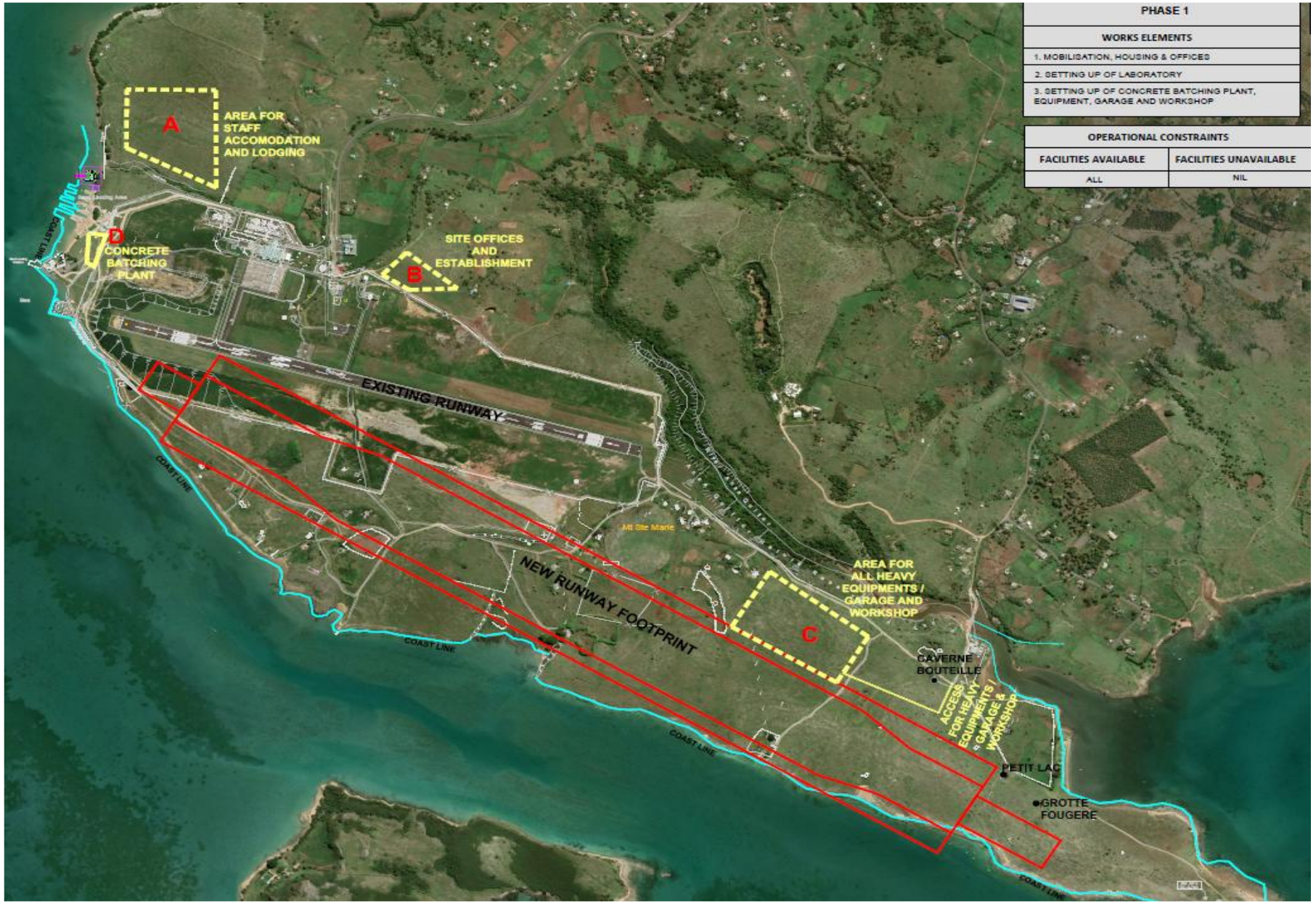
Challenges

- **Operational Delays:** Construction-related closures or restrictions on runways/taxiways can lead to flight delays or cancellations.
- **Safety Concerns:** Equipment, debris, or personnel in close proximity to active areas create potential safety hazards for aircraft.
- **Noise & Vibrations:** Heavy machinery operations can impact navigation systems or air traffic control communications.



Mitigation strategies include meticulous coordination with air traffic control, phased construction to minimize impact on critical airport functions, and implementing robust safety protocols.

Mobilisation



Constraint No 6: Others

1. Availability of Power Generators (working on several locations)
2. Management of spare parts in case of breakdown of equipment (Limited supply on the island)
3. Supply of Fuel for vehicles – Only 1 supplier on the Island
4. Special equipment for:
   - Keeping asphalt at an optimum temperature
   - Asphalt plant and Concrete (EIA requirements)
   - embarking and disembarking at harbour and transport to site
   - Transporting cement/asphalt and other materials

To maximise their scores, bidders are strongly advised to place clear emphasis on strategies for mitigating potential constraints during the bidding process, as outlined in the **Weighted Evaluation Criteria**.

The ratings below provide a summary of sections where emphasis are needed and their corresponding maximum scores:

- **Method Statement –** Maximum score: **20.0** points
- **Work Plan and Mobilisation –** Maximum score: **25.0** points
- **Quality, Safety, and Environmental Management –** Maximum score: **20.0** points
- **Social Aspects –** Maximum score: **8.0** points
- By aligning their proposals with these key focus areas, bidders will enhance their opportunity to secure the highest possible marks.



Procurement Process & Procedures

Mr Rajen Doorganah

Procurement Manager - Airports of Mauritius Co. Ltd

Applicable Procurement Laws



- This mega project is being financed by the World Bank.

- Subsequently, the Procurement Regulations for Investment Project Financing for Borrowers - Sixth Edition, issued in February 2025 and effective March 2025 shall be prevalent, (Available on the Website of World Bank).

Procurement Processes and Procedures

- Open International Bidding Exercise (Local & International)
- Bids shall be deposited in the Tender Box, at the AML Corporate Office – SSR International Airport - Mauritius.
- **Single Stage** - Two envelope system, that is, Technical & Financial Proposals will be included in different and separate envelopes and both envelopes included in ONE LARGE Envelope, at the time of submission.
- Bidding Document which shall be used is Request For Bids (RFB)

Standard Procurement Document & Conditions of Contract



- This SPD includes for the **2022 reprint with amendments of the "General Conditions of Contract for Construction for Building and Engineering Works Designed by the Employer ("Red book") Second edition 2017", published by the Federation Internationale Des Ingenieurs – Conseils (FIDIC).**

Procurement Processes and Procedures (cont'd)

- All Bids received as at Closing Date & Time shall be recorded.
- The names of those submitting bids will be uploaded on AML and ARL Websites
- Late bids **SHALL NOT BE ACCEPTED**
- Technical envelopes shall be opened first and Financial envelopes shall be kept in safe custody under CCTV Camera
- Following Technical Evaluation, those scoring at least 70 Marks out of 100 marks, shall be considered as technically qualified
- Bidders technically qualified shall be invited for the financial bid opening exercise and non-qualified bidders shall be informed accordingly.
- ONLY Financial Envelopes of the Technically Qualified Bidder(s) shall be opened.

Procurement Processes and Procedures (cont'd)

- Financial Envelopes of those NOT Technically Qualified shall be returned UNOPENED.
- Following Financial Evaluation, the bidder obtaining the highest total marks (Technical- 80% + Financial- 20%), shall be considered for award of the contract
- Notification of Contract award shall be issued and bidders shall be informed accordingly.
- A standstill period of up to **10 working days** shall be allowed for unsuccessful bidders to submit challenge (if any).
- After expiry of the standstill period, the contract shall be awarded to bidder having scored the highest overall/combined marks.

Procurement Processes and Procedure (end)

- ONE Contractor shall be selected for this project and thus, there will be no splitting.
- Alternative Bids ***shall not be*** considered
- Bidders **should include the Bid Security** in the Technical Envelope
- All Challenges and Complaints in respect of this procurement exercise should be addressed to:

The Chief Executive Officer
Airports of Mauritius Co. Ltd (AML)



Bid Evaluation Process

Mr Navin Bhobun

Project Manager, Airports of Mauritius Co. Ltd (AML)

Evaluation of Technical Part (80%) of Bids

The technical factors (sub-factors) and the corresponding weight in % are:

SN	Technical Factor	weight in percentage (insert weight in %)
1.	Contract Management	20
2.	Method Statement	20
3.	Work Plan and Mobilisation	25
4.	Quality, Safety and Environmental Management	20
5.	Social Aspects	8
6.	Sustainable Procurement	7
	TOTAL	**100**

Minimum *pass mark to be **70 points***.

Method Statement [maximum score: 20.0 points]

Details for evaluation of each item in the Method Statement are as follows:

(i) Overall Approach

(ii) Indicative Method of Work Plan already included in the Bid Documents, basis of which the following shall be further detailed through approval from DCA

(iii) Specific Method Statements for the following component as detailed below:

- Method Statement for working at night
- Obstruction light on Saint Marie, Installation of non-directional beacon (NDB)
- Energising Power Centres, RWY (Overnight change over from old to new), ATC, Met Station, Fire Station
- Maritime Works (Precasting, Transportation & placement of Concrete Blocks)
- Method Statement for lifting and installation of the CAB for the ATC
- Appropriate siting of Precast yard, Asphalt plant, Crusher plant and Concrete mixer in relation to OLS protrusion
- Installation of new STP before decommissioning of existing leaching fields
- Access/power to existing VSAT prior to major earthworks

(iv) Compatibility with climate, weather and other conditions within the work area

Work Plan and Mobilisation [maximum score: 25.0 points]

Details for evaluation of each item in the Work Plan and Mobilisation are as follows:

- Detailed Work Plan and Sequencing compatibility with project duration for civil works on an active aerodrome
- Key equipment procurement logistics schedule
- Site Establishment and Worker Camp
- Strategy for Permits
- Strategy for Maximizing Outputs on Several Fronts

Quality, Safety and Environmental Management [Maximum score :20.0 points]

Details for evaluation of each item in the Quality, Safety and Environmental Management are as follows

- Quality Assurance Plan
- Contractor E&S Management Plan
- Community & Occupational Health & Safety
- Marine Biodiversity Protection Plan
- Dredging and Reclamation Plan
- Traffic Management Plan
- Emergency Preparedness Plan
- Site Security Plan

Social Aspects [maximum score: 8.0 points]

Details for evaluation of each item in the Social Aspects are as follows:

- Contractor Labour Management Plan
- SEA Action Plan
- Code of Conduct
- Grievance Redress Mechanism

Sustainable Procurement [maximum score: 7.0 points]

Details for evaluation of each item in the Sustainable Procurement are as follows:

- Water Resource Management Strategy
- Strategy for procurement of equipment consumables (i.e. fuel, lubricant, spare parts, etc.) and waste management plan

Technical Proposal Scoring Methodology

Score (of the total score for the factor/ subfactor as applicable	Description
0-15%	Required feature is absent; no relevant information to demonstrate how the requirement is met
16-49%	Required feature present with deficiencies such as insufficient or information that lacks clarity
50-79%	Sufficient information to demonstrate how the requirement will be met
80-89%	Sufficient information to demonstrate that the requirement will be marginally exceeded
90-100%	Sufficient information that significantly exceed the requirement/proposal contributes to significant value addition

Combined markings for Evaluation

Weightage for Technical Part: 80%

Weightage for Financial Part: 20%

ITEM NO.	TENTATIVE PROCUREMENT MILESTONES	PLANNED DATE
1	Specific Procurement Notice through Local Media and Websites	Mid November 2025
2	Technical Bid Submission/Opening/Minutes	February 2026
3	Evaluation of Technical Proposals	End of April 2026
4	Opening of Financial Proposals/Minutes	End of April 2026
5	Final Evaluation Report and Approval/Recommendation for Award	Mid June 2026
6	Issue of Letter of Acceptance	End of June 2026
7	Commencement of Implementation phase (Mobilization, ESMP, Works, etc)	September 2026
8	30 days period to complete Contractor ESMP – Begin Mobilization	October 2026
9	Completion of Works – 42 months	End of March 2030



Q&A Session

Link for post-presentation survey form	**https://forms.office.com/r/FJk7jVYyEa**



End of Presentation

Thank you for your participation