

Gestion Et Exploitation Du Port De Beyrouth

QUAY 16 CONTAINER TERMINAL EXTENSION AT PORT OF BEIRUT, LEBANON

TENDER DOCUMENTS

Marine & Civil Engineering Works



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TABLE OF CONTENTS

CD with soft-copy complete Tender Documents

Preamble

PART I BIDDING PROCEDURES

Section A – Instructions to Bidders

Section B – Bid Data Sheet

Section C – Evaluation and Qualification Criteria

Section D – Bidding Forms – General

Section E – Bidding Forms – Method of Measurement (MoM)

Section F – Bidding Forms – Bill of Quantity (BoQ)

PART II EMPLOYER'S REQUIREMENTS

Section A – Specifications

Section B – Drawings

PART III CONDITIONS OF CONTRACT

Section A – Form of Agreement

Section B – Part 1: General Conditions of Contract

Section C – Part 2: Particular Conditions of Contract

Section D – Addenda to Tender Documents (if any)

PART IV TENDER TABLE DOCUMENTS

PREAMBLE

1 Introduction

Over the last few years, the Port of Beirut could register a massive increase in container handling and a further increase within the container sector is predicted. As the existing container terminal at Port of Beirut has reached its limit of annual throughput, the Port of Beirut Authority intends to extend the container Terminal.

For more detailed information regarding scope of work and site conditions refer to “Part II – Section A: Specifications, Series 100”.

2 Present Situation

2.1 Existing Container Terminal

Currently the major part of containers at Port of Beirut is been handled over the 600 m long Quay 16 by 5 numbers Ship-to-Shore cranes (STS) and using primarily the hinterland of Quay 16 but also others behind Quay 14 and 12 as container storage area. Under thus conditions the container terminal is at its limit for container handling and needs expansion.

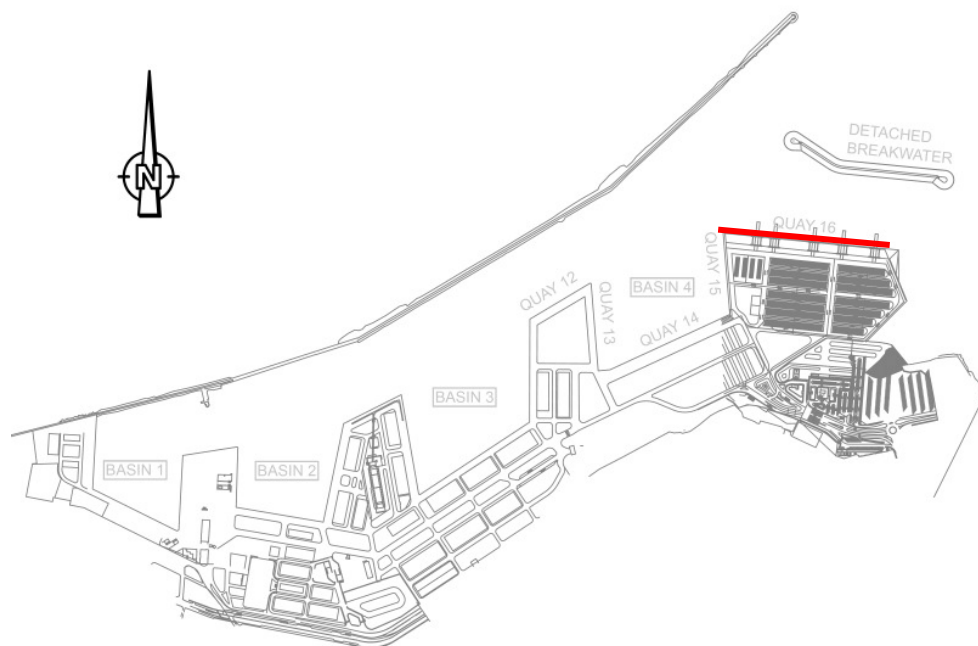


Figure 1 - Present Situation at Port of Beirut

2.2 Existing Water Depths at Berths

- Quay 12: NGL -13.00 m
- Quay 13: NGL -11.00 m
- Quay 14: approx. NGL -9.50 m
- Quay 15: NGL -11.15 m
- Quay 16: NGL -15.5 m

2.3 Nautical Approach at Quay 16

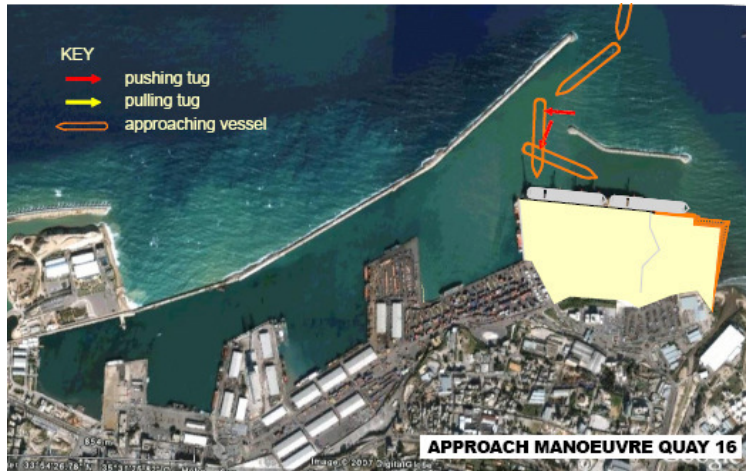


Figure 2 – Nautical Approach at Quay 16

The figure above gives an indication of how vessels are manoeuvred to approach Quay 16. Apart from required manoeuvring areas, there is no access channel existent due to the natural morphology of the seabed. Natural water depth along the detached breakwater exceeds 20 m. Therefore vessels at Quay 16 can leave the port towards east and turn northwards.

3 Brief History of Quay 16 Container Terminal

- 1997 until 1999: Land reclamation for container terminal yard Quay 16
- 1998 until 2000: Construction of Detached Breakwater, Quay 16, Backfill behind Quay 16 and terminal yard (infrastructure/ pavement)
- 2004: Delivery and start of operation with 5 STS-cranes at Quay 16

4 Summary of Works

Subject of this tender is the execution of construction works to extend the existing Quay 16 by approximately additional 500 m towards east and to implement a new container terminal yard behind. The water depth in front of the quay wall extension shall be NGL -17.5 m while the existing part of Quay 16 will remain at NGL -15.5 m as deepening is not possible due to the existing construction type.

Dredging works shall be carried out for:

- replacement of soft soil in reclamation area in order to limit settlement issues
- manoeuvring area from NGL -15.5 m to NGL -16.5 m within northern port area
- local deepening to NGL -17.5 m in front of new quay wall extension as provision for later deepening of port area