

To all prospective bidders

**Re: Response to the clarifications requested on tender document for Construction of Academic Blocks, Aircraft Hangar for Center of excellency for Aviation at Kigali International Airport**

**IFB Number :** 01/W/ICB/2025-2026/AfDB/RDB  
**Client :** Rwanda Development Board  
**Project :** Center of Excellency for Aviation Skills  
**Contract title :** Construction of Academic Blocks, Aircraft Hangar for Center of Excellency for Aviation at Kigali International Airport  
**Country :** Rwanda  
**Loan No.:** 2100150044143 & 16662P  
**Procurement Method :** Open Competitive Bidding (International) (OCBI)  
**Date of Issued.** 30<sup>th</sup> March 2026

Following the publication of tender for Construction of Academic Blocks, Aircraft Hangar for Center of excellency for Aviation at Kigali International Airport, several prospective bidders requested clarifications on tender document for clearly understand and prepare compliant bid. We are delighted to provide the following response to the clarifications.

The table below summarize the clarification requested and the response provided:

/N	Clarification requested	Response provided
	We are interested in the tender for construction of academic Blocks and Aircraft hangar Tender NO. 01/W/ICB/2025-2026/AfDB/RDB. Please provide the Bank account details of Rwanda Revenue Authority for the payment of 10,000 Frw to purchase the bidding document.	The payment of 10,000 Frw will be made to non-revenue account of Rwanda Revenue Authority after payment declaration through Irembo service provider. For more information reach out to Rwanda revenue Authority or Irembo service provider.
	It was indicated that 300,000 USD in SPN as the bid security, but in ITB 19.1 in BDS it shows 200,000USD as the bid security. Please clarify which one is applied?	The amount of bid security in ITB 19.1 is not correct, it was a typo. The actual amount of Bid security to be considered is <b>300,000 USD</b> .
	BDS ITB 20.1, the bidder is required to submit, along with hard copies of its bid, a soft copy of the entire bid including BOQ in MS excel sheet	The soft copy of the entire bid, including BoQ and technical part in PDF format should be provided on flash disk to ease the evaluation.



	on a flash disk) Please Clarified whether the technical part and qualification part are also included in the soft copy.	
4	BDS ITB 22.1, the deadline for bid submission is: Date: 20th April 2026 Time: 10:30AM. local time (8:30 p.m. GMT) Please clarified the right time for it. I do believe it should be 20th May 2026, and we also kindly request you give us 3 weeks more to prepare our bid, because the period to submit is too short, so we kindly request you extend 3 weeks more.	The deadline for bid submission appear in ITB 22.1 is not correct, it was a typo. The correct deadline for bid submission is 20 <sup>th</sup> May 2026 at 10:30AM local time (8:30 p.m. GMT). Based on the time constraint to deliver this project and initial timeline given to prepare the bid, no extension will be given. We encourage you to use the available time to prepare and submit your bid.
5	Section III - Evaluation and Qualification Criteria 4.2(a) specific experience Construction & Contract Management Experience. Substantial completion shall be based on 100% or more works completed under the contract. i think this is a error here, the substantial completion can not based on 100% or more. so please clarified the correct data for it.	It appears to be a typo error. Kindly be informed that the requirement shall be interpreted to mean that only similar works with 100% completion will be considered under specific experience
5	Bill of Quantity : We Kindly request you to provide the EXCEL BoQ to bidders.	Based on the pre-bid meeting of 22 <sup>nd</sup> April 2026, after site visit, the editable format of the BoQ will be shared to your email to ease your work in preparation of bids and avoid any substantial delay and extension.
	In particular Conditions (Contract Data) the time for completion is stated as 18 Months from the commencement date. In the bid Data sheet, the duration of assignment is indicated as 24 months for construction plus 23 months for defect liability period.  In view of the above, we kindly request for your confirmation on which duration should be considered as contractual construction period for the purpose of bid preparation.	The duration of the assignment is 24 months of construction works plus 23months of DLP.  The reference to 18 months in the contract data shall not apply
	<b>Additional Insurance Percentage (PC 19.2.1(b))</b>  <b>Issue:</b> The Contract Data specifies "Additional amount to be insured {as a percentage of the replacement value, 15%}.  Request for Clarification: Please confirm whether this 15% is an additional percentage on top of the replacement value, or part of the total insured amount?	The <b>15%</b> specified represents an <b>additional amount</b> to be insured <b>above the replacement value</b> , intended to cover professional fees, debris removal, and incidental costs. Accordingly, the total insured amount shall be <b>replacement value plus an additional 15%</b> .



9	<p><b>Hangar Location and Height Restrictions Issue:</b> It is unclear whether the proposed hangar location has been coordinated with airport runway height restrictions.</p> <p>Request for Clarification: Please clarify whether there are any height restrictions or aviation safety requirements applicable to the hangar location?</p>	<p>The proposed hangar location has been coordinated with <b>Kigali International Airport's aviation safety and obstacle limitation requirements.</b></p> <p>Any height restrictions, aviation safety constraints, and operational limitations shall be communicated and approved by the <b>Airport Management Authority.</b> Contractors shall comply fully with all applicable ICAO, airport, and national aviation regulations.</p>
10	<p><b>Scope of "Liability for Fitness for Purpose" Insurance {PC 19.1}</b></p> <p><b>Issue:</b> PC 19.1 requires "All Risk Insurance" for liability for fitness for purpose.</p> <p>Request for Clarification: Please clarify the scope and limits of such insurance, and whether it is intended to be a separate policy or part of standard all-risk coverage.</p>	<p>The requirement for insurance related to <b>Liability for Fitness for Purpose</b> shall be covered under the Contractor's <b>All Risk (CAR) Insurance</b>, unless otherwise required by law or the insurer.</p> <p>No separate standalone policy is mandatory, provided the coverage limits satisfy the Contract requirements.</p>
11	<p><b>Environmental and Social (ES) Performance Security {PC 4.2}</b></p> <p><b>Issue:</b> PC 4.2 states that an ES Performance Security may be required, but the amount is not specified in the Contract Data.</p> <p>Request for Clarification: Please confirm whether an ES Performance Security is required, and if so, the amount and format.</p>	<p>N/A</p> <p>The ES performance security will not be required. It will be included in the overall project performance security.</p>
2	<p><b>Delayed Payment Financing Charges {PC 14.8}</b></p> <p><b>Issue:</b> PC 14.8 indicates "N/A" for financing charges for delayed payment.</p> <p>Request for Clarification: Please clarify whether the Employer will apply financing charges for delayed payments. If not, we request that this clause be reinstated in line with standard international practice.</p>	<p>The client will try to make all due payment in due time and avoid delay payments. However, in a situation beyond client control No. financing charges will be applicable.</p>
3	<p><b>Payment Path and Borrower-Employer Relationship (PC 16.2.2).</b></p> <p><b>Issue:</b> The clause refers to suspension of Bank Joan/credit and payment delays.</p> <p>Request for Clarification: Please clarify the payment path: will the Bank pay directly to the Contractor, or will</p>	<p>All payments will go through the Employer (RDB). The relationship between GoR and the employer (RDB) is that, the Employer (RDB) is the Government institution fully owned by the GoR.</p>



	payments go through the Employer's account? Please also clarify the relationship between the Borrower (GoR) and the Employer (RDB). Are they the same legal entity?	
14	<p><b>Scope of "Payment" under PC 20.1 (Claims Procedure)</b>  <b>Issue:</b> PC 20.1 replaces "any additional payment" with "payment".</p> <p>Request for Clarification: Please clarify whether "payment" includes contractually due amounts (e.g., certified interim payments) or only additional claims.</p>	The payment includes contractual amounts. The additional due claims will require certification by the client representation subject to the addendum.
15	<p><b>Non-Stop Flight Operations</b></p> <p><b>Issue:</b> The project is located at Kigali International Airport.</p> <p>Request for Clarification: Please confirm whether any or non-stop flight operation requirements apply.</p>	Operational arrangements, access protocols, and safety coordination shall be facilitated by <b>Airport Management Authority</b> for the successful Contractor, as explained during the site visit and pre-bid meeting.
16	<p><b>Environmental and Social Supervision (Part D, Clause J)</b></p> <p><b>Issue:</b> Part D, Clause J of the Bidding Document requires extensive environmental and social supervision activities, including inspections of quarries, borrow areas, spoil areas, and access roads. However, the Bidding Document does not provide sufficient location drawings for the Contractor to plan these activities effectively.</p> <p>Request for Clarification: To facilitate environmental and social supervision as well as on-site construction planning, we kindly request the Employer to provide the following:</p> <p>Detailed access road drawings showing routes that can be used by the Contractor for site access and construction traffic;</p>	The Contractor remains responsible for identifying and propose temporary suitable site access routes, construction traffic, and related temporary works facilities, considering site conditions, environmental and social requirements, and traffic safety and will obtain an approval from client and Airport Management authority before use.
7	Please provide drawings of all underground pipelines and related municipal utility lines within the building area.	The drawings have been shared together with Tender document; However, the contractor will be responsible to identify the underground utilities where necessary with assistance from client.
8	The BOQ is only available in PDF format. Furthermore, there are some errors in the PDF's BOQ. Could you please provide an Excel version so we can provide a quote?	Based on the pre-bid meeting of 22 <sup>nd</sup> April 2026, after site visit, the excel version of the BoQ will be shared to your emails.
9	Where the Contract allows for Cost Plus Profit, percentage profit to be added to the Cost for 5%, Please clarify	The bidders are required to quote for fixed unit rate.



	whether this project is quoted using a fixed unit price based on the bill of quantities or a cost-plus-profit basis.	
20	<p><b>Qualification table</b></p> <p><b>Experience 4.2</b></p> <p>(a) Specific: Construction and Contract management experience: Substantial completion shall be based on 100% or more works completed under the contract. For similar experience, if the bidder provides one substantial completeion contract, Please clarrify if the percentage can be 80% or 75%</p>	It appears to be a typo error. Kindly be informed that the requirement shall be interpreted to mean that only similar works with 100% completion will be considered under specific experience
21	Clarification on whether the contractor will be permitted to establish a camp on site.	Establishment of a contractor's camp on site may be permitted <b>subject to approval</b> by the Employer and Airport management Authority, and in compliance with safety, security, and environmental requirements.
22	Request for clarification on the availability and sharing of geological data.	The geological/geotechnical data has already been provided as part of the tender documentation. The Contractor is nevertheless responsible for conducting any additional investigations deemed necessary for execution during the design review stage to ensure adequacy and compliance with project requirements.
23	Clarification on whether a designated dumping site will be provided	The successful bidder shall assume full responsibility for the identification, selection, and management of a suitable dumping site in strict compliance with all applicable environmental regulations and obtain all necessary approval from the Client before commencement of any disposal activities
4	Inquiry on permitted working hours, specifically whether both daytime and nighttime work will be allowed.	Execution of works during both daytime and nighttime may be authorized, provided that such activities are strictly aligned with airport operational requirements and do not disrupt ongoing aviation operations and nearby community. However, the contractor shall obtain approval, (through the submission of method statement, C-ESMP, risk assessment, and work schedules clearly demonstrating how operational continuity, safety, and environmental considerations will be



		effectively managed) from both the Employer and the relevant Airport management Authority before commencing any nighttime or extended-hour operations.
25	Request for guidance on the expected number of employees, and whether there is a staffing plan.	No fixed staffing numbers are prescribed. The Contractor shall propose an adequate workforce and staffing plan to meet the construction schedule and safety requirements.
26	Inquiry on whether there is a limit on the number of staff, particularly for the hangar works.	There is <b>no specific limit</b> on the number of staffs, provided that personnel deployment complies with: <ul style="list-style-type: none"> <li>• Site safety rules;</li> <li>• Airport security protocols; and</li> <li>• Approved method statements</li> </ul>
27	Clarification on whether the construction site, especially the hangar area, will be fenced during the works.	All construction site shall be securely fenced. Access to and from the site shall be strictly controlled in accordance with applicable airport security protocols.

Sincerely,



**Joseph Cedrick NSENGIYUMVA**  
Chief Corporate Affairs Officer



**Cc:**

- Chief Executive Officer-RDB