

GYSBI PMO

SCOPE OF WORK

CLIENT: GYSBI (GY01)

BUSINESS UNIT: AES PROJECTS

SITE / ASSET: GSB – MAIN ROADS & LAYDOWN AREAS

PROJECT TITLE: GSB SURFACE UPGRADES

PROJECT NO: 0011

DOCUMENT NO: GY01-0011-PM-SOW-001-01
REVISION: A1

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1 PURPOSE

GYSBI intends to upgrade selected existing roadways and operational areas at the Guyana Shore Base (GSB) from the existing gravel/crusher-run surface to permanent paved surfaces.

The Contractor shall provide all labour, supervision, materials, plant, equipment, transportation, testing and other resources necessary to complete the works described herein.

The required surface treatment is:

AREA	REQUIRED SURFACE
Areas 1-7	Asphalt pavement
Areas 8-10	Interlocking concrete pavers
Areas 11-12	Asphalt pavement
Areas 13-14	Asphalt pavement - additional areas

Areas 13 and 14 are additional areas identified during subsequent site review and were not included within the original Lanier IFC paving scope.

2 SCOPE OF WORK

The Contractor shall undertake all works necessary to provide complete, serviceable and properly drained pavement installations suitable for the existing heavy-duty shorebase operational environment and associated vehicle and equipment traffic.

The works shall include, as applicable:

- Site survey, setting-out and verification of dimensions and levels.
- Verification of existing site and surface conditions.
- Traffic management, barricading and segregation of work areas.
- Excavation and removal of unsuitable or surplus existing materials where required.
- Preparation, grading and compaction of formation/subgrade.
- Supply, placement and compaction of required sub-base and base materials.
- Construction of finished road profiles, levels, falls, crossfalls and cambers.
- Drainage modifications and adjustment of drains, covers, chambers and other affected infrastructure where required.
- Construction of required edge restraints, kerbs, concrete strips, bond beams or other pavement restraints.
- Supply and installation of asphalt pavement to Areas 1-7 and 11-14.
- Supply and installation of interlocking concrete pavers to Areas 8-10.
- Suitable transitions and tie-ins between asphalt, pavers, existing concrete and other adjacent surfaces.
- Testing and QA/QC associated with earthworks, compaction, asphalt, concrete and paver installation.
- The correct and approved method of the removal and disposing of waste and surplus materials.
- Reinstatement of disturbed areas.
- Final cleaning and handover of completed areas.

All works shall be completed in accordance with good industry practice and applicable GYSBI HSSE and site requirements.

3 ENGINEERING BASIS & LANIER IFC DOCUMENTATION

The original engineering for the GSB surface upgrade was completed by Lanier & Associates and was developed on the basis of interlocking concrete pavers throughout the original Areas 1-12.

GYSBI has subsequently revised the required surface treatment, with asphalt now required for the roadway areas and interlocking concrete pavers retained for Areas 8-10.

Notwithstanding this change in surface material, the Lanier engineering shall remain the engineering reference for Areas 1-12, particularly with respect to:

- Road and pavement dimensions.
- Limits of work.
- Existing and proposed levels.
- Finished grades.
- Falls and crossfalls.
- Road cambers.
- Drainage philosophy and drainage intent.
- Tie-ins to existing surfaces.
- Interfaces with existing infrastructure.

The Contractor shall use the Lanier drawings and engineering information to establish the required geometry and drainage intent and shall adapt the pavement construction/detail as necessary for the specified asphalt surface.

The change from pavers to asphalt shall not adversely affect the levels, grading or drainage intent established by the Lanier design. **However, updated asphalt drawings will be shared by the end of October 2026.**

The Lanier IFC Scope of Work and associated drawings are included as Appendix A to this Scope of Work and shall be read in conjunction with this document.

Where the requirements of this Scope of Work differ from the original Lanier documentation specifically in relation to the required finished surface material, this Scope of Work shall take precedence.

4 DRAINAGE, LEVELS & SURFACE GRADING

Drainage is a key consideration of the works.

The existing shorebase experiences areas of ponding and surface-water management concerns. The completed works shall not create new low points, restrict existing drainage paths or adversely affect adjacent operational areas, buildings or infrastructure.

For Areas 1-12, the Contractor shall follow the levels, grades, falls, crossfalls, cambers and drainage intent established within the Lanier engineering package, notwithstanding that asphalt is now specified for certain areas originally designed as pavers.

The Contractor shall:

- Review and verify existing site levels prior to commencement.
- Maintain positive surface drainage.
- Provide suitable falls towards the intended drainage collection points.
- Avoid creating localised depressions or areas of standing water.
- Maintain or improve existing drainage flow paths.
- Allow for adjustment of drains, catch basins, covers, channels and other drainage interfaces where necessary to suit finished pavement levels.
- Ensure transitions between asphalt, pavers, concrete and existing surfaces do not impede drainage.
- Identify any site condition or discrepancy that prevents the Lanier drainage intent from being achieved.

Any proposed departure from the Lanier grading or drainage arrangement shall be submitted to GYSBI for review and acceptance prior to construction.

5 ADDITIONAL AREAS 13 & 14

Areas 13 and 14, identified on the marked-up drawing included in Appendix B, are additional to the original Lanier IFC paving scope and shall be surfaced in asphalt.

The Contractor shall verify during the site visit:

- Area dimensions.
- Existing levels.
- Existing surface and subgrade conditions.
- Drainage conditions.
- Required finished levels and falls.
- Interfaces with adjacent roads and paved areas.
- Tie-in requirements.
- Existing services and infrastructure.

The Contractor shall propose suitable grading, falls, **drainage and tie-ins** for Areas 13 and 14 consistent with the drainage philosophy of the adjacent Lanier-designed areas.

The completed works shall not adversely affect existing drainage or create new areas of ponding.

Any assumptions made in pricing Areas 13 and 14 shall be clearly identified within the Contractor's tender submission.

6 CONTRACTOR SITE VERIFICATION

Contractors shall attend the site prior to submission of their final quotation and satisfy themselves regarding the conditions affecting execution of the works.

The site verification shall include, as a minimum:

- Dimensions and quantities.
- Existing surface and ground conditions.
- Existing and proposed levels.
- Drainage arrangements.
- Access and operational restrictions.
- Interfaces with buildings, slabs, roads and operational areas.
- Underground and above-ground services.
- Traffic and operational constraints.
- Construction access.
- Proposed construction sequencing.

Contractors shall not rely solely upon drawing quantities for their final price.

Any discrepancy, uncertainty or site condition that may materially affect the works shall be raised with GYSBI during the RFQ period.

7 SIMULTANEOUS OPERATIONS (SIMOPS)

GSB will remain operational throughout the works.

The Contractor shall therefore plan and execute the works to achieve the least practicable impact on ongoing shorebase operations.

As part of the tender submission, the Contractor shall provide a proposed build sequence / phasing plan identifying the intended order of construction for Areas 1-14.

The proposed sequence shall consider, as a minimum:

- Maintaining operational access and traffic routes wherever practicable.
- Minimising the extent and duration of road and operational-area closures.
- Maintaining access to warehouses, laydown areas, berths and other operational facilities.
- Safe segregation of construction activities from GYSBI, Client and third-party operations.
- Temporary traffic routes, diversions and access arrangements where required.
- Coordination of works affecting common access routes or adjacent operational areas.
- Curing, cooling or restricted-access periods before completed surfaces can be returned to operational use.

The proposed build sequence shall be reviewed jointly with GYSBI and Operations prior to commencement of the works and shall be subject to review and modification to suit operational requirements.

The final agreed sequence shall form the basis of execution.

The Contractor shall remain reasonably flexible throughout construction to accommodate changing shorebase operational requirements and SIMOPS constraints.

8 CONTRACTOR TENDER SUBMISSION

The Contractor's tender submission shall include, as a minimum:

ITEM	REQUIREMENT
1	Lump Sum Tender Price
2	Price breakdown by Area, 1-14
3	Separate total price for asphalt works
4	Separate total price for interlocking concrete paver works
5	Unit rate per m ² for asphalt pavement
6	Unit rate per m ² for interlocking concrete pavers
7	Breakdown of significant preparation, drainage and associated civil works
8	Proposed programme and overall duration
9	Proposed build sequence / phasing plan
10	Proposed construction methodology
11	Proposed pavement build-up/details for asphalt areas
12	Key assumptions and qualifications
13	Exclusions
14	Proposed payment schedule
15	Quotation validity

GYSBI reserves the right to award the works in whole, in part, by pavement type, or by individual area/phase.

9 BASIS OF PRICE

The Contractor's price shall be considered all-inclusive for completion of the works.

The price shall include, as applicable:

- Labour and supervision.
- Materials.
- Plant and equipment.
- Mobilisation and demobilisation.
- Survey and setting-out.
- Site preparation.
- Excavation and disposal.
- Base and sub-base preparation.
- Temporary works.
- Traffic management and SIMOPS controls.
- Drainage and interface works.
- Testing and QA/QC.
- Waste removal and disposal.
- Reinstatement.
- Final cleaning.

All other incidental activities reasonably necessary to provide the completed works.

Any item considered necessary for completion of the works but specifically excluded from the Contractor's price shall be clearly identified within the tender submission.

10 APPENDICES

APPENDIX A - LANIER & ASSOCIATES GSB SHOREBASE PAVING IFC PACKAGE

Document: GSB Shorebase Paving - Scope of Work Package / Associated IFC Drawings

Consultant: Lanier & Associates

Lanier Job No.: 13582

Date: 29 May 2026

Status: IFC

The Lanier package is included as an appendix to this RFQ and shall be used as the engineering reference for the original Areas 1-12, subject to the revised pavement surface requirements stated within this Scope of Work.

For avoidance of doubt, where the Lanier package indicates interlocking concrete pavers in areas now designated for asphalt, the surface selection stated within this RFQ Scope of Work shall take precedence. The Lanier dimensions, levels, grades, falls, cambers, drainage intent and relevant civil engineering information shall continue to apply unless otherwise agreed by GYSBI. Asphalt drawings will be subsequently made available by end of October.

APPENDIX B - GYSBI RFQ MARKED-UP SITE PLAN

Drawing: GSB Overall Site Sequencing Plan - RFQ Mark-Up

The marked-up plan identifies:

- Areas 1-14.
- Asphalt pavement areas.
- Interlocking concrete paver areas.
- **Additional (asphalted) Areas 13 and 14 shown in red boxes.**
- General limits of the RFQ works.

The Contractor shall use the marked-up plan in conjunction with this Scope of Work and Appendix A when preparing its tender submission.

