

# TERMS OF REFERENCE

## FOR

### Environmental Impact Assessment (EIA) and Bathymetric Survey

for the

### Development of K. Thilafushi Port

Including Construction of International and Domestic Quaywalls,  
Port Facilities, Associated Infrastructure, and Bathymetric Survey

<b>Document Reference</b>	TOR/Thilafushi/EIA/2026/001
<b>Project Location</b>	K. Thilafushi, Kaafu Atoll, Republic of Maldives
<b>Issuing Authority</b>	Maldives Ports Limited (MPL)
<b>Document Version</b>	v1.0
<b>Classification</b>	Tender Document — For Proposals

#### Note: Nature of This Document

This Terms of Reference (TOR) is issued by Maldives Ports Limited (MPL) as a procurement document for the purpose of inviting proposals from qualified consulting firms. In accordance with the EIA Regulation of the Republic of Maldives, the ERA-approved TOR will govern the final technical scope of the EIA. This procurement TOR sets out MPL's requirements and expectations and shall form the basis of the ERA submission TOR. Any additional requirements introduced by ERA through the scoping process shall be incorporated into the consultant's scope. In addition to the EIA, this TOR includes the requirement for a Bathymetric Survey of the project area, as detailed in Section 3.8.

# 1. Project Background

## 1.1 Overview

Maldives Ports Limited (MPL), the state-owned enterprise responsible for port operations and maritime infrastructure across the Maldives, is developing a major port facility on the island of Thilafushi in Kaafu Atoll (K. Thilafushi). This development forms a critical component of the national maritime logistics modernisation strategy, aimed at addressing the severe congestion at Malé Commercial Harbour (MCH) and establishing a dedicated, world-class port hub for the Maldives.

The proposed K. Thilafushi Port Development will include the construction of an international quaywall and a 650-metre domestic quaywall, along with associated port facilities including a Perishable Cargo Terminal, container yard, cargo handling infrastructure, and related utilities and support buildings. The international berth is designed to accommodate larger international vessels, while the domestic quaywall will consolidate hinterland distribution operations currently dispersed across multiple harbours in the greater Malé region. A Bathymetric Survey of the project area is also included as part of this assignment to map the underwater terrain, inform port design, and support the EIA baseline.

## 1.2 Project Components

The project site is existing MPL-owned land on K. Thilafushi Phase 02 Reclaimed Area. The following infrastructure is currently present on the site and forms part of the baseline:

- Existing 60-metre Quaywall: An operational quaywall currently in use for vessel berthing.
- Existing 15-metre Quaywall: A smaller secondary quaywall on the site. Its status shall be confirmed by MPL at contract commencement.
- Existing Empty Container Depot: An empty container depot (hardstand area) on the site, owned and operated by MPL. This existing hardstand area will be available for construction staging and equipment laydown, reducing the need for new land disturbance.

The new infrastructure to be constructed, and for which this EIA is required, includes:

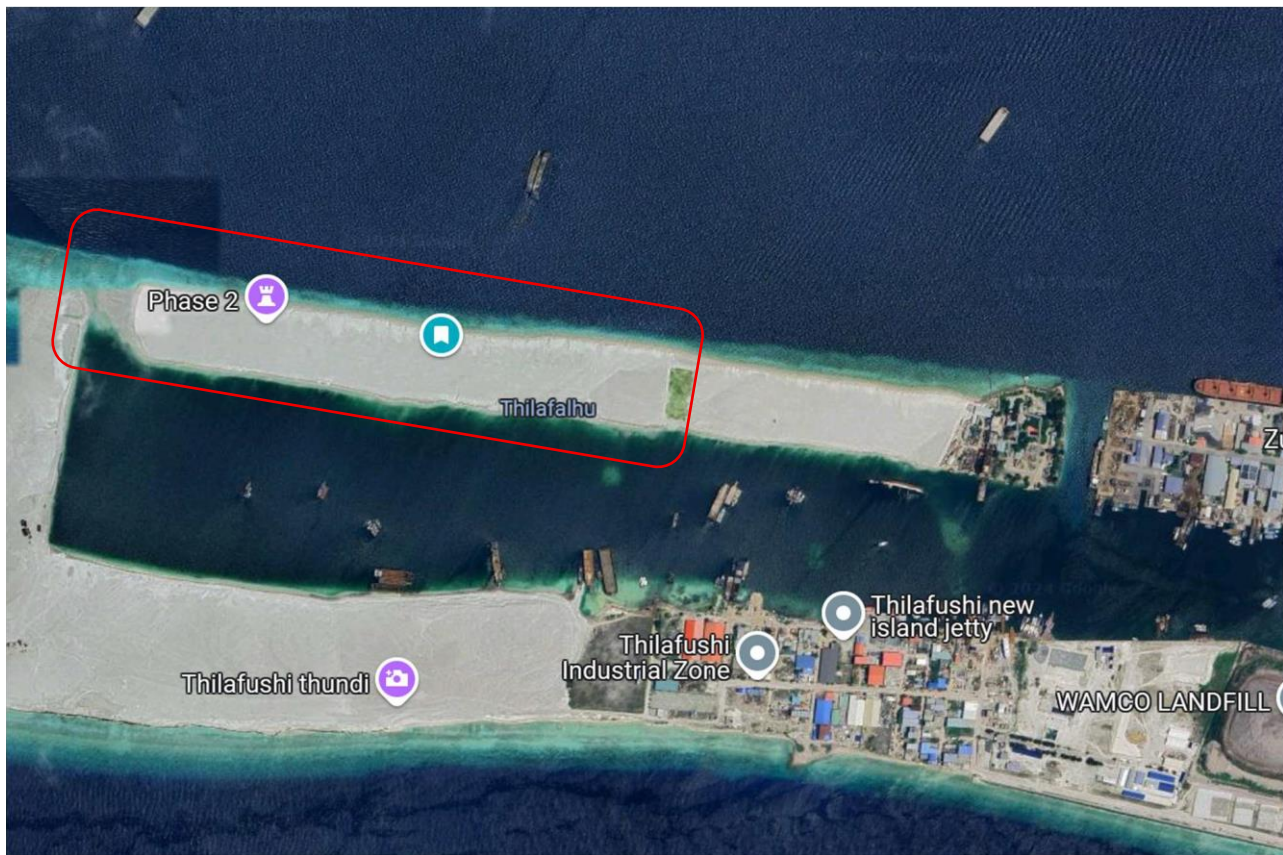
- **International Quaywall:** A deep-water international berth (approximately 375 metres) designed to accommodate international cargo vessels and container ships.
- **Domestic Quaywall:** A 1250 metre (approximate) quaywall to service domestic cargo vessels including dhoanis, landing crafts, barges, and other intra-atoll transport vessels.
- **Perishable Cargo Terminal:** A dedicated terminal for the handling and storage of temperature-sensitive and perishable goods.
- **Container Yard and Cargo Handling Areas:** Hardstand areas for container storage, stacking, and movement.
- **Administration and Utility Buildings:** Office, welfare, and operational support facilities.
- **Internal Road Network and Drainage Infrastructure:** Internal access roads, paving, and stormwater management systems.
- **Access Channel:** An access channel to be dredged and constructed.
- **Utilities:** Power supply, water, sewage, and communications infrastructure serving the port.

Note: Geotechnical investigation works have been separately tendered and awarded. The findings from those studies will be made available to the appointed consultant as reference material. A Bathymetry Survey forms part of this assignment and is included as Section 3.8 of this TOR.

### 1.3 Project Location

The project site is located on K. Thilafushi, an industrialised reclaimed island situated approximately 10 kilometres west of Malé in Kaafu Atoll (4°11'17.9"N 73°25'23.9"E). Thilafushi is currently home to a range of industrial and waste management operations and is connected to the greater Malé region via marine transport links. The proposed Thila-Malé Bridge, once completed, will provide direct road connectivity. The specific project site is existing, developed, and operational industrial land owned by MPL, comprising reclaimed ground with existing quaywalls and a container depot. There is no significant terrestrial ecological value on the project site itself; the primary environmental sensitivities are marine, as described below.

The site is in close proximity to coral reef ecosystems, seagrass meadows, and open ocean waters that constitute critical marine habitats in this part of the Maldives. The proximity of these sensitive environmental receptors underscores the importance of a rigorous and thorough EIA for this development. The Bathymetric Survey required under Section 3.8 will provide detailed seabed mapping of this marine environment, forming an essential component of the environmental baseline.



### 1.4 Regulatory Context

The EIA is required to comply with the regulatory framework of the Republic of Maldives, including but not limited to:

- Environment Protection and Preservation Act (Law No. 4/93) and subsequent amendments.

- Regulation on the Conduct of Environmental Impact Assessment (Regulation No. 2012/R-27), as issued by the Environmental Protection Agency (ERA), Maldives.
- Applicable standards and guidelines issued by the Ministry of Climate Change, Environment and Energy.
- Relevant maritime, planning, and construction regulations of the Republic of Maldives.

Given the scale and nature of this development, it is expected that a full EIA (as opposed to an Initial Environmental Examination) will be required. The appointed consultant must confirm the applicable assessment tier with the ERA Maldives at the outset of the engagement.

## 2. Objectives of the Assignment

The primary objective of this assignment is to conduct a comprehensive, scientifically rigorous, and regulatory-compliant Environmental Impact Assessment (EIA) and Bathymetric Survey for the K. Thilafushi Port Development project. The EIA must provide a credible, evidence-based evaluation of the project’s potential environmental and socio-economic impacts, and recommend practical, effective, and proportionate mitigation measures. The Bathymetric Survey must accurately characterise the underwater terrain of the project area in support of port design and the EIA baseline.

Specifically, the assignment shall achieve the following:

1. Establish a robust environmental baseline characterising the physical, biological, and socio-economic conditions of the project site and its surrounding areas prior to construction.
2. Identify and assess the nature, extent, significance, and duration of all potential environmental and socio-economic impacts arising from the construction, operational, and decommissioning phases of the port development.
3. Evaluate cumulative impacts in the context of other existing and planned developments in and around Thilafushi and the greater Malé region.
4. Develop a comprehensive and implementable Environmental Management Plan (EMP) specifying mitigation measures, responsibilities, timelines, and performance indicators.
5. Develop a detailed Environmental Monitoring Plan (EMoP) to track environmental performance against defined thresholds throughout the project lifecycle.
6. Conduct meaningful stakeholder consultation in accordance with ERA Maldives requirements and international best practice, ensuring the concerns of affected communities and interest groups are documented and addressed.
7. Prepare an EIA Report suitable for submission to, and approval by, the Environmental Protection Agency (ERA) Maldives, and that meets the requirements for obtaining the necessary environmental approvals.
8. Conduct a Bathymetric Survey of the project area to accurately map the underwater terrain, inform the design of quaywalls and the access channel, and provide baseline seabed data to support the EIA process, in accordance with the scope and standards set out in Section 3.8 of this TOR.

## 3. Scope of Work

### 3.1 Preliminary Tasks and Study Initiation

#### 3.1.1 Regulatory Screening and Scoping

The consultant shall, at the outset of the engagement:

- Formally confirm the applicable EIA tier (Full EIA or IEE) with the ERA Maldives.
- Prepare and submit a formal Scoping Report to MPL and the ERA Maldives, identifying the key environmental issues to be assessed, the study area boundaries, methodologies to be employed, and any significant data gaps.
- Attend and participate in any scoping meetings convened by the ERA Maldives.
- Review all available geotechnical and hydrological datasets provided by MPL, integrate bathymetric survey findings from Section 3.8 of this TOR, and identify any supplementary environmental data requirements.

### 3.1.2 Review of Existing Information

The consultant shall undertake a comprehensive desk-based review of all relevant existing information, including:

- Previous environmental studies, monitoring reports, and EIAs conducted in the Thilafushi area.
- Geotechnical investigation reports and bathymetric survey data. MPL will provide existing bathymetric survey datasets for previously developed port areas within the project site. New bathymetric survey data will be generated under Section 3.8 of this TOR.
- Relevant national policies, plans, and legislative frameworks.
- Published scientific literature on coral reef ecology, marine biodiversity, and coastal processes in the Maldives.
- Available water quality, air quality, and oceanographic data for the study area.
- Socio-economic data for affected communities.

## 3.2 Environmental Baseline Studies

The consultant shall conduct comprehensive field surveys to characterise the baseline environmental conditions of the project site and its zone of influence. All surveys shall be conducted by suitably qualified specialists. The baseline shall include a Bathymetric Survey conducted in accordance with Section 3.8, as well as the following components:

### 3.2.1 Physical Environment

- **Coastal Geomorphology:** Mapping and characterisation of shoreline features, reclaimed land profiles, erosion patterns, and coastal dynamics. Bathymetric survey data from Section 3.8 shall be integrated into the geomorphological assessment to characterise the nearshore seabed profile and underwater coastal features.
- **Water Quality:** Sampling and analysis of marine water quality parameters including temperature, salinity, dissolved oxygen, pH, turbidity, nutrient levels (nitrates, phosphates), total suspended solids, and hydrocarbon concentrations at designated stations within and adjacent to the project area.
- **Sediment Characteristics:** Sampling and analysis of seabed sediments for grain size distribution, organic content, and contaminant screening (heavy metals, hydrocarbons) at representative locations.
- **Hydrodynamics:** Review and synthesis of available tidal, current, and wave data for the project area, supplemented by any available field measurements. Integration of findings from hydrological studies provided by MPL. Bathymetric survey data generated under Section 3.8

shall be used to characterise the seabed profile and inform hydrodynamic modelling of the project area.

- Air Quality and Noise: Baseline measurement of ambient air quality (particulate matter, NO<sub>x</sub>, SO<sub>x</sub>) and ambient noise levels at representative receptor locations, including the nearest inhabited areas.

### 3.2.2 Biological Environment

- Coral Reef Ecosystems: Rapid ecological assessment (REA) of coral reef communities within the zone of influence, documenting coral genera and species composition, live coral cover (percentage), substrate types, and reef health indicators. Assessment shall extend to a minimum of 500 metres from the proposed construction footprint or to the reef crest, whichever is greater.
- Seagrass Meadows: Mapping and condition assessment of any seagrass beds (particularly *Thalassia hemprichii* and *Cymodocea rotundata*) within the project's zone of influence.
- Mangrove Habitats: Assessment of any mangrove habitats within or adjacent to the study area, including condition, species composition, and connectivity to other habitats.
- Marine Biodiversity: Fish assemblage surveys (belt transects or point count methods) and documentation of key invertebrate species, including any protected or commercially important species. Recording of any marine megafauna (cetaceans, sea turtles, sharks, rays) sightings or known habitats.
- Terrestrial Flora and Fauna: The project site is existing MPL-owned industrial land comprising reclaimed ground, operational quaywalls, and a container depot. There is no significant terrestrial ecological value on the site itself. The terrestrial baseline component shall therefore be limited to a desktop review and brief site walkover to confirm the absence of any protected species or habitats, and to document the existing land use and condition. A full terrestrial ecological survey is not required.
- Protected Species and Critical Habitats: Identification of any IUCN Red List species, nationally protected species, or critical habitats as defined under Maldivian law within the study area.

### 3.2.3 Socio-economic Environment

- Affected Communities: Characterisation of communities in proximity to or dependent on resources within the project area, including fishermen, tourism operators, and residents of the greater Malé region.
- Livelihoods and Resource Dependence: Assessment of the reliance of local communities on marine resources (fishing grounds, navigation routes) that may be affected by the project.
- Tourism and Recreation: Identification of any tourism facilities, recreational diving sites, or other marine tourism assets within the zone of influence.
- Cultural and Archaeological Heritage: Assessment of any known or potential sites of cultural, historical, or archaeological significance within the study area, in consultation with relevant government authorities.
- Navigation and Maritime Activities: Documentation of existing vessel traffic patterns, fishing activities, and navigational use of waters within the project area.

## 3.3 Impact Assessment and Analysis

### 3.3.1 Impact Identification

The consultant shall systematically identify all potential environmental and socio-economic impacts associated with each phase of the project — construction, operation, and decommissioning — using appropriate impact identification techniques (e.g., Leopold Matrix, interaction matrices, checklists).

Impacts to be assessed shall include, but not be limited to:

- Sedimentation and turbidity plumes from dredging, reclamation, and quaywall construction activities.
- Physical damage to, or destruction of, coral reef ecosystems from construction activities, vessel anchoring, or sedimentation.
- Smothering or loss of seagrass meadows due to sedimentation or physical disturbance.
- Changes to hydrodynamic patterns (tidal flows, current velocities, wave regimes) resulting from the construction of quaywalls and reclamation.
- Water quality degradation from construction runoff, vessel discharges, fuel spills, and port operational effluents.
- Noise and air quality impacts from construction plant, vessel movements, and port operations on nearby receptors.
- Disruption to fisheries resources and fishing grounds during construction.
- Impacts on marine biodiversity, including disturbance or mortality of marine megafauna.
- Socio-economic impacts on fishing communities, including temporary or permanent loss of access to fishing grounds.
- Impacts on navigation and maritime safety during the construction phase.
- Waste generation and management during construction and operation.
- Oil spill risk and response capacity.
- Light pollution from port operations affecting marine life.

### 3.3.2 Impact Evaluation and Significance

Each identified impact shall be evaluated against defined significance criteria, considering:

- Nature of the impact (positive, negative, neutral).
- Probability and likelihood of occurrence.
- Magnitude and spatial extent.
- Duration (short-term, long-term, permanent) and reversibility.
- Sensitivity of the receiving environment or receptor.
- Compliance with applicable environmental standards and thresholds.

Significance ratings shall be clearly defined and applied consistently throughout the EIA, presented in an impact significance matrix.

### 3.3.3 Cumulative Impact Assessment

The consultant shall evaluate the cumulative environmental impacts of the proposed port development in conjunction with:

- Existing industrial and waste management operations on Thilafushi.
- Other planned or committed developments in the Thilafushi Development Zone.
- Other port development activities and marine works in the greater Malé region.

### 3.3.4 Risk Assessment

The consultant shall Prepare a project-specific environmental risk assessment identifying potential environmental hazards, their likelihood, and potential consequences. This shall include but not be limited to:

- Accidental oil or fuel spills during construction and operations.
- Hazardous materials handling and storage risks.
- Extreme weather events (storm surges, wave action) and their potential to mobilise contaminants or damage marine habitats.
- Structural failure risks and associated environmental consequences.

### 3.4 Mitigation and Environmental Management Plan (EMP)

Based on the findings of the impact assessment, the consultant shall develop a comprehensive and detailed Environmental Management Plan (EMP). The EMP shall:

- Specify concrete and implementable mitigation measures for each significant adverse impact identified, prioritised according to the mitigation hierarchy (avoid, minimise, restore, offset).
- Define responsibilities for implementation of each mitigation measure (contractor, MPL, consultant).
- Set out performance targets and measurable Key Performance Indicators (KPIs) for each mitigation measure.
- Include a Construction Environmental Management Plan (CEMP) specifying environmental protection measures to be implemented during the construction phase, including but not limited to: turbidity and silt curtain deployment protocols; sediment and erosion control measures; construction waste management; vessel management and spill response; noise and dust suppression; and ecological protection zones.
- Include an Operational Environmental Management Plan addressing port operational impacts.
- Specify any required environmental compensation or offset measures for unavoidable impacts on coral reefs or other sensitive habitats.

### 3.5 Environmental Monitoring Plan (EMoP)

The consultant shall Prepare a detailed Environmental Monitoring Plan covering the pre-construction, construction, and operational phases. The EMoP shall specify:

- Monitoring parameters and indicators for each key environmental receptor (water quality, sediment, coral health, fisheries, air quality, noise).
- Monitoring locations, methods, equipment, and frequency for each phase.
- Threshold trigger levels and action levels for each monitoring parameter.
- Reporting formats, frequency, and lines of communication (contractor to MPL, MPL to ERA Maldives).
- Adaptive management protocols to be applied when trigger levels are exceeded.

### 3.6 Stakeholder Consultation

Meaningful and documented stakeholder consultation is a mandatory requirement of the EIA process under Maldivian regulations. The consultant shall:

- Identify all relevant stakeholders, including government agencies, local councils, fishermen's associations, tourism operators, NGOs, and community representatives.
- Mandatory consultation shall include as a minimum: the Maldives Marine Research Institute (MMRI); the Housing Development Corporation (HDC); and the National Disaster Management Authority (NDMA). Concerns and guidance from these agencies shall be documented and addressed in the EIA report.
- Prepare and distribute a non-technical project information document (in both English and Dhivehi) for public dissemination.
- Conduct a minimum of one formal public consultation event (to be held at an appropriate venue in Malé or Thilafushi) and additional targeted consultations with key stakeholder groups.
- Document all stakeholder concerns, responses, and how they have been addressed in the EIA report.
- Coordinate with MPL on all public communication activities and ensure alignment with MPL's communications protocols.

### 3.7 EIA Report Preparation and Regulatory Submission

The consultant shall Prepare a comprehensive EIA Report in accordance with the requirements of the ERA Maldives EIA Regulation and international best practice standards (including IFC Performance Standards and World Bank Environmental and Social Framework, where applicable). The EIA Report shall be structured as specified in Section 5 of this TOR.

The consultant shall manage the ERA Maldives review and approval process, including:

- Formal submission of the EIA Report to the ERA Maldives.
- Response to all queries, requests for information, and review comments from the ERA Maldives.
- Preparation of any revised or supplementary documentation required by the ERA Maldives.
- Attendance at any ERA Maldives hearings or meetings related to the EIA review.

### 3.8 Bathymetry Survey

As part of the K. Thilafushi Port Development, a Bathymetry Survey shall be undertaken to accurately map the underwater terrain within the project area. The survey data is essential to inform the design of the proposed quaywalls and access channel, ensure safe maritime operations, and support the EIA baseline and impact assessment. The survey shall be conducted by a suitably qualified and experienced hydrographic surveyor in accordance with the standards set out below.

#### 3.8.1 Scope of Survey Works

The survey contractor shall carry out all works described below and shall supply all materials, labour, tools, and equipment at their own expense. The major components of the survey are as follows:

- Bathymetric survey of the project area shown in the approved survey drawing, covering the full extent of the proposed construction footprint including the international and domestic quaywalls and access channel. The survey grid shall be 2 m x 1 m (2 m along the shoreline and 1 m perpendicular to the shoreline), extending a minimum of 25 m from the shoreline.
- The required accuracy of the survey shall be: horizontal accuracy  $\leq 0.5$  m; vertical accuracy  $\leq 0.1$  m. All positioning shall be undertaken using Differential GPS (DGPS) equipment meeting these accuracy requirements.

- Where no existing benchmark is available at the survey site, the contractor shall establish a permanent benchmark prior to commencing the survey and shall record its location and elevation in the survey report.
- Seabed photographs shall be captured at representative locations throughout the survey area to document substrate conditions and any notable features observed during the survey.

### 3.8.2 Geodetic and Chart Standards

All survey data and chart products shall be prepared and presented in accordance with the following geodetic and cartographic standards:

- Spheroid: WGS84
- Projection: UTM Zone 43N
- Vertical Datum: Mean Lower Low Water (MLLW)

### 3.8.3 Working Hours and Site Access

Survey fieldwork shall be conducted during the standard working hours of 08:00 to 17:00, Saturday to Thursday. No work shall be undertaken on public holidays or port holidays without the prior written approval of MPL. On award, the contractor shall submit a proposed start date and a detailed work schedule to MPL via email prior to mobilisation. All transport required for the proper execution of the works shall be provided by the contractor at their own expense.

### 3.8.4 Bathymetry Survey Deliverables

The following deliverables shall be submitted to MPL upon completion of the bathymetry survey:

- Survey Report: A technical report documenting the methodology, equipment used, accuracy assessments, benchmark details, field observations, and key findings of the survey.
- Contour Map: A bathymetric contour map of the surveyed area in both AutoCAD (.dwg) and PDF formats, produced in accordance with the geodetic standards specified in Section 3.8.2.
- Raw Survey Data: All raw sounding data in digital format (CSV or equivalent), including positioning data, depth readings, and tidal correction data.
- Seabed Photographs: A geotagged photographic record of the seabed at representative locations across the survey area.

## 4. Study Area

The consultant shall define the study area boundaries in the Scoping Report, subject to agreement by MPL and the ERA Maldives. The Bathymetric Survey area (Section 3.8) shall be aligned with and encompass the marine study area extents defined below. As a minimum, the study area shall encompass:

- Direct Impact Zone: The footprint of all proposed construction works, including the international quaywall, the 650-metre domestic quaywall, the Perishable Cargo Terminal, container yard, and all associated site infrastructure. The Bathymetric Survey shall cover the full extent of this zone and its immediate marine surrounds.
- Indirect Impact Zone (Marine): A minimum buffer of 500 metres extending from the outer edge of all in-water construction works in all directions, or to the nearest reef crest, whichever is the greater extent. For turbidity and sediment plume modelling, the consultant shall define an appropriate study extent based on predicted dispersion characteristics.

- Indirect Impact Zone (Terrestrial): The full extent of the Thilafushi Development Zone, and any adjacent islands or land areas likely to experience indirect impacts.
- Socio-economic Study Area: The communities of the greater Malé region, including Malé, Villimalé, and Hulhumalé, insofar as they are economically or socially dependent on resources or activities within the marine project area.

## 5. Deliverables

### 5.1 Scoping Report

A formal Scoping Report to be submitted to MPL and the ERA Maldives within four (2) weeks of contract commencement. The Scoping Report shall include the proposed study area boundaries, key issues for assessment, proposed methodologies, data collection plan (including the Bathymetric Survey plan as per Section 3.8), stakeholder engagement plan, and draft EIA table of contents. The Scoping Report shall be submitted in both digital (PDF) and hard copy formats.

### 5.2 Baseline Survey Data Reports

Interim technical reports presenting the results of field surveys for each baseline component (marine ecology, water quality, sediment, air/noise, socio-economic, and bathymetric survey). These shall be provided to MPL in draft form for review prior to integration into the EIA Report. All raw field data, survey logs, and laboratory results shall be submitted as appendices and in digital format (Excel/CSV). Bathymetric survey data shall additionally be submitted in AutoCAD (.dwg) format and as georeferenced digital soundings (CSV), as specified in Section 3.8.4.

### 5.3 Draft EIA Report

A comprehensive draft EIA Report, submitted to MPL for internal review. The Draft EIA Report shall be a complete, stand-alone document structured as follows:

9. Executive Summary (in English and Dhivehi)
10. Introduction and Project Description
11. Policy, Legal, and Administrative Framework
12. Project Description (detailed)
13. Baseline Environmental Conditions (Physical, Biological, Socio-economic, and Bathymetric Survey)
14. Impact Assessment and Significance Evaluation
15. Cumulative Impact Assessment
16. Risk Assessment
17. Environmental Management Plan (EMP)
18. Environmental Monitoring Plan (EMoP)
19. Stakeholder Consultation Summary and Responses
20. Conclusions and Recommendations
21. References
22. Appendices (field data, laboratory reports, survey maps, bathymetric survey report and contour maps, consultation records)

The draft EIA Report shall be submitted in both digital (PDF and Word/editable format) and three (3) bound hard copies.

### 5.4 Final EIA Report

The final EIA Report, incorporating all MPL review comments and addressing all ERA Maldives queries, shall be submitted for formal regulatory submission. The consultant shall provide:

- Five (5) bound and signed hard copies of the Final EIA Report for submission to the ERA Maldives and MPL.
- Digital copies in PDF and Word format on USB drive.
- A Separate, standalone non-technical summary suitable for public dissemination, in both English and Dhivehi.
- EIA Approved Report.
- EIA Permit.

### 5.5 Environmental Management Plan (EMP)

A standalone EMP document, suitable for incorporation into construction and operational contracts, including a Construction Environmental Management Plan (CEMP). This shall be provided as a Separate, editable document in addition to being included as a chapter of the EIA Report.

### 5.6 Environmental Monitoring Plan (EMoP)

A standalone EMoP document, including monitoring protocols, data recording templates, and reporting formats, suitable for direct use by MPL and the appointed construction contractor.

### 5.7 Progress Reports

Brief weekly progress reports submitted to MPL summarising work completed, work in progress, upcoming activities, key findings, and any issues or risks requiring MPL's attention.

### 5.8 ERA Correspondence and Responses

Copies of all formal correspondence with the ERA Maldives, including the EIA submission acknowledgement, review comments, and the approved EIA decision. The consultant shall Prepare all formal responses to ERA review comments for MPL's review and approval prior to submission.

## 6. Timeline and Schedule

The following schedule sets out MPL's expected timeframes. Bidders are required to submit their proposed detailed project schedule as part of their Technical Proposal.

#	Deliverable / Activity	Due (Weeks from Start)	Milestone
1	<b>Mobilisation + draft TOR prep</b>	Weeks 1-2	Kickoff
2	<b>ERA scoping + TOR approval</b>	Weeks 3 (with pre-engagement)	Draft to MPL
2a	<b>Scoping Report — Finalised</b>	Weeks 2 (parallel)	ERA Submission
3	<b>Baseline field surveys</b>	Weeks 6	In Progress

3a	<b>Bathymetry Survey — fieldwork and data collection</b>	Weeks 4–6 (parallel)	In Progress
4	<b>Stakeholder consultation</b>	Week 8	Completed
5	<b>Baseline Survey Data Reports</b>	Week 10	Draft to MPL
6	<b>Draft EIA Report</b>	Week 13	Draft to MPL
6a	<b>Final EIA Report</b>	Week 14	Final to MPL
7	<b>ERA review + approval</b>	Week 14	Submitted

Note: The timeline above is indicative. The ERA Maldives review period may vary. MPL's review periods (for draft deliverables) shall be a minimum of ten (7) working days. Bidders must clearly state any assumptions, constraints, or dependencies underpinning their proposed schedule.

## 9. Reporting and Communication

- All deliverables shall be Prepared and submitted in the English language. The Executive Summary and Non-Technical Summary shall also be provided in Dhivehi.
- The consultant shall designate a single point of contact (the EIA Team Leader) for all communications with MPL.
- Monthly progress meetings (in person in Malé or via video conference) shall be held between the consultant and MPL's designated project representative.
- All formal correspondence with the ERA Maldives shall be copied to MPL's designated project representative simultaneously.
- Digital deliverables shall be submitted in both PDF (for final versions) and editable format (Word/Excel) unless otherwise specified. All GIS data shall be provided in ESRI Shapefile (.shp) or GeoPackage (.gpkg) format, projected in WGS84 (EPSG:4326). Bathymetric survey data shall additionally be submitted in AutoCAD (.dwg) and georeferenced CSV formats as specified in Section 3.8.4, projected in UTM Zone 43N in accordance with the geodetic standards in Section 3.8.2.

## 10. Client Responsibilities

MPL shall be responsible for:

- Providing the consultant with all available project design drawings, concept plans, and technical specifications for the proposed port development.
- Making available the geotechnical investigation reports and any other relevant surveys. MPL will provide completed bathymetric survey data for existing port development areas (previously surveyed areas within the K. Thilafushi Phase 02 site) to the appointed consultant for use as reference baseline material. These datasets shall supplement the new bathymetric survey required under Section 3.8 and are not a substitute for it.
- Designating an MPL Project Representative who will serve as the primary point of contact and who has authority to provide timely decisions and approvals.
- Reviewing and providing written comments on draft deliverables within ten (7) working days of receipt.



### BID DATASHEET

The following information and requirements related to the Environmental Impact Assessment (EIA) and Bathymetric Survey for the Development of K. Thilafushi Port shall complement, supplement, or amend the provisions contained in the Instructions to Bidders. In the event of any conflict between the Instructions to Bidders, this Data Sheet, and any annexes or references attached hereto, the provisions contained in this Data Sheet shall prevail and govern.

DS No.	Data	Specific Instructions / Requirements
DS 1.	Announcement No.:	<b>(IUL)113-PD/1/2026/44</b>
DS 2.	Title of Tender:	Environmental Impact Assessment (EIA) and Bathymetric Survey for the Development of K. Thilafushi Port
DS 3.	Country / Region Location:	Male' / Maldives
DS 4.	Period of Bid Validity commencing on the submission date	<input checked="" type="checkbox"/> 90 days
DS 5.	Acceptable Currency of Bid	<input checked="" type="checkbox"/> Maldivian Rufiyaa (MVR)
DS 6.	Deadline for submitting requests for clarifications/questions	Date and Time: <b>16<sup>th</sup> June 2026 14:00 GMT+5</b>
DS 7.	Contact Details for submitting clarifications/questions	tender@port.mv
DS 8.	Manner of Disseminating Supplemental Information to the RFP and responses/clarifications to queries	<input checked="" type="checkbox"/> Direct communication to prospective Proposers by email
DS 9.	No. of copies of Bids that must be submitted	<b>Original: One (1)</b>
DS 10.	Proposal Submission Address	Maldives Ports Limited, Port Building, Boduthakurufaanu Magu, Male'
DS 11.	Deadline of Submission	Date and Time: <b>18<sup>th</sup> June 2026 11:00 GMT+5</b>
DS 12.	Allowable Manner of Submitting Proposals	<input checked="" type="checkbox"/> Courier/Hand Delivery <input type="checkbox"/> Electronic submission of Bid
DS 13.	Date, time and venue for opening of Proposals	Date and Time: <b>June 18, 2026 11:00 AM</b> Venue: MPL Head Office. Opening will be done internally
DS 14.	Required Documents that must be Submitted to Establish Qualification of	<input checked="" type="checkbox"/> Tender Submission Form <input checked="" type="checkbox"/> Financial Proposal (Quotation)

DS No.	Data	Specific Instructions / Requirements
	Bidders (In "Certified True Copy" form only)	<input checked="" type="checkbox"/> Company Profile <input checked="" type="checkbox"/> Relevant Experience <input checked="" type="checkbox"/> Proposed Methodology <input checked="" type="checkbox"/> Work Plan and Project Schedule <input checked="" type="checkbox"/> Equipment and Resources <input checked="" type="checkbox"/> Details of Company Shareholders <input checked="" type="checkbox"/> Company Registration <input checked="" type="checkbox"/> GST Certificate (If applicable) <input checked="" type="checkbox"/> Tax Compliance Certificate <input checked="" type="checkbox"/> Compliance Declarations

**EVALUATION CRITERIA**

Evaluation Criteria	Allotted Points
Price	60
Experience	Pass / Fail
Payment Term	20
Delivery	20
<b>Total Points</b>	<b>100</b>

**Price scoring formula:**

Marks for price shall be awarded based on:  
**(Lowest Bidded Price / Bidded Price × 60)**

**Experience**

past 5 years experience in a relevant field (Experience letters) - **PASS / FAIL**

**Payment Term**

(Highest marks for LC (foreign) with better terms and longer credit period after the submission of invoice/ frequency of periodic payments, lowest marks if advance payment is taken,)

**Delivery**

Marks for Delivery Period shall be awarded based on:  
**(Shortest Delivery Period/ Proposed Delivery Period × 20)**

Announcement Number: **(IUL)113-PD/1/2026/44**  
Bid submission Date: **18<sup>th</sup> June 2026 11:00 GMT+5**

## **BID SUBMISSION FORM**

*Subject:*

-----

*Amount MVR with GST*

-----

*Amount in Words:*

-----

*Bid Validity (Days):*

-----

*Company Name/Name:*

-----

*Date:*

-----

*Contact No:*

-----

*Company Registration*

*No:*

-----

*(If individual ID No.)*

### **Company Seal / Signature**

**Note:**

- **Without this Bid Submission form your proposal will not be accepted.**
- Please fill all the contents in this form.
- Please submit a copy of Company Registration Certificate with this form & ID card Copy of Owners and Shareholders.
- Please submit the declaration of conflict of interest form
- Please include GST amount in the bid submission form and must submit copy of GST Registration Certificate
- Individual must submit ID card copy.

## **CONFLICT OF INTEREST DECLARATION**

To: Maldives Ports Limited (MPL)  
 Subject: Conflict of Interest Declaration  
 Date: [Insert Date]  
 Tender Title: Environmental Impact Assessment (EIA) and Bathymetric Survey for the Development of K. Thilafushi Port

[The Bidder shall fill in and submit this form with the Bid]

I, the undersigned, as the authorized signatory for **[Insert Company Name]**, hereby declare the following:

**1.1 Does your company, any director, employee, or agent of the company have any actual or potential conflict of interest with any MPL personnel, other bidders, or third parties involved in this tender?**

**Yes**

**No**

If **Yes**, please provide details of the conflict of interest below:

**Details of Conflict of Interest (if applicable):**

[Insert specific details of the conflict, including any relationships or interests that may cause bias, interference, or an unfair advantage in the tender process.]

It is mandatory to declare all Conflict(s) of Interests to any Maldives Ports Limited Employee/Board of Directors/any Vendor, financial, non-financial or otherwise.

The disclosure must be made as per the table below

Employee/Director Name	NID No.	Designation & Department	Relationship

**Commitment to Fairness and Ethical Conduct**

- Should we become aware of the potential for such a conflict, will report it immediately to Maldives Ports Limited.
- That neither we, nor any of our employees, associates, agents, shareholders, partners, consultants or their relatives or associates have entered into corrupt, fraudulent, coercive or collusive practices in respect of our bid or proposal.
- We understand our obligation to allow Maldives Ports Limited to inspect all records relating to the preparation of our bid and any contract that may result from such, irrespective of if we are awarded a contract or not.
- That no payments in connection with this procurement exercise have been made by us or our associates, agents, shareholders, partners or their relatives or associates to any of the staff, associates, consultants, employees or relatives of such who are involved with the procurement process on behalf of Maldives Ports Limited, Client or Employer.

**DECLARATION**

We confirm that this declaration is made in good faith, with full understanding of its implications under the applicable laws of the Maldives.

Authorized Signatory:

Signed on behalf of [Bidder Name]:

Name: \_\_

Position: \_\_

Address: \_\_

Date: \_\_

Authorized Representative:

(Signature)

(Company Seal, if applicable)