

SANIMA MIDDLE TAMOR HYDROPOWER LIMITED

Shankha Park, Dhumbarahi, Kathmandu, Nepal

MIDDLE TAMOR HYDROPOWER PROJECT (73 MW)



PROGRESS REPORT

(November 2022)



Sanima Hydro and Engineering (P.) Ltd.

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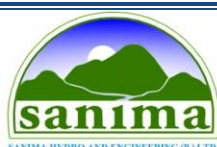
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TABLE OF CONTENTS

1	INTRODUCTION.....	1-6
1.1	BACKGROUND OF THE PROJECT.....	1-6
1.2	PROJECT KEY INFORMATION.....	1-8
1.3	SALIENT FEATURES OF THE PROJECT.....	1-9
1.4	PROJECT KEY DATES.....	1-12
1.5	MAJOR CONTRACT PACKAGES.....	1-12
2	PROGRESS UPDATE	2-13
2.1	PRE-CONSTRUCTION WORKS.....	2-13
2.1.1	ACCESS ROAD	2-13
2.1.2	CAMP FACILITIES.....	2-13
2.1.3	CONSTRUCTION POWERLINE	2-14
2.2	MAIN CIVIL WORKS	2-16
2.2.1	MAJOR RESOURCES AVAILABLE AT THE SITE.....	2-16
2.2.2	HEADWORKS	2-17
2.2.3	UNDERGROUNDS WORKS.....	2-22
2.2.4	POWERHOUSE.....	2-32
2.3	HYDRO-MECHANICAL WORKS	2-37
2.3.1	HUMAN RESOURCES, EQUIPMENT AND MATERIALS DETAIL.....	2-37
2.3.2	STEEL LINING.....	2-38
2.3.3	HM WORKS AT GRAVEL FLUSHING GATES AND STOPLOGS.....	2-38
2.3.4	TRASHRACKS	2-40
2.3.5	STEEL PIPES AND OTHERS	2-40
2.3.6	DIFFUSER:	2-44
2.3.7	ADDITIONAL WORKS	2-44
2.4	ELECTRO-MECHANICAL WORKS.....	2-46
2.4.1	HUMAN RESOURCES OF EM CONTRACTOR	2-47
2.4.2	MANUFACTURING WORKS	2-47
2.4.3	INSTALLATION WORKS	2-50
2.5	TRANSMISSION LINE WORKS	2-59
2.5.1	HUMAN RESOURCES OF TL CONTRACTOR.....	2-60
2.5.2	CONSTRUCTION WORKS.....	2-60
2.5.3	RoW clearance	2-64
2.6	FINANCIAL PROGRESS TILL DATE	2-67
3	OCCUPATIONAL HEALTH SAFETY AND ENVIRONMENT (OHSE).....	3-67
4	IMPACT OF COVID-19 ON THE PROJECT.....	4-69
4.1	FIRST WAVE OF COVID-19 FROM MARCH 2020	4-69
4.2	SECOND WAVE OF COVID-19 FROM APRIL 2021	4-69
5	CONCLUSION AND RECOMMENDATION.....	5-71

LIST OF FIGURES

Figure 1-1: General layout of the Project Structures	1-7
Figure 2-1: Installation of truss at first floor	2-13
Figure 2-2: Access Road Network at site	2-14
Figure 2-3: Construction Powerline	2-14
Figure 2-4: Employer's residential camp at Headworks (Simle)	2-15
Figure 2-5: Employer's residential camp at Powerhouse (Lorindin)	2-15
Figure 2-6: Aerial view of Headworks	2-17
Figure 2-7: Concreting works at gravel trap and conveyance tank	2-18
Figure 2-8: Rebar and concrete works at the top slab of intake	2-18
Figure 2-9: A view of concreting works at conveyance tank and gravel trap	2-20
Figure 2-10: Erection of concrete encased approach pipe	2-20
Figure 2-11: Installation of bellmouth at the junction of conveyance tank and approach pipe	2-21
Figure 2-12: Main weir body (Completed)	2-21
Figure 2-13: Schematic diagram of excavation of flushing tunnel	2-24
Figure 2-14: Schematic diagram of underground works near headworks incorporating settling basin	2-25
Figure 2-15: Schematic diagram of underground works near powerhouse incorporating surge shaft	2-25
Figure 2-16: Backfilling works at the invert of HRT	2-26
Figure 2-17: Rebar layout at the HRT invert	2-26
Figure 2-18: Concreting works at HRT invert	2-27
Figure 2-19: A view of Main Flushing Tunnel and first branch towards SB-01	2-27
Figure 2-20: A view of excavation of Settling basin 01	2-28
Figure 2-21: A view of drilling and rockbolt installation works at Settling basin 02	2-28
Figure 2-22: A view of SB 02 after 1 layer of benching	2-29
Figure 2-23: Application of rock supports on the side walls	2-29
Figure 2-24: Formwork for concreting works of side walls of Surge shaft	2-30
Figure 2-25: Concreting of surge shaft walls	2-30
Figure 2-27: A view of Powerhouse along with completed tailrace section	2-33
Figure 2-28: An aerial view of Powerhouse and construction of foundation of control bay	2-33
Figure 2-29: Casting of generator casing at unit 01	2-34
Figure 2-30: Rebar installation for generator casing at unit 03	2-34
Figure 2-31: Rockexcavation for anchor block	2-35
Figure 2-32: Stator foundation inside generator casing of Unit 01	2-35
Figure 2-33: Progress of interface concrete works (Spiral case installation, pit liner installation, ventilation and heat exchange pipes and generator casing)	2-36
Figure 2-34: Installation of steel plates at trash passage	2-40
Figure 2-35: Installation of bellmouth at the junction of conveyance tank and approach pipe	2-41
Figure 2-36: Installation of approach pipe	2-41
Figure 2-37: A view of brach pipe of penstock installation (during installation)	2-42
Figure 2-38: Fabrication of radial gates	2-45
Figure 2-39: Fabrication of intake gate	2-45
Figure 2-40: Panel boards ready for dispatch (Contractor's factory in China)	2-47
Figure 2-41: Switchyard and gantry materials ready for dispatch (Contractor's factory in China)	2-48
Figure 2-42: A view of Transformer and switchgear (Contractor's factory in China)	2-48
Figure 2-43: PPV hydraulic system ready for dispatch	2-49
Figure 2-44: Picture showing installation interface between Civil and EM Works	2-50
Figure 2-45: Load test of EOT lifting 66 ton and travelling across unit 2	2-51
Figure 2-46: Insulation Resistance of EOT's busbar	2-52
Figure 2-47: Installation of lower bracket in unit 1	2-53
Figure 2-48: Lowering of headcover in unit 1 pit	2-53
Figure 2-49: Erecting rotor of unit 1 in service bay	2-54
Figure 2-50: Lowering of stator into unit pit 1	2-55

Figure 2-51: Installation of turbine and generator accessories.....	2-57
Figure 2-52: Transmission line route map	2-59
Figure 2-53: Various stages of transmission line works	2-62
Figure 2-54: View of erected towers from right bank of Tamor.....	2-62
Figure 2-55: A view of AP10 along with protection works	2-63
Figure 2-56: Erected last tower at AP24 and tower of NEA (left)	2-63
Figure 2-57: A view of RoW clearance	2-66
Figure 2-58: An aerial view of Dhunge-sanghu substation (NEA Project)	2-66
Figure 3-1: Toolbox talk meeting given to the employees of subcontractors on "Tunnel Safety"3-68	

LIST OF TABLES

Table 1-1: Project Key Information	1-8
Table 1-2: Detailed Salient Features of the Project as per Generation License	1-9
Table 2-1: List of Equipments of Main Civil Contractor at site	2-16
Table 2-2: Work Progress at Intake (orifice), gravel trap and intake canal	2-19
Table 2-3: Work Progress at U/s floodwall.....	2-19
Table 2-4: Progress made at Weir Section	2-19
Table 2-5: Work Progress at U/s floodwall.....	2-19
Table 2-6: Progress of concreting at Powerhouse and tailrace culvert.....	2-32
Table 2-7: Work progress summary of Main Civil Works	2-32
Table 2-8: Work progress summary of HM works	2-37
Table 2-9: Human Resources (HM Contractor)	2-37
Table 2-10: Equipment and Materials Status (HM Contractor) at the end of July	2-38
Table 2-11: Detail of work progress of gates and stoplogs	2-38
Table 2-12: Detail of work progress of trashrack	2-40
Table 2-13: Detail of work progress of Headrace Pipe.....	2-40
Table 2-14: Detail of work progress of Headrace Bends.....	2-41
Table 2-15: Detail of work progress of Penstock Pipes.....	2-42
Table 2-16: Detail of work progress of Reducers.....	2-42
Table 2-17: Detail of work progress of Branch Pipes	2-43
Table 2-18: Detail of work progress of Branch Bends.....	2-43
Table 2-19: Description of Bifurcation.....	2-44
Table 2-20: Detail of work progress of Bifurcation	2-44
Table 2-21: Detail of work progress of Diffuser.....	2-44
Table 2-22: Work progress summary of Electro-mechanical works	2-46
Table 2-23: Human resources of EM Contractor	2-47
Table 2-25: Work progress summary of Transmission line works of MTHP	2-60
Table 2-26: Human Resources TL Contractor	2-60
Table 2-27: Equipment of TL Contractor.....	2-60
Table 2-28: Summary of Transmission Line works progress	2-60
Table 2-29: Details of Transmission Line works	2-61
Table 2-30: Financial Progress of Major Contract Packages Till Date	2-67
Table 5-1: Work progress summary chart.....	5-71

ABBREVIATIONS AND ACRONYMS

amsl	above mean sea level
BoQ	Bill of Quantities
COD	Commercial Operation Date
CWTW	Chongqing Water and Turbine Work Co. Pvt. Ltd.
Dia,	Diameter
D/s	Downstream
DoED	Department of Electricity Development
EIA	Environmental Impact Assessment
Ele,.	Elevation
EM	Electromechanical
FDC	Flow Duration Curve
FSR	Feasibility Study Report
GoN	Government of Nepal
GWh	Giga Watt hour
HEP	Hydroelectric Project
HM	Hydro mechanical
HRT	Head Race Tunnel
HW	Head Works
IEE	Initial Environmental Examination
IPC	Interim Payment Certificate
INPS	Integrated Nepal Power System
km	Kilometers
kN	Kilo Newton
kV	Kilo Volt
m	Meter
MOEWRI	Ministry of Energy, Water Resources and Irrigation
MW	Mega Watt
MWh	Mega Watt hour
NEA	Nepal Electricity Authority
NPR	Nepalese Rupees
PH	Powerhouse
PPA	Power Purchase Agreement
RCC	Reinforced Cement Concrete
RCOD	Required Commercial Operation Date
RoR	Run of River
Rpm	Revolution per minute
S.N.	Serial Number
SEIA	Supplementary Environmental Impact Assessment
SHEPL	Sanima Hydro and Engineering (P.) Ltd.
SMTHL	Sanima Middle Tamor Hydropower Ltd.
SPV	Special Purpose Vehicle
TL	Transmission Line
ToR	Terms of Reference
TSE	Tamor Sanima Energy Pvt. Ltd.
U/s	Upstream
USD	United States Dollars
VAT	Value Added Tax

1 INTRODUCTION

1.1 BACKGROUND OF THE PROJECT

Middle Tamor Hydropower Project (MTHP), is a run-of river (RoR) project with an installed capacity of 73 MW. The headworks (HW) of the project is located in Phungling Municipality and Phaktanglung Rural Municipality and the Powerhouse (PH) is located in Mikwa Khola Rural Municipality at the right bank of the Tamor River in Taplejung district. The boundary co-ordinates of the project are $87^{\circ} 40' 01''$ E to $87^{\circ} 42' 40''$ E and $27^{\circ} 23' 29''$ N to $27^{\circ} 25' 19''$ N. The nearest black topped approach road from the project site is at Bahanande, on the Mechi Highway (233 km from Charali in Jhapa), 7 km south of district headquarters Phungling Bazar. From Phungling, the project Powerhouse (Thumba village) and Headworks (Mitlung village) sites are accessible via a 15 km and 17 km long separate earthen roads respectively.

Sanima Middle Tamor Hydropower Ltd. (SMTHL) was established as a Special Purpose Vehicle (SPV) Company for the implementation and operation of Middle Tamor Hydropower Project (MTHP). The Generation License of the Project was obtained initially for 54 MW on 5 June 2017, and subsequently the design was revised and generation license for revised capacity of 73MW obtained on 10 December 2018.

SMTHL has implemented the construction work with four major individual contract packages of work with different international and national contractors. All of the four major contracts packages (Main Civil Contract, Hydro-mechanical Contract, Electro-mechanical Contract and Transmission Line Contract) have already been awarded by the SMTHL. The Main Civil, Hydro-Mechanical, Electro-Mechanical and Transmission Line Contractors have been working at the construction site. Beside above major individual Contract packages, the pre-construction and preparatory works, which comprises various works like construction of access roads, up-gradation of existing roads to be used by the project, slope protection works, Tamor crossing bridge in the PH area in Thumba, camp facilities, acquisition of required private lands as well as leasing of public land, arrangement of construction power line and explosives for the tunnel excavation, arrangement of local construction materials and necessary permission from local authorities have been executed by outsourcing different suppliers and local contractors on need basis by SMTHL. The progress of all these activities is described in this report. According to the Power Purchase Agreement (PPA) with Nepal Electricity Authority (NEA) the required commercial operation date (RCOD) of the Project was 17 July 2022 (1 Shrawan 2079) for 73 MW. However, considering the delays caused by COVID-19 in hydropower projects under construction, the Nepal Electricity Authority (NEA) has made a decision and recommended to Electricity Regulatory Commission (ERC) to extend the RCOD of the Project until 11 September 2023.

Based on the current Revised Feasibility Study, the installed capacity of the project is 73 MW with the design discharge of $73.71 \text{ m}^3/\text{s}$, corresponding to 42.71% exceedance flow. The catchment area of the Project is $2,002 \text{ km}^2$ and the gross head is 132 m. The 50 m long weir has its crest level at 887 m above mean sea level (amsl). The maximum height of weir crest from its original ground level is 10.5 m which diverts the required flow to the Intake. Two undersluice gates maintain the design water level for intake and flush excessive deposits deposited in front of the intake area. Intake comprises of 6 openings to withdraw the design discharge to the Project. The flow from the Intake is conveyed to the gravel trap and successively towards underground settling basin via a concrete cased approach pipe of about 281.52 m length. A 100 m long underground settling basin (with additional 50 m of inlet and outlet chamber) designed with 90% trap efficiency passes the clean water into the headrace tunnel. About 3,367 m long headrace tunnel (concrete lining and shotcrete) with excavated diameter of 6.5 m passes the design discharge to the penstock. Proposed penstock is of 4.5 m (internal diameter) till the branching length of about 264.66 m after which four penstock pipes of internal diameter ranging 2.25 m, 3.18 m, 3.9 m and 4.5 m supplies the water to the powerhouse. Powerhouse is 56.5 m long and 26 m wide with the tail water level at 755 m amsl. Four units of vertical axis Francis turbine each of 18.25 MW capacity have been proposed to generate the designed output of 73 MW. After the power generation (non-consumptive use), the tail water is discharged back to the Tamor River via a 75 m long tailrace culvert. The generated electricity is supplied through an approximately 9 km long 220 kV double circuit transmission line (with 24 towers), to Dhunge Sanghu substation

of the Koshi Corridor which is being constructed by Nepal Electricity Authority (NEA). The estimated annual energy generation as per the PPA is 429.409 GWh. The general layout of the project is shown in Figure 1.

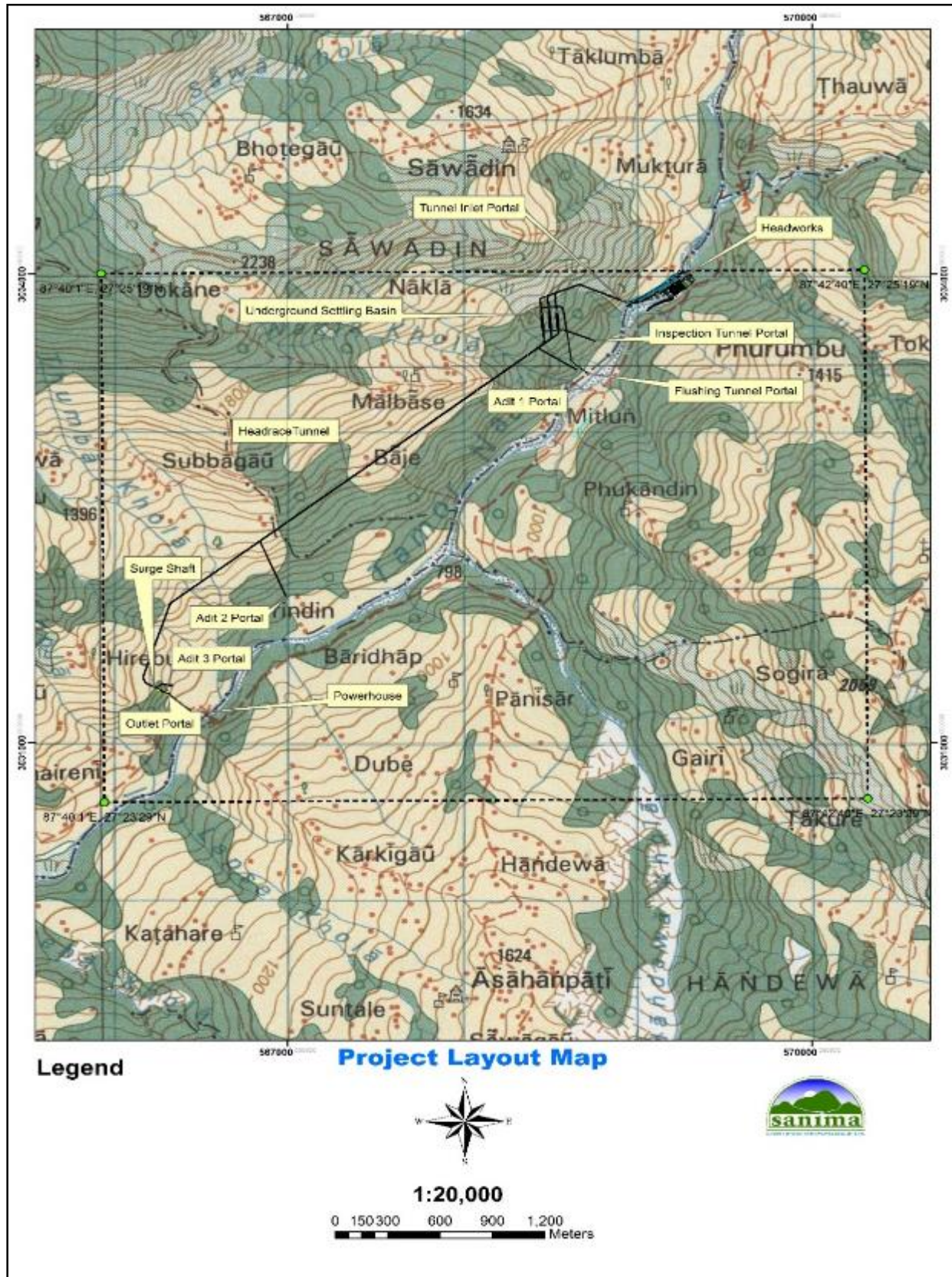


Figure 1-1: General layout of the Project Structures

1.2 PROJECT KEY INFORMATION*Table 1-1: Project Key Information*

Project Key Data			
Project Name	Middle Tamor Hydropower Project		
Project Company Name	Sanima Middle Tamor Hydropower Limited		
Installed Capacity	73 MW	Annual generation	429.409 GWh
Location	Taplejung, Nepal	Main Civil Contract Award	12 April 2018
Date of Generation license	5 June 2017/10 Dec 2018	Date of PPA signing	10 Jan 2017/30 Nov 2018
Revised Project Cost (estimated total)	NPR 13,330 Million	Revised Total equity required (estimated)	NPR 3,332.5 Million
Revised Total debt required (estimated)	NPR 9,997.5 Million	RCOD	11 September 2023 (under consideration at ERC)
Lenders	NIBL – Lead, Nabil (co-lead), Global IME (Co-lead), NMB, NCC, Laxmi, Nepal SBI, ADBL	Consultant	Sanima Hydro and Engineering Pvt. Ltd.
Main Civil Contractor	Zhejiang First Hydro and Power Construction Group Co. Pvt. Ltd., Zhejiang, China	Hydro-Mechanical Contractor	Machhapuchhre Metal and Machinery Works Pvt. Ltd., Pokhara, Nepal
Electro-Mechanical Contractor	Chongqing Water and Turbine Work Co. Pvt. Ltd. (CWTW), Chongqing, China	Transmission Line Contractor	Cosmic Electrical Engineering Associates Pvt. Ltd., Kathmandu, Nepal
Land Acquired	Tentatively 418 Ropani till date		
Project Input(s) (Resources, Feedstock)	The Project has the design discharge of 73.71m ³ /s with installed generating capacity of 73 MW.		
Project Output(s)	429.409 GWh per year will be supplied to the Nepal electricity network, as per the Power Purchase Agreement (PPA) with the Nepal Electricity Authority (NEA)		

1.3 SALIENT FEATURES OF THE PROJECT

Detailed Salient Features of the Project are as mentioned as below:

Table 1-2: Detailed Salient Features of the Project as per Generation License

Location:	Phurumbu VDC, (Currently: Phungling Municipality), Sawadin VDC, (Currently Phaktanglung Rural Municipality) and Khokling VDC, (Currently Mikwa Khola Rural Municipality), Taplejung District, Eastern Development Region (currently Province No. 1) of Nepal
Purpose of Project:	To supply for domestic use by connecting to national grid
Hydrology:	
Catchment Area	2,002.32 km ²
Average Flow	126.69 m ³ /s (minimum monthly flow 19.55 m ³ /s)
Design Flow	73.71 m ³ /s (42.71% exceedance flow)
90% Exceedance flow	17.98 m ³ /s
Design Flood (Q ₁₀₀)	2,791 m ³ /s
Diversion Dam:	
Type	Concrete gravity dam
Slope	Ogee-profile
Crest Elevation	887 m above msl
Max. Flood Level (100 years return)	895.4 m above msl
Crest Length	50 m
Maximum height	10.5 m (from the Original ground level)
Spillway/Undersluice:	
Type	Submerged with overflow spillway (2@ 5 m x 5 m)
Invert Elevation	874.50 m above msl
Size (B x H)	5.0 m x 5.0 m
Intake:	
Type	Submerged
Number of Orifices	6
Sill Elevation of Orifice	881 m above msl
Top Elevation of Orifice	885 m above msl
Size (B x H)	4.75 m x 4.0 m (each)
Gravel Trap:	
Type	Rectangular, RCC (Continuous)
Particle size to be settled	5 mm-100 mm
Number of Chambers	3
Width (each)	12.00 m
Height	11.85 m
Length	15.00 m
Approach Pipe	
Type	Concrete encased steel pipe
Number	1

Diameter	4.5 m
Total Length (Up to Inlet Portal)	281.52 m and 20 m inside tunnel including Bell-mouth
Longitudinal slope	1:1000 (V:H)
Underground Settling Basin:	
Type	Conventional flushing
Number of bay	3
Approach Tunnel length	360.244 m (average)
Transition length	35 m
Dimension (L x B)	100 m x 13 m (each)
Particle Trap efficiency	90% (for sediment particles equal to or larger than 0.2 mm)
Longitudinal slope	1:50
Length from transition up to outlet gate	22.75 m
Length from gate to vertical drop	30.26 m
Converging tunnel length from drop to main tunnel (Average of three)	109.622 m
Inspection Tunnel:	
	Inspection Tunnel (common stretch):
Length	131.758 m
Excavation Diameter	4.9 m
	Inspection Tunnel 1 (to SB inlet):
Length	145.963 m (excluding common stretch)
Excavation Diameter	4.9 m
	Inspection Tunnel 2 (to SB outlet):
Length	289.524 m (excluding common stretch)
Excavation Diameter	4.9 m
Adit-1 (near Nakla Kholsi):	
Length	301.562 m
Excavation Diameter	4.9 m
Sediment flushing tunnel:	
Number	6
Length from inlet to common tunnel	28.72 m (each)
Size(B X H)	2.4 m x 2.4 m
Length of common tunnel up to portal	327.89 m
Slope of the tunnel	1:50
Size (B x H)	2.4 m x 2.9 m
Length of culvert from portal to outlet	52.778 m
Slope of the culvert	1:50
Size of culvert (B X H)	2 m x 2.5 m
Total Sediment flushing length	409.388 m
Headrace Tunnel:	
Length (Excluding settling basin)	3,367 m (up to outlet portal)
Dimensions	Inverted U shape 6.5 m (Excavation Diameter)
Support System	Concrete lining and shotcrete

Surge Shaft:	
Type	Vertical, Underground circular section/ dome type
Height	79.93 m
Diameter	16.00 m (Excavation)
Ventilation tunnel for Surge shaft:	
Length	199.75 m
Size(B X H)	3.5 m X 3.75 m
Slope	1 in 8.69
Penstock:	
Length	264.66 m inclined length of 4.50 m diameter including Bell-mouth up to branching
	After branching,
	11.54 m of 4.5 m diameter including transition
	11.25 m of 3.9 m diameter including transition
	11.47 m of 3.18 m diameter including transition
	153.12m of 2.25 m diameter including transition
	452.04 (Total Length)
Thickness	18 mm to 36 mm thickness
Grade	E-350 (IS 2062 or Equivalent)
Power Facilities:	
Powerhouse Type	Semi-surface
Dimensions (L x B)	56.5 m x 26 m
Gross Head	132 m (887.0 m – 755.0 m above msl)
Net Head	115.59 m
Installed capacity	73 MW (4 x 18.25 MW)
Dry energy	64.90 GWh
Wet energy	364.27 GWh
Annual Net Energy Output	429.409 GWh
Tailrace Culvert:	
Type	RCC, rectangular culvert (double chambered)
Length	75.00 m
Height	5.00 m
Width	4.75 m each
Longitudinal slope	1:500 (V:H)
Maximum Tail water level	755.00 m amsl
Transmission Facilities:	
Transmission line length	9 km
Voltage level	220 kV, Double circuit

1.4 PROJECT KEY DATES

The key dates for the project details are listed in the table below:

Survey License to SHEPL	: 2 nd Falgun 2064 (14 Feb 2008)
Transfer of survey license from SHEPL to TSE	: 23 rd Ashad 2068 (07 Jul 2011)
EIA approval	: 10 th Baisakh 2070 (23 Apr 2013)
SEIA approval for 73MW	: 6 th Kartik 2075 (23 Oct 2018)
Grid Connection Agreement	: 25 th Falgun 2071 (09 Mar 2015)
Generation license received	: 22 nd Jestha 2074 (05 Jun 2017)
Power Purchase Agreement ofr 54 MW (PPA)	: 26 th Poush 2073 (10 Jan 2017)
Power Purchase Agreement (PPA) for additional 20.9 MW	: 14 th Mangsir 2075 (30 Nov 2018)
Generation License received for 73 MW	: 24 th Mangsir 2075 (10 Dec 2018)
Financial Closure	: 27 th Magh 2075 (10 Feb 2019)
Main Civil Contract	: 29 th Chaitra 2074 (12 Apr 2018)
Hydro-mechanical Contract	: 26 th Ashad 2076 (11 July 2019)
ToR Approval for 220 kV TL Project	: 1 st Bhadra, 2076 (18 Aug 2019)
Electro-mechanical Contract	: 7 th Poush 2076 (23 Dec 2019)
Transmission Line Contract	: 25 th Jestha, 2076 (07 June 2020)
IEE Approval for 220 kV TL Project	: 29 th Aashad 2078 (13 July 2021)
Construction License received for 220 kV TL	: 19 Ashoj 2078 (05 October 2021)
Pre-construction Activity	: May, 2017 (Ongoing)
Updated Required Commercial Operation Date	: 11 September 2023 (approval from ERC awaited)

1.5 MAJOR CONTRACT PACKAGES

Five different contract packages have been prepared for the implementation of the Project. Out of them, Package 1 has been awarded to Zhejiang First Hydro & Power Construction Group Co., Pvt. Ltd. of Hangzhou, Zhejiang, China for Main Civil Works Construction on 12 April 2018, Package 2 has been awarded to Machhapuchhre Metal and Machinery Works Pvt. Ltd. for Hydro-mechanical and Penstock on 11 July 2019, Package 3 has been awarded to Chongqing Water and Turbine Work Co. Pvt. Ltd., China on 23 December 2019, Package 4 has been awarded to Cosmic Electrical Engineering Associates Pvt. Ltd., Nepal on 07 June 2020 and Package 5 has been awarded to Bavari Construction Pvt. Ltd. for the preconstruction and preparatory works.

- | | |
|---|----------------------|
| ➤ Main Civil Works Construction: Civil Contractor | → CONTRACT Package 1 |
| ➤ Hydro-mechanical and Penstock: HM Contractor | → CONTRACT Package 2 |
| ➤ Equipment (Electromechanical): EM Supplier | → CONTRACT Package 3 |
| ➤ Power evacuation/Transmission line : TL Contractor | → CONTRACT Package 4 |
| ➤ Pre Constructions/ Preparatory works/ Employer's set up | → CONTRACT Package 5 |

2 PROGRESS UPDATE

At the construction site the Engineer, Sanima Hydro and Engineering Private Limited (SHEPL) has been continuously monitoring the construction activity of the Civil works, the Hydro-mechanical works, the Electro-mechanical works and the Transmission Line works that was awarded by Employer to the individual Contractors. The work progress achieved by the Project till date is described below.

2.1 PRE-CONSTRUCTION WORKS

2.1.1 ACCESS ROAD

The 17 km earthen access road towards the construction site from junction of Mechi Highway (Bahanande) is fully functional. Most of the sections of access roads are constructed by the Project along with upgradation of the existing village roads. The roads were upgraded with necessary filling using the river bed material, construction of side drains and additional construction of gabion and masonry wall structures. The access roads are constructed from the left bank of the Tamor River with two river crossing, one at Powerhouse location and another Headworks location. The access road also passes over the major dry stream (Hangdewa Khola), which occasionally creates blockage in the access road during heavy rainfall in the monsoon season. Beside that there are other few dry streams which need regular maintenance during the time of monsoon flood. The alternative road route from Mitlung to Thumba and a new Bailey bridge at Budidaha is fully operational with minimum maintenance. The management is fully cautious and staying alert of the potential disturbances in the access roads.

2.1.2 CAMP FACILITIES

The construction of the camp facilities in the Headworks area (Simle Camp) and Powerhouse area (Lorindin Camp) have been completed with construction of 8 buildings in Simle and 2 buildings in Lorindin Camp as per the first phase plan. Army Camp and Bunker at Sisne (near Headworks) are also in operation. Besides, regular maintenance and cleaning no major maintenance work occurred. The construction of guardhouse at Headworks (Simle) is completed along with entry gate. Further, the construction of a new camp at the Powerhouse is ongoing. The wall erection at ground floor and erection of truss at first floor has already been completed.



Figure 2-1: Installation of truss at first floor

2.1.3 CONSTRUCTION POWERLINE

The national-grid connected Nepal Electricity Authority (NEA) Substation (S/S) at Phungling (Hiti), Taplejung, has been providing the power necessary for the construction of the Project via a dedicated line from Hiti S/S, which is the nearest power source from the Project area.

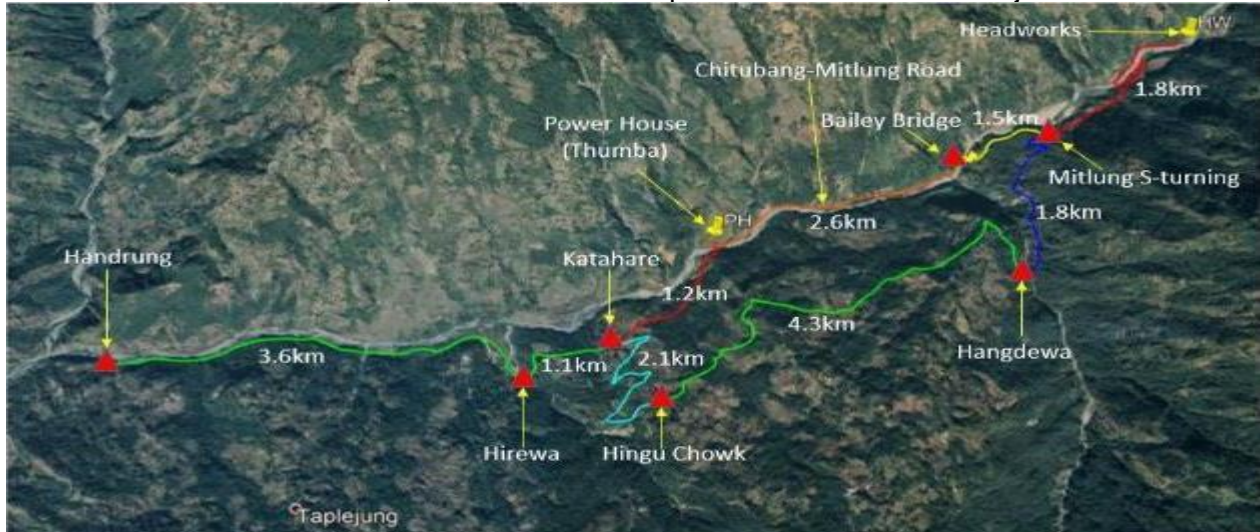


Figure 2-2: Access Road Network at site

The power required for the construction of the Project, as per the load requirements at the headworks, Adit-1 and the powerhouse has been estimated to be approximately 1.7 MVA. To transmit this power, a 17 km long 33 kV construction power line (currently charged at 11 kV) has been constructed from Hiti substation to the powerhouse area and to the headworks area. The construction power line has been in operation since Mangsir 13, 2075 and is being operated with minor maintenance.



Figure 2-3: Construction Powerline



Figure 2-4: Employer's residential camp at Headworks (Simle)



Figure 2-5: Employer's residential camp at Powerhouse (Lorindin)

2.2 MAIN CIVIL WORKS

The Main Civil Works Contract was awarded to Zhejiang First Hydro and Power Construction Group Co. Ltd., China (1st Hydro) on April 12, 2018. The construction of main civil works started from March 2019. Currently, the Main Civil Contractor has completed concreting works at weir, stilling basin, tailrace section and carrying out concreting works of conveyance tank, approach pipe and control bay at powerhouse along with excavation and concreting works of underground works at HRT and settling basin. Undoubtedly, the construction schedule has been affected, but efforts are being made to manage the delay and complete the Project within the extended RCOD.

2.2.1 MAJOR RESOURCES AVAILABLE AT THE SITE

The major resources engaged for the construction and management of the MTHP are as follows. The Employer has been supporting the Main Civil Contractor to secure an uninterrupted supply of those materials and continuation of the construction activities of the Project. The Employer has been facilitating the Contractor by negotiating with various concerned parties like the material suppliers, transporters and sub-contractors. The joint efforts have made it possible to continue the construction despite the direct and indirect hurdles caused by COVID-19 from late 2019. Despite these efforts of the Employer and Contractor, some work fronts and desired milestones of the Project have been affected which shall be compensated by additional working hours and mobilizing resources.

Table 2-1: List of Equipments of Main Civil Contractor at site

S.N.	Name	Specification/Model	Quantity	Remarks
1.	Excavator	0.5m ³ and above 1.2m ³	8	Only 4 operational
2.	Loader	Above ZL40	5	Only 2 operational
3.	Dump truck	20T	10	Only 7 operational
4.	Pickup truck	Mahindra Bolero	5	Only 3 operational
5.	Agitator	7m ³	3	
6.	Mucking Machine		1	For Flushing Tunnel
7.	Concrete batching plant	0.35 m ³ and 0.75 m ³	3	
8.	Steel processing equipment		1	
9.	Vibrator		6	
10.	Electric welder		4	
11.	Butt Welder	UN1-150	1	
12.	Generator	50 KW	2	
13.	Diesel Generator	500KW	2	
14.	Diesel Generator	100KW	2	
15.	Water pump	200 m ³ /h	4	
16.	Electric air compressor	22 m ³ /min and 13 m ³ /min	8	
17.	Diesel air compressor	13 m ³ /min	1	
18.	Concrete Horizontal Tank	2m ³	1	
		1m ³	1	
19.	Downhole drill	100C	3	
20.	Hand drill	YT-28	30	Rock Cutting

S.N.	Name	Specification/Model	Quantity	Remarks
21.	Dry concrete ejector	PZ-7D	4	
22.	Plasma cutting machine	LGK-120T	4	
23.	Concrete wet spraying trolley	GHP16C and GYP-90	3	
24.	Threading Machine	HGS-40	1	
25.	Tower crane	160T.m	1	
26.	Crawler crane	50T	1	
27.	Screening system	Whole set	1	
28.	Crusher	75KW	1	5-10mm aggregate
29.	Centrifugal pump	TSWA5, 7	4	

2.2.2 HEADWORKS

The construction works of weir and stilling basin has been completed as of June 2022 along with downstream floodwall. The main civil contractor is carrying out concreting works at the headworks region through Nepali sub-contractors. Till date almost 99% of concrete works at undersluice, 98% at intake (orifice structure), 96% at u/s floodwall, 96% at gravel trap and 95% at intake canal has been completed. The construction of conveyance tank and approach pipe is ongoing and almost 30% concreting works has been completed. The excavation works, foundation concreting works and erection of concrete encased approach pipe is in progress. The details of construction work area are described hereunder.



Figure 2-6: Aerial view of Headworks

2.2.1.1 INTAKE AND GRAVEL TRAP

More than 8,170 m³ of concrete has been poured at intake structure till date. About 4,607.48 m³ and 2,559.24 m³ of concrete has been poured at gravel trap and intake canal till date which is almost 96% and 95% of concreting works of the structures respectively. The rebar installation and concreting works at the intake wall (hillside) and piers of gravel trap in going on. Also, the steel lining works and concreting has been completed at all three culverts.



Figure 2-7: Concreting works at gravel trap and conveyance tank



Figure 2-8: Rebar and concrete works at the top slab of intake

Table 2-2: Work Progress at Intake (orifice), gravel trap and intake canal

Structure	Total volume	Completed volume	% Complete
Intake (Orifice)	8,397.68	8,168.17	98%
Intake canal	2,704.64	2,559.24	95%
Gravel trap	4,808.93	4,607.48	96%

2.2.1.2 U/S FLOODWALL

Till date, about 2,818.00 m³ of concrete has been poured at the upstream floodwall. The concreting works at the inclined slab of the u/s floodwall is going on. In addition, the backfilling works is being carried out simultaneously. About 96% of concreting works has been completed in U/S floodwall.

Table 2-3: Work Progress at U/s floodwall

Total volume	Completed volume	% Completed	% Remaining
2,944.12	2,818.00	96%	4%

2.2.1.3 D/S FLOODWALL

The concrete works at D/S floodwall was completed on June, 2020. Contractor has already backfilled the hillside of D/S Floodwall.

2.2.1.4 WEIR AND STILLING BASIN

The construction of stilling basin has been completed on the month of May 2022 whereas the construction of weir main body has been completed on June 2022. Almost 17,342.23 m³ concrete in weir, 10,847.81 m³ concrete at stilling basin and 2,096.30 m³ at u/s slab and cutoff was poured. In conclusion, 30,086.34 m³ volume of concreting works was carried out at weir and stilling basin section. Further, the curtain grouting works at the upstream slab has already been completed.

Table 2-4: Progress made at Weir Section

S.N	Structure	Estimated Quantity (m ³)	Progress (m ³)	%Completed
1	Weir Body	17,342.23	17,342.23	100%
2	Stilling Basin	10,847.81	10,847.81	100%
3	U/S Slab and Cutoff	2,096.30	2,096.30	100%
	Total	30,086.34	30,086.34	100%

2.2.1.5 UNDERSLUICE

Till date, almost 19,272 m³ of concrete has been poured in the Undersluice portion. About 99% of concreting works has already been completed in the undersluice portion till date. Only a small section of the fish ladder is remaining.

2.2.1.6 CONVEYANCE TANK AND APPROACH PIPE

Till date, about 4,098.00 m³ of concrete has been poured at the conveyance tank and approach pipe section. The concreting works at the base slab and side walls of the conveyance tank is going on. About 30% of concreting works has been completed in the conveyance tank section.

Table 2-5: Work Progress at U/s floodwall

Total volume	Completed volume	% Completed	% Remaining
13,447.25	4,098.00	30%	70%

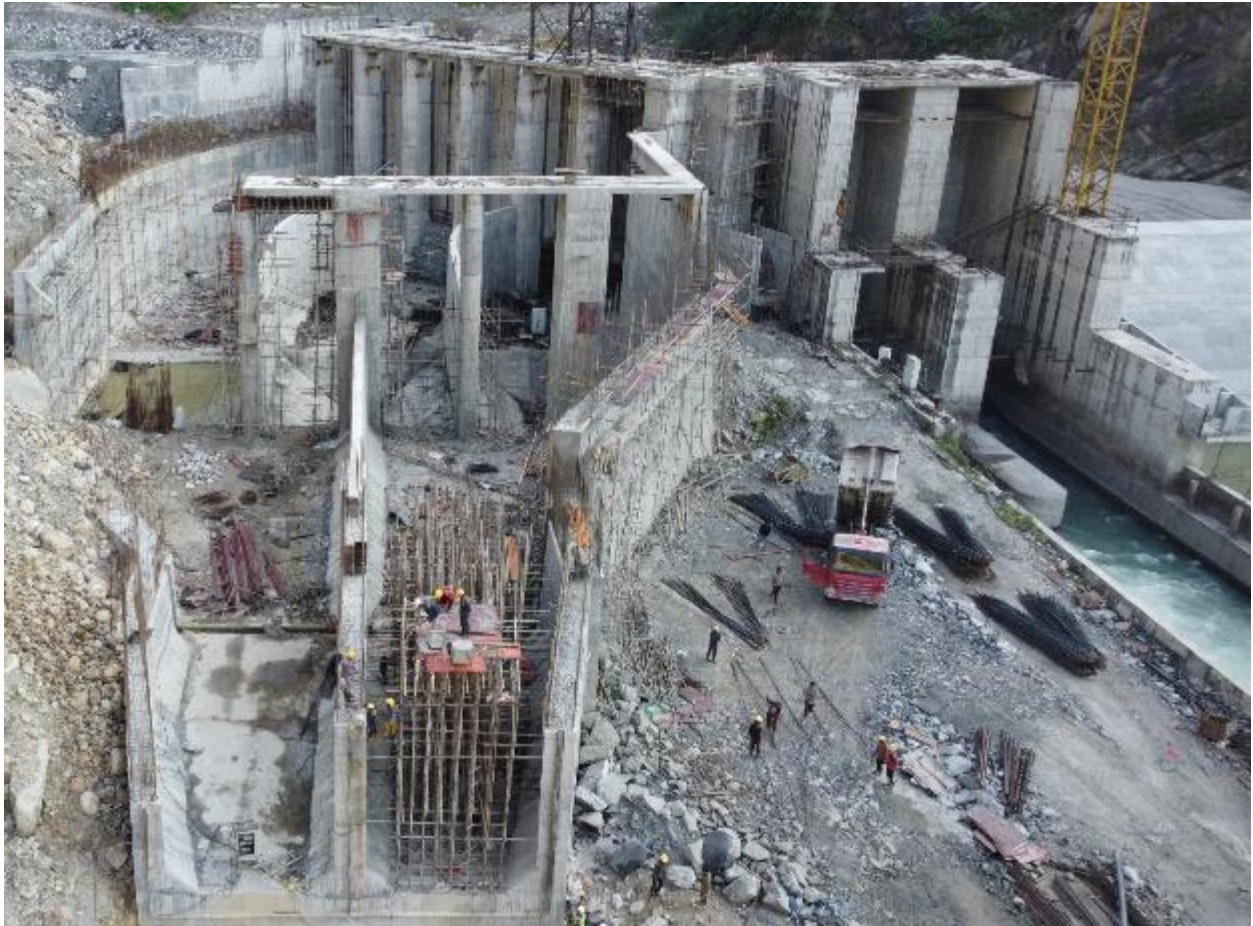


Figure 2-9: A view of concreting works at conveyance tank and gravel trap



Figure 2-10: Erection of concrete encased approach pipe

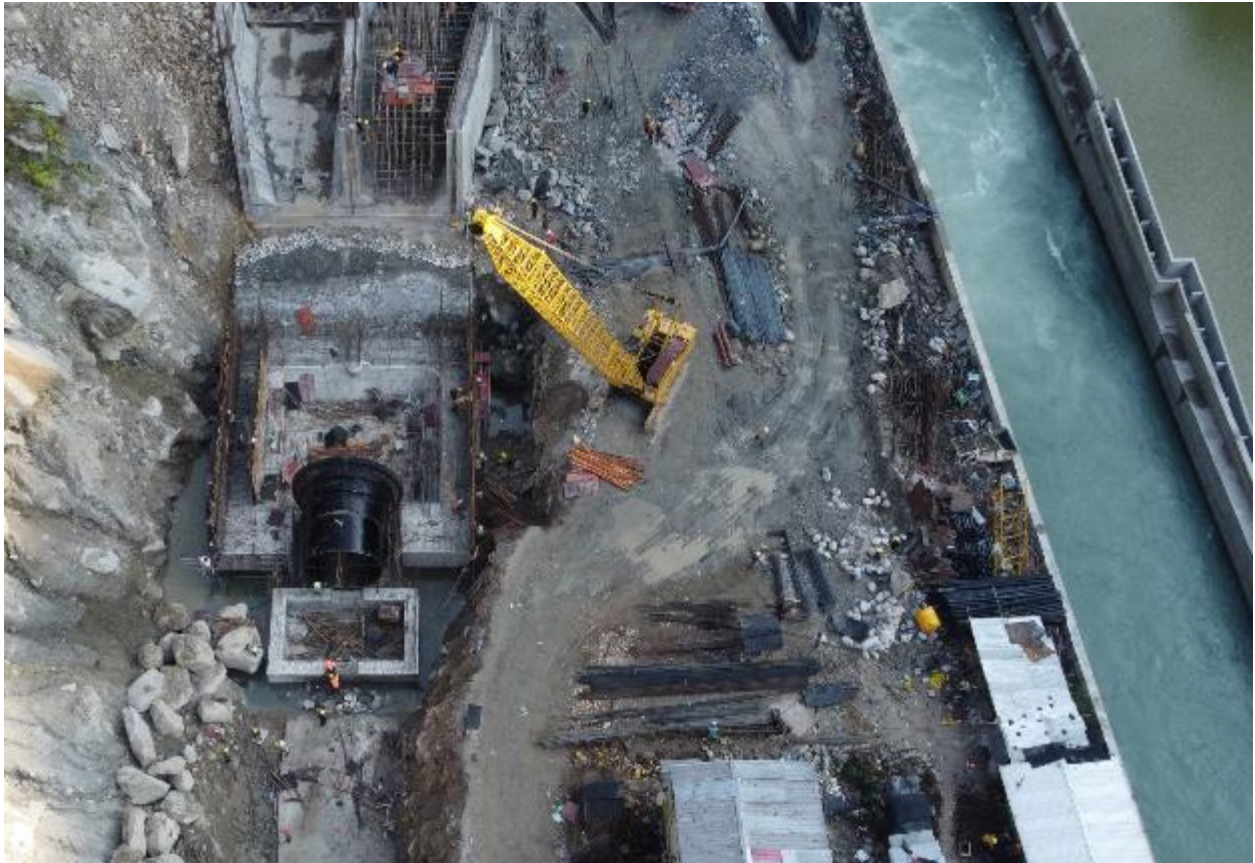


Figure 2-11: Installation of bellmouth at the junction of conveyance tank and approach pipe



Figure 2-12: Main weir body (Completed)

2.2.3 UNDERGROUNDS WORKS

The progress in tunnel excavation was severely affected after the outbreak of COVID-19 due to transportation hindrance, shortage of explosives and deployment of military from Project site to different location. To avoid complete shutdown of the tunnel works due to impact of ever spreading COVID-19, main civil contractor carried out the excavation of HRT and surge shaft through Nepali sub-contractors. The excavation works and rock support works at settling basin sites are also being carried out by a Nepali subcontractor. However, the excavation progress at settling basins are yet to gain the desirable momentum.

The breakthrough of Headrace Tunnel (HRT) was achieved on July 15, 2022 at a chainage of 1,545.37 m from the starting point. Currently, the invert concreting works are being carried out from adit and outlet. Further, the excavation of surge shaft was completed on the first week of July. The concreting works of side walls in going on.

Further, crown stabilization works and invert blasting at settling basins is ongoing. Regarding the safety of the employees and smooth excavation works, the Employer has rented a Boomer machine which is currently being operated by the Main Civil Contractor for the excavation of settling basins. Till date, about 97% by length of the entire underground network has been excavated along with necessary supports works. The progress by volume is about 85% due to excavation of the Settling Basins with much large cross section (i.e. 150 m x 13.5 m x 17.5 m) in benching form. About 6,416 m length out of 6,626 m of the tunnel network has been excavated till date.

APPROACH/INLET PORTAL

The excavation of approach tunnel (247.055 m) has been completed in the month of January, 2020. About 50-75 mm thick shotcrete and rock bolt have been installed in all section of Approach Tunnel as the initial support.

1. APPROACH TUNNEL 01

Total length of approach tunnel 01 is 186.33 including 35 m inlet transition zone 01. The excavation of Approach tunnel 151.26 m has been completed on February 11, 2020. About 50-75 mm thick shotcrete and rock bolt have been installed in all sections of Approach Tunnel 01 as initial supports. The excavation of inlet transition zone 01 has been completed, in the benching form from crown level. Final steel reinforced shotcrete of 150 mm thick has been applied in the Approach tunnel 01.

2. APPROACH TUNNEL 02

The length of approach tunnel 02 is 148.17 m including 35 m long inlet transition zone 02. The excavation of approach tunnel 02 has been completed on February 24, 2020. About 50-75 mm thick shotcrete and rock bolt have been installed in all sections of approach tunnel 02 as initial supports. The excavation of inlet transition zone 02 has been completed, in the benching form from crown level.

3. APPROACH TUNNEL 03

The length of approach tunnel 02 is 166.50 m including 35 m long inlet transition zone 02. The excavation of approach tunnel 03 has been completed on February 24, 2020. About 50-75 mm thick shotcrete and rock bolt have been installed in all sections of approach tunnel 02 as initial supports. The excavation of inlet transition zone 03 has been completed, in the benching form from crown level.

4. SETTLING BASIN BAY 01

The settling basin bay 01 is 100 m long along with 35 m long inlet transition zone and 15 m long outlet transition zone. The settling basin bay is 13.5 m wide and 17.5 m high. The Contractor has already achieved breakthrough in SB-01 at the crown level and is carrying out excavation work of the settling basin in benching form from crown level along with the crown stabilization works and application of initial supports. Till date almost 20,901.00 m³ excavation has been carried out in SB-01. This is about 69% volumetric excavation progress at SB-01.

5. SETTLING BASIN BAY 02

The settling basin bay 02 is 100 m long along with 35 m long inlet transition zone and 15 m long outlet transition zone. The settling basin bay is 13.5 m wide and 17.5 m high. The Contractor is carrying out the application of supports at the crown. The Contractor has already achieved breakthrough in SB-02 at the crown level and. Till date almost 18,947.00 m³ excavation has been carried out in SB-02. This is about 63% volumetric excavation progress at SB-02.

6. SETTLING BASIN BAY 03

The settling basin bay 03 is 100 m long along with 35 m long inlet transition zone and 15 m long outlet transition zone. The settling basin bay is 13.5 m wide and 17.5 m high. The Contractor is carrying out the application of supports at the crown. About 110 m progress by length (average) has been achieved including inlet and outlet transition zone. Till date almost 7,220.00 m³ excavation has been carried out in SB-03. This is about 24% volumetric excavation progress at SB-03.

S.N.	Particulars	Total Volume (m ³)	Excavated Volume (m ³)	Excavated Volume in Nov (m ³)	Percentage (%)	Remarks
1	Settling Basin-01	30,144.00	20,901.00	500.00	69.34%	Breakthrough at crown and Third layer benching
2	Settling Basin-02	30,144.00	18,947.00	500.00	62.85%	Breakthrough at crown and Third layer benching
3	Settling Basin-03	30,144.00	7,220.00	500.00	23.95%	Excavation with supports
Total		90,432.00	47,068.00	1,500.00	52.05%	

With this, the Contractor has already excavated almost 52% of earthwork volume in these three fronts of settling basin in benching form.

7. HEADRACE TUNNEL (HRT)

3,369 m long headrace tunnel with an excavation size of 6.5 m x 6.5 m joins the Connecting tunnels at Headworks with the penstock pipe at outlet. The breakthrough of the headrace tunnel was achieved on July 15, 2022 at a chainage of 1+545.37 meters from the starting point.

7.1 Excavation works

About 1,545.37 m was excavated from Adit-01 in the Headrace Tunnel section up to the breakthrough point whereas about 1,824.59 m was excavated from outlet site.

Total length (m)	Excavated from Adit 01 (m)	Excavated from Outlet (m)	Total Excavation (m)	Completion %
3,370	1,545.37	1,824.59	3,370	100%

7.2 Concreting works

The final shotcreting works is being carried out at the HRT outlet section. Further, the invert concreting works is being carried out from two fronts. Till date, almost 2,560 section concreting works has already been completed which is almost 80% of the total invert concreting works of HRT.

S.N	Description of works	Total Length (m)	Total Completed (m)	Total Remaining (m)	Percentage Completed (%)
1	Base Preparation	3,367.00	2,880.00	487.00	86%
2	C15 Blinding Concrete	3,367.00	2,700.00	667.00	80%
3	Rebar Installation	3,367.00	2,500.00	867.00	74%
4	C25 Concrete Pouring	3,367.00	2,500.00	867.00	74%
Overall progress of invert concreting at HRT invert					79%

8. CONNECTING TUNNEL SETTLING BASIN TO HRT

Connecting tunnel-01

132.334 m progress by length has been achieved in the excavation of connecting tunnel-01. The rock support work with rock bolt installation and shotcreting is in progress. Excavation of 15 m long outlet transition zone 01 also completed along with primary support works.

Connecting tunnel-02

About 113.25 m of excavation work have been carried out from the connecting tunnel-02 so far. The rock support works with rock bolt installation and shotcreting is in progress. Excavation of 15 m long outlet transition zone 02 also completed along with primary support works.

Connecting tunnel-03

104.6 m progress by length has been achieved in the excavation of connecting tunnel-03. The rock support work with rock bolt installation and shotcreting is in progress.

9. SEDIMENT FLUSHING TUNNEL

The Contractor is actively carrying out the excavation works in the sediment flushing tunnel. The Contractor has excavated about 420 m out of 508 m till the end of November 2022 along with rock supports works.

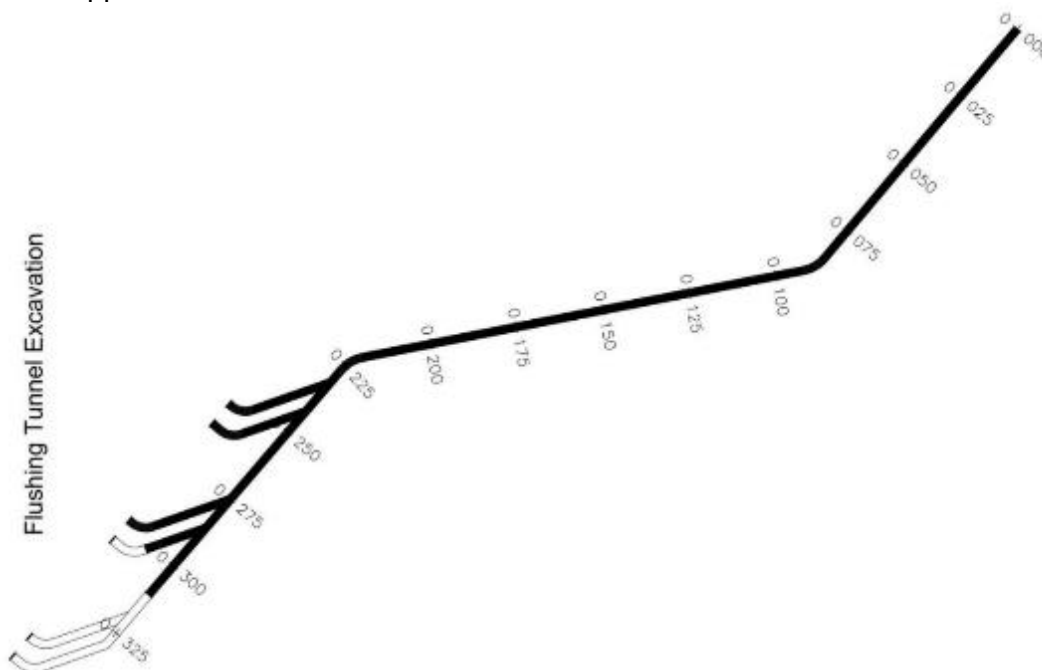


Figure 2-13: Schematic diagram of excavation of flushing tunnel

10. VENTILATION TUNNEL

The excavation of ventilation tunnel of 199.7 m has been completed in the month of March 2020. About 50-75 mm thick shotcrete and rock bolt have been installed in all sections of Approach Tunnel as an initial support. The steel ribs have been installed as per site conditions.

11. SURGE SHAFT

The excavation for the widening works of Surge shaft to its design diameter of 16.4 m has already been completed up to the entire depth of 79.93 m from the top level of the crown. The installation of supports of 6 m long, 32 mm dia. rock bolt and 75 mm thick steel fiber shotcrete has already been completed. The concreting works has already been completed at the base of the surge shaft whereas the contractor is carrying out the rebar installation works and concreting works at the side walls of the surge shaft up to an elevation of 857 amsl which is about 11 meters from the invert.

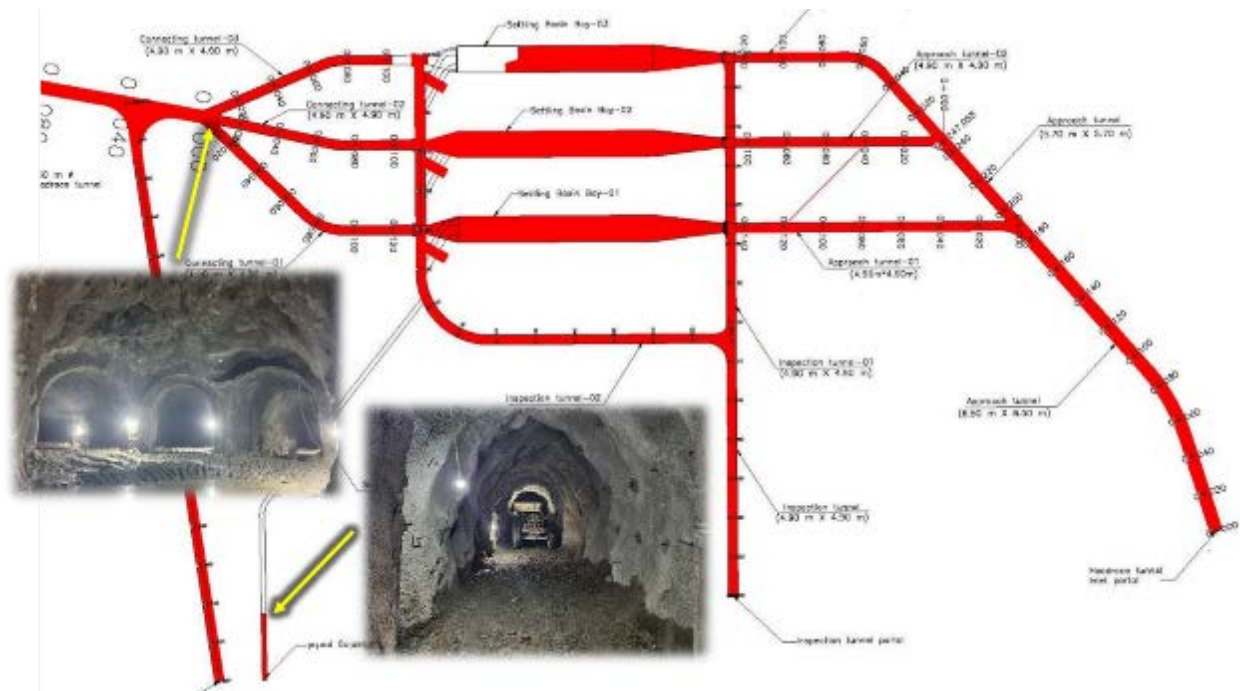


Figure 2-14: Schematic diagram of underground works near headworks incorporating settling basin

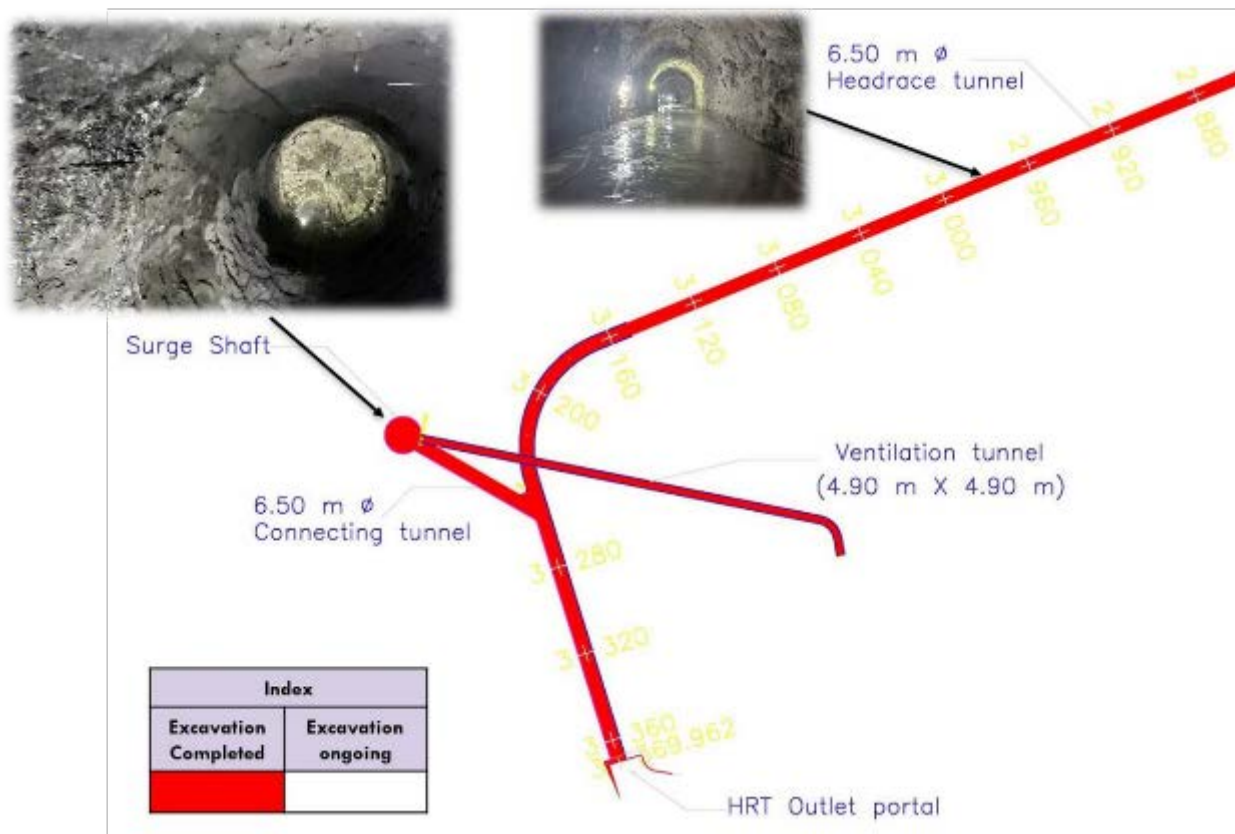


Figure 2-15: Schematic diagram of underground works near powerhouse incorporating surge shaft



Figure 2-16: Backfilling works at the invert of HRT



Figure 2-17: Rebar layout at the HRT invert



Figure 2-18: Concreting works at HRT invert



Figure 2-19: A view of Main Flushing Tunnel and first branch towards SB-01



Figure 2-20: A view of excavation of Settling basin 01



Figure 2-21: A view of drilling and rockbolt installation works at Settling basin 02



Figure 2-22: A view of SB 02 after 1 layer of benching



Figure 2-23: Application of rock supports on the side walls



Figure 2-24: Formwork for concreting works of side walls of Surge shaft



Figure 2-25: Concreting of surge shaft walls

S.N	Tunnel		Total Length (m)	Excavated length (m)		Total Volume (m3)	Excavated Volume (m3)	Remaining Volume (m3)	Status
1	Approach Tunnel from Inlet		247.06	247.06		9,292.92	9,292.92	-	Completed
2	Approach Tunnel-01		151.34	151.34		3,363.12	3,363.12	-	Completed
3	Approach Tunnel-02		113.17	113.17		2,505.37	2,505.37	-	Completed
4	Approach Tunnel-03		131.50	131.50		3,025.22	3,025.22	-	Completed
5	Settling Basin Bay-01		150.00	150.00	150.00	29,669.13	20,901.00	8,768.13	Third layer benching
6	Settling Basin Bay-02		150.00	150.00	150.00	29,669.13	18,947.00	10,722.13	Third layer benching
7	Settling Basin Bay-03		150.00	120.00	120.00	29,669.13	7,220.00	22,449.13	Excavation with Support
8	Connecting Tunnel-01		138.30	132.35		3,002.49	2,867.36	135.12	Pending
9	Connecting Tunnel-02		117.37	112.50		2,749.25	2,638.66	110.59	Pending
10	Connecting Tunnel-03		121.32	104.60		2,630.97	2,251.25	379.72	Pending
11	Inspection Tunnel-01		274.67	274.67		6,068.56	6,068.56	-	Completed
12	Inspection Tunnel-02		289.52	289.52		7,420.23	7,420.23	-	Completed
13	Adit-01		299.47	299.47		6,782.49	6,782.49	-	Completed
14	Sediment Flushing Tunnel		506.36	418.93		3,600.00	2,966.02	633.98	Active
15	Gate Shaft (Inspection Tunnel to SB)		66.00	SB-gate		4,551.86	1,466.97	3,084.89	Preparation ongoing
16	Connecting Tunnel to Surge Shaft		70.20	70.20		2,765.88	2,765.88	-	Concrete lining
17	Surge Shaft		79.93	79.93 m from crown		16,880.38	16,880.38	-	Concrete lining
18	Ventilation Tunnel		199.75	199.75		2,560.64	2,560.64	-	Completed
19.1	HRT	From Adit	3,369.96	1545.37		133,248.58	61,359.74	-	Concrete lining
19.2		From Outlet		1824.59			71,888.85		Concrete lining
Total			6,625.92	6,414.95		299,455.35	253,171.66	46,283.69	
				96.82%				84.54%	
				Completed by length				Completed by Volume	

2.2.4 POWERHOUSE

For excavation and concreting works at Powerhouse area, the Contractor (1st Hydro) has employed Nepali workers through a Nepali sub-contractor company. Till date the concreting works at the superstructure of powerhouse and tailrace section has been completed whereas, the concreting works at the generator casing of unit 03 and unit 04, manifold block and control bay is being carried out.

2.2.3.1 PENSTOCK, ANCHOR BLOCKS AND SADDLE SUPPORT

The Contractor is carrying out the rock excavation works for the penstock, anchor blocks and saddle support. Further, installation of branch pipes and 2 bifurcation pipes at the manifold section has already been completed. Till date, more than 90,000 m³ of earthwork has already been excavated. Till date almost 1,800 m³ of concrete has already been poured in the manifold region for the encasing of branch pipes of penstock.

2.2.3.2 POWERHOUSE AND CONTROL BAY

Till date, about 9,550 m³ of concrete has been poured in the powerhouse and control bay building. The concrete works of generator casing of unit 1 and unit 2 has already been completed whereas unit 1 and unit 2 is going on. The complete roofing works of the powerhouse has been completed. Further, the installation of doors and windows at the powerhouse main building has begun.

2.2.3.3 TAILRACE CHAMBER, TAILRACE FLOODWALL AND TAILRACE CULVERT

The tailrace section of the project consists of tailrace chamber, tailrace culvert and tailrace floodwall. The construction of tailrace floodwall has been completed on February 2021 whereas the construction of tailrace chamber and tailrace culvert has been completed as of November 2022. About 3,316 m³ of concrete has been poured in the tailrace section.

Table 2-6: Progress of concreting at Powerhouse and tailrace culvert

Structure	Total volume	Completed volume	% Complete
Powerhouse and control bay	11,552.61	9,550.00	83%
Tailrace chamber, culvert & floodwall	3,374.37	3,316.00	98%
Penstock	9,776.56	1,800.00	18%

Table 2-7: Work progress summary of Main Civil Works

S.N.	Particulars	Sub heading	Financial Weigtage	Total Estimation	Total work progress	Net % Progress	Gross % Progress
1	Headworks and river training (Bill no. 02 and 08)	Earthworks (m3)	21.24%	445,591.86	458,446.85	102.88%	84%
		Concreting works (m3)	78.76%	92,723.50	72,298.50	77.97%	
2	Underground works and settling basins (Bill no. 03 and 04)	Earthworks (m3)	69.81%	356,614.45	298,644.36	83.74%	71%
		Concreting works (m3)	30.19%	140,476.51	59,541.73	42.39%	
3	Powerhouse and penstock alignment (Bill no. 05, 06 and 07)	Earthworks (m3)	23.22%	176,975.14	172,184.17	97.29%	68%
		Concreting works (m3)	76.78%	24,703.54	14,724.37	59.60%	
	Progress in Main Civil Works	Earthworks (m3)	48.32%	979,181.46	929,275.39	94.90%	77%
		Concreting works (m3)	51.68%	257,903.55	146,564.60	56.83%	



Figure 2-26: A view of Powerhouse along with completed tailrace section



Figure 2-27: An aerial view of Powerhouse and construction of foundation of control bay



Figure 2-28: Casting of generator casing at unit 01



Figure 2-29: Rebar installation for generator casing at unit 03



Figure 2-30: Rock excavation for anchor block



Figure 2-31: Stator foundation inside generator casing of Unit 01

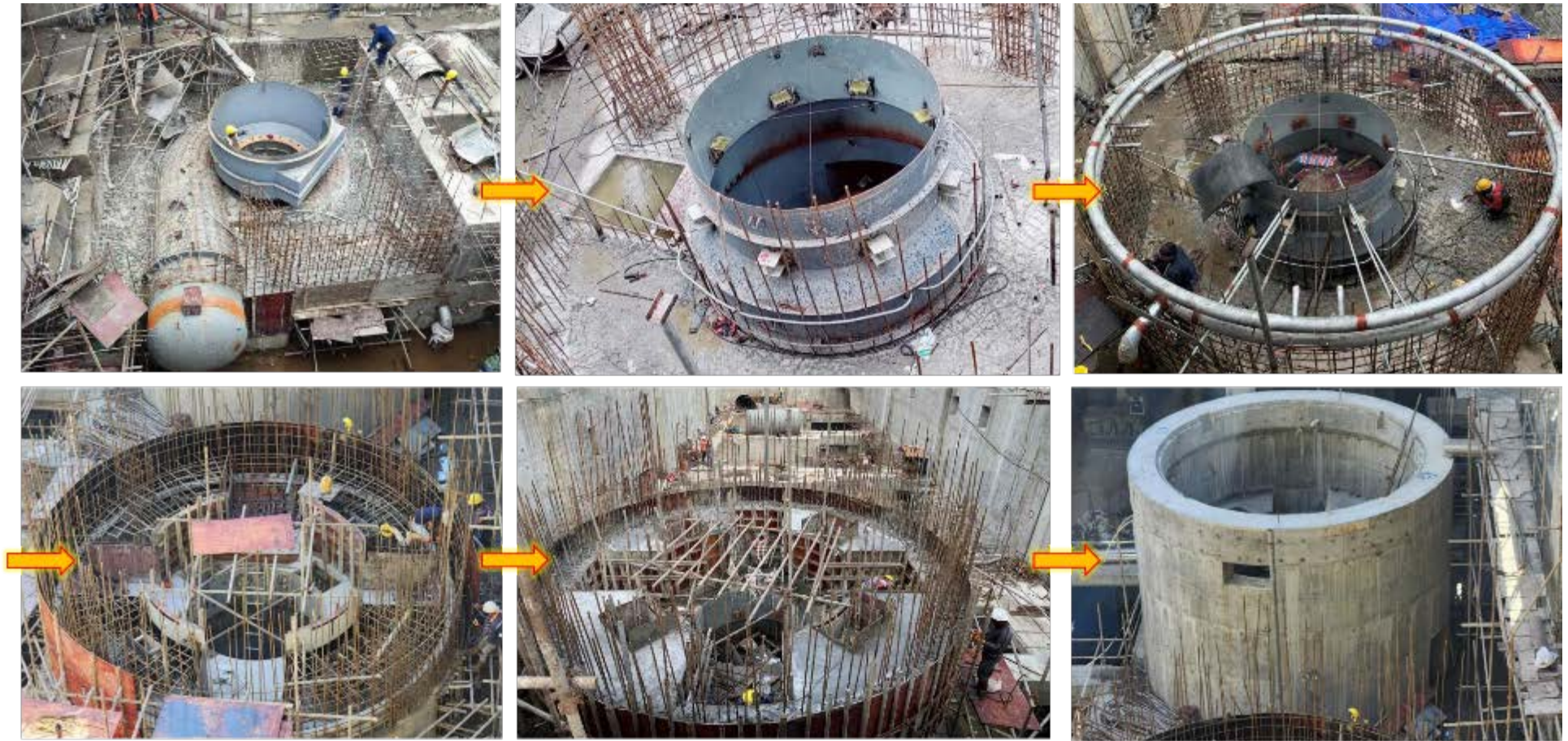


Figure 2-32: Progress of interface concrete works (Spiral case installation, pit liner installation, ventilation and heat exchange pipes and generator casing)

2.3 HYDRO-MECHANICAL WORKS

The Contract for Hydro-mechanical (HM) works has been awarded to Machhapuchhre Metal and Machinery Works (P) Ltd. The HM works were started from August 2019 from the headworks of the construction area.

Till date erection of radial gate frame has been completed. Erection of overhead steel lining parts has been completed at right and left breast walls of undersluice. Installation of embedded parts of Intake gate hoisting, TRCM and railing at top slab of intake has been completed. Fabrication of steel plate for extension of bed load sluice culvert has been completed by the HM Contractor. Similarly, fabrication of steel pipes is ongoing. A total of 96 approach pipes (100%) has been rolled and welded. Fabrication of 3 units of bends of headrace pipe and 4 units of bends of branch pipes has been completed along with Visual Testing, DPT Testing as well as UT Testing. Fabrication of all 3 units of bifurcations have been completed whereas unit 2 and unit 3 bifurcation has already been installed at the site. All four-unit diffuser have been fabricated as well as installed. The HM Contractor has been carrying out the fabrication works of bends and penstock pipes at his workshop and completed the fabrication of penstock pipes.

Currently, the installation of intake gates and approach pipes along with bell mouth at the conveyance tank are ongoing at the headworks area. Also, the fabrication works radial gates of undersluice are under process at the factory of the contractor located in Pokhara.

Table 2-8: Work progress summary of HM works

S.N.	Works	Progress	Status	Remarks
1	Steel lining installation	100%	Completed	Intake, undersluice and bed load sluice
2	Approach Pipes (fabrication) Approach Pipes (installation)	100% 20%	Ongoing	Will be installed after work front opened by MCW
3	Stop log frame, radial gate frame and gates erection	100%	Completed	
4	Penstock Pipes (fabrication)	100%	Ongoing	All units fabricated
5	Bends (fabrication) Bends (installation)	100% 20%	Ongoing	3 units Approach pipe bends and 4 units branch pipe bends
6	Bifurcation (fabrication) Bifurcation (installation)	100% 70%	Area is under clearing	Fabrication of all units completed
7	Reducers (fabrication) Reducers (installation)	100% 60%	Stored	4 units completed
8	Diffusers	100%	Completed	Already installed
9	Branch pipes (fabrication) Branch pipes (installation)	100% 50%	Ongoing	All fabricated, 8 units installed
10	Intake gates (fabrication) Intake gates (installation)	100% 50%	Ongoing	All 6 units fabricated, 3 installed
11	Bell mouth (fabrication)	80%	Ongoing	Bellmouth at Conveyance tank and approach pipe junction is ongoing

2.3.1 HUMAN RESOURCES, EQUIPMENT AND MATERIALS DETAIL

Table 2-9: Human Resources (HM Contractor)

S.N	Description	Nos
1	Mechanical Engineer	2
2	Admin / Accountant	1
3	Supervisor	2
4	Rolling Machine Operator	1
5	Crane Operator	2
6	Driver	1
7	Kitchen Staff	2
8	Storekeeper	1

S.N	Description	Nos
9	Welder	7
10	Fitter	4
11	Helper	11
12	Electrician	1
13	Sand Blaster	2
14	Painter	2
15	QC Officer	1
TOTAL		40

Table 2-10: Equipment and Materials Status (HM Contractor) at the end of July

S.N	Description	Quantity
1	DG 40 KVA	1
2	Endopower Crane 14T	1
3	Mobile Crane 25T	1
4	Mobile Crane 20T	1
5	Mahendra Bolero	1
6	Welding Machine	10
7	PUG cutting machine	3
8	Grinding machine	10
9	Hand drill machine	1
10	Jack Hammer	1

2.3.2 STEEL LINING

Steel Lining work has been completed at Intake, undersluice, bed load sluice and gravel flushing gated section.

2.3.3 HM WORKS AT GRAVEL FLUSHING GATES AND STOPLOGS

Erection of gates and stoplog frame at gravel flushing section is ongoing according to Civil Contractor work schedule. Erection of draft tube gate frame has been completed along with the embedded parts of hoisting mechanism. Erection of trash passage gate frame has been completed along in accordance with Civil Contractor work schedule.

Table 2-11: Detail of work progress of gates and stoplogs

S.N.	Description	Work status				Remarks
		1 st Stage Embedded Parts	2 nd stage embedded parts	Main Body		
				Fabrication	Erection	
Gates						
1	Undersluice Gates	All Complete	All Complete			
**2	Intake Gates	All Complete	All Complete	All Complete	2 Nos complete	Main Roller and Guide Roller N/A
3	Bedload sluice gates	All Complete	All Complete			3 units of gate panel have arrived at site.
4	Fish Passage Gate	All Complete				

S.N.	Description	Work status				Remarks
		1 st Stage Embedded Parts	2 nd stage embedded parts	Main Body		
				Fabrication	Erection	
5	**Trash Passage Gate					1 st stage and 2 nd stage embedded parts available at site
**6	Gravel Flushing Gates	Ongoing	Ongoing			Erection of 1 st stage and 2 nd stage embedded parts all complete in accordance to Civil Contractor Schedule
7	Setting Basin Inlet gates					
8	Settling Basin Flushing Gates					
9	Adit Bulk Head Gates					
10	Draft Tube Gates	All Complete	All Complete			Erection of embedded parts of gates have been completed along with the embedded parts of hoisting.
Stoplogs						
1	Undersluice Stoplogs	All Complete	All Complete			
2	Bedload sluice Stologs	All Complete	All Complete			
**3	Trash Passage Stopogs					Sill beam on one unit has been erected.
**4	Gravel Flushing Stoplogs	Ongoing	Ongoing			Erection of 1 st stage and 2 nd stage embedded parts all complete in accordance to Civil Contractor Schedule
5	Settling Basin Flushing Stoplogs					
6	Tailrace Stoplogs					

2.3.4 TRASHRACKS*Table 2-12: Detail of work progress of trashrack*

S.N.	Description	Work status		Remarks
		Embedded Parts	Main Body	
1	Intake Trashrack	Complete on 5 units	Complete on 5 units	Site has been cleared by the Civil Contractor for erection of 1 panel
2	Bedload sluice Trashrack			
3	Conveyance Tank Trashrack	Ongoing		Works done in accordance with Civil Contractor Schedule
4	Settling Basin outlet Trashrack			

*Figure 2-33: Installation of steel plates at trash passage***2.3.5 STEEL PIPES AND OTHERS
HEADRACE STRAIGHT PIPELINE**

Internal Diameter: 4.5 m

Thickness: 16 mm

Table 2-13: Detail of work progress of Headrace Pipe

Straight Pipes	Up to previous month	This Month
Cutting	96	X
Rolling	96	X
Fitting	96	X
Welding	96	X
Inspection	96	X
Blasting	96	X
Painting	96	X
Transportation to the storage yard	29	X



Figure 2-34: Installation of bellmouth at the junction of conveyance tank and approach pipe



Figure 2-35: Installation of approach pipe

HEADRACE BENDS

Internal Diameter: 4.5 m

Thickness: 16 mm

Note: Fabrication of headrace bend has been completed.

Table 2-14: Detail of work progress of Headrace Bends

Bends	Up to Previous Month		
	Bend 01	Bend 02	Bend 03
Cutting	√	√	√
Rolling	√	√	√
Fitting	√	√	√
Welding	√	√	√
Inspection	√	√	√
Blasting	√	√	√

Bends	Up to Previous Month		
	Bend 01	Bend 02	Bend 03
Painting	√	√	√
Transportation	X	X	X
Erection	X	X	X

Note: Only first layer of painting has been carried out and the final layer of painting will be done once the erection work is completed.

PENSTOCK PIPES

Internal Diameter: 4.5 m

Thickness: 16 mm to 36 mm

Table 2-15: Detail of work progress of Penstock Pipes

Straight Pipes	Up to previous month	This Month
Cutting	141	X
Rolling	118	X
Fitting	59	X
Welding	59	X
Inspection	59	X
Blasting	54	X
Painting	54	X
Transportation	20	X

The contractor has started to transport penstock pipe to powerhouse location.



Figure 2-36: A view of brach pipe of penstock installation (during installation)

REDUCERS

Internal Diameter: 2.25 m to 2.00 m

Thickness: 20 mm

Table 2-16: Detail of work progress of Reducers

Reducer	Reducer 01	Reducer 02	Reducer 03	Reducer 04
Cutting	√	√	√	√
Rolling	√	√	√	√

Reducer	Reducer 01	Reducer 02	Reducer 03	Reducer 04
Fitting	√	√	√	√
Welding	√	√	√	√
Inspection	√	√	√	√
Blasting	√	√	√	√
Painting	√	√	√	√
Transportation	√	√	√	√
Erection	√	√	√	√

Till date the erection of all 4 units reducer has been completed at the site along with the erection of branch pipe.

BRANCH PIPES

Internal Diameter: 3.90 m to 2.25 m

Thickness: 20 mm to 32 mm

Table 2-17: Detail of work progress of Branch Pipes

Branch Pipes	Up to previous month
Cutting	29
Rolling	25
Fitting	25
Welding	22
Inspection	18
Blasting	18
Painting	18
Transportation	18
Erection	18

Erection of branch pipes have been complete on 3 units and on 1 unit around 15 m (Dia: 2.0m and thickness: 20 mm) have been completed.

BRANCH BENDS

Internal Diameter: 2.25 m

Thickness: 20 mm

Fabrication of reducer has been completed. Erection of Branch bend No 04, 03 and 02 has been completed and No 01 will be erected once the Civil Contractor provide the site.

Table 2-18: Detail of work progress of Branch Bends

Branch Bends	Branch Bend 01	Branch Bend 02	Branch Bend 03	Branch Bend 04
Cutting	√	√	√	√
Rolling	√	√	√	√
Fitting	√	√	√	√
Welding	√	√	√	√
Inspection	√	√	√	√
Blasting	√	√	√	√
Painting	√	√	√	√
Transportation	√	√	√	√
Erection	X	√	√	√

Fabrication of reducer has been completed. Erection of branch bend have been ongoing. Till now erection of Nos 3 of branch bend have been completed along with the branch pipe. Welding of Nos 2 of branch bend have been completed and Nos 1 is ongoing. Erection of Nos 1 will be started once the site will be handover by the Civil Contractor.

BIFURCATIONS*Table 2-19: Description of Bifurcation*

Unit	Inlet Diameter (m)	Outlet Diameter 1 (m)	Outlet Diameter 2 (m)	Thickness (mm)
1	4.50	3.90	2.25	36
2	3.90	3.18	2.25	30
3	3.18	2.25	2.25	25

Fabrication of Unit 1 and Unit 2 has been completed at site. Fabrication of Unit 3 has been already delivered to the site. Further erection of bifurcation Unit 3 have been completed and welding work is nearing its completion. Similarly, erection of bifurcation Unit 2 have been completed and welding work is ongoing. Erection of bifurcation Unit 1 will be started once the site is cleared by the main Civil Contractor.

Table 2-20: Detail of work progress of Bifurcation

Bifurcation	Unit 1	Unit 2	Unit 3
Cutting	√	√	√
Rolling	√	√	√
Fitting	√	√	√
Welding	√	√	√
Inspection	√	√	√
Blasting	√	√	√
Painting	√	√	√
Transportation	√	√	√
Erection	X	√	√
Complete Handover	X	X	X

2.3.6 DIFFUSER:

Plate thickness: 12 mm

Estimated Weight of each unit: 25.79 Tons

Note: Erection of diffuser has been completed on all the units at powerhouse location and 5.79 Ton has been certified from the provisional amount.

Table 2-21: Detail of work progress of Diffuser

Description	Unit 1	Unit 2	Unit 3	Unit 4
Cutting	√	√	√	√
Fabrication	√	√	√	√
Welding	√	√	√	√
Inspection	√	√	√	√
Painting	√	√	√	√
Transportation	√	√	√	√
Erection	√	√	√	√

2.3.7 ADDITIONAL WORKS

Additionally, flushing pipe at weir section has been added. The length of each unit is 15.76m and there are 2 units of weir flushing pipes. Both fabrication and erection of pipes has been completed.



Figure 2-37: Fabrication of radial gates



Figure 2-38: Fabrication of intake gate

2.4 ELECTRO-MECHANICAL WORKS

The design, fabrication, assembly, supply and installation of electro-mechanical works of MTHP are under the scope of the Contract with Chongqing Water Turbine Works. Co. Ltd. (CWTW), China. Under this scope CWTW is responsible for all electro-mechanical works starting from the end of penstock until the pickup gantry of switchyard accommodating four units of vertical Francis turbine with all corresponding generating units, control and protection systems, battery backups, internal power consumption transformers, power transformers, excitation transformers, SCADA and communication system as per NEA's grid code requirements, the overhead crane, butterfly valves for each unit feeding penstock.

The EM contractor has already completed almost 90% fabrication works at various factories in China, which includes the design, fabrication and testing of generator sets, runner, shaft, etc. Till date, the EM contractor has delivered almost 70% of the equipment which includes most of the turbine parts, generator parts, EOT crane accessories, etc.

Moreover, the 8th lot shipment of EM equipment has been delivered and stored at the Project site. This 8th lot includes stator winding, governors, excitation control cabinets, ventilation and air conditioner, diesel generators, anchor bolts (foundation bolts) for switchyard, etc. In addition to this, the 9th lot of shipment mostly containing switchyard imbedded parts, governor, excitation panels etc. has already arrived Calcutta port. Similarly, 10th lot of shipment containing Main inlet valves and switchyard equipment have been shipped from China and due to arrive at Calcutta port in coming week.

The EM Contractor officially mobilized its manpower and resources to the site for installation works on February 09, 2021. The camp and warehouse setup work has been completed. The installation of draft tube elbow in all 4 units has been completed along with the first stage embedded parts and pipes. Due to the spread of COVID-19 pandemic, the EM Contractor, also a Chinese company, could not mobilize its national workers at site and thus has been working also with a Nepali subcontractor with minimum impact on the installation works. The Nepalese sub-contractor, JADE, swiftly mobilized its manpower and carried out spiral case installation works of all the units along with other imbedded parts and pipes. However, the contractor now has mobilized its project manager including its technical manpower mostly engineers of both mechanical and electrical background in the site and as of this date, the installation works is smoothly being carried out, where almost 40% erection and installation works have already been completed at the site.

Table 2-22: Work progress summary of Electro-mechanical works

S.N.	Particulars	Progress	Status	Remarks
1	Fabrication works (In China)	90%	Ongoing	<ul style="list-style-type: none"> Generator, turbine, stator, brackets, spiral casing, draft tube, EOT crane, etc.
2	Import of equipment and delivery at site	70%	Ongoing	<ul style="list-style-type: none"> 8th lots of equipment (including stator winding, governors, excitation control cabinets, ventilation and air conditioner, diesel generators, anchor bolts (foundation bolts) for switchyard) delivered at site Spiral case of all units, draft tube, elbow, cone, pit liner, EOT Crane and accessories, runner and generator set for 2 units arrived at site 9th lot of shipment mostly containing switchyard imbedded parts, governor, excitation panels etc. has already arrived Calcutta port 10th lot of shipment containing Main inlet valves and switchyard equipment have been shipped from China and due to arrive at Calcutta port
3	Installation and erection works at site	40%	Ongoing	<ul style="list-style-type: none"> Draft tube installed in all units Spiral casing for all units have been installed Distributor (bottom ring, guide vanes and head cover) at unit 1 and unit 2 installed Lower bracket and stator pre-assembled at Unit 01
4	Testing and commissioning	15%	Ongoing	<ul style="list-style-type: none"> Hydrostatic pressure test of Spiral casing (3 units Completed) EOT commissioning (Completed) EOT load testing (Completed on Nov. 07, 2022)

2.4.1 HUMAN RESOURCES OF EM CONTRACTOR

The Contractor has mobilised its personnel at site for the installation works and has following manpower at present.

Table 2-23: Human resources of EM Contractor

S. N.	Designation	Number
1	Project Manager	1
2	Electrical Engineer	1
3	Mechanical Engineer	1
4	Installation Engineer	2
5	Mechanical Supervisor	1
6	Translator	1
7	Semi-skilled manpower	10
8	Helper	14
Total		31

2.4.2 MANUFACTURING WORKS

Most of the manufacturing works of Electro-Mechanical equipment have been completed at various factories in China. Most importantly all the turbine sets including spare runner has been manufactured and delivered to site for installation. Similarly, all the generator sets has been manufactured and tested which are mostly delivered to the site for installation works. Brief manufacturing progress are listed below:

- **Turbine-** 100% completed
- **Generator-**100% completed
- **Governor-** 100% completed
- **Excitation system-**100% completed
- **Switchyard equipment including transformer and steel structures-** 100% completed
- **PPV valve-**20% completed
- **MIV valve-**100% completed
- **Control panels:** 100% completed
- **Control and protection system-** 20% completed
- **Cables-** 20% completed



Figure 2-39: Panel boards ready for dispatch (Contractor's factory in China)



Figure 2-40: Switchyard and gantry materials ready for dispatch (Contractor's factory in China)



Figure 2-41: A view of Transformer and switchgear (Contractor's factory in China)



Figure 2-42: PPV hydraulic system ready for dispatch



Transformer being factory tested



Rotor spider hub



Runner



Stator

2.4.3 INSTALLATION WORKS

The installation, commissioning and load testing of the EOT crane have been carried out which is one of the major milestone for Electro-Mechanical installation works. The installation of spiral case, draft tube and pit liner has been completed in 3 units. The spiral case cone and the case of unit 4 has been aligned and installed.

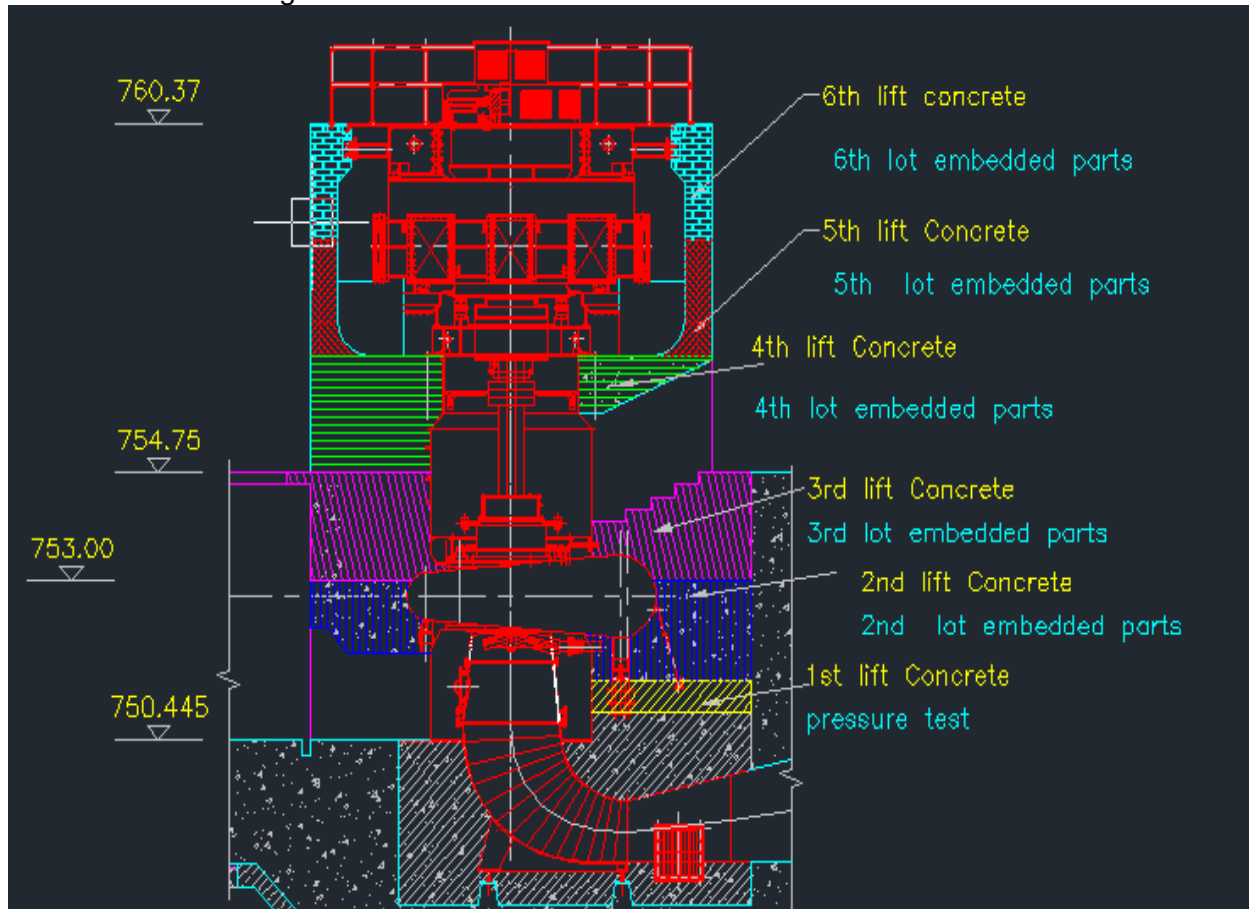


Figure 2-43: Picture showing installation interface between Civil and EM Works

Further, various installation work has been carried out by the Electro-Mechanical Contractor simultaneously with civil construction works, which includes embedded cooling pipes, ventilation pipes, firefighting system, lubrication pipes, electrical pipes etc. In addition to this, the installation of turbine accessories for unit 01 and unit 02 has been assembled whereas the stator has been pre-assembled at the generator casing of unit 01. Further, in the upcoming days, the Electro-mechanical contractor plans to begin installation of turbine parts, stator and rotor assembly.

2.4.3.1 EOT CRANE INSTALLATION

After the completion of roofing in Bay 1 – electrical commissioning of the crane had been carried out. The crane was driven from bay 1 to bay 5 at various speed levels, safety & connections were checked accordingly. In order to verify the load capacity of EOT, load test of EOT crane was successfully carried out on November 07, 2022 by lifting 66 tons of dummy load.



Figure 2-44: Load test of EOT lifting 66 ton and travelling across unit 2



Figure 2-45: Insulation Resistance of EOT's busbar

2.4.3.2 CONTROL BUILDING EMBEDDED PIPES/PARTS

After the Main Civil Contractor started the foundation of auxiliary power house, the EM contractor in close coordination – placed earth mat before the foundation. The Contractor placed various electrical power supply conduits, CCTV outlets, sensor pipe outlets, lighting system's conduit and emergency lighting system's conduits.



Figure 46: PCC done after earth mat installtion in auxiliary power house

2.4.3.3 UNIT 1 INSTALLATION WORKS:

Till date, the distributor segment comprising the bottom ring, guide vanes and head cover have been installed maintaining the line level. Further, the lower bracket for unit 01 generator has also been installed. Along with this, the stator has been lowered into the pit maintaining the level and co axial centre with the turbine accessories. Similarly, the preparation of electrical on site test of stator winding bar and rotor assembly in the service bay is being carried out.



Figure 2-46: Installation of lower bracket in unit 1



Figure 2-47: Lowering of headcover in unit 1 pit



Figure 2-48: Erecting rotor of unit 1 in service bay



Figure 2-49: Lowering of stator into unit pit 1

2.4.3.4 UNIT 2 INSTALLATION WORKS:

Till date, the distributor segment including bottom ring, guide vane with its guide vane sleeve and head cover have been installed maintaining the line level. Further, necessary preparation is being carried out to install lower bracket in unit 02 pit.



Figure 47: Lowering of headcover in unit 2

2.4.3.5 UNIT/PIT 3 INSTALLATION WORKS:

Various embedded plates and pipes such as cooling water, air, oil up to 3rd stage of concrete works has been completed. Now the civil contractor has been preparing to concrete 4th stage and with the current pace civil contractor is expected to handover the pit to EM within a week.

2.4.3.6 UNIT/PIT 4 INSTALLATION WORKS:

Most of the major turbine embedded parts has been installed including stay ring. Welding of spiral case segments have been completed and UT has been carried out to verify the quality of works. Pressure test of the spiral case is left to be carried out before handing over to the Civil Contractor for concreting which is planned in upcoming week.

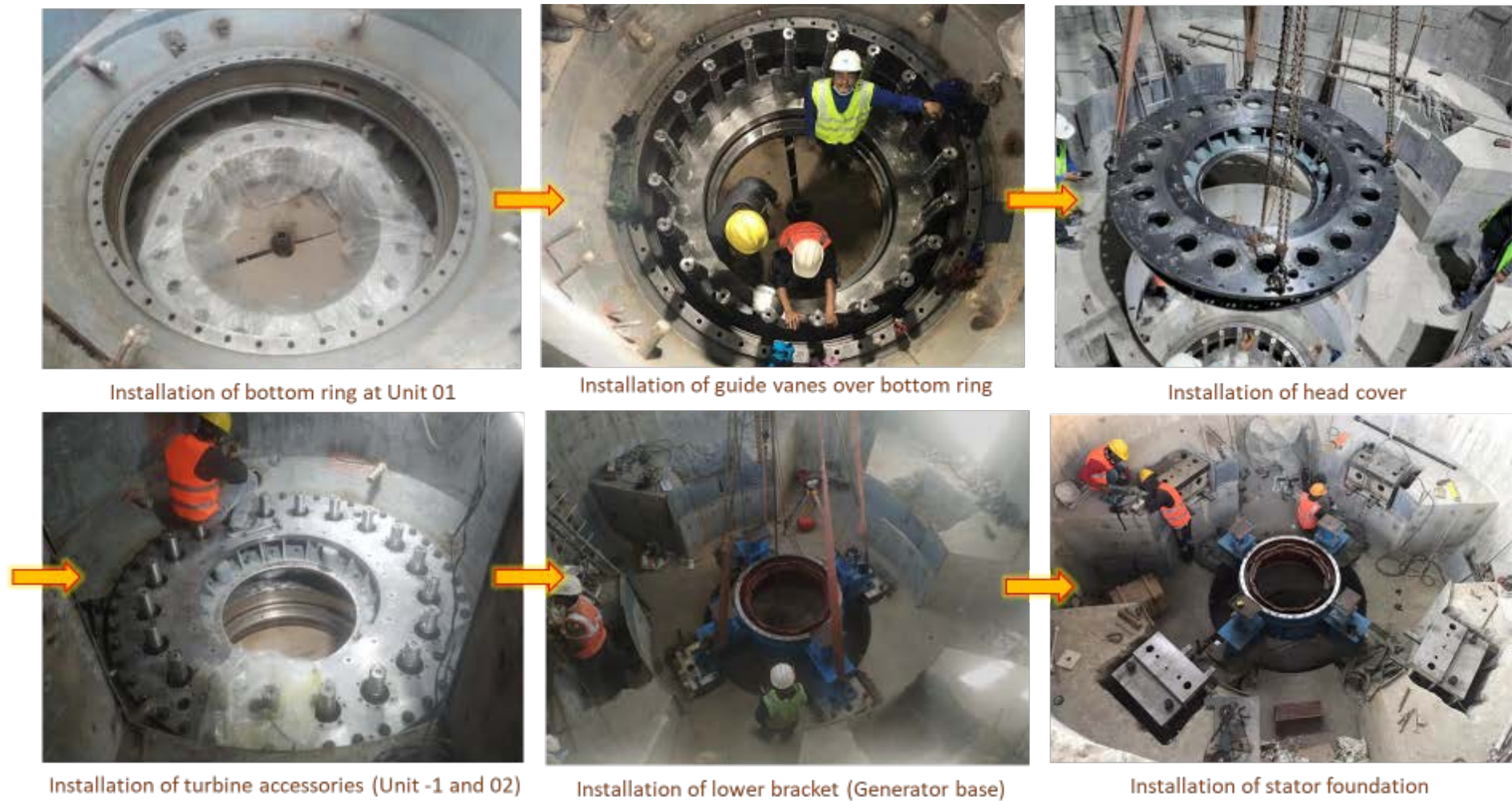


Figure 2-50: Installation of turbine and generator accessories



Figure 49: A view of all four units

2.5 TRANSMISSION LINE WORKS

The Contract has been signed with Cosmic Electrical Engineering Associates Private Limited for Check survey, Design, Supply, Manufacturing, factory testing (inspection and approval by the Employer), Delivery, Erection/ Installation and Testing & Commissioning of all necessary works for completion of a revised length of a 9 km long, 220 kV D/C transmission line on June 07, 2020. The 220 kV transmission line with 24 towers will start from the switchyard of Middle Tamor Hydropower Project and will be connected in the interconnecting bay of Dhunge-Sanghu sub-station being constructed by NEA in Taplejung.

Till date, the Contractor has completed check survey, soil investigation works, design, procurement of the tower parts, and construction of tower foundations and is currently carrying out tower erection works. All the materials such as tower parts, insulators, accessories and conductors have been imported and are safely stored at site.

The construction license of the transmission line has been acquired. The land acquisition works for 23 tower angle points (AP) has been completed and the land acquisition works is only left for AP17 which is the government land. Necessary forest clearance work is ongoing at AP17 and is being followed up rigorously.

The erection of stub and foundation concreting works have been completed in 22 locations which is almost 92% of total foundation works. The remaining locations at AP1 and AP17 have not been cleared and are due construction. Similarly, the tower erection works have already completed at 22 locations which is also around 92% of the total erection works. Further, the Contractor is preparing for the stringing of the transmission line conductor after the RoW is cleared which is in process.

The transmission line route map is shown in figure below.

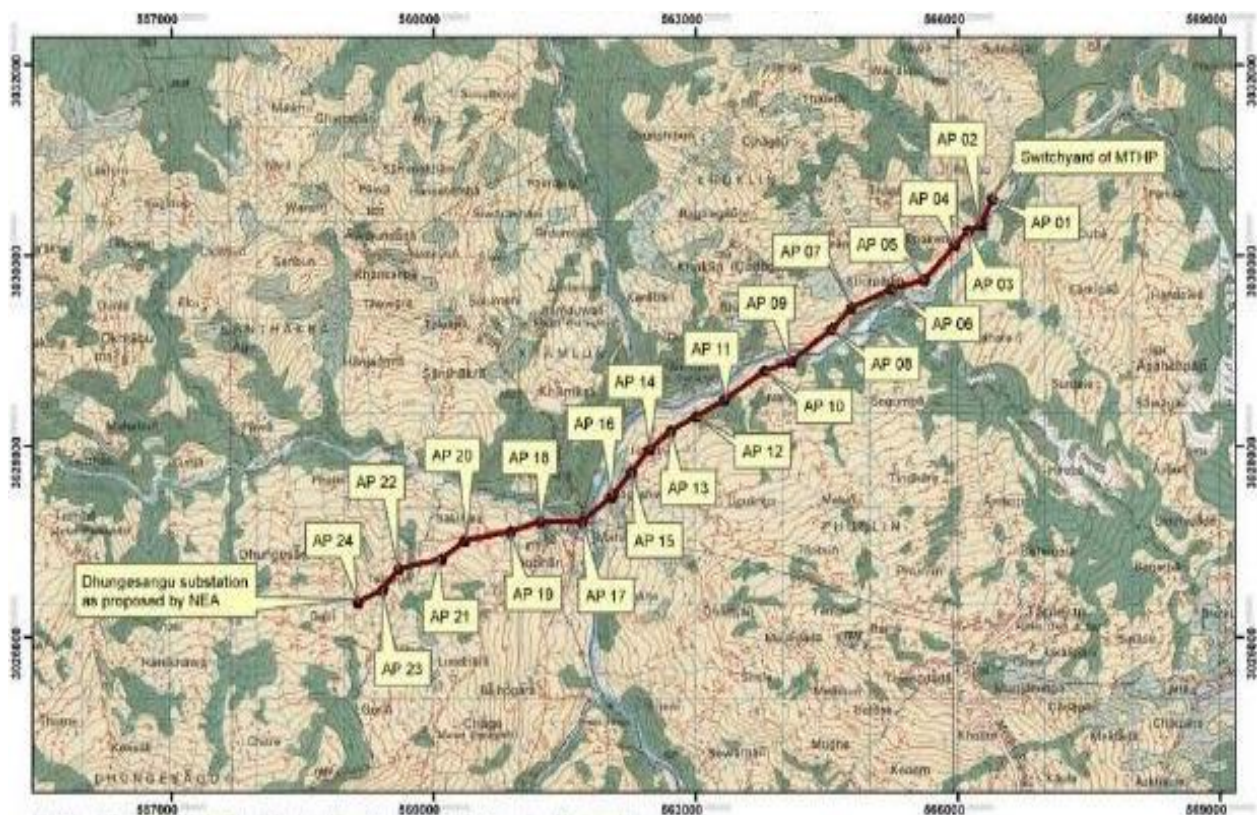


Figure 2-51: Transmission line route map

Table 2-24: Work progress summary of Transmission line works of MTHP

S.N.	Particulars	Progress	Status	Remarks
1	Initial Environment Examination (IEE)	100%	All Completed	Approved by DoED
2	Construction license of TL	100%		Acquired from DoED
3	Detailed design	100%		

S.N.	Tower works	No. of Towers	Completed	Ongoing	Progress	Remarks
1	Land acquisition	24	23	1	96%	Ongoing at AP 17
2	Tower Foundation works	24	22	1	92%	Remaining at AP 01 and AP 17
3	Erection of tower	24	22	1	92%	
4	Stringing works	9 km	-	-	-	After completion of RoW acquisition

S.N.	Fabrication, import and delivery	Progress	Status	Remarks
1	Fabrication of Tower Parts (In India and China), Conductor in Nepal and OPGW and Insulator (In India and China)	100%	Completed	Import and delivery completed

2.5.1 HUMAN RESOURCES OF TL CONTRACTOR

Table 2-25: Human Resources TL Contractor

S.N.	Designation	Total Number
1	Construction Manager	1
1	Civil Engineer	1
2	Senior Surveyor	1
3	Assistant Civil Supervisor	1
4	Driver	1
5	Cook	1
6	Rebar workers	6
7	Labors	35
Total		47

Table 2-26: Equipment of TL Contractor

S.N.	Name of equipment	Quantity
1	Excavator	1 Nos
2	Tractor Trolley	2 Nos
3	Bolero Camper	1 Nos
4	Jack Hammer	1 Nos
5	Rock Drill	1 Nos
6	Compactor	1 Nos
7	Vibrator	2 Nos
8	Generator	2 Nos

2.5.2 CONSTRUCTION WORKS

The Contractor is carrying out foundation works as well the erection works for 22 tower locations. The following table shows the progress in transmission line achieved so far.

Table 2-27: Summary of Transmission Line works progress

S.N.	Description	Total	Unit	Completed	% Completed
1	Land Procurement works	24	Nos	23	96%
2	Foundation Works	24	Nos	22	92%

3	Tower Erection Works	24	Nos	22	92%
4	Stringing Works	10	Km	0	0%

The stringing work is yet to be carried out by the Contractor and has plans to start immediately after the RoW clearance is completed.

Table 2-28: Details of Transmission Line works

S. N.	Tower No.	Land Procured	Excavation Completed	Foundation Completed	Protection Work	Tower Erection	Stringing	Remarks
1	AP1	Yes	No	No	No	No	No	Dead End
2	AP2	Yes	Yes	Yes	No	Yes	No	Erection completed
3	AP3	Yes	Yes	Yes	Yes	Yes	No	Erection completed
4	AP4	Yes	Yes	Yes	Yes	Yes	No	Erection completed
5	AP5	Yes	Yes	Yes	Yes	Yes	No	Erection completed
6	AP6	Yes	Yes	Yes	No	Yes	No	Erection completed
7	AP7	Yes	No	No	Yes	Yes	No	Erection completed
8	AP8	Yes	Yes	Yes	No	Yes	No	Erection completed
9	AP9	Yes	Yes	Yes	Yes	Yes	No	Erection completed
10	AP10	Yes	Yes	Yes	Yes	Yes	No	Erection completed
11	AP11	Yes	Yes	Yes	Yes	Yes	No	Erection completed
12	AP12	Yes	Yes	Yes	Yes	Yes	No	Erection completed
13	AP13	Yes	Yes	Yes	Yes	Yes	No	Erection completed
14	AP14	Yes	Yes	Yes	Yes	Yes	No	Erection completed
15	AP15	Yes	Yes	Yes	Yes	Yes	No	Erection completed
16	AP16	Yes	Yes	Yes	Yes	Yes	No	Erection completed
17	AP17	No	No	No	No	No	No	Government Land
18	AP18	Yes	Yes	Yes	No	Yes	No	Erection completed
19	AP19	Yes	Yes	Yes	Yes	Yes	No	Erection completed
20	AP20	Yes	Yes	Yes	Yes	Yes	No	Erection completed
21	AP21	Yes	Yes	Yes	No	Yes	No	Erection completed
22	AP22	Yes	Yes	Yes	No	Yes	No	Erection completed
23	AP23	Yes	Yes	Yes	No	Yes	No	Erection completed
24	AP24	Yes	Yes	Yes	No	Yes	No	Erection completed



Figure 2-52: Various stages of transmission line works



Figure 2-53: View of erected towers from right bank of Tamor



Figure 2-54: A view of AP10 along with protection works



Figure 2-55: Erected last tower at AP24 and tower of NEA (left)

2.5.3 ROW CLEARANCE

The stringing work shall commence after the clearance of right of way (RoW) which is 15m on both sides from the center line of the tower (according to PPA). A dedicated team of social mobilizers and engineers have been assigned to expedite the RoW clearance and facilitate stringing activity. The team is working rigorously and are expected to complete RoW clearance within December 2022.

In overall, the construction progress of Transmission line works is about 84% and is in line with our expected commercial operation date.



Figure 58: RoW clearance between AP11 and AP12



Figure 59: DoF personnel marking trees falling in RoW



Figure 60: Various local level meetings carried out by our social team



Figure 2-56: A view of RoW clearance



Figure 2-57: An aerial view of Dhunge-sanghu substation (NEA Project)

2.6 FINANCIAL PROGRESS TILL DATE

The total project cost of Middle Tamor as per the revised Due Diligence study is **NPR. 13,332,566,934** (In words. Nepalese Rupees Thirteen Billion Three Hundred Thirty-Two Million Five Hundred Sixty-Six Thousand Nine Hundred Thirty-Four only). Out of the total project cost, the total equity portion is NPR. 3,333,141,733.47, whereas the total debt required is NPR. 9,999,425,200.40. The promoter's equity portion, which bears 70% of the total equity i.e. NPR 2,333,199,213.43 has been fully paid up and the share lagat has already been registered in the Office of the Company Registrar (OCR). Necessary arrangements for the debt portion has been made through a consortium of 8 commercial banks led by Nepal Investment Bank Ltd.

Out of the total Contract amount, 64% has already been paid to the Main Civil Contractor till date against the works performed as per the Contract. The amount is paid on the basis of raised Interim Payment Certificate (IPC) by the Contractor. Till date, payment against 21 IPCs have been already disbursed to the Main Civil Contractor whereas the Contractor is in process of raising IPC 22. Similarly, 53% of the Contract amount has been paid to the Hydro-Mechanical Contractor till IPC 5 out of design and procurement portion. All required Steel plates have been purchased by the Employer. 59% of the Contract amount has already been paid to the Electro-Mechanical Contractor against the bills of supply portion for the dispatch of 8 lots EM equipment after the receipt at site and advance paid against Advance payment guarantee (APG). Further, about 88% of the total Contract amount have been provided to the TL Contractor against the bills up to IPC#05 and advances against IPC#06.

Table 2-29: Financial Progress of Major Contract Packages Till Date

Major Contract Packages	% Expense till date	% Remaining Budget
Main Civil Works	64%	36%
Hydro-Mechanical Works	53%	47%
Electro-Mechanical Works	59%	41%
Transmission Line Works	88%	12%

3 OCCUPATIONAL HEALTH SAFETY AND ENVIRONMENT (OHSE)

Safety protocol against COVID- 19 has been prepared and strictly implemented at the Project site. To maintain health safety of the all the employees, the Employer has been providing suitable and relevant personal protective equipment (PPE) on daily basis. Two dedicated health care workers have been permanently employed by the Employer to maintain health and safety of the employees along with the establishment of a health care facility with sufficient medicines and first aid kit. In addition, regular screening of headworks and powerhouse site workers are being carried out by the OHSE team by measuring temperature and general health check.

To avoid any potential risk at the underground works, the Contractor safety personnel have been instructed to continually make the employees aware of potential hazards relating to drilling and blasting activities inside the tunnel and the control measures that they are to adhere. Further, periodically safety induction training is being conducted at site to the workers of contractors and sub-contractors. The foreman in charge have been instructed to continuously monitor the worker's team during entry and exit from the tunnel. Fire extinguishers have been strategically placed in areas where high temperature works are being performed. Regular oxygen level and lightening is being monitored at the underground work fronts. The employer has facilitated telecom facilities to communicate inside the tunnel structures.

The OSHE team of the Employer has been carrying out regular safety drill at the Contractor's camp at the headworks and powerhouse to train the workers and the staff regarding the proper procedures during natural calamity or hazard. Tool box talk is provided to every new batch of workers at the construction site along with required safety training.

Moreover, all members of the technical team have been advised to be cautious when entering hazardous areas. Extra efforts to ensure the safety of visitors have been well implemented. Instructions are given to the technical team to continue to follow safe working practices to keep possible incidents to a bare minimum.



Figure 3-1: Toolbox talk meeting given to the employees of subcontractors on "Tunnel Safety"

4 IMPACT OF COVID-19 ON THE PROJECT

4.1 FIRST WAVE OF COVID-19 FROM MARCH 2020

The pandemic situation due to outbreak of COVID-19 in late December 2019 was a major challenge to the work progress at site. For effective control of spreading this fatal epidemic, China locked down its territory from January 23, 2020. Since the Main Civil Contractor of the Project is a Chinese company (Zhejiang First Hydro), the machineries, accessories for repair and maintenance as well as various construction equipment and materials could not be imported from China by the Contractor since January and thus the Project was affected much before the Government of Nepal took measures to restrict the spread of virus in the country. The nationwide lockdown imposed by the Government effective from March 24, 2020 in Nepal further caused a severe restriction in materials transport, availability of local human resources and overall inconvenience for smooth working in the Project.

Thanks to multiple joint efforts from the Employer, the Engineer and the Contractor, even during the period of extreme lockdown, the Contractor was not forced to completely shut down the construction works and a reasonable progress could be achieved in areas as instructed by the Engineer, especially at the Headworks. Such commendable efforts by the Employer and the Contractors prevented a significant loss of structural and financial damages.

However, dangerous spread of the pandemic across Nepal and unavailability of vaccines made the Chinese workers increasingly restless and concerned about their health and safety. The Main Civil Contractor requested the Employer for a complete shutdown of project so that they could return to China for preventive measures and return after vaccination. However, in the Monthly Coordination meeting held on September 25, 2020 the Employer and Engineer rejected the request of the Contractor for a complete shutdown and suggested to proceed with the construction works employing Nepali Sub-Contractors for excavation of tunnel and excavation and concreting of Powerhouse and Tailrace floodwall. Almost all Chinese workers had gone home for vaccination. Until their return the Main Civil Contractor had been carrying out tunnel excavation from the adit and outlet, surge shaft and excavation and concreting of Powerhouse components through Nepali subcontractors. However, the first batch of 20 vaccinated Chinese managers arrived at site and work fronts at the gravel trap, intake and settling basins resumed from late March 2021 with the manpower of the sub-contractors. Although these efforts from all parties prevented a complete shutdown of the Project and also helped make some reasonably possible progress on several construction fronts, the momentum of construction process was lost and the planned progress could not be achieved.

Due to various logistical problems created by the first wave of the pandemic, the organization and planning of construction works were disrupted and thus, construction of undersluice/ intake and associated hydro-mechanical works couldn't be completed as planned before the arrival of first flood of the monsoon (July 2020). The flood washed off the cofferdam much earlier than anticipated rendering the entire partially constructed undersluice structure under water. The weir construction works that were originally scheduled in the dry season of 2020 has already been delayed and is resumed by re-coffering the area in the dry season of 2021.

4.2 SECOND WAVE OF COVID-19 FROM APRIL 2021

As the construction works was gaining momentum and the Project team was working on future measures to minimize the duration of the already caused delay on these fronts and its financial impact, the second wave of the COVID-19 pandemic hit Nepal. Due to an alarming rate of rise in cases of COVID infection, the Government of Nepal decided to impose prohibitory order from Baisakh 16, 2078 (April 29, 2021). This further affected the construction progress of the Project, which was gradually getting on track from the impact of first wave.

The Employer jointly with the Engineer and the Contractors, with the prior experience from the first wave, prepared isolation centers, kept stock of medicines and followed proper safety

guidelines to face the serious challenge posed by the second wave of COVID. The construction works were carried out taking high safety precautions to cover the already endured delay. Despite following all safety measures and periodic testing of all employees working at the site facilitated by the Employer, almost 110 members working at the site tested positive in a mass PCR testing. Out of these, 4 members from the Employer and 106 members from the Main Civil Contractor (including 14 Chinese workers and 92 workers from Nepali sub-contractors) were found COVID positive. The workers and staffs, who tested positive, were properly isolated in the isolation centers prepared by the Employer and the Contractor with adequate medical support and personal care. The entire construction site was immediately sealed and construction activities were halted until the infection situation came completely under control.

Almost all of the construction work fronts have been resumed since mid-July, 2021. The second wave has certainly hampered the desired progress at the site. With uncertainty of the effect of the COVID's variants in Nepal, the Employer, the Engineer and the Contractor are highly concerned about the construction progress, health and safety of their employees and have been working to minimize further delay in construction. The Chinese workers, who did not return from China after vaccination, have been replaced by Nepali workers through sub-contractual arrangements by the Main Civil Contractor and work at all required fronts are active and going on smoothly.

Repeated temporary pauses in the construction activities caused by the pandemic certainly affected the overall organization, planning and execution of the project work. Considering the effect of COVID-19 pandemic on many hydro projects under construction in the country, the Government through Nepal Electricity Authority had decided to grant a maximum of one-year extension of Required Commercial Operation Date on demand from projects that needed such time compensation. We have been granted the extension of one year. Thus, the revised RCOD of the Project is Ashadh 31, 2080 (16 July 2023). In view of the current pace of the progress on various work fronts in the Project, we are confident that the Project will be comfortably completed by this RCOD.

5 CONCLUSION AND RECOMMENDATION

The progress in Main Civil works is about 77% whereas in Hydro-mechanicals works is almost 65%. Further, the progress in Electro-mechanical works and Transmission Line works is 62% and 84% respectively.

Table 5-1: Work progress summary chart

S.N.	Major Contract Packages	Project Weightage	Physical Progress out of 100%
1	Main Civil Works	66%	77%
1.1	<i>Headworks and Temporary River Diversion</i>	25%	84%
1.2	<i>Powerhouse and Penstock</i>	7%	68%
1.3	<i>Underground Works (HRT and Settling Basin)</i>	30%	71%
1.4	<i>General Items</i>	4%	90%
2	Hydro-mechanical Works including Procurement of steels	6%	65%
2.1	<i>Contract amount</i>	5%	62%
2.2	<i>Procurement of steel plates</i>	1%	98%
3	Electro-mechanical Works	13%	62%
4	Transmission Line Works	2%	84%
5	Infrastructure Development Works	13%	92%
	Overall Construction Progress		76%

As outlined above, despite all difficulties faced by the Project due to COVID-19, about **76%** of construction progress has been achieved till date. Although the desired level could not be reached, the progress is still satisfactory in these times of great challenges. The unforeseen geological surprises, physical constraints of excavation in large caverns and long tunnel excavation cycle are major drag to the construction pace. To overcome these problems, the Employer has extended supports to the Main Civil Contractor for mobilization of additional equipment, like two Boomers, Batching Plant, Grouting Machines, Robotic Shotcrete machine, Generators, dump trucks, excavators, loaders, etc.

The Management is fully aware of various challenges and has been working hard to overcome them in collaboration with the Engineer, Contractors, Subcontractors, Suppliers, Transporters, as well as concerned public authorities, Ministry of Energy, Ministry of Forest and Environment, Department of Electricity Development, Nepal Electricity Authority, various local governments and the consortium of lending banks. Taking into account possible lockdowns by the Central and Local Governments in the event of another COVID outbreak, efficient mechanism has been enforced to ensure that sufficient stock of cement, rebars and other construction materials are stocked well before such events; new subcontractors have been employed; strict health and safety protocols have been implemented and several isolation centers have been constructed at the Project site. These joint efforts have been quite helpful in keeping the progress healthy while at the same time keeping the workers and staff safe from any future infections.