

SANIMA MIDDLE TAMOR HYDROPOWER LIMITED

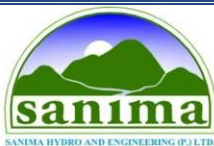
Shankha Park, Dhumbarahi, Kathmandu, Nepal

MIDDLE TAMOR HYDROPOWER PROJECT (73 MW)



MONTHLY PROGRESS REPORT

(January 2022)



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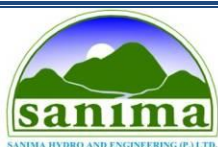
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ABBREVIATIONS AND ACRONYMS

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.

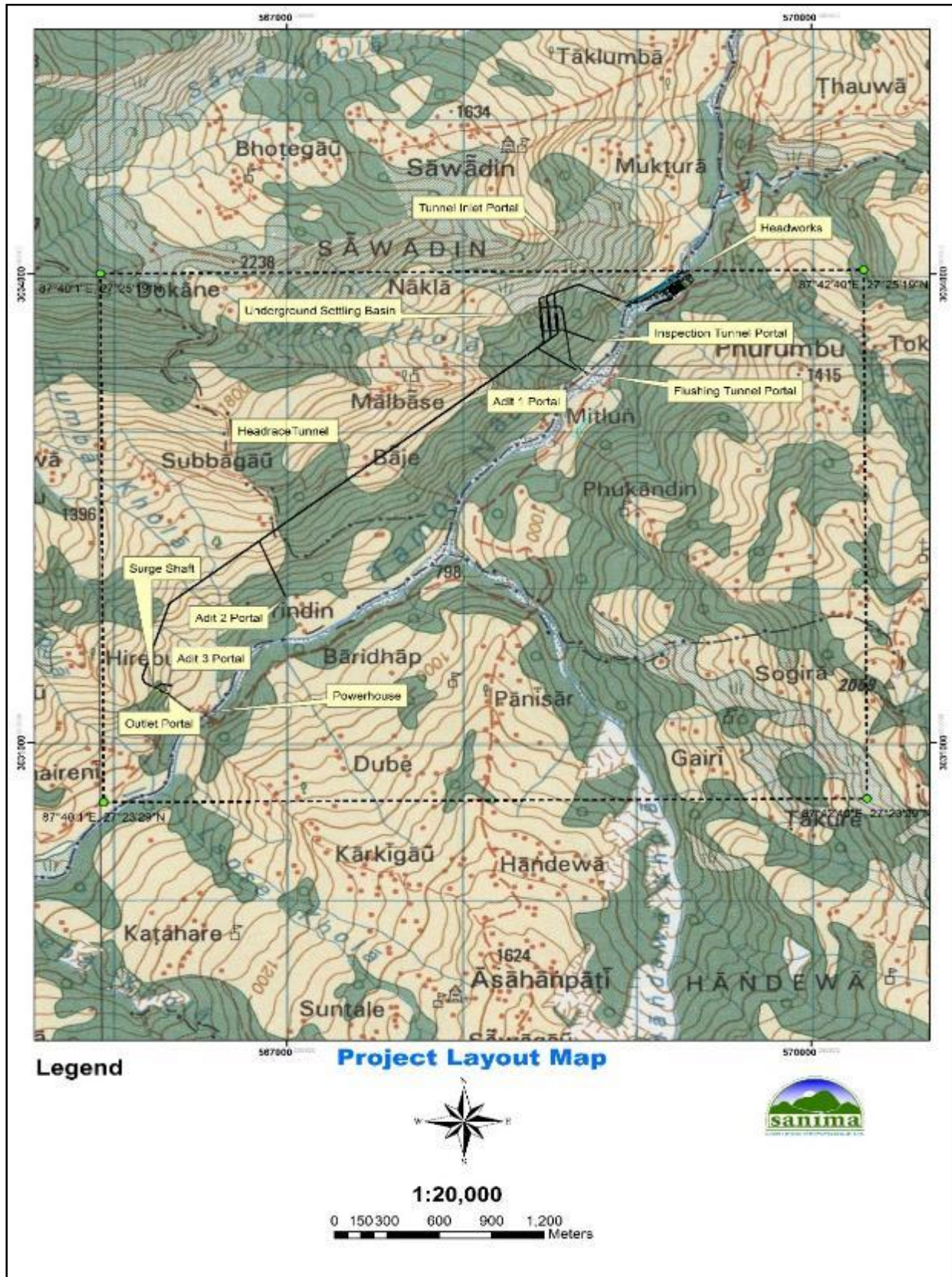
Sanima Middle Tamor Hydropower Ltd. (SMTHL) was established as a Special Purpose Vehicle (SPV) Company for the implementation and operation of Middle Tamor Hydropower Project (MTHP). The Generation License of the Project was obtained initially for 54 MW on 5 June 2017, and subsequently the design was 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 form 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 is 17 July 2022 (1 Shrawan 2079) for 73 MW. However, considering initial impact study of COVID-19 on the Project the RCOD is estimated a delay of 1 year. The extension of the RCOD has been already recommended by the NEA to Electricity Regulatory Commission (ERC).

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 an 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 a 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: General layout of the Project Structures



1.2 PROJECT KEY INFORMATION*Table 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	13 Sept 2021 for 54MW/ 17 July 2022 for the current capacity (73 MW)
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 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	60 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)
Required Commercial Operation Date	: 28 th Bhadra 2078 (13 Sept 2021) for 54 MW and 01 Shrawan 2079 (17 July 2022) for the additional capacity.

(An extension of 1 year has already been approved by the NEA)

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 the end of January 2022 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 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.

Considering the difficulty of crossing Hangdewa Khola in monsoon and to avoid long distance route from headworks to powerhouse, the Employer have constructed an alternative road route and a new Bailey bridge over the Tamor River between headworks and powerhouse. The new access road runs from Mitlung S turning to powerhouse site and is in full function. The two roads are connected by a Bailey bridge at Budidaha. This alternative road and new bailey bridge (Span: 33.5m) have allowed the travelling distance from PH to HW to be significantly reduced from 11.2 km to almost 5.5 km, saving a lot of time and resources in transportation of material and human resources. The new access road from Mitlung to Thumba is fully operational with minimum maintenance.

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. The construction of guardhouse and entry gate is almost completed whereas the construction of a new camp at the Powerhouse has already started.

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. Apart from occasional maintenance, it is being operated without major disturbances during monsoon.

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: Access Road Network at site



Figure 3: A view of access road from Mitlung to Thumba



Figure 4: Gabion wall construction at new access road from Mitlung to Thumba



Figure 5: Bailey Bridge at Budidaha section



Figure 6: Employer's residential camp at Headworks (Simle)



Figure 7: Employer's residential camp at Powerhouse (Lorindin)



Figure 8: Construction Powerline

2.2 IMPACT OF COVID-19 ON THE PROJECT

2.2.1 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. The delayed commencement of the weir construction will consequently affect the projected commercial operation milestone.

2.2.2 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 completely halted.

Currently, almost all of the construction work fronts that were temporarily suspended due to COVID have been resumed since mid-July, 2021. The second wave has certainly hampered the desired progress at the site beyond our expectations. 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. Since COVID-19 infections with new variants of virus keep appearing in the community, its complete prevention and control at the project site will certainly be challenging.

Furthermore, all Chinese workers, who went to China for vaccination, did not return to the project site. Although the Chinese workers are replaced by Nepali workers through sub-contractual arrangements by the Main Civil Contractor, the pace of progress is much slower than required. Repeated temporary pauses in the construction activities caused by the pandemic will certainly affect the overall organization, planning and execution of the project work and as a consequence further extension of the completion date may become inevitable.

2.3 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 Contractor started the mobilization of resources to the construction site in July 2018. The construction of main civil works started from March 2019 from the headworks area. Currently, the Main Civil Contractor has been carrying out excavation of underground works from the adit, outlet, surge shaft, settling basins along with excavation and concreting of weir and stilling basin and various components of powerhouse through Nepali subcontractors. Undoubtedly, the construction schedule has been affected, but efforts are being made to manage the delay and complete the Project within the extended RCOD.

2.3.1 MAJOR RESOURCES AVAILABLE AT THE SITE

The major resources (manpower, machineries and materials) engaged for the construction and management of the MTHP is presented in this chapter. Contractor's resources are based on the reports made available by the Contractor on monthly basis.

Due to ever spreading COVID-19 with emerging new variants and regular disruption in transportation and supply caused due to this, it has become a challenge to ensure smooth supply of major construction materials like cement, reinforcement bars and I section steel beams. 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 government bodies, local levels, communities and 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. Despite these efforts of the Employer and Contractor, some work fronts and desired milestones of the Project have been affected.

Table 3: 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	

S.N.	Name	Specification/Model	Quantity	Remarks
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
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	

2.3.2 HEADWORKS

The works halted in the headworks region due to second wave of pandemic were resumed since July 15, 2021 by the main civil contractor. The sub-contractors hired by the main civil contractor have been working at the headworks as well as powerhouse region. Till date almost 99% of concrete works at undersluice, 98% at intake (orifice structure), 91% at u/s floodwall, 77% at gravel trap and 76% at intake canal has been completed. Further, the concreting works at weir and stilling basin have been commenced by the Civil Contractor from this dry season after re-coffering the river. Till date 30% concrete works at weir, 40% at stilling basin and 46% at u/s blocket have already been completed. Also, d/s right floodwall and cutoff-wall at headworks have been already constructed. Further, the excavation works on the conveyance tank and settling basins are in progress. The details of construction works area are described hereunder.

2.2.1.1 INTAKE AND GRAVEL TRAP

More than 8,000 m³ of concrete has been poured at intake structure till date. The excavation and rebar installation at the intake canal, bed load sluice culvert and gravel trap section is ongoing. About 3,700 m³ and 2,060 m³ of concrete (C25 & C35) has been poured at gravel trap and intake canal till date which is almost 77% and 76% of concreting works respectively. Furthermore, the cross interface works like embedded parts for intake gate hoisting, trash rack cleaning machine and railing are being installed by the HM Contractor. Also, 5 numbers of trash racks and bed load sluice have been constructed.

Table 4: Work Progress at Intake

Total volume	Completed volume	Remaining volume	% Complete	% Remaining
8,397.68	8,133.17	264.51	97 %	3 %



Figure 9: Intake and Undersluice section from downstream



Figure 10: A view of Gravel trap

2.2.1.2 WEIR AND STILLING BASIN

The concreting works at weir and stilling basin is in active progress taking into account the importance of this dry season for the completion of the entire Project. The contractor started excavation and concreting works on these structures from mid-September 2021. The contractor has already excavated up to the design elevation and poured almost 3,460 m³ concrete in weir and stilling basin till the end of January 2022.

About 12,641.70 m³ volume of concreting works out of total 37,011.89 m³ has been carried out at weir section (Headworks) till date in which 6,217.60 m³ in weir body, 5164.71 m³ in stilling basin and 1,259.40 m³ in U/S slab and cutoff have been completed respectively. Out of the total concreting works, about 4,847.73 m³ of concrete was poured in the month of January 2022.

Table 5: Progress made at Weir Section

S.N	Structure	Estimated Quantity (m ³)	Progress (m ³)	%Completed
1	Weir Body	21206.83	6217.60	29.32 %
2	Stilling Basin	13060.45	5164.71	39.54%
3	U/S Slab and Cutoff	2744.61	1259.40	45.89%
	Total	37,011.89	12,641.71	34.14%

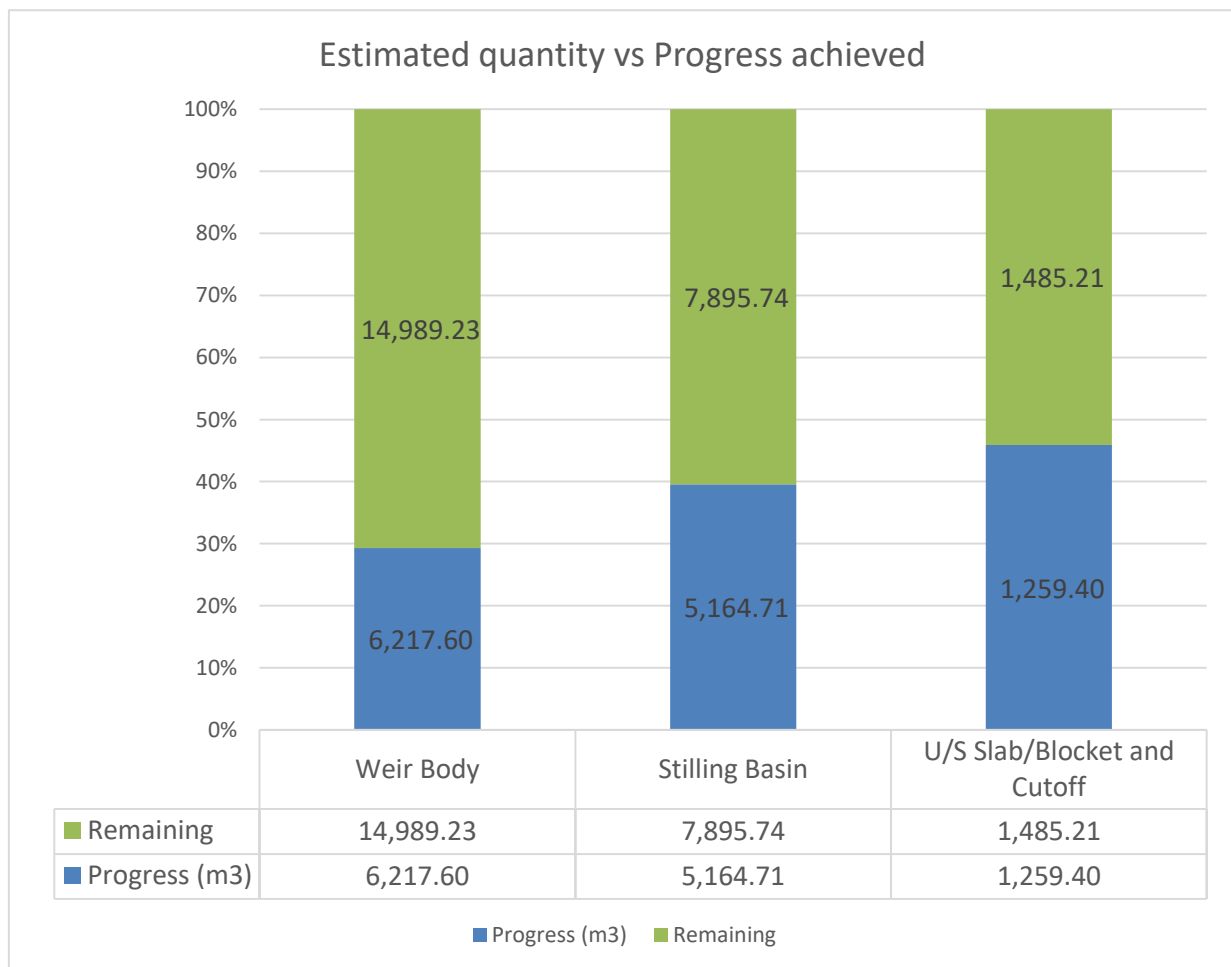


Figure 11: Comparison between estimated Vs completed concrete quantity at weir



Figure 12: Headworks (A view of Undersluice and weir stilling basin from downstream)



Figure 13: Reinforcement works at weir Upstream slab panel 02



Figure 14: Aerial view of concreting works at stilling basin



Figure 15: Ongoing reinforcement works of downstream slope of weir body



Figure 16: Installation of uplift pressure releasing pipes at stilling basin panel 03



Figure 17: Completed concreting works at baffle blocks Weir stilling basin Panel 06 & 07



Figure 18: Ongoing Reinforcement works at baffle blocks of panel 08



Figure 19: Reinforcement works at weir downstream cutoff wall

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 UNDERSLUICE

Till date, more than 19,000 m³ of concreting has been poured in the Undersluice portion. The concreting at undersluice has been completed to a level of 898.95 amsl along with breast wall concreting between piers in panel-03. However, concreting works at fish ladder is still left from panel-04 to panel-08. About 99% of concreting works has already been completed in the undersluice portion till date.

Table 6: Work Progress at Undersluice

Total volume	Completed volume	Remaining volume	%complete	%remaining
19,327.15	19,262.96	64.19	99 %	1 %



Figure 20: A view of Undersluice from downstream

2.2.1.5 U/S FLOODWALL

Till date, about 2,690.51 m³ of concrete has been poured at Panel-04 (Up to elevation of 895.50 amsl). In addition, the excavation at backside portion of Panel-04 and Panel-05 has been resumed from March 2021, after the arrival of immunized Chinese workers. About 91% of concreting works has been completed in U/S floodwall.

Table 7: Work Progress at U/s floodwall

Total volume	Completed volume	%complete	%remaining
2944.12	2690.51	91 %	9 %

2.3.3 UNDERGROUNDS WORKS

Since the nationwide lockdown imposed by the Nepal Government from March 24, 2020, after the outbreak of COVID-19, explosives required for tunnel excavation could not be imported from India and transported from the Birgunj Customs to the Project site. The excavation works were halted for more than a month. In addition to that, the Government of Nepal employed the military to various location of the country for COVID related management works thus affecting the security and management of the explosives at site. As a consequence, the progress in tunnel excavation was severely affected. As soon as the explosive was transported to the site, a significant excavation was carried out. To avoid spread of COVID-19, the Contractor decided to send his Chinese tunnel workers to China for vaccination. To avoid complete shutdown of the tunnel works and considering the uncertainty of the Chinese workers' return due to ever spreading fear of COVID-19, the Employer helped the Main Civil Contractor to find and negotiate subcontract with Nepali contractors for the HRT excavation. The sub-contractors were relocated to the headrace tunnel (HRT) section and have been carrying out the excavation works along with support works in the HRT section from inlet near Headworks and outlet near powerhouse along with the excavation of Surge shaft. The excavation works and rock support works halted at settling basin sites has been recently resumed but the progress has yet to gain the desirable momentum.

The second wave of COVID hit the country and the government imposed a nationwide prohibitory order. However, due to early precautions of the Employer, the Engineer and the Contractor, the construction has not been completely interrupted in the underground works. Certain delay in the construction is likely to occur due to the second wave and hindrance in materials transport due to the prohibitory order which might subsequently cause for the delay in work progress. Keeping aside the uncertainty, the underground construction works had been being carried out by the main Civil Contractor using the human resources of the sub-contractors from two faces i.e. HRT from Adit and HRT from outlet. A team of the main Civil Contractor was carrying the excavation works in the vertical shaft i.e. surge shaft. However, considering the alarming rate of COVID cases rising at the site, the Employer and the Contractor temporarily suspended the underground construction works from June 30 to avoid further spreading of COVID.

However, after the effective control of infections and recovery of infected workers, the Contractor resumed the excavation works in HRT from adit, settling basins, surge shaft and HRT from Outlet. Regarding the safety of the employees and smooth excavation works, the Employer has rented two Boomer machines which are currently being operated by the Main Civil Contractor for the excavation of settling basins.

Till date, about 82% by length of the underground works has been excavated along with necessary supports works. The progress by volume is about 67% due to slow excavation of the Settling Basins with much large cross section (i.e. 150 m x 13.5 m x 17.5 m). About 5,422 m length 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.

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 have initiated the excavation work of the settling basin in benching form from crown level along with the application of initial supports. The Contractor has already achieved breakthrough in SB-01 at the crown level. The volumetric excavation progress at SB-01 is about 31%.

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 have initiated the excavation work of the settling basin in benching form from crown level along with the application of initial supports. The Contractor has already achieved breakthrough in SB-02 at the crown level and. The volumetric excavation progress at SB-01 is about 31%.

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 have initiated the excavation work of the settling basin in benching form from crown level along with the application of initial supports. About 106 m progress by length (average) has been achieved including inlet and outlet transition zone. The volumetric excavation progress at SB-03 is about 21%.

With this, the Contractor has already excavated almost 28% of earthwork volume in these three fronts of settling basin. The Contractor has already begun excavation at the invert to reach design depth.

7. HEADRACE TUNNEL (HRT)

3,367 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. Currently, there are two work fronts for HRT, one from Adit tunnel and another from outlet portal. About 2,868.66 m has been excavated till the end of January 2022, from two different faces.

HRT from Adit-01

About 1,270.53 m has been excavated till the end of January 2022, from this face, in which 57.17 m has been excavated in this month, along with support installation works. Average pull length in this month is 2.72m.

HRT from the Outlet end

The Contractor has excavated 1,598.13 m of the HRT from the outlet end, in which 40.81 m has been excavated in the month of January 2022 from this face.

Total length (m)	Excavated from Adit 01 (m)	Excavated from Outlet (m)	Total Excavation (m)	Completion %
3,369.962	1,270.53	1,598.13	2,868.66	85.1%

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 competed 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 competed 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. SEDIMENTS FLUSHING TUNNEL

The Contractor has excavated about 19.59m till the end of January 2022 along with rock supports works. In this month, about 12.96m has been excavated with average pull length of 1.45m.

10. VENTILATION TUNNEL

The excavation of Ventilation tunnel up to 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. Steel ribs have been installed as per site conditions.

11. SURGE SHAFT

The excavation of 8 m diameter surge shaft has been already been completed by the Main Civil Contractor throughout a depth of almost 80 m. Further, the Contractor is carrying out the widening works to its design diameter of 16m up to a depth of about 32 m from the top level of crown. The Contractor is carrying out sequential excavation with support of 6m long, 32 mm dia. rock bolt and 75 mm thick steel fiber Shotcrete. Till date almost 9,414 cubic meters of earthwork has been excavated in surge shaft which is almost 56% of the total estimated earthwork volume.



Figure 21: A view from HRT from adit



Figure 22: Face drilled by Boomer at SB 01



Figure 23: Excavation works at Connecting Tunnel junction (SB-02) using Boomer



Figure 24: Shotcreting at SB 01



Figure 25: Scaling works at HRT from Outlet



Figure 26: Face Drilling at Sediment flushing Tunnel



Figure 27: Excavation of Surge Shaft

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	9,244.79	20,424.34	Active
6	Settling Basin Bay-02		150.00	150.00	150.00	29,669.13	9,244.79	20,424.34	Pending
7	Settling Basin Bay-03		150.00	110.50	101.92	29,669.13	6,289.24	23,379.89	Active
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	21.12		3,600.00	149.56	3,450.44	Active
15	Gate Shaft (Inspection Tunnel to SB)		66.00	SB-gate		4,551.86	1,466.97	3,084.89	Pending
16	Connecting Tunnel to Surge Shaft		70.20	70.20		2,765.88	2,765.88	-	Completed
17	Surge Shaft		79.93	16.4m dia height 32m		16,880.38	9,414.19	7,466.19	Active
18	Ventilation Tunnel		199.75	199.75		2,560.64	2,560.64	-	Completed
19.1	HRT	From Adit	3,367.00	1,270.53		133,248.58	50,530.88	19,751.37	Active
19.2		From Outlet		1,598.13			62,966.32		Active
Total			6,622.96	5,422.11		299,455.35	200,848.45	98,606.90	67.07%
			81.87%			67.07%			
			Completed by length			Completed by Volume			

2.3.4 POWERHOUSE

For excavation and concreting works at Powerhouse area, the Contractor (1st Hydro) has employed Nepali workers through a Nepali sub-contractor company. The excavation works at Powerhouse has already been completed. The concrete works at tailrace floodwall has also been completed. Further, the concreting works at Powerhouse have been resumed since July 08, 2021 with all necessary safety precautions against COVID-19. Till date almost 78% concreting works at Powerhouse and 40% at Tailrace culvert has been completed.

2.2.3.1 PENSTOCK, ANCHOR BLOCKS AND SADDLE SUPPORT

The excavation for the penstock, anchor blocks and saddle support has been resumed since January 25, 2022. The Contractor has excavated more than 31,000 m³ of earthwork till date which is more than 50% of the estimated volume of earthwork.

2.2.3.2 POWERHOUSE

Till date, about 6,931 m³ of concrete has been poured in the machine foundation of powerhouse which is almost 78% concrete progress. The concreting works at Bay 01 to Bay 05 are being carried out simultaneously at Powerhouse. The Contractor is planning to complete the concreting works up to the elevation of corbel beam by February 2021.

2.2.3.3 TAILRACE FLOODWALL AND TAILRACE CULVERT

The construction of tailrace floodwall has been completed on February 2021. About 29,049.55 m³ of earthwork was carried out. About 1,326.52 m³ of concrete has been poured in the tailrace region. Currently, the contractor has been carrying out the rebar installation and concreting works at tailrace culvert section. The contractor has already completed about 40% of concreting works at tailrace culvert. About 590 m³ of concrete has been poured in tailrace.

Table 8: Progress at Powerhouse concreting

Structure	Panel	Total Quantity	Progress (m ³)		
		RCC	Progress(m3) Jan	Total progress	Percentage
		(m3)			
Powerhouse	Bay-01	983.04	125	868.21	88.3%
	Bay-02	1829.53	84	1526.77	83.5%
	Bay-03	1769.92	60	1337.92	75.6%
	Bay-04	1769.92	81	1287.95	72.8%
	Bay-05	2491.37	80	1910.56	76.7%
Total		8843.78	430.00	6931.40	78.38%

Table 9: Powerhouse foundation Treatment works summary

SN	Description	Bay-01	Bay-02	Bay-03	Bay-04	Bay-05
1	Excavated level	749.07	741.72	741.72	741.72	741.72
2	0.5 m thick well graded bed	-	Completed	Completed	Completed	Completed
3	1.3 m thick boulder lining with C15 concrete infill	-	Completed	Completed	Completed	Completed
4	C25 plum concrete	-	Completed	Completed	Completed	Completed
5	C15 concrete MIV base		Completed	Completed	Completed	Completed

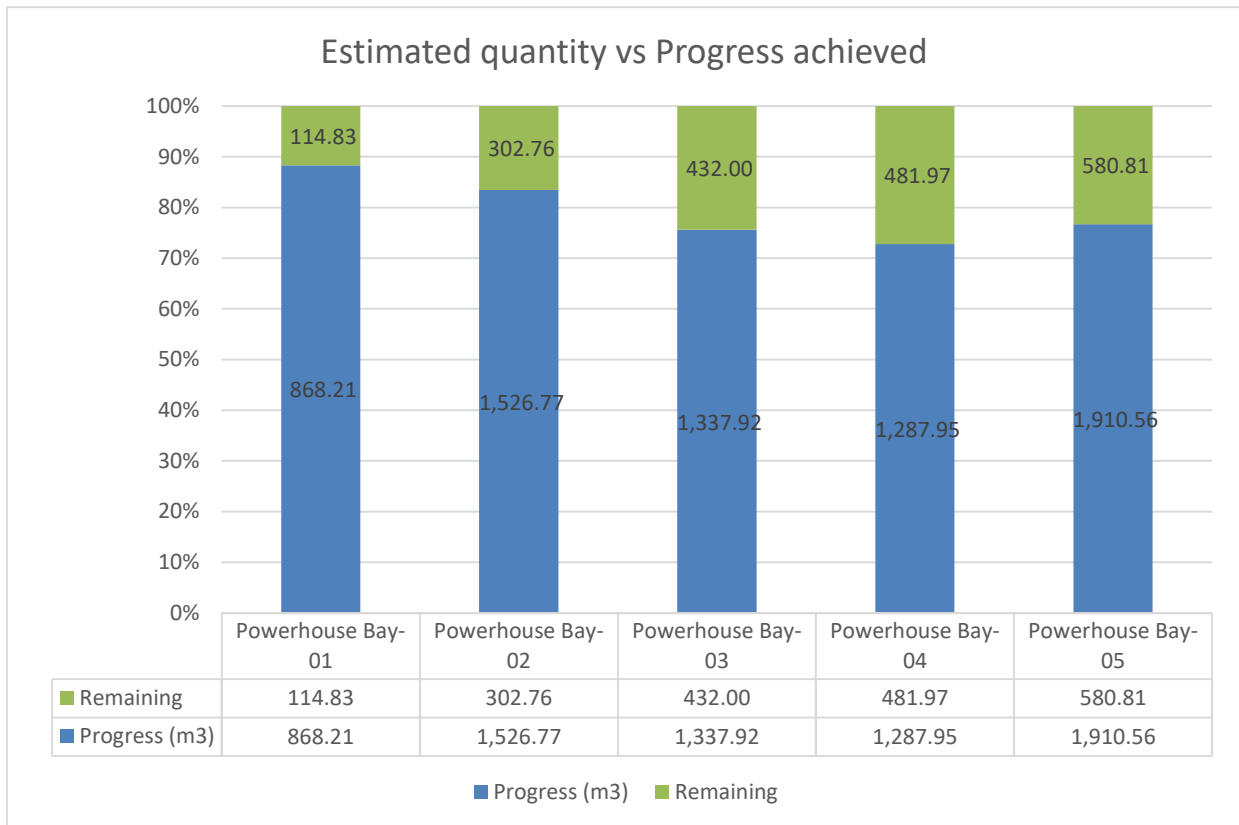


Figure 28: Progress achieved at powerhouse till Jan 2022



Figure 29: View of powerhouse from the upstream face



Figure 30: Reinforcement and formwork work at column in Powerhouse Bay 01



Figure 31: Top view of powerhouse



Figure 32: Side view of Powerhouse MTHP 73 MW



Figure 33: An aerial view of Powerhouse



Figure 34: Reinforcement works at Tailrace culvert Panel 01 & 02



Figure 35: Excavation work ongoing at Penstock area

2.4 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. The frame up to the elevation of 888.00 amsl has been completed on all the piers (i.e. left, middle and right side pier). Installation of embedded parts of Intake gate hoisting, TRCM and railing at top slab of intake has been finished. Fabrication of steel plate for extension of bed load sluice culvert has been completed by the HM Contractor and the erection process has been going on along with the welding process. Similarly, construction of camp at powerhouse location is completed.

Fabrication of steel pipes is ongoing. A total of 96 approach pipes (100%) has been rolled and welded. Erection of steel lining at breast wall section of undersluice has been completed. 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. Rolling of bifurcation 01 and 02 have been completed using the materials provided by the Employer. Further, the fabrication of bifurcation 03 is being carried out by the contractor at his factory in Pokhara. All four units 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 almost 63 number of penstock pipes out of required 103.

Currently, interface works are being carried out at the Powerhouse. Steel lining work remaining at few work fronts will be done on the remaining area i.e. gravel flushing culvert once the work front is made available by the Civil Contractor. Also, the fabrication works of intake gates and radial gates are under process at the factory of the contractor located in Pokhara.

2.4.1 HUMAN RESOURCES, EQUIPMENT AND MATERIALS DETAIL

Table 10: Human Resources (HM Contractor)

S.N	Description	Nos
1	Mechanical Engineer	1
2	Admin / Accountant	1
3	Supervisor	3
4	Rolling Machine Operator	1
5	Crane Operator	1
6	Driver	1
7	Kitchen Staff	2
8	Storekeeper	1
9	Welder	3
10	Fitter	2
11	Helper	11
12	Electrician	1
13	Sand Blaster	2
14	Painter	2
15	QC Officer	1
16	Non-Skilled	2
TOTAL		35

Table 11: Equipment and Materials Status (HM Contractor) at the end of August.

S.N	Description	Quantity
1	DG 40 KVA	1
2	Endo power Crane 14T	1
4	Mobile Crane 25T	1
3	Mahindra Bolero	1
4	Welding Machine	12
5	PUG cutting machine	3
6	Grinding machine	10
7	Hand drill machine	1
8	Jack Hammer	1
9	Oxygen gas	10
10	LP gas	2
11	Welding electrode 3.15 mm 7018	515 kg
12	Welding electrode 4 mm 7018	240 kg

2.4.2 STEEL LINING

Steel Lining work has been completed at Intake, undersluice and bed load sluice. Steel lining work will be done on the remaining area i.e. gravel flushing culvert once the work front is made available by the Civil Contractor.

*Note: Steel lining works at gravel flushing gated section has been started.

HM WORKS AT GRAVEL FLUSHING GATES AND STOPLOGS

Erection of gates and stop log 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.

Table 12: Detail of work progress of gates and stoplogs

S.N.	Description	1 st Stage Embedded parts	2 nd Stage Embedded parts	Remarks
Fabrication of Gates				
1	Undersluice Gates	All Complete	All Complete	
2	Intake Gates	All Complete	All Complete	
3	Bedload sluice gates	All Complete	All Complete	3 units of gate panel have arrived at site.
4	Fish Passage Gate	All Complete	Pending	
5	Trash Passage Gate	Pending	Pending	1 st stage and 2 nd stage embedded parts available at site
6	Gravel Flushing Gates	Ongoing	Ongoing	Erection of sill beam on 2 unit complete and 1 st stage and 2 nd stage

				embedded parts available at site
7	Setting Basin Inlet gates	Pending	Pending	
8	Settling Basin Flushing Gates	Pending	Pending	
9	Adit Bulk Head Gates	Pending	Pending	
Fabrication of stoplogs				
10	Draft Tube Gates	Ongoing	Ongoing	Erection of embedded part on Unit 1 according to the Civil Contractor's work.
1	Undersluice Stoplogs	All Complete	All Complete	
2	Bedload sluice Stop logs	All Complete	All Complete	
3	Trash Passage Stop logs	Pending	Pending	1 st stage and 2 nd stage embedded parts available at site
4	Gravel Flushing Stoplogs	Ongoing	Ongoing	Erection of sill beam on 2 unit complete and 1 st stage and 2 nd stage embedded parts available at site
5	Settling Basin Flushing Stoplogs	Pending	Pending	
6	Tailrace Stoplogs	Pending	Pending	

Notes:

1. ** represent the work completed in this month i.e. January 2022

2.4.3 TRASHRACKS

Table 13: 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	Material available at site but because of current location of Tower crane of Civil Contractor work cannot be done on 1 unit
2	Bedload sluice Trashrack			
3	Conveyance Tank Trashrack			
4	Settling Basin outlet Trashrack			

2.4.4 STEEL PIPES AND OTHERS HEADRACE STRAIGHT PIPELINE

Internal Diameter: 4.5 m

Thickness: 16 mm

Table 14: 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	27	X

HEADRACE BENDS

Internal Diameter: 4.5 m

Thickness: 16 mm

Note: Fabrication of headrace bend has been completed.

Table 15: Detail of work progress of Headrace Bends

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

PENSTOCK PIPES

Internal Diameter: 4.5 m

Thickness: 16 mm to 36 mm

Table 16: 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	6	X

The contractor have started to transport penstock pipe to powerhouse location. The HM Contactor has already transported Nos 6 pipes to powerhouse storage yard till date.

REDUCERS

Internal Diameter: 2.25 m to 2.00 m

Thickness: 20 mm

*Note: Fabrication of reducer has been completed.**Table 17: Detail of work progress of Reducers*

Reducer	Reducer 01	Reducer 02	Reducer 03	Reducer 04
Cutting	√	√	√	√
Rolling	√	√	√	√
Fitting	√	√	√	√
Welding	√	√	√	√
Inspection	√	√	√	√
Blasting	√	√	√	√
Painting	√	√	√	√
Transportation	X	X	X	X

BRANCH PIPES

Internal Diameter: 3.90 m to 2.25 m

Thickness: 20 mm to 32 mm

Table 18: Detail of work progress of Branch Pipes

Branch Pipes	Up to previous month	This Month
Cutting	29	X
Rolling	25	X
Fitting	25	X
Welding	22	X
Inspection	18	X
Blasting	8	X
Painting	8	X
Transportation	6	X

Fabricated pipes of diameter 2.00 m and thickness 20 mm have been transported to the powerhouse location and erection will be done once the Civil Contractor open site for the HM Contractor. Further, erection of 4 units of branch pipe has been completed this month along with final layer of painting.

BRANCH BENDS

Internal Diameter: 2.25 m

Thickness: 20 mm

Table 19: 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	X	X	X	X

BIFURCATIONS*Table 20: 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 completed at Pokhara workshop and is ready to transport. Fabrication of sickle plate for Unit 1 and Unit 2 is ongoing at site along with welding and testing works

Table 21: Detail of work progress of Bifurcation

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

Notes:

1. All the works relating to bifurcation Unit 03 had been carried out in Pokhara Work Shop, i.e. Head office of the HM Contractor.
2. All the materials for fabricaiton of Unit 01 and Unit 02 has been provided by the Employer.

2.4.5 DIFFUSER:

Plate thickness: 12 mm

Estimated Weight of each unit: 6.45 Tons

Note: Erection of diffuser has been completed on all the units at powerhouse location.

Table 22: Detail of work progress of Diffuser

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



Figure 36: Aerial view of HM Camp, storage yard, workshop and Army camp



Figure 37: Grinding works before welding



Figure 38: Welding work on penstock pipe



Figure 39: Bifurcation Unit 2 before grit blasting preparation work



Figure 40: Rolling of penstock pipe



Figure 41: Cutting of plate for penstock pipe.



Figure 42: Pre-heating of joint before welding work using heating rod.



Figure 43: Welding works on penstock pipe

2.5 ELECTRO-MECHANICAL WORKS

The design, fabrication, assembly, supply and installation of electro-mechanical work 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 electromechanical works starting from the end of penstock until the high voltage power line (220 kV) 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 officially mobilized its manpower and resources to the site on February 09, 2021. The earthing works under the foundation of powerhouse has been completed. The design, fabrications and assembly works are being carried out at various factories in China. The installation of draft tube elbow in all 4 units has been completed along with the first stage embedded parts and pipes. The fourth and fifth shipment of the 1st lot of EM equipment has already reached site which includes all four units spiral casing, turbine and EOT crane accessories. With this, the contractor has completed the delivery of all equipment defined in the 1st lot of delivery as per the supply arrangement of Electro-mechanical works Contract.

Further, the EM contractor has already completed almost 90% fabrication works at his factory in China, which includes the design, fabrication and testing of generator sets, runner, shaft, etc. Till date, the EM contractor has delivered almost 55% of the equipment which includes spiral casing, seamless pipes, earthing flats, EOT crane accessories, draft tube elbow, cone, pit liner, etc. Also, almost 20% erection and installation works have already been completed at the site whereas testing and debugging is scheduled for next year.

Moreover, the 6th lot shipment of EM equipment has been already delivered to the Project site which includes the EOT crane and seamless pipes. Further, the 7th lot shipment of EM equipment is ready to be dispatched from the factory of EM Contractor, which includes generator and runner set for unit 1 and unit 2 along with its accessories.

However, 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 limited management input.

2.5.1 MANUFACTURING WORKS

Spiral case and cone tube of all the units have been completed. The spiral case and cone tube of Unit 1 and 2 have already been dispatched from China.





Figure 44: Fabrication of rotor and generator parts in China

2.5.2 INSTALLATION WORKS

All the stay ring has been placed inside the pit including its segments and taper pipes. As of this date all the respective segments have been assembled except fitting allowing segment. Fitting allowance of Unit 1 has been fitted and welding works for unit 1 and 2 is ongoing. Following table shows the latest status of work progress of spiral case installation works:

Table 23: Table showing work progress of Spiral case installation

Unit	Stay ring placement	Taper pipe placement	Segment Assembly	Welding	UT	Pressure Test
1	Yes	Yes	Yes	Ongoing	Not Ready	Not Ready
2	Yes	Yes	Yes	Ongoing	Not Ready	Not Ready
3	Yes	Yes	Yes	Not yet started	Not Ready	Not Ready
3	Yes	Yes	Yes	Not yet started	Not Ready	Not Ready

2.5.3 HUMAN RESOURCES OF EM CONTRACTOR

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

Table 24: 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	2
6	Translator	1
7	Semi-skilled manpower	3
8	Helper	10
Total		21

2.5.4 EMBEDDED PARTS AND PIPES

Installation of all various pipes system such as cooling system, ventilation system, air and oil system pipes and embedded parts up to 760.37 amsl is completed. Few photographs of the progress made are attached below:



Figure 46: Installation of Butterfly valves (left) and tailrace measurement pipes (right)



Figure 45: Installation of Butterfly valves/Check valves of Leakage drainage system



Figure 46: Unit 1 Spiral case segment being assembled and Tack Welding being done



Figure 47: Installation of Support plate for Rotor maintenance pier



Figure 48: Imbedded pipes installation at service bay



Figure 49: Aerial view of Powerhouse showing all 4 units Spiral case assembly

2.6 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 and design of the tower and is currently working on the construction of foundation of the towers. Manufacturing of most of the tower parts has been completed in India and China and being imported to the Project site gradually. Furthermore, tower accessories including insulator, OPGW, conductor, etc. have already been manufactured, tested and is in process of delivery to the Project site.

The construction license of the transmission line has been acquired. The land acquisition works for 20 tower angle points (AP) has been completed and the land acquisition works for the remaining locations along with the RoW clearance is in progress. The erection of stub and foundation concreting works have been completed in 19 locations which is almost 80% of total foundation works whereas the foundation works is ongoing in 1 location. The tower erection works have already started at AP16 as the tower parts are being delivered to the Project site. The transmission line route map is shown in figure below.

The transmission line route map is shown in figure below.

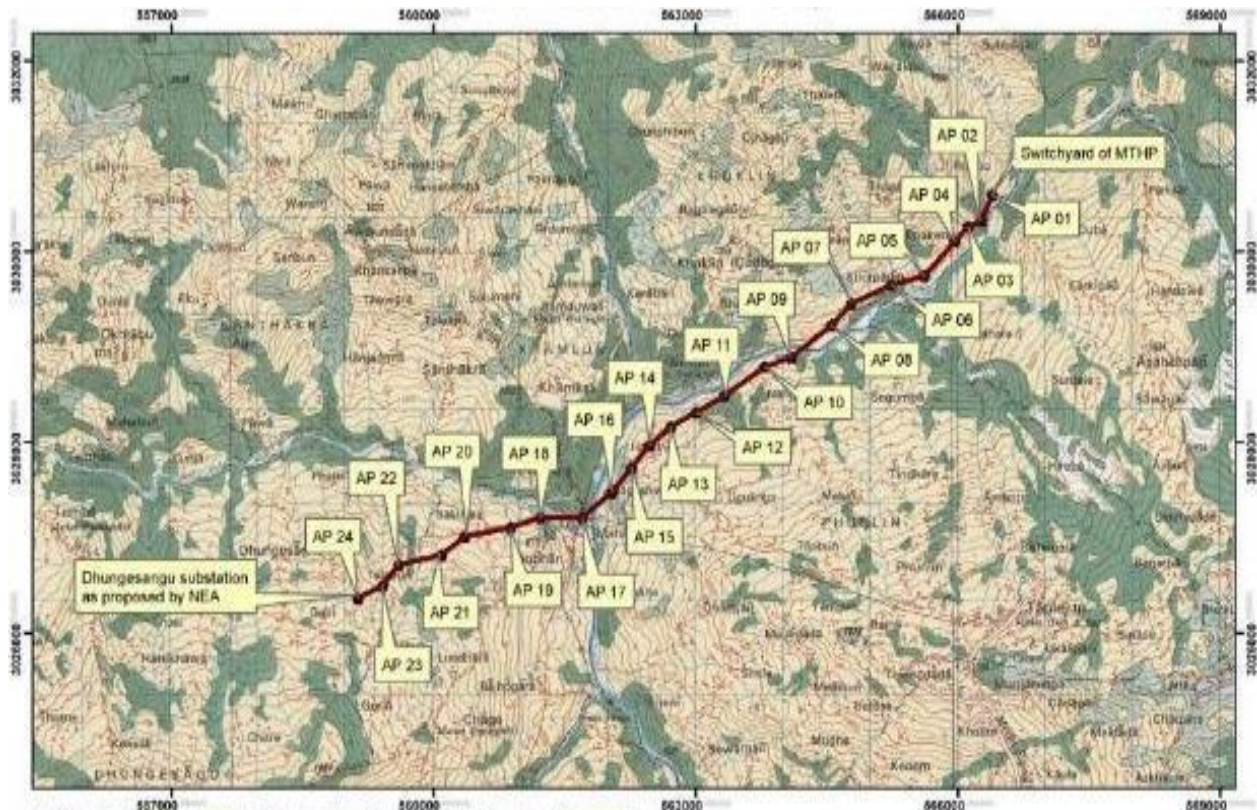


Figure 50: Transmission line route map

2.6.1 HUMAN RESOURCES OF TL CONTRACTOR*Table 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 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

2.6.2 CONSTRUCTION WORKS

The Contractor is carrying out foundation works as well the erection works of designated transmission line. As of this date following table shows the progress made so far.

S.N.	Description	Total	Unit	Completed	% Completed
1	Land Procurement works	24	Nos	20	83.3
2	Foundation Works	24	Nos	19	79.2
3	Tower Erection Works	24	Nos	0	0
4	Stringing Works	10	Km	0	0



Figure 49: Stub erection and foundation works



Figure 51: Tower erection works ongoing at AP16



Figure 52: Rebar installation work of leg at AP24



Figure 50: Dhunge-Sanghu substation (NEA Project)

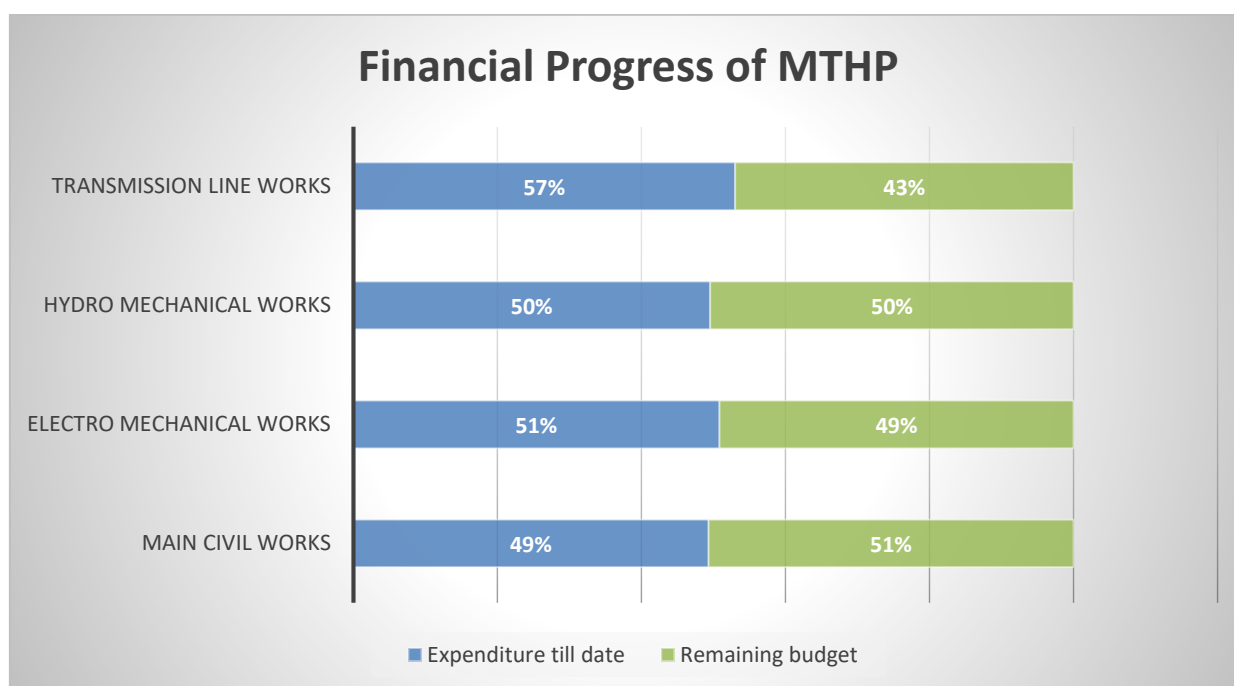
2.7 FINANCIAL PROGRESS TILL DATE

The total project cost of Middle Tamor is **NPR. 13,330,000,000** (In words. Nepalese Rupees Thirteen Billion Three Hundred Thirty Million only). Out of the total project cost, the total equity portion is NPR. 3,332,500,000, whereas the total debt required is NPR. 9,997,500,000. The promoter's equity portion, which bears 70% of the total equity i.e. NPR 2,332,750,000 (In words. Nepalese Two Billion Three Hundred Thirty Two Million Seven Hundred Fifty Thousand only) has been fully paid up and the share lagat has already been registered in the Office of the Company Registrar (OCR). Moreover, the necessary arrangements for the debt portion has already been made with the facilities agreement entered with a consortium of 8 commercial banks led by Nepal Investment Bank Ltd.

Out of the total Contract amount, 49% 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 17 IPCs have been already disbursed to the Main Civil Contractor whereas the Contractor is in process of raising IPC 18. Similarly, 50% of the Contract amount has been paid to the Hydro-Mechanical Contractor till IPC 4 out of design and procurement portion. All required Steel plates have been purchased by the Employer. 51% of the Contract amount has already been paid to the Electro-Mechanical Contractor against the bills of supply portion for the dispatch of 6 lots EM equipment after the receipt at site and advance paid against Advance payment guarantee (APG). Further, 57% of the total Contract amount have been provided to the TL Contractor against the bills up to IPC#03 and advances.

Table 27: Financial Progress of Major Contract Packages Till Date

Major Contract Packages	% Expense till date	% Remaining Budget
Main Civil Works	49%	51%
Hydro-Mechanical Works	50%	50%
Electro-Mechanical Works	51%	49%
Transmission Line Works	57%	43%



The total financial progress of the Project including major Contract Works along with Infrastructure Works, EMP including Land, General Items, Pre-operating and management is about **55%** till date. However, in overall the total expended amount in the Project is about **45%** financial expenditure out of the total project cost.

Particulars	% Expense till date	% Remaining Budget
Financial Progress of MTHP	45%	55%

2.8 SOCIAL AND COMMUNITY SUPPORT WORKS

Various social and community support works are carried out during this month. Some of them are,

- 1) Maintenance of road at Mikwa Khola 2 (Thumba-Khaireni)
- 2) Road maintenance at Yalambar Marg (Hingu Chowk-Ganesh Chowk) and Sisne Khola supporting Phaktanglung Rural Municipality
- 3) Road upgradation at Phaktanglung Rural Municipality (Nakla Muktura-Tamphuk)
- 4) Upgradation and maintenance of 6 km road from Taplejung district headquarter to Phungling municipality ward 10
- 5) Protection works at Nakla Road
- 6) Awareness program on COVID-19 to local communities
- 7) COVID related support along with distribution of PPE to various health posts (Sinwa health post, Hangdewa health post, Sawadin health post and Phurumbu health post) as well as district hospital
- 8) Provision of oxygen cylinders to the Taplejung District Hospital
- 9) Local level support in collaboration with ward officials of Phaktanglung-01, Phungling Municipality-09 and 10 and Mikwakhola-02.
- 10) Financial assistance for drinking water supply at Nakla village at Swadin
- 11) Distribution of bags to the students and teachers of 6 schools of Project affected wards
- 12) Contribution of COVID relief fund to the Project affected municipalities/ rural municipalities
- 13) Distribution of gabion boxes to Bairakhu Fundamental school at Mikwa khola Rural municipality ward 02
- 14) Facilitated Gaurisankhar School at Phungling municipality ward 10 with the supply of 800 m HDPE pipes for drinking water supply



Figure 53: Public hearing at Hangdrung village for TL works



Figure 54: Public hearing team of SMTHL with guests

3 OCCUPATIONAL HEALTH SAFETY AND ENVIRONMENT (OHSE)

To evaluate rapidly emerging COVID new variant, all the necessary preparation of medical supplies was done at the site before the prohibitory order issued by the Government of Nepal from Baisakh 16, 2078. 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. Further, it has been made compulsory for any visitor or staff arriving at site as per the Project's requirement to have compulsory COVID negative report and to be in 72-hour mandatory isolation system.

At MTHP, necessary arrangements to keep all Employees, who are tested COVID positive, has been facilitated at the Employer's camp as well as all Contractor's camp. Arrangements have been made to keep any staff with COVID related symptoms in isolation centers with emergency medical supplies and nutritious food, under the supervision and direct consultation from the health workers from District hospital, Taplejung. In addition, two dedicated health care workers have been permanently employed by the Employer for the regular follow up with daily checkup and required medications to the infected workers. Further provision has been made to take any patients to Birtamod if the health condition deteriorates.

Moreover, regular screening of headworks and powerhouse site workers are being carried out by the OHSE team by measuring temperature and general health check up to screen out the symptoms related to COVID-19. New workers are allowed at site only after conforming COVID negative test prior to reaching site. To avoid any potential risk at the tunnel excavation 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. The foreman in charge have been instructed to continually monitor his team during entry and exit from the tunnel. Fire extinguishers have been strategically placed in areas where high temperature works are being performed. 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.

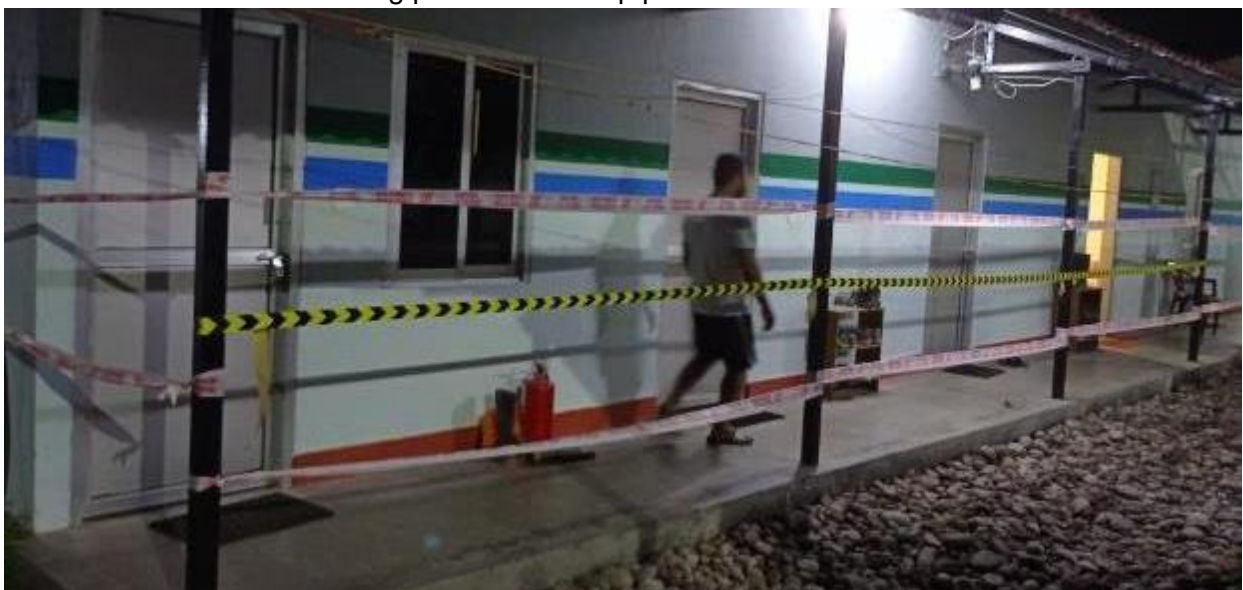


Figure 55: Isolation centre at Employer's camp at Simle



Figure 56: Sample collection for PCR testing at Contractor's camp



Figure 57: Lungs exercise of the COVID affected employee of SMTHL



Figure 58: Monitoring of quality of air inside Tunnel on daily basis

4 WORK PROGRESS SUMMARY

Till date, the overall construction progress of Middle Tamor Hydropower Project (MTHP) – 73 MW is 63%. The progress in Main Civil works is about 63% whereas in Hydro-mechanicals works is almost 55%. Further, the progress in Electro-mechanical works and Transmission Line works is 43% and 55% respectively.

S.N.	Particulars	Construction Progress
1	Overall Main Civil Works	63%
1.1	Headworks	67%
1.2	Powerhouse	73%
1.3	Underground Works	52%
a	HRT	85%
b	Settling Basins (Excavation Only)	28%
c	Surge Shaft	56%
2	Hydro-mechanical Works	55%
3	Electro-mechanical Works	43%
4	Transmission Line Works	55%
5	Infrastructure Development Works	82%
	Overall Construction Progress	63%

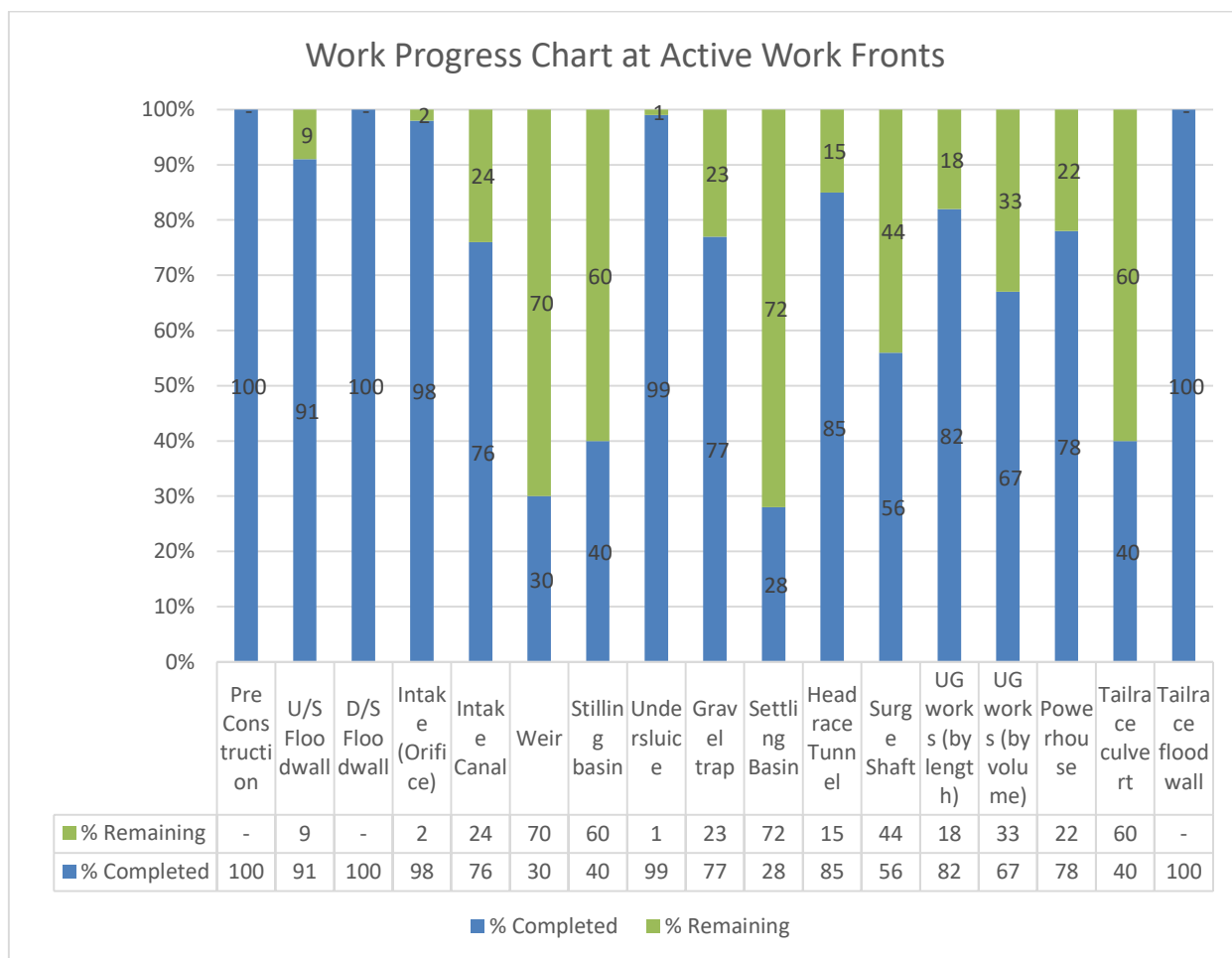
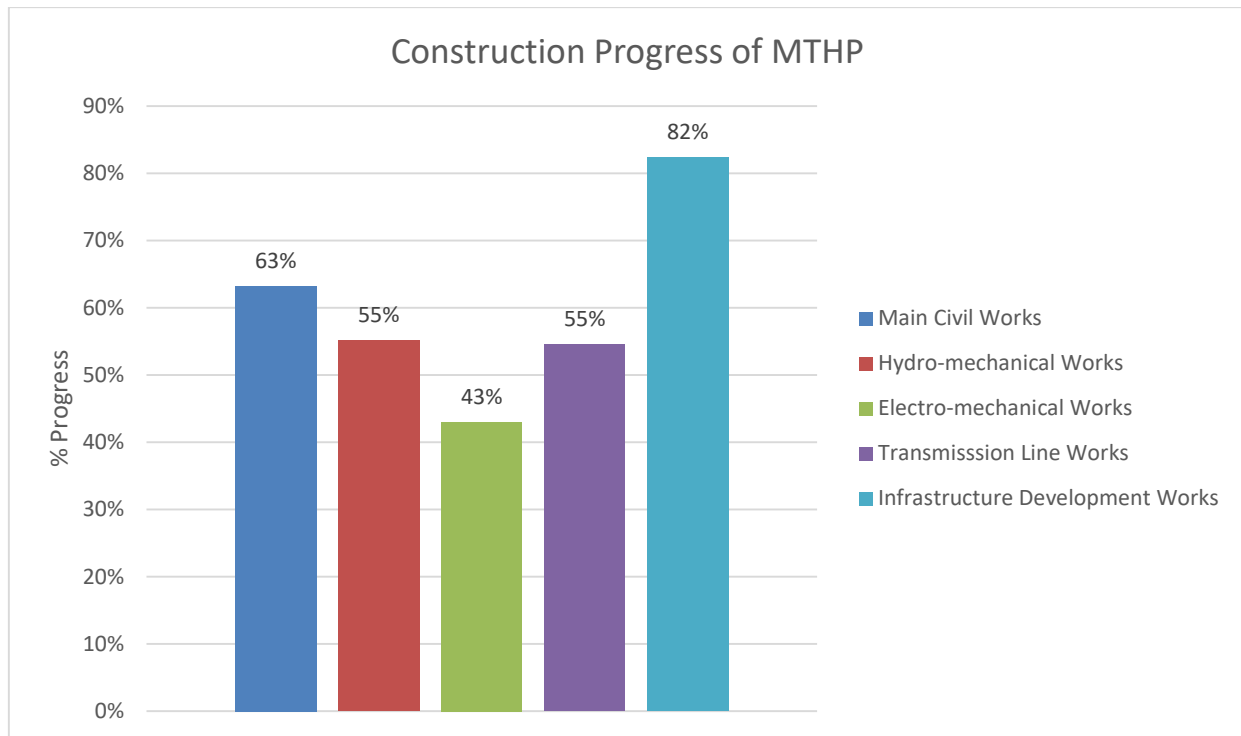


Figure 59: Work progress summary chart

5 CONCLUSION AND RECOMMENDATION

As outlined above, despite all difficulties faced by the Project due to COVID-19, about 63% of construction progress has been achieved till January end, 2022. Although the desired level could not be reached, the progress is still satisfactory in these times of great challenges. The continuing effect of the COVID-19 Pandemic, emerging new variants of COVID-19 and possibility of another outbreak at the Project site are major threats to the progress of the Project. New outbreak may create further hurdles in supply and transportation of construction materials, the availability of local human resource and keeping all work fronts active.

The Main Civil Contractor has been unable to bring their workers back from China again due to pandemic in Nepal, and thus forced to continue the construction activities through Nepali subcontractors with a very limited number of management and technical staff of Chinese origin. Managing all work fronts with such a small staff is certainly challenging. 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 Dhunge Sanghu substation currently being developed by the Nepal Electricity Authority (NEA) is being developed at 132 kVA. However, the power evacuation of Middle Tamor Hydropower Project as per the Connection Agreement with the NEA requires 220 kVA. Thus, upgrading Dhunge Sanghu substation from 132 to 220 kVA before the RCOD of Middle Tamor Hydropower Project is important. The company management has been working with NEA to overcome this problem before the RCOD. The current liquidity crisis in the banking sector of Nepal is also a serious concern for the Project. If it is not resolved urgently, it may create a severe cash flow issue, which will certainly damage the prospect of timely completion.

The Management is fully aware of these global 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 at the Project site.

6 GALLERY







