

SPECIFICATIONS FOR THE CONTRACTING OF WORKS AT THE ARCHAEOLOGICAL SITE OF QUBBET EL-HAWA, ASWAN (EGYPT)

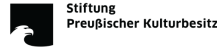
File Reference: EXO-2026/02

Title: Comprehensive execution of technical project drafting, supply of materials, construction intervention, infrastructure installation, and operational site management at the Archaeological Site of Qubbet el-Hawa, Aswan (Egypt), ensuring heritage preservation and the functional adaptation of the environment.

Location: Aswan (Egypt)

Terms of Reference: TDR. G-012456

Award Procedure: Open procedure.



1. INTRODUCTION AND GENERAL PROJECT FRAMEWORK

1.1 Subject Matter of the Contract

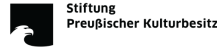
The objective of this contract is the comprehensive execution of technical project drafting, supply of materials, construction intervention, infrastructure installation, and operational site management at the Archaeological Site of Qubbet el-Hawa, Aswan (Egypt), ensuring heritage preservation and the functional adaptation of the surroundings.

1.2 Institutional Framework

The program is implemented by the University of Jaén (UJA), in consortium with GIZ and in coordination with the Ministry of Tourism and Antiquities (MoTA). These activities are part of the Aswan West Archaeological Park (APWA) project in Aswan, commissioned by the German Government and co-financed by the European Union.

The purpose and scope of the intervention constitute a single, integrated, and coordinated operation, whose design and execution must converge on the following strategic axes:

- **Heritage Preservation and Stabilization:** Implementation of technical preventive and structural conservation measures aimed at mitigating the degradation processes of archaeological structures, guaranteeing their long-term physical integrity.
- **Universal Accessibility and Safety:** Design and execution of transit infrastructure to ensure inclusive access to the site, removing architectural barriers and ensuring visitor safety through compliance with international protection standards.
- **Operational Sustainability and Infrastructure Management:** Provision of technical and construction resources to allow for the efficient maintenance of the site upon completion of the works, optimizing the use of local resources and minimizing environmental impact in the Aswan region.



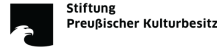
- **Protection and Heritage Valorisation:** Establishment of physical and technical protection systems against external agents (climatic or anthropic), integrating the new structures harmoniously with the historical landscape of Qubbet el-Hawa.

All work is carried out within a highly sensitive heritage environment and must strictly adhere to the conservation principles of minimum intervention, reversibility, and visual integration.

1.3 Design-Build Mandate

The contractor shall assume full Design and Build responsibility, including the following services:

- **Preliminary and final engineering design**, including photometric analysis for the lighting systems.
- **Technical documentation and calculations**, including certified structural analysis for the Caravanserai.
- **Procurement and supply of materials**, ensuring high-quality specifications (museum grade) and climate resistance.
- **Construction and installation**, specifically covering:
 - Removal and management of debris from predefined safe zones.
 - Improvement and construction of visitor paths (approx. 610m) using non-invasive foundations and natural materials.
 - Design and assembly of a lightweight structure (Caravanserai) with non-permanent foundations.
 - Installation of high-efficiency LED lighting systems in seven specified rock-cut tombs (hypogea).
- **Testing and commissioning** of all electrical and structural systems.
- **Training and handover**, including the provision of maintenance manuals for site personnel.
- **Warranty and Defects Liability Period** for a duration of 12 months following the completion of the works.



- **Compliance with Egyptian regulations**, the requirements of the Egyptian Ministry of Tourism and Antiquities (MoTA), and GIZ standards.
- **Social Sustainability**, including the hiring of local labor from the Aswan community and ensuring gender equality within the project teams.
- **Environmental and Archaeological Site Management**, ensuring the complete removal of temporary installations and waste, leaving the site in pristine condition.

All works must be non-invasive or minimally invasive whenever technically feasible.

2. MoTA-APPROVED ACTIVITIES

These components form an integrated intervention. The following official nomenclature must be used in all correspondence with the MoTA:

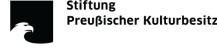
- **Act. 2.1 – M03.2:** Removal and Management of Excavation Debris.
- **Act. 2.1 – M03.4:** Improvement and Construction of Visitor Paths.
- **Act. 2.3 – M03.5:** Design, Supply, and Assembly of a Caravanserai-type Structure.
- **Act. 2.4 – M03.1:** Installation of a High-Efficiency Energy Lighting System in various rock-cut tombs.

3. SITE CONDITIONS AND CONSERVATION PRINCIPLES

Location: Archaeological Site of Qubbet el-Hawa, Aswan, Egypt.

Mandatory conservation restrictions:

- Archaeological disturbance must be minimized.
- All interventions must be reversible whenever feasible.
- Continuous archaeological supervision is required.
- Visual integration with the landscape is mandatory.
- Lightweight construction solutions are required.
- A neutral colour palette is required.
- Work must cease immediately if archaeological remains are encountered.



4. COMPONENT A — REMOVAL OF EXCAVATION DEBRIS (Act. 2.1 – M03.2)

Objective: Removal of debris mounds accumulated since 2008 to improve conservation and accessibility.

Operational Requirements:

- **Machinery:**
 - Small or medium-sized wheel loader approved by the MoTA.
 - Hand tools for sensitive areas.
 - Transport trucks for debris removal.
- **Methodology:**
 - Operations restricted to predefined safe zones.
 - Controlled movement of machinery.
 - Manual removal near structures or deposits.
 - Disposal exclusively at MoTA-approved locations.
- **Deliverables:**
 - Complete removal from designated areas.
 - Disposal/dumping certification.
 - Final inspection confirming the absence of damage.

5. COMPONENT B — PATHS AND CONNECTIVITY (Act. 2.1 – M03.4)

Objective: Creation of safe circulation routes.

Technical Specifications¹: The standard width is set at a minimum of 1.50 m. However, dimensions may vary depending on the specific area and site constraints. The total length of the intervention covers approximately 610 meters, divided into the following sections:

¹ The designated routes have sufficient width to guarantee safe passage without the need for additional widening. The use of railings shall be avoided, as they are not a standard element in traditional Egyptian archaeological sites and their installation would create an undesirable, intrusive visual impact, contravening the principle of landscape integration (though the MoTA's opinion on this matter must be taken into account). The paths are strictly planned to run through already demarcated safety areas; therefore, there are



Stiftung
Preußischer Kulturbesitz



- A ramp of approx. 100m to access the site.
- A long path of approx. 160m on the second terrace.
- A small ramp of stone steps of approx. 30m to access the second terrace.
- Improvement of the access ramp of approx. 20m from the second terrace to the first terrace, which is currently partially covered by debris.
- Improvement and partial rehabilitation of approximately 300m of the old path on the first terrace, extending from the tomb of Sarenput I to the tomb of Sarenput II.

Construction Principles:

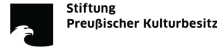
- Non-invasive foundations.
- Minimum excavation.
- Drainage protection measures.
- Alignment respecting the topography.

Materials:

- Compacted natural aggregate (gravel or sand and cement mix).
- Visual compatibility with the landscape.
- Reinforced concrete prohibited unless approved.

Accessibility: The design and implementation of all circulation routes shall prioritize universal accessibility, ensuring that the archaeological park is safely traversable for all visitors while simultaneously complying with the project's conservation mandates. All paths and ramps must be designed to provide a stable and durable surface for dense visitor flow, maintaining a standard minimum width of 1.50 m, although these dimensions remain subject to adjustments based on site-specific constraints and archaeological preservation requirements. To ensure inclusive and safe circulation, slopes must be adapted to the existing terrain topography, and all routes shall be equipped with MoTA-

no dangerous edges or fall risks that require physical barriers. Through rigorous adherence to these predefined routes, visitor safety is ensured by the design of the layout itself rather than through external structures.



compliant signage to provide clear orientation and safety information. Furthermore, all accessibility interventions must strictly follow non-invasive construction principles², utilizing reversible solutions and minimum excavation to protect the sensitive heritage environment.

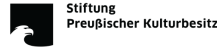
Additional Features:

- **MoTA-compliant signage.**
- **Durable surface for visitor flow.**

To ensure the effective preservation of the site, the path and connectivity infrastructure will incorporate awareness materials, including MoTA-compliant signage and interpretive elements, designed to educate visitors on the historical importance and fragility of the Qubbet el-Hawa archaeological environment. These materials serve as an essential tool for promoting responsible visitor behavior, discouraging unauthorized access to sensitive areas, and reinforcing the conservation principles of minimum intervention and visual integration. By integrating these educational components directly into the circulation system, the project aims to foster a greater appreciation for the site's heritage, ensuring that visitor flow is managed not only through physical paths but also through increased public awareness and informed navigation³.

² The principles of non-invasive design for the circulation routes are based on dry-stone stabilization techniques, strictly avoiding the use of mortar, cement, or any chemical binding agents. The paths will be constructed using local stone gathered from the immediate surroundings, set upon a base of compacted natural aggregates—such as local sand and earth—to ensure a level and stable surface for visitor flow. This methodology guarantees full reversibility, as the absence of chemical binders allows for the complete removal of all materials and the restoration of the ground to its original state without altering the physical or chemical composition of the archaeological strata. Furthermore, by utilizing stones and earth from the hill itself, the intervention achieves absolute chromatic and textural integration with the landscape, ensuring zero visual impact and complying with the mandate of minimum intervention and protection of the sensitive heritage environment.

³ The design, supply, manufacture, and installation of any signage, posters, information panels, or their physical supports are expressly excluded from the scope of this contract. These elements are part of an independent line of action and do not involve any cost or execution requirements for the successful bidder of these specifications.



Deliverables:

- **Engineering plans and Bill of Quantities (BoQ).**
- **Finalized path system.**
- **As-Built documentation.**

6. COMPONENT C — LIGHTING SYSTEM IN ROCK-CUT TOMBS (Act. 2.4 – M03.1)

Scope: Installation in seven tombs (See Annex for tomb plans)⁴:

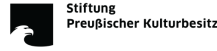
- QH25–QH26
- QH31
- QH36
- QH34N
- QH110
- QH90
- Kakemu / Lady Cecil (update)⁵

Technical Requirements:

- **Conservation:**
 - Non-invasive installation.

⁴ The complex internal dimensions, structural volumes, or the extensive surface area that the lighting system must cover. For a Design-Build mandate of this scale, which requires technical calculations and photometric analysis, high-resolution architectural plans are the only appropriate reference. The contractor must take into account that the final lighting design and installation in specific areas may require on-site adjustments once the Egyptian authorities from the Ministry of Tourism and Antiquities (MoTA) provide full access or updated documentation.

⁵ Due to the high sensitivity of the polychromy and the restricted physical dimensions of this tomb, the lighting improvement shall be strictly limited to a non-permanent, low-UV, and heat-free LED system, intended exclusively for specialized maintenance, conservation assessment, and intermittent monitoring. Its implementation does not imply or authorize future public access; rather, it aims to provide the Ministry with the necessary visibility for heritage preservation, while simultaneously preventing environmental degradation (thermo-hygrometric fluctuations) and the physical risks associated with mass tourism, thereby ensuring the long-term integrity of the rock paintings as a priority over public access.



- No fixings to decorated surfaces.
- Wiring concealed in approved conduits.
- **Lighting Specifications:**
 - Museum-grade LED.
 - Low-voltage system.
 - Warm colour temperature.
 - Near-zero UV/IR emission.
- **System Requirements:**
 - Robust control system.
 - High-temperature rated wiring.
 - Full grounding and electrical safety.
- **Functional Requirements:**
 - Suitable for flash-free photography.
 - High energy-efficiency operation.

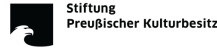
Deliverables:

- **Lighting design with photometric analysis.**
- **Installation and commissioning.**
- **Maintenance manual and staff training.**
- **As-Built documentation.**

7. COMPONENT D — CARAVANSERAI STRUCTURE (Act. 2.3 – M03.5)⁶

Objective: Lightweight service structure providing shade, rest, and water for animals and visitors.

⁶ The fixed unit price for the Caravanserai structure is under an 'All-In' modality. Given that the final material specifications and structural requirements are subject to pending regulations from the Ministry of Tourism and Antiquities (MoTA), the bidder assumes all technical and financial risks. The offered price must cover any material or structural typology that the Ministry may eventually require to meet the functional objective; no upward price revisions will be accepted following the signing of the contract.



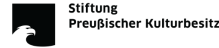
Location⁷: Approximate coordinates: 24°06'07.2"N, 32°53'18.0"E

Structural Requirements⁸: The technical specifications and materials described for the Caravanseraí structure are indicative; the final structural definition and materiality remain open and shall be strictly adapted to the final regulations and aesthetic requirements issued by the Ministry of Tourism and Antiquities, as well as the sustainability guidelines of GIZ and the University of Jaén, prioritizing institutional compliance over any predefined list of materials.

- **Foundations:**
 - Non-permanent or shallow systems.
 - No alteration of archaeological layers.
 - Ground screws (threaded micropiles) or equivalents are preferred.
- **Superstructure:**
 - Weather-resistant construction.
 - Certified structural calculations required.
- **Shading System:**
 - Neutral colors.
 - Traditional aesthetic integration.
- **Animal Welfare Systems:**
 - Durable and easy-to-clean drinking troughs.
 - Protection against direct sunlight.

⁷ Regarding the location of the Caravanseraí structure, although a preferred area is proposed based on technical site visits and suitability criteria, the final decision rests exclusively with the Ministry of Tourism and Antiquities (MoTA). The current coordinates are provided as a preliminary proposal; therefore, the contractor must maintain absolute flexibility, as the final site location will depend on official MoTA approval to ensure compliance with heritage protection regulations.

⁸ The structural design and material selection for this component are not predefined and will be strictly determined by the official regulations and technical mandates issued by the competent Ministry; simultaneously, they must incorporate the sustainability and quality standards required by GIZ (German Cooperation), as well as the functional and academic criteria established by the University of Jaén (UJA) and other strategic partners. Consequently, the final construction must be adaptable to ensure full compliance with both national legal requirements and the international cooperation framework provided by all participating entities.



Deliverables⁹:

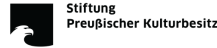
- **Engineering plans.**
- **Structural analysis.**
- **Material specifications.**
- **Maintenance documentation.**

8. MANDATORY IMPLEMENTATION SCHEDULE (YEAR 2026)¹⁰.

Activity	Preliminary and Final Design	MoTA Approval	Implementation Phase	Inspection and Handover (Start of 12-month warranty)
M03.2 (Debris)	July 1 – July 31	July - Aug	Sept 1 – Sept 30, 2026	October 30
M03.4 (Paths)	July 1 – July 31	July - Aug	Sept 15, 2026 - Dec 15, 2026	December 16
M03.5 (Caravanserai)	July 1 – July 31	July - Aug	Sept 21 – Dec 20	December 21
M03.1 (Lighting)	July 1 – July 31	July - Aug	Oct 1 – Dec 15	December 16

⁹ The contractor is responsible for providing all technical documentation in accordance with the regulations of the Ministry of Tourism and Antiquities (MoTA). All engineering plans, material specifications, and maintenance manuals must be translated into Arabic by technical experts to ensure their validity for the Ministry's official registry and archives.

¹⁰ The execution schedule is based on current site conditions and MoTA approval processes. The projected dates may be subject to adjustments depending on specific on-site findings or institutional coordination requirements.



9. RESPONSIBILITIES OF THE CONTRACTOR.

9.1 Approvals and Permits. The contractor shall assist the UJA in obtaining approvals from MoTA¹¹ and must integrate all official comments¹².

9.2 Archaeological Monitoring. The contractor must:

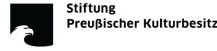
- Allow continuous supervision by the UJA and MoTA.
- Halt work immediately if remains are discovered.
- Follow the instructions of the site supervisor.
- Any work stoppage resulting from the discovery of archaeological remains will be subject to a collaborative on-site evaluation to adjust the schedule, provided that the contractor has followed all established site protocols.

9.3 Technical and Administrative Submissions.

- Execution schedules.
- Weekly progress reports.
- Engineering documentation.
- As-Built drawings.
- Operation and Maintenance Manuals.
- Final completion report.

¹¹ The contractor shall act as a liaison and coordinator with project stakeholders, including the Ministry of Tourism and Antiquities (MoTA), site inspectors, and local beneficiaries, in order to integrate their needs and requirements into the design. Furthermore, the contractor shall be responsible for the professional translation into Arabic (or any other required language) of all necessary technical documents and plans, as requested by the authorities, to facilitate the obtaining of all official approvals and permits.

¹² Regarding the hierarchy of archaeological monitoring, the contractor shall be subject to direct and continuous on-site supervision by the University of Jaén (UJA) and the Ministry of Tourism and Antiquities (MoTA) to ensure the immediate protection of the heritage fabric. Within this framework, the UJA acts as the primary technical supervisor of the construction works. For its part, GIZ maintains its role as the commissioning and coordinating entity, overseeing the global management of the project by the University of Jaén and ensuring that all activities comply with the standards and requirements established by the German Government and the European Union. Consequently, GIZ's supervision will be exercised through the technical reports and milestone validations provided by the UJA.



9.4 Health, Safety, and Environmental Protection.

The contractor is fully responsible for:

- **Personnel and public safety.**
- **Provision of Personal Protective Equipment (PPE).**
- **Site cleanliness.**
- **Protection of the archaeological fabric.**

Upon completion of each component, the contractor is responsible for the complete removal of all construction equipment, temporary facilities, and waste materials, leaving the site in a pristine condition acceptable to the UJA, GIZ, and MoTA supervisors.

9.5 Legal Liability and Warranty.

- Contractor liable for archaeological damage due to negligence.
- Warranty period required for structural and electrical works.

10. TENDERING REQUIREMENTS.

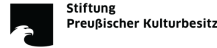
Bidding companies participating in this tender must submit both a technical and a financial proposal.

The **technical proposal** from the bidders must include:

- **Team composition:** With chartered/licensed engineers for both design and implementation.
- **Methodology:** Archaeologically compatible.
- **Materials:** Proof of provenance and sustainability.
- **Experience:** Demonstrated experience in heritage projects.

The **financial proposal** from the bidders must include: The financial proposal must be exhaustive and include all costs necessary for the full execution of the project. Bidders are strictly required to submit:

THIS PROJECT IS CO-FUNDED BY THE EUROPEAN UNION AND THE GERMAN GOVERNMENT



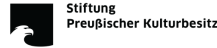
- **Detailed Budget Breakdown:** A clear budget organized by activity (Component A, B, C, and D).
- **Cost Separation:** A clear separation between labour, materials, and equipment.
- **All-Inclusive Project Costs:** The offer shall include all costs associated with the project, including but not limited to:
 - Travel and transportation expenses.
 - Staff accommodation costs.
 - Per diems and subsistence allowances.
 - Logistics, mobilization/demobilization, and overhead responsibilities.
- **Tax Transparency:** A clear separation of the taxable base, the VAT (Value Added Tax) amount, and the total gross amount for each activity.
- **Payment Schedule:** A proposed payment schedule strictly linked to the achievement of specific project milestones.

Note: To ensure full transparency and ensure that all financial proposals are comparable, bidders are strictly required to provide a detailed breakdown of their economic offer; this must include a clear separation of the taxable base, the VAT amount, and the total gross amount for each activity listed in the project. Failure to provide this breakdown or any ambiguity regarding tax application may lead to the proposal being considered incomplete, as the selection process is based on an accurate comparison of budgets across all labour, material, and equipment costs.

11. HANDOVER PROCEDURE.

The formal handover to MoTA includes:

- **Final inspection signed by UJA and MoTA.**
- **As-Built documentation (hard and digital copies).**
- **Maintenance manual with life-cycle data and cost estimates.**



12. SUMMARY OF DELIVERABLES¹³.

- **Final engineering design and BoQ (Bill of Quantities).**
- **Completed construction and installations.**
- **Testing and commissioning documentation.**
- **Training and operating manuals.**
- **Final inspection certificates.**

13. EVALUATION CRITERIA.

A) Technical Criteria. Maximum 90 points: The technical criteria will take the following sections into account:

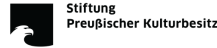
1. Team Experience and Qualifications (20 Points).

- **Company Heritage Experience (10 points):** Demonstrated experience in at least 3 high-level heritage projects or archaeological sites (similar to Qubbet el-Hawa).
- **Key Personnel (10 points):** The team must include licensed engineers for both design and implementation, with proven experience in historical structures.

2. Methodology and Conservation Compliance (30 Points).

- **Archaeologically Compatible Methodology (10 points):** Specific plan for minimal intervention, avoiding archaeological alterations, and protocols for the immediate halt of work if remains are discovered.
- **Technical Approach for Design and Construction (10 points):** Quality of the preliminary engineering design for the lighting (Component C) and the Caravanserai (Component D).

¹³ The contractor shall provide all project documentation, including engineering designs, the Bill of Quantities (BoQ), testing and commissioning records, training and operating manuals, as well as final inspection certificates. All technical documentation shall be delivered in both digital and physical formats in the Arabic language for formal submission to the Ministry of Tourism and Antiquities (MoTA). This comprehensive documentation must be duly organized and delivered during the project handover phase to ensure full compliance with MoTA's administrative and archiving requirements.



- **Non-Invasive Construction (10 points):** Clear strategy for the use of reversible solutions, dry-stone techniques (paths), and non-permanent foundations (ground screws).

3. Materials and Sustainability (15 Points).

- **Provenance and Integration (10 points):** Proof of material sustainability and commitment to visual integration through the use of a neutral color palette.
- **Technical Specifications (5 points):** Compliance with high-quality requirements (museum-grade LED, weather-resistant materials).

4. Social Sustainability and Inclusion (10 Points).

- **Local Labour Hiring (5 points):** Commitment to hiring and training a significant percentage of the workforce from the local Aswan community.
- **Gender Equality (5 points):** Evidence of inclusive hiring practices and guarantee of equal opportunities for women within the project teams.

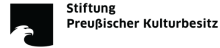
5. Project Management and Schedule (15 Points).

- **Implementation Timeline (10 pts):** Feasibility of meeting the mandatory 2026 deadline for all components (Debris, Paths, Caravanserai, Lighting).
- **Health and Safety / Risk Management (5 pts):** Comprehensive plan for personnel safety and protection of the archaeological fabric during the works.

A **quality threshold of 70 points** is established; bidding companies that do not reach a score of 70 points in Section A will not proceed to the next phase and will be excluded from the tender.

B) Financial Proposal. Maximum 10 points.

For the evaluation of financial proposals, 10 points will be assigned to the lowest offer, with the remaining offers scored proportionally using the following formula:



$$\text{Score of Offer N} = \frac{\text{Amount of the lowest offer X 10}}{\text{Amount of offer N}}$$

Summary Scoring Table:

Evaluation Criteria	Maximum Points	Score Obtained
1. Team experience and qualifications	20	
2. Methodology and conservation	30	
3. Materials and Sustainability	15	
4. Social Sustainability and Inclusion	10	
5. Management and Schedule	15	
6. Financial Proposal	10	
TOTAL SCORE	100	

Note: "LS" stands for "Lump Sum".

14. ANNEXES

Annex 1. Map: GPS coordinates for the Caravansary and aforementioned tombs.



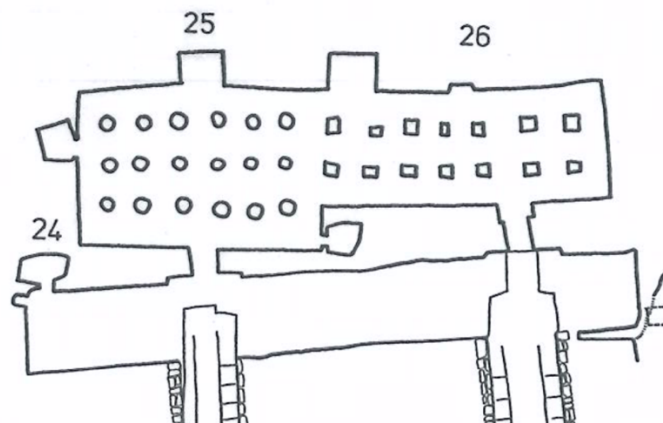
Annex 2. Map: GPS coordinates marking the entry and exit points of each pathway segment.



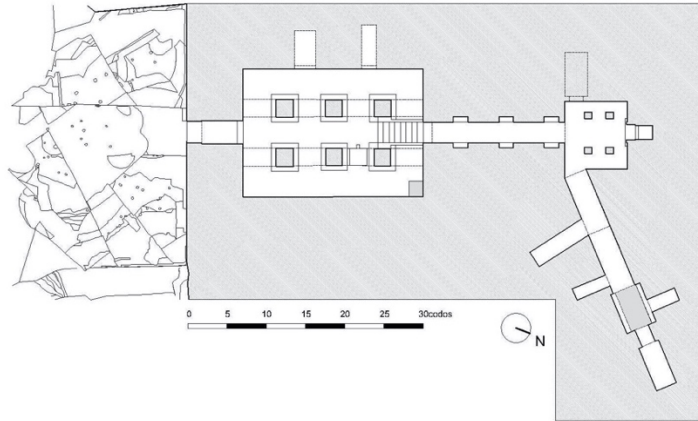
Annex 3. Site Map: indicating the layout of proposed pathways, the specific tombs for lighting installation, and the desirable coordinates for the caravansary structure.



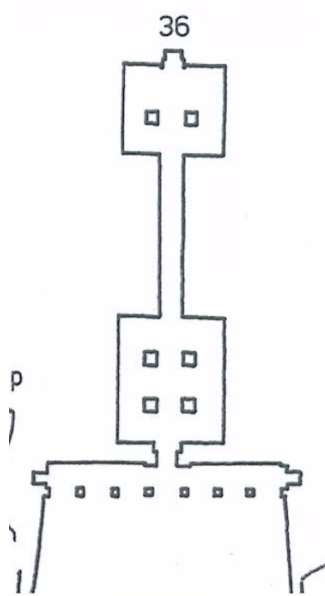
Annex 4. Reference Plans: Architectural layouts of the seven tombs for surface area estimation and installation planning



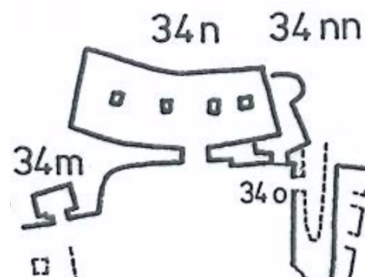
QH25 - QH26



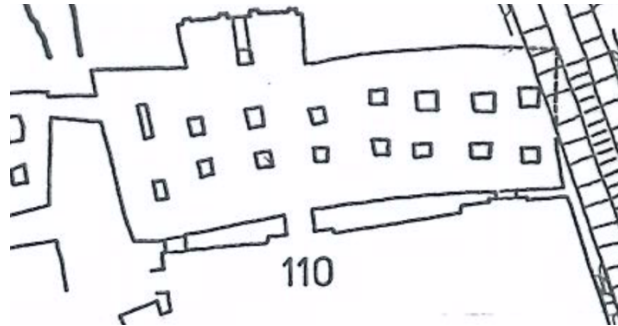
QH31



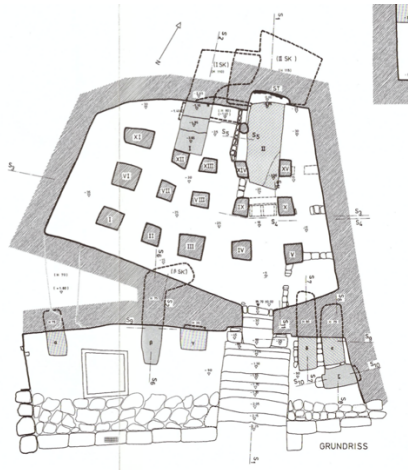
QH36



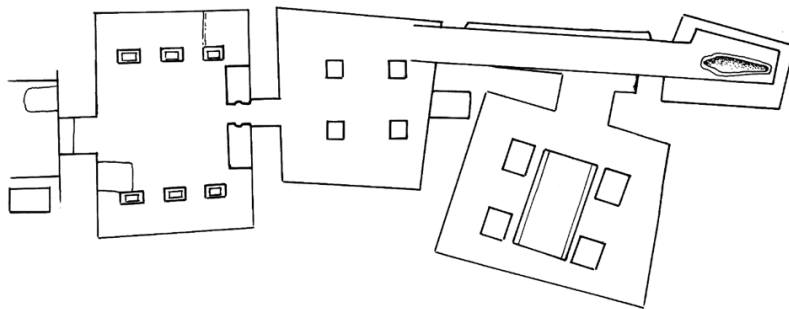
QH34n



QH110



QH90

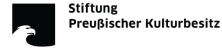


Kakemu (lady Cecil tomb #15)

Annex 5. Photographic Survey: Documentation of the current "before" state of the Caravansary's new location vs. the intended design¹⁴.



¹⁴ Any design provided at this stage is strictly conceptual and preliminary. While we have a clear understanding of the site's needs and the local MoTA requirements in Aswan, the final architectural and structural features are subject to official approval and potential modifications by the Ministry's central authorities in Cairo. Therefore, the 'intended design' included in the Annex should be treated as a non-binding reference. The contractor must remain flexible, as the final approved design will emerge only after the official MoTA review process. The photographic survey will document the current state of the proposed site coordinates to establish a baseline, but the final outcome will depend on the definitive permits granted.

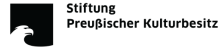


Annex 6. Site Sensitivity Map: Clearly defined "Safe Zones" for machinery movement



Annex 7. Photographic Survey: Documentation of the current state of debris to be removed as a visual guide for contractors





Annex 8. Financial Offer Template or Bill of Quantities (BoQ).

Bidders must use the following table to submit their financial proposal. Any deviation from this format may result in the disqualification of the bid. All costs must be expressed in **EUROS (€)**.

Activity / Description	Phase	Units	Unit Cost (Excl. VAT)	Total Taxable Base	VAT (%)	Total Gross Amount
Act. 2.1 – M03.4: Visitor Paths (610m) (Includes Act. 2.1 – M03.2: Removal and Management of Excavation Debris)	Design Cost	LS	€	€	%	€
	Construction Cost	Qty. 1	€	€	%	€
Act. 2.3 – M03.5: Caravanserai Structure	Design Cost	LS	€	€	%	€
	Construction Cost	Qty. 1	€	€	%	€
Act. 2.4 – M03.1: Lighting in 7 Tombs	Design Cost	LS	€	€	%	€
	Construction Cost	Qty. 1	€	€	%	€
TOTALS			€	€		€