



**LUSAIL CITY MANAGEMENT
LOGISTICS AND SECURITY STARTER PACK FOR
CONSTRUCTION PACKAGES, BUILDING PROJECTS AND
CONTRACTORS**



LUSAIL CITY MANAGEMENT DEPARTMENT

LOGISTICS STARTER PACK

Logistics & Security Division

8/11/2016



Contents

1	INTRODUCTION	6
1.1.	THE PROJECT	6
1.2.	THE APPROACH	6
1.3.	OBJECTIVES OF THE LOGISTICS	6
2	LUSAIL LOGISTICS TEAM	7
2.1.	LOGISTICAL DELIVERABLES.....	7
2.1.1	Logistics Roles	7
2.1.2	Logistics Supply	7
2.1.3	Logistics Services.....	7
2.2.	LOGISTICS ROLE DURING DIFFERENT PROJECT PHASES.....	7
2.3	PROJECT SITE MANAGEMENT	8
2.4	CLIENT PROCURED ITEMS (CPI) MANAGEMENT.....	8
2.5	THIRD PARTY CONTRACTORS.....	8
2.6	MARINE ACCESS MANAGEMENT	8
2.7	LOGISTICAL INTERFACES	8
3	ROAD ACCESS AND TRAFFIC MANAGEMENT	9
3.1	APPROACHES TO SITE	9
3.2	SITE ENTRANCE ROADS.....	9
3.3	MAIN HAUL ROAD	9
3.4	SITE SIGNAGE AND LIGHTING	9
3.5	TRAFFIC MANAGEMENT	9
3.5.1	Construction Traffic Management	9
3.5.2	Site Entry/Exit & Internal Access Roads	10
3.5.3	Site Signage, Traffic Signage and Lighting	10
3.5.4	Approaches to Site Offices	10
3.5.5	Land/Marine Accesses and Traffic Management.....	10
4	MATERIALS MANAGEMENT	10
4.1	OFFSITE LAYDOWN AREAS INSIDE LUSAIL	10
4.2	LAY DOWN AREAS OUTSIDE LUSAIL	10
5	OFFICE ACCOMMODATION.....	10
6	LABOR ACCOMMODATION.....	10
7	CONTRACTORS' LOGISTICS PLANS.....	11
7.1	COMPONENTS.....	11
7.2	SITE BOUNDARIES AND SIGNAGE	11
7.3	SITE LAYOUT AND PLANNING	11
7.4	PROJECT OFFICES AND TEMPORARY BUILDINGS.....	11
7.5	SITE UTILITIES AND SERVICES	12



7.6	EQUIPMENT ENTRY/EXIT FORMS FOR SHIFTING	12
7.7	SITE HOUSEKEEPING AND WASTE MANAGEMENT.....	12
7.8	TOWER AND FIXED POSITION CRANES.....	12
7.9	TEMPORARY UTILITIES	12
7.10	SOLID WASTE DISPOSAL.....	12
7.11	GROUND WATER AND STORM WATER MANAGEMENT	12
7.12	SITE PROTECTION.....	13
7.13	QUALITY CONTROL.....	13
8	INFRASTRUCTURE CONSTRUCTION	13
8.1	LIGHT RAIL TRANSIT (LRT)	13
9	STABILIZED MUD/DIRT CONTROL AT ACCESSES	13
	Logistics' role also includes the implementation of the Stabilized mud/dirt control measures from site to the access roads.....	13
9.1	DEFINITION AND PURPOSE	14
9.2	APPROPRIATE APPLICATIONS.....	14
9.3	AREAS AFFECTED	14
9.4	DIRT CONTROL STRATEGY-EXPECTATIONS	14
9.5	DISCIPLINARY ACTION FOR NON-COMPLIANCE.....	14
9.6	TYPICAL LAYOUT PLAN	15
10	LAND SURVEY	15
10.1	DEFINITION.....	15
10.1.1	Topographic Survey.....	15
	See Appendix P.....	15
10.1.2	Cadastral Survey.....	15
	See Appendix Q.....	15
10.1.3	PCP's Network.....	16
	LREDC Survey team has developed Primary Control Points Network Drawing for Lusail showing all the control points/benchmarks to serve as a reference for the contractor.	16
	See Appendix R	16
10.1.4	As Built Drawings	16
	APPENDIX-A	18
	18
	APPENDIX-B.....	19
	LOGISTICAL INTERFACES	19
	19
	APPENDIX-C.....	20
	LAND/MARINE ACCESSES LUSAIL CITY	20
	APPENDIX-D	21



VISITORS'/TRAFFIC ACCESSES LUSAIL CITY	21
APPENDIX-E	22
LUSAIL LOGISTICS OFFICE	22
APPENDIX-F	23
CONSULTANT/CONTRACTORS' OFFICES	23
APPENDIX-G	24
LOGISTICS PERMITS/FORMS	24
SITE MOBILIZATION AND TRAFFIC DIVERSION FORM.....	24
APPENDIX-H	25
LOGISTICS PERMITS/FORMS	25
COORDINATION FORM BETWEEN CONTRACTORS	25
APPENDIX-I	26
AUTHORIZED SIGNATURE FORM	26
APPENDIX-J	27
LOGISTICS PERMITS/FORMS	27
MATERIAL ENTRY/EXIT FORM (ONE TRIP)	27
APPENDIX-K.....	28
LOGISTICS PERMITS/FORMS	28
MATERIAL ENTRY/EXIT FORM (MULTI-TRIPS).....	28
APPENDIX-L	29
LOGISTICS PERMITS/FORMS	29
EQUIPMENT ENTRY/EXIT FORM	29
APPENDIX-M	30
LOGISTICS PERMITS/FORMS	30
HAZARDOUS MATERIAL ENTRY/EXIT FORM	30
APPENDIX-N	31
LIGHT RAIL TRANSIT (LRT)	31
APPENDIX-O	32
MUD CONTROL LAYOUTS	32
APPENDIX-P	33
APPENDIX-Q	34
APPENDIX-R.....	35
APPENDIX-S	36
APPENDIX-T	37
ACKNOWLEDGEMENT	38



1 INTRODUCTION

Lusail Real Estate Development Company (LREDC) is initiating this abridged Logistics Starter Pack for the expedited completion of Lusail Development Project. The purpose of this document is to facilitate the contractor to have an idea of Lusail Logistics' procedures and policies to be implemented while working inside Lusail.

1.1. THE PROJECT

The Lusail project is the most innovative development plan that is currently in progress in Qatar. Lusail City extends across an area of 38 square kilometers and includes four exclusive islands and 19 multi-purpose residential, mixed use, entertainment and commercial districts. It is a comprehensive arena with leisure spots, residential buildings, commercial towers, avenues and public Marinas.

The city of the future can accommodate 200,000 residents and 170,000 employees; it will also welcome over 80,000 visitors. The total estimated capacity of Lusail will eventually reach 450,000 people. The city also includes numerous residential units, office buildings of various sizes and 22 hotels with different international star ratings, making it an element of attraction for investment in Qatar.

The geography of the project consists of Doha to the south, the Al-Khor expressway to the west, and the beautiful Arabian Gulf to the east. To the Lusail team, we consider ourselves developing a new wonder of the world.

1.2. THE APPROACH

The content of this document should be considered effective immediately. The changes that occur in the construction environment and the strategies adopted by our program management team will be reflected in this document. These changes will be scheduled for updates on quarterly basis and / or when necessary.

1.3. OBJECTIVES OF THE LOGISTICS

The objectives of Logistics are to increase efficiency, performance, and reliability of the project's work by integrating all aspects of the project to move in harmony. To do so we have to concentrate on the following:

- Provide safe and unhindered access to the job sites.
- Identify logistics issues early to allow corrections without conflicting with time sensitive schedules.
- Introduce contingency plans for speedy and accurate solutions when obstacles present themselves.
- Provide an in depth understanding of the logistical requirements required by plan.
- Integrate all procedures need to fulfill the requirements of the project.



2 LUSAIL LOGISTICS TEAM

2.1. LOGISTICAL DELIVERABLES

The scope of the logistics deliverables includes recommendations for both capital works and services in support of the construction and completion of the project. The specific items of work, supplies and services included within the scope of deliverables are as follows:

2.1.1 Logistics Roles

The logistics team has been established to perform the following:

- Preconstruction Kickoff meeting arrangement
- To ensure the site availability to contractors in coordination with PM/CM.
- Reviewing and approval of Contractors' Logistics Plan, Site Mobilization Plan, Traffic Management Plan, dewatering plan and their scope of work
- To maintain a photo log of the site conditions reports, housekeeping, material movements etc. to serve as a record in case of any damage to Lusail facilities whatsoever.
- To make sure that the contractors as part of their agreement with LREDC return the site they have occupied to the original condition.
- Land Access Requirements and Procedures.
- Land Material Movement (temporary access roads)
- Centralized Facilities (Fuel Storage facilities, Batching Plants, Precast Concrete Yards, Equipment Maintenance Yards, Warehouse and Laydown Areas)
- Utilities and other support system
- Contractors' site offices establishment at Hub Offices

2.1.2 Logistics Supply

- Traffic Management to effectively control and expedite traffic flow on site and to facilitate material transportation.
- Site signage installation and lighting plan for the common use areas of the site.
- The guideline for the site's signage and lighting will be established which will be applicable to all contractors and third party contractors.

2.1.3 Logistics Services

- Provide secure and adequate access to the ingress and egress points at the various site gates.
- Supervision of construction and maintenance of existing haul roads through third party contractor
- Reviewing and approving Logistics Plans submitted by the Contractors
- Interface management with PM/CM/Supervision Consultant and contractors.

2.2. LOGISTICS ROLE DURING DIFFERENT PROJECT PHASES

See [Appendix A](#)



2.3 PROJECT SITE MANAGEMENT

The Logistics Team reporting to Logistics Manager and Senior Logistics and Security Manager is responsible for the day-to-day logistical needs of the site. Logistics' Team endeavors to have the work completed in a timely manner through any procedurally acceptable means available.

2.4 CLIENT PROCURED ITEMS (CPI) MANAGEMENT

To Be Developed.

2.5 THIRD PARTY CONTRACTORS

The Logistics Team will review and approve logistics plans, and arrange and coordinate with adjacent contractors to ensure that potential conflicts are avoided.

2.6 MARINE ACCESS MANAGEMENT

The Logistics Team is involved in the development and maintenance of Marine Accesses through third party Contractor in support of bulk materials delivery and transfer to the batch plants.

2.7 LOGISTICAL INTERFACES

Weekly logistics team interface meetings are to be held and chaired by the Logistics Manager for the purpose of discussing progress of the logistics elements of the project, to understand the requirements of the Project Managers, Contractors, Construction Supervision Team, and Contractors and to anticipate conflicts on site due to different requirements of different contractors and find solutions before they become problems.

See [Appendix B](#)



3 ROAD ACCESS AND TRAFFIC MANAGEMENT

With regards to road access, Lusail Integrated Traffic Plan is centered on the ability to access all areas of work in a timely and controlled manner and for labor and materials to arrive in the right place at the right time.

3.1 APPROACHES TO SITE

When construction is in progress, the traffic volume inside Lusail increases, which will have a major impact upon the traffic approaching Lusail Development site entrances. To facilitate the Contractors and visitors, Logistics developed **Land/Marine Accesses inside Lusail City (Appendix C) and Visitor s' Lusail Accesses (Appendix D)** maps. Measures must be implemented by the contractors and suppliers to coordinate with the Access/Security Construction Manager of their deliveries for “non-peak” times and avoid the hours of restricted movement.

See [Appendix C & D](#)

3.2 SITE ENTRANCE ROADS

A series of temporary alignments will be delivered and implemented during the construction phase of the infrastructure and building plots to various locations within Lusail. These network of access roads are required to be constructed in coordination with Logistics and all stakeholders. In addition to these road network a number of gates are to be provided to provide access gates at several locations.

3.3 MAIN HAUL ROAD

In addition of site accesses, a minimum 20m wide, and 2 lanes each direction main haul road, is constructed as per Qatar Highway Design Manual (QHDM) standards to be linked with all temporary accesses. Logistics is responsible for the maintenance of these roads through third party contractor on regular basis.

See [Appendix C](#)

3.4 SITE SIGNAGE AND LIGHTING

In order to enhance site safety and facilitate the efficiency of activity and movement around the site, extensive use will be made of signage and lighting in all common use areas. Individual contractors are required to maintain adequate signage and lighting in the immediate vicinity of their working area. Roadway signage will be in accordance with Qatar Highway Design Manual, QHDM, and Section 10.

3.5 TRAFFIC MANAGEMENT

Logistics play a vital role in Traffic Management, the main components of which are as under;

3.5.1 Construction Traffic Management

It includes the management of all types of construction traffic inside Lusail.



3.5.2 Site Entry/Exit & Internal Access Roads

It includes the designation and regulation of internal access roads for construction traffic.

3.5.3 Site Signage, Traffic Signage and Lighting

It involves the installation of traffic signage and night lighting for all types of traffic.

3.5.4 Approaches to Site Offices

It involves the Logistics role for finalizing the various options for approach to site offices.

3.5.5 Land/Marine Accesses and Traffic Management

It includes the Logistics role in maintenance & development of Land/Marine accesses for the related traffic.

See [Appendix C&D](#)

4 MATERIALS MANAGEMENT

4.1 OFFSITE LAYDOWN AREAS INSIDE LUSAIL

Logistics allocate and manage Laydown areas inside Lusail premises to facilitate the Contractor to store excavated material inside Lusail for backfilling purposes.

4.2 LAY DOWN AREAS OUTSIDE LUSAIL

Logistics ensures that no surplus material to be stored inside Lusail premises by the Contractors. The extra material to be transported to MOI approved locations without fail.

5 OFFICE ACCOMMODATION

5.1 LUSAIL LOGISTICS OFFICES

The Logistics offices are located in Hub Office Buildings North of Lusail.

See [Appendix E](#)

5.2 CONTRACTORS / CONSULTANTS OFFICES

The contractors' site offices and Consultants' offices are located in Hub Office Buildings in North of Lusail.

See [Appendix F](#)

6 LABOR ACCOMMODATION

No Labor accommodations are allowed inside Lusail premises. The contractors have to transport their labor in and out of Lusail on daily basis.



7 CONTRACTORS' LOGISTICS PLANS

7.1 COMPONENTS

- Scope of Work
- Site Offices/Temporary Facilities Layout (No Solid Masonry/Concrete Structure, no Labor camps allowed inside Lusail)
- Temporary Traffic Management Plan as per ASHGHAL Guidelines
- Dewatering Plan showing route
- Excavated Material movement and stockpile plan
- Material Storage and Laydown areas
- HSE Plan
- Site House Keeping and waste management
- Compliance with Authorities regulations
- Logistics Communication Plan (Weekly/biweekly interface coordination meetings, weekly or biweekly Logistics management meetings etc.)

The Lusail Logistics Team will review and approve logistics plans, and arrange and coordinate with adjacent contractors to ensure that potential conflicts are avoided. The subject headings denoted below should be addressed during the compilation of logistics plans and may be used as guidance notes.

7.2 SITE BOUNDARIES AND SIGNAGE

Lusail Development comprises separate developments that have a common interest with regard to access and construction of the developments. Each of the contractors and their project managers are required to plan to execute their works within the confines of their own plot boundary.

At the time of handover of the site from LUSAIL to the contractor, the plot boundaries will be clearly pegged out by LUSAIL's survey team. The contractors are required to have their own survey team to confirm the setting out. Boundary signage and fences are required to be established by the contractor, which must not protrude beyond the site boundary or encroach into neighboring property.

7.3 SITE LAYOUT AND PLANNING

The planning of the building works and the construction techniques employed are to take into consideration the limitations imposed by the requirement to remain within the plot boundaries. The contractor's logistics plan must be realistic in terms of efficient use of the space available with the layout of site access routes and storage and work sequencing patterns carefully considered and executed in the correct manner.

7.4 PROJECT OFFICES AND TEMPORARY BUILDINGS

Contractors' project offices, site establishments and temporary buildings for the construction phase are to be contained within the limits of the contractor's own plot boundary, and the logistics plan should make provision for this requirement. Lusail will not be responsible for the provision of office space, temporary buildings or for making locations available for these to be established.



7.5 SITE UTILITIES AND SERVICES

The contractor's logistics plan should include for the provision of the deliveries of these elements. The Contractor is to make allowances to provide the following temporary services and utilities during the construction phase:

- 7.5.1** Electrical power
- 7.5.2** Potable and construction use water
- 7.5.3** Sewage and wastewater collection and disposal
- 7.5.4** Communications and data transfer

7.6 EQUIPMENT ENTRY/EXIT FORMS FOR SHIFTING

Materials for the Contractor's project will be delivered directly by the suppliers to the job sites under the supervision of the relevant contractor or project manager. Logistics have developed **Logistics Permits & Forms** for equipment, material shifting to be filled in for approval from Logistics department prior to shifting. Project managers, contractors and contractors shall make arrangements for materials storage and lay-down yards within the confines of their plots within which the development is taking place.

See [Appendix G-M](#)

7.7 SITE HOUSEKEEPING AND WASTE MANAGEMENT

All construction sites shall have planned and effective housekeeping rules. Access routes shall not become narrow or blocked at any time. The workspaces around the structures shall remain clear at all times to ensure that emergency access is readily available.

7.8 TOWER AND FIXED POSITION CRANES

The positioning of tower cranes and equipment shall be included in the Contractor's logistics plan. All due consideration must be given in order that tower cranes do not over-swing adjacent development plots and neighboring properties. If required, folding jib cranes may be used as opposed to fixed jib towers.

7.9 TEMPORARY UTILITIES

Lusail will not be supplying any temporary utilities for the Contractor's use.

7.10 SOLID WASTE DISPOSAL

Lusail will not be supplying any solid waste or waste water disposal facility for the Contractors. The contractors have to arrange their own disposal facilities.

7.11 GROUND WATER AND STORM WATER MANAGEMENT

- The investor shall implement all necessary measures to control the groundwater until the Construction is substantially complete and the Investor's Consultant issues a letter confirming the safe removal of the temporary measures. No flooding, and or standing water shall be allowed at any section.



- The Investor shall be responsible to implement any necessary measures to control the impacts of heavy rain at his property avoiding any impacts on adjacent properties, work and or services. Any damage as a result of the Investor's own lack of action will be rectified and made good at the Investor's own cost.
- Disposing of groundwater is the Investor's responsibility and will be done in coordination with LREDC and complying with SCENR rules and regulations. Any violations to the above will be corrected and dealt with at the Investor's own cost.
- The Investor's shall take all necessary precautions to avoid flotation of structures.
- The Investor shall implement sufficient means to avoid obstructing the natural flow of groundwater due to in ground structural configurations such as building basements.
- Each Developer is required to submit a ground water management design information document to LREDC for review and comment.
- The report will be based upon the Developer's own Geotechnical Surveys.
- Any temporary de-watering connections to the plot shall have prior approval from LREDC. Private manholes will not be permitted to be constructed outside the Developer's plot limits.

See [Appendix S&T](#)

7.12 SITE PROTECTION

Overall Lusail site protection is the responsibility of Lusail. Individual plot protection is the Contractor's responsibility.

7.13 QUALITY CONTROL

Quality Control within the Contractor's plot boundary within the Contractor's scope of work.

8 INFRASTRUCTURE CONSTRUCTION

The Lusail project will be built as a series of construction packages (CPs). Construction of CP1 started already in 2008, and the subsequent CPs, following on. All of the CPs are currently scheduled for completion by 2020.

8.1 LIGHT RAIL TRANSIT (LRT)

In addition to the main construction activities described above, there is a network of **Light Rail Transit (LRT)** inside Lusail. This network is to be constructed along with infrastructure installations all over Lusail resulting in a number of interfaces with different entities. Logistics play a pivotal role in coordination with all the stake holders to resolve all the issues for the smooth running of LRT activities.

See [Appendix N](#)

9 STABILIZED MUD/DIRT CONTROL AT ACCESSES

Logistics' role also includes the implementation of the Stabilized mud/dirt control measures from site to the access roads.



9.1 DEFINITION AND PURPOSE

A stabilized construction access is a defined point of entrance/exit to a construction site that is stabilized to reduce the tracking of mud and dirt onto Asphalt roads by construction vehicles.

9.2 APPROPRIATE APPLICATIONS

Construction roadways and detour roads:

- Where mud/dirt tracking is a problem during wet weather
- Where displacement of soil occurs because of vehicular traffic during wet weather
- Where dust control is a problem during dry weather
- As a preventive method instead of a treatment method (e.g., sweeping or dust control)
- Where mud/dirt can be tracked onto public roads
- Adjacent to water bodies

9.3 AREAS AFFECTED

- Marina District (Asphalt roads)
- Entertainment City (Asphalt roads)
- Fox Hills (Asphalt roads)
- All unpaved roads (dust in dry conditions)

9.4 DIRT CONTROL STRATEGY-EXPECTATIONS

- Minimize the amount of dirt, dust and debris transferred from construction site onto paved roads.
- Reduce the cost of clean-up on the roads.
- Promote a safe construction site by slowing the existing traffic.
- Maintain clean asphalt road surface for better traction, dust mitigation and safer driving conditions.

9.5 DISCIPLINARY ACTION FOR NON-COMPLIANCE

LREDC HSE General Requirement's dated 2nd March 2014 (version 10) section 13 refers to failure to comply and Performance Deductions may/will be added. If the compliance date has not been completed then this will result in penalty deductions in respect of QR2000 per day until stabilized construction access and egress is in place. Vehicle access to site may be prohibited and controlled by Lusail Security and Logistics department until full compliance is in place.



9.6 TYPICAL LAYOUT PLAN

See [Appendix O](#)

10 LAND SURVEY

10.1 DEFINITION

Surveying has traditionally been defined as the science and art of determining relative positions of points above, on, or beneath the surface of the earth, or establishing such points. In a more general sense, however, surveying can be regarded as that discipline which encompasses all methods of gathering and processing information about the area through conventional ground systems which are now supplemented by aerial and satellite surveying methods. Once the limits/boundaries of work and ownership are defined through Land Survey by a third Party, Logistics' role is to ensure that all the stakeholders work within their limits without any trespassing or unlawful entry into others lands. Following are sub categories for Land Survey.

10.1.1 Topographic Survey

Topographic Surveys are used to identify and map the contours of the ground and existing features on the surface of the earth or slightly above or below the earth's surface (i.e. trees, buildings, streets, walkways, manholes, utility poles, retaining walls, etc.). If the purpose of the survey is to serve as a base map for the design of a residence or building of some type, or design a road or driveway, it may be necessary to show perimeter boundary lines and the lines of easements on or crossing the property being surveyed, in order for a designer to accurately show zoning and other agency required setbacks. Topographic Surveys require "bench marks" to which ground contours are related, information regarding surface and underground utilities, determination of required setbacks, etc.

See [Appendix P](#)

10.1.2 Cadastral Survey

Cadastral surveying is the discipline of land surveying that relates to the laws of land ownership and the definition of property boundaries. It involves interpreting and advising on boundary locations, on the status of land ownership and on the rights, restrictions and interests in property, as well as the recording of such information for use on plans, maps, etc. It also involves the physical delineation of property boundaries and determination of dimensions, areas and certain rights associated with properties, whether they are on land, water or defined by natural or artificial features.

Cadastral surveys are generally performed to subdivide land into parcels for ownership under a land title and to re-establish boundaries of previously surveyed properties to determine the physical extent of ownership or to facilitate the transfer of the property title.

See [Appendix Q](#)



10.1.3 PCP's Network

LREDC Survey team has developed Primary Control Points Network Drawing for Lusail showing all the control points/benchmarks to serve as a reference for the contractor.

See [Appendix R](#)

10.1.4 As Built Drawings

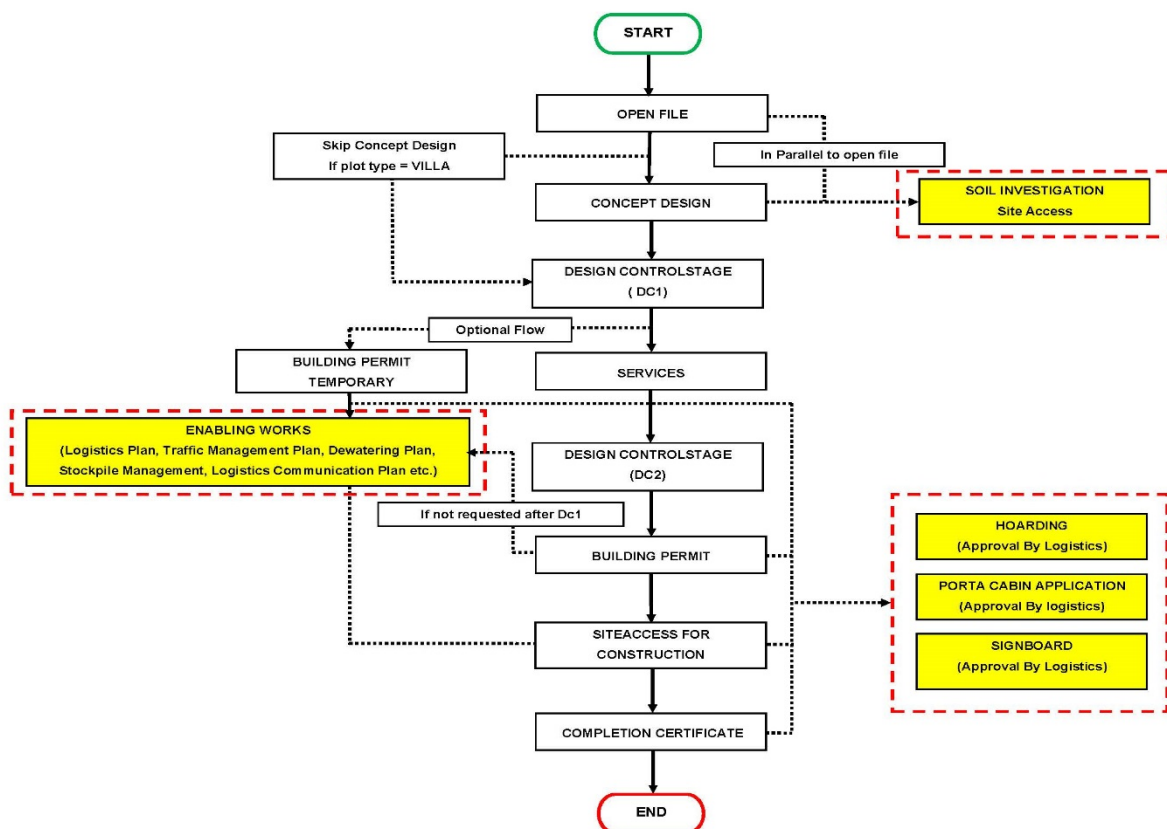
As built drawings are usually the original drawings (topographic, cadastral etc.) revised to reflect any changes made in the field, required for coordination or rerouting etc. As built drawings are important, they serve as a record from which future changes and/or additions can be designed and constructed. Future projects will be more efficient and less disruptive if the as built documents can be depended upon for critical information and references.



APPENDICES

APPENDIX-A

Logistics Role during Different Project Phases

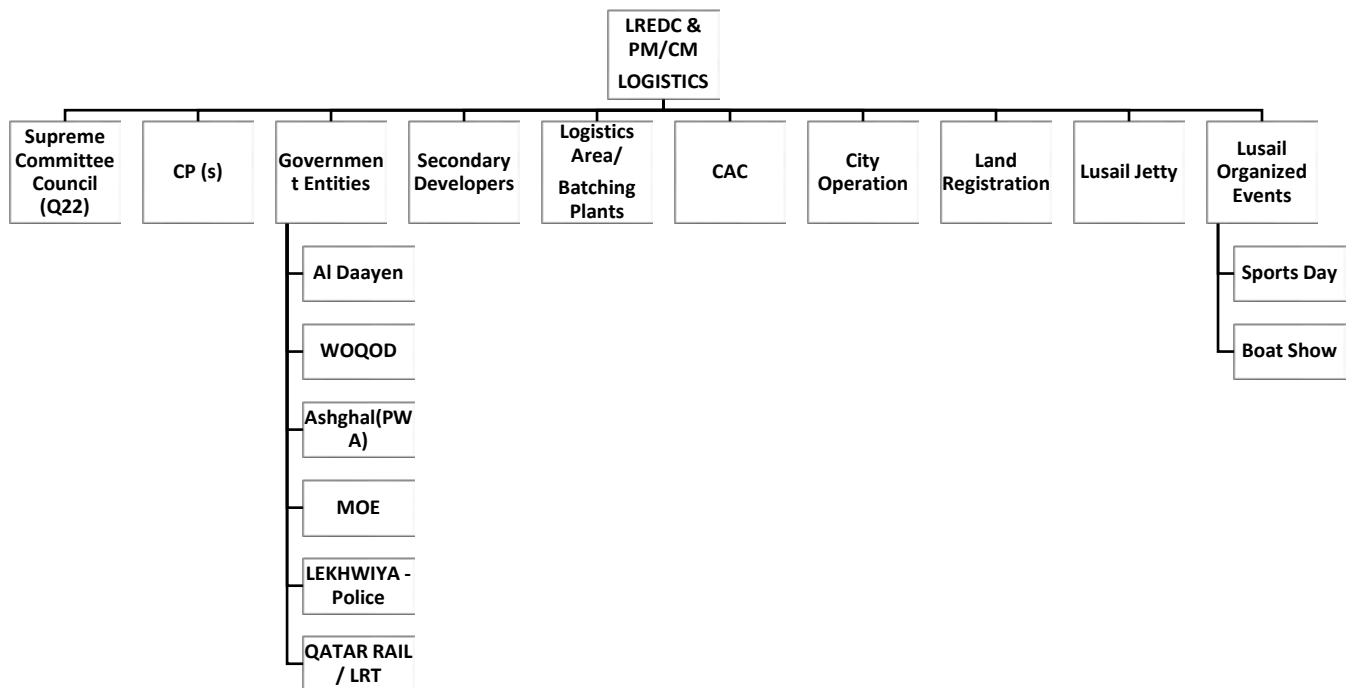


Lusail Building Permit Process (Stage Level Flow)



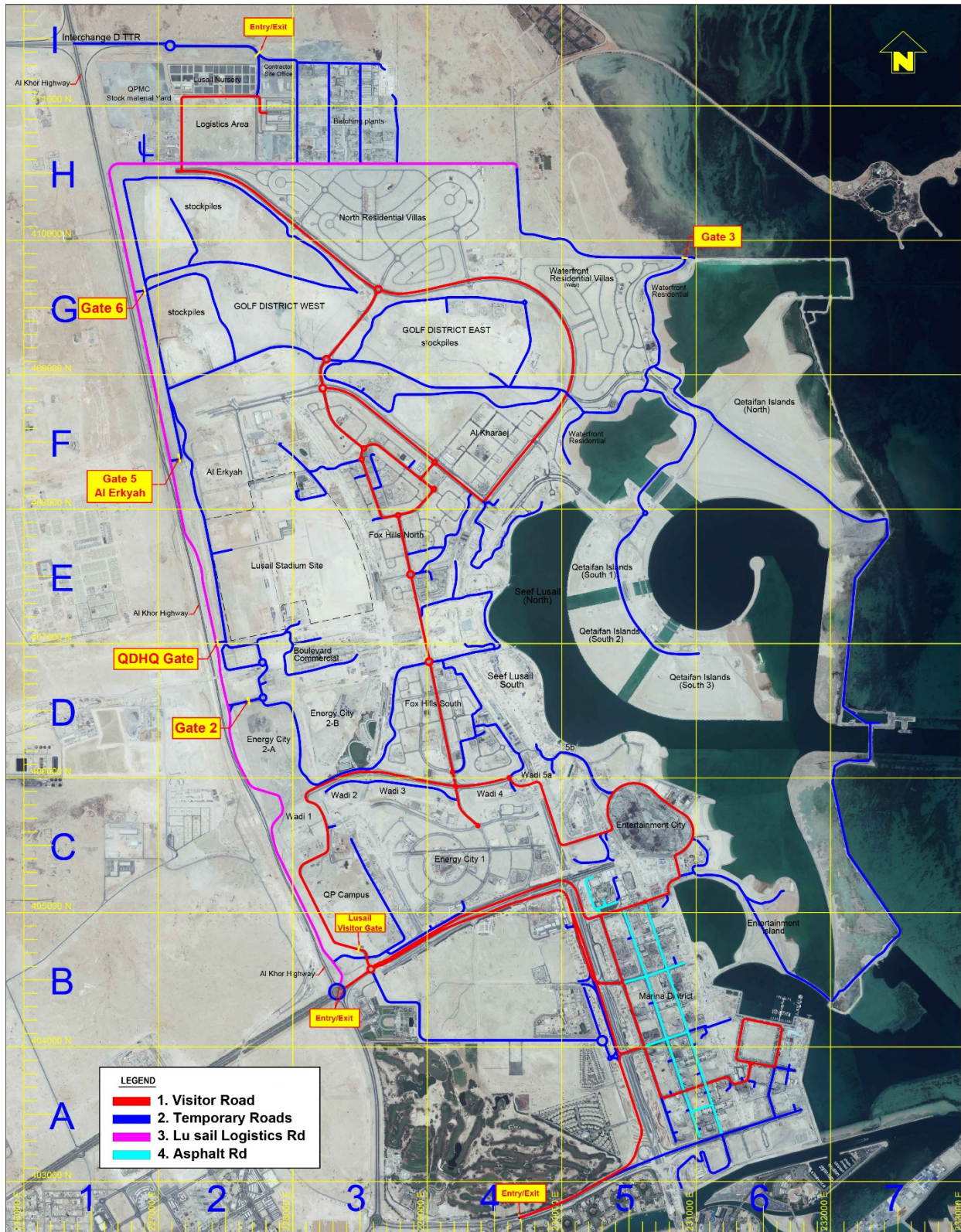
APPENDIX-B

LOGISTICAL INTERFACES



APPENDIX-C

LAND/MARINE ACCESSES LUSAIL CITY



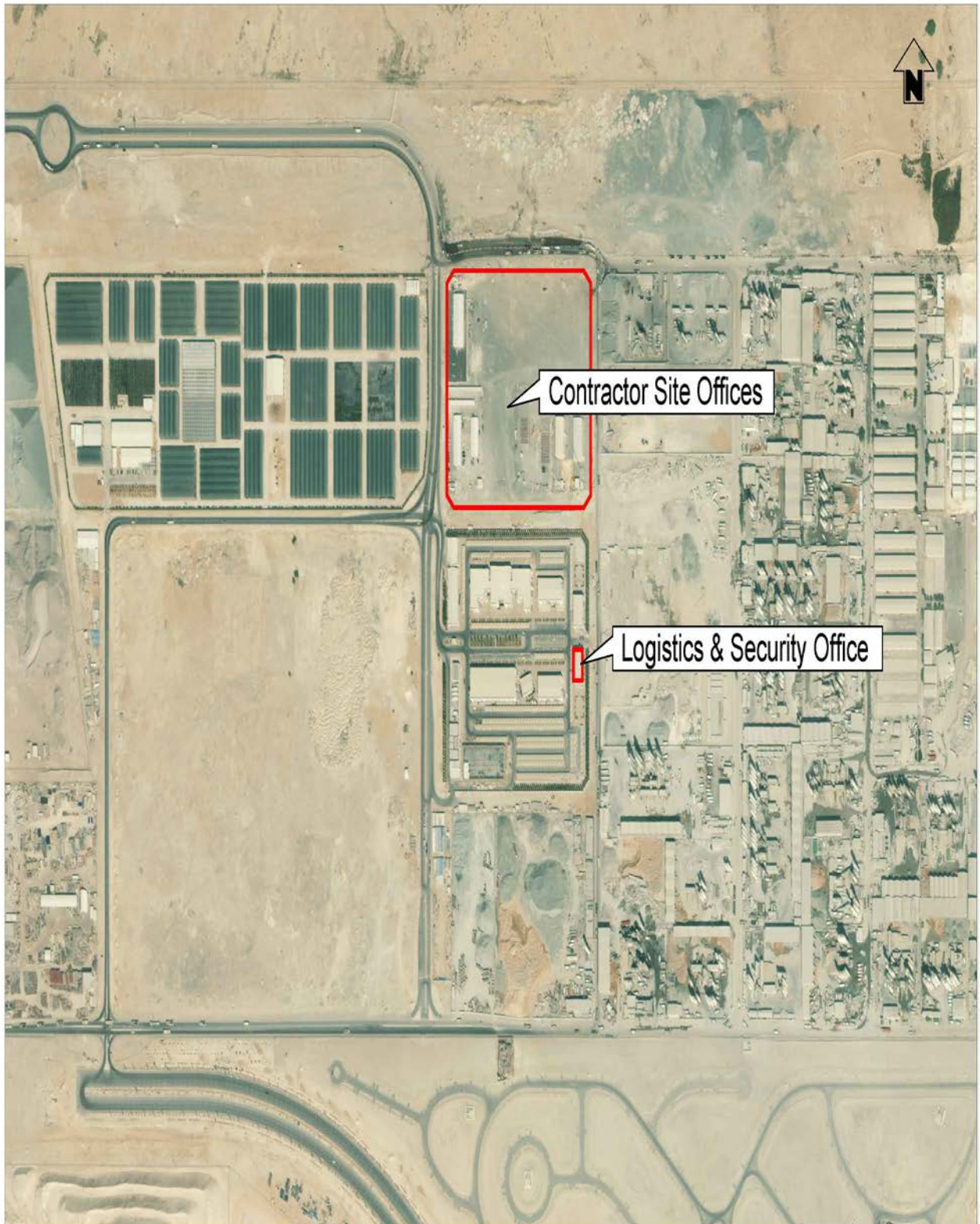
APPENDIX-D

VISITORS'/TRAFFIC ACCESSES LUSAIL CITY



APPENDIX-E

LUSAIL LOGISTICS OFFICE




APPENDIX-F

CONSULTANT/CONTRACTORS' OFFICES




APPENDIX-H

LOGISTICS PERMITS/FORMS



Coordination Between CP - and CP -



THE ROAD CLOSURE / ROAD DIVERSION	
Location : _____ Date of commencement (from / / 20 to / / 20) : _____ Coordinating Company (CP) : _____ Name : _____ Mobile No : _____ Email : _____ Reviewed / Checked by : _____ Signature : _____ Date : _____ Area LREDC Logistics Representative : _____ Consultant : _____ LREDC City Operations Director : _____ LREDC Project Manager : _____ Area PM/CA Safety Supervisor : _____ Ref. LREDC-LOG-RCD-2015	Date of commencement (from / / 20 to / / 20) : _____ Coordinating Company (CP) : _____ Name : _____ Mobile No : _____ Email : _____ Reviewed / Checked by : _____ Signature : _____ Date : _____ Area LREDC Logistics Representative : _____ Consultant : _____ LREDC City Operations Director : _____ LREDC Project Manager : _____ Area PM/CA Safety Supervisor : _____ Ref. LREDC-LOG-RCD-2015

Verified by Safety Construction Manager : _____
 LREDC Senior Logistics & Security Manager Approval : _____
 Stamp : _____
 Notes : _____

Stamp : _____
 Copy to :
 JAL Contractor : _____
 LREDC Project Manager : _____
 LREDC Security : _____
 LREDC Safety : _____

Note: Names of signatories must be written

ACCESS TO BE CLOSED

EXITING ACCESS

COORDINATION FORM BETWEEN CONTRACTORS



APPENDIX-I

LOGISTICS PERMITS/FORMS



Lusail City Management Logistics & Security

AUTHORIZED SIGNATURES FOR VISITORS, MATERIALS OR EQUIPMENT ENTRY/ EXIT PASS

Main Contractor/Developer:			
Location / District in Lusail:		Project Name:	
Plot No.:			

1	Authorized Signatory Details		
Name:		Signature:	
Title:			
Contact No.:		Stamp:	
Email:			

2	Authorized Signatory Details		
Name:		Signature:	
Title:			
Contact No.:		Stamp:	
Email:			

3	Authorized Signatory Details		
Name:		Signature:	
Title:			
Contact No.:		Stamp:	
Email:			

LREDC USE ONLY			
Dr. Ihab Fouad Occupational Health Advisor	Alf Ziegler Environmental Manager	Michael Ford HSE Manager	Logistics & Security Stamp
Signature:	Signature:	Signature:	
Date:	Date:	Date:	
Mhd. Wahid Ayroud Logistics Manager	Zaal Al Naemi Security Manager	Yousuf Al Mutawa Sr. Logistics & Security Manager	
Signature:	Signature:	Signature:	
Date:	Date:	Date:	

- The form should be filled by the main Contractor or Consultant on behalf of the Developer or the main Construction Package Company, i.e. CPX.
- This form should be text type, handwritten forms is not acceptable.
- **Note: It is mandatory to attend Safety, Logistics & Security Induction by authorized signatory at LREDC to complete the approval process.**
- Enabling works only – HSE Plan to be submitted.
- Welfare Facilities must be provided, i.e. Drinking Water, Rest Shelters.

AUTHORIZED SIGNATURE FORM



APPENDIX-J

LOGISTICS PERMITS/FORMS

		LUSAIL CITY MANAGEMENT DEPARTMENT LOGISTICS AND SECURITY MATERIAL ENTRY & EXIT PASS REQUEST FORM Entry <input style="width: 50px;" type="checkbox"/> Exit <input style="width: 50px;" type="checkbox"/>	
MATERIAL / PORTA CABIN(CONTAINER) ENTRY & EXIT PASS			
Project Name/Location:			
Date:			
Name:		Company:	
If Subcontractor, please write the name of the Main Contractor:			
Main Contractor:		Contact Number:	
Description of Material/s:	1	TRUCK PLATE NO:	
	2		
	3		
Remarks:			
Approval of Main Contractor/Authorized Signatory:			
Name:		Designation:	
Company:		Company Stamp:	
Signature:			
RESTRICTED TO ONE VEHICLE AND ONE TRIP ONLY			
(For Lusail Security use only)			
Name _____		Position _____ Signature _____	
Note: Approval is limited to material entering the site only. Porta Cabin, Steel Container and Materials (i.e. Excavated Materials - aggregate-Armor rock, Gravel, Crushed stone, Soft Materials, Sub-base Materials, granite.) that will be transported in & out of Lusail Development Project require separate approval from Logistic of Lusail City Management Department.			
For Lusail Logistics Use Only			
Name:		Designation:	
Signature:		Department stamp:	
<div style="display: flex; justify-content: space-between; font-size: small;"> <div> 1. Original gate pass should be provided at the Entry & Exit Gate 2. All relevant fields to be filled and approved from the authorized Developer/Contractor. 3. Strict measures shall be taken against traffic offences and other breaches. 4. This gate pass is only valid for 15 days from the approval date. 5. Vehicle Number is mandatory. </div> <div> 6. Form should be text type, No handwritten & correction inform 7. Signed only by Authorized Person (Signatory) 8. This form issued for one vehicle only. 9. This is use for above material only. </div> </div>			

MATERIAL ENTRY/EXIT FORM (ONE TRIP)



APPENDIX-K

LOGISTICS PERMITS/FORMS


		LUSAIL CITY MANAGEMENT DEPARTMENT LOGISTICS AND SECURITY MATERIAL ENTRY & EXIT PASS REQUEST FORM Entry <input style="width: 50px;" type="checkbox"/> Exit <input style="width: 50px;" type="checkbox"/>													
STOCKPILE ENTRY & EXIT PASS (MULTI TRIPS)															
Project Name/Location:															
Date:															
Name:		Company:													
If Subcontractor, please write the name of the Main Contractor:															
Main Contractor:		Contact Number:													
Description of Material/s:	1	TRUCK PLATE NO:													
	2														
	3														
Remarks:															
Approval of Main Contractor/Authorized Signatory:															
Name:		Designation:													
Company:		Company Stamp:													
Signature:															
TRIPS NO OF TRIPS :	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75
	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90
RESTRICTED TO ONE VEHICLE AND NINETY TRIP ONLY															
(For Lusail Security use only)															
Name _____		Position _____ Signature _____													
Note: Approval is limited to material entering the site only. Materials (i.e. Excavated Materials - aggregate-Armor rock, Gabro, gravel, crushed stone, slag, granite.) that will be transported in & out of Lusail Development Project require separate approval from Logistic of Lusail City Management Department.															
For Lusail Logistics Use Only															
Name: Yousuf Al Mutawa		Designation: Sr. Logistics & Security Manager													
Signature:		Department stamp:													
<div style="display: flex; justify-content: space-between; font-size: small;"> <div> 1. Original gate pass should be provided at the Entry & Exit Gate 2. All relevant fields to be filled and approved from the authorized Developer/Contractor. 3. Strict measures shall be taken against traffic offences and other breaches. 4. This gate pass is only valid for 45 days from the approval date. 5. Vehicle Number is mandatory. </div> <div> 6. Form should be text type, No handwritten & correction inform 7. Signed only by Authorized Person (Signatory) 8. This form issued for one vehicle only. </div> </div>															

MATERIAL ENTRY/EXIT FORM (MULTI-TRIPS)



APPENDIX-L

LOGISTICS PERMITS/FORMS

 LUSAIL CITY MANAGEMENT DEPARTMENT LOGISTICS AND SECURITY EQUIPMENT ENTRY & EXIT PASS REQUEST FORM			
Entry <input type="checkbox"/>		Exit <input type="checkbox"/>	
EQUIPMENT ENTRY & EXIT PASS			
Project Name/Location:			
Date:			
Name:		Company:	
If Subcontractor, please write the name of the Main Contractor:			
Main Contractor:	Contact Number:		TRUCK PLATE NO:
Description of Equipment/s:	1		
	2		
	3		
Remarks:			
Approval of Main Contractor/Authorized Signatory:			
Name:		Designation:	
Company:		Company Stamp:	
Signature:			
Note: Approval is limited to equipment entering the site only. Equipments (i.e. Piling Drilling Machine, Crusher Machine, and Screening Machine.) that will be transported in & out of Lusail Development Project require separate approval from Logistic of Lusail City Management Department.			
(For Lusail Security use only)			
Name _____ Position _____ Signature _____			
Note: 1. Original gate pass should be provided at the Entry & Exit Gate 2. All relevant fields to be filled and approved from the authorized Developer/Contractor. 3. Strict measures shall be taken against traffic offences and other breaches. 4. Vehicle Number is mandatory. 5. Form should be text type, No handwritten & correction inform 6. Signed only by Authorized Person (Signatory) 7. This is use for above equipment only.			

EQUIPMENT ENTRY/EXIT FORM



APPENDIX-M

LOGISTICS PERMITS/FORMS

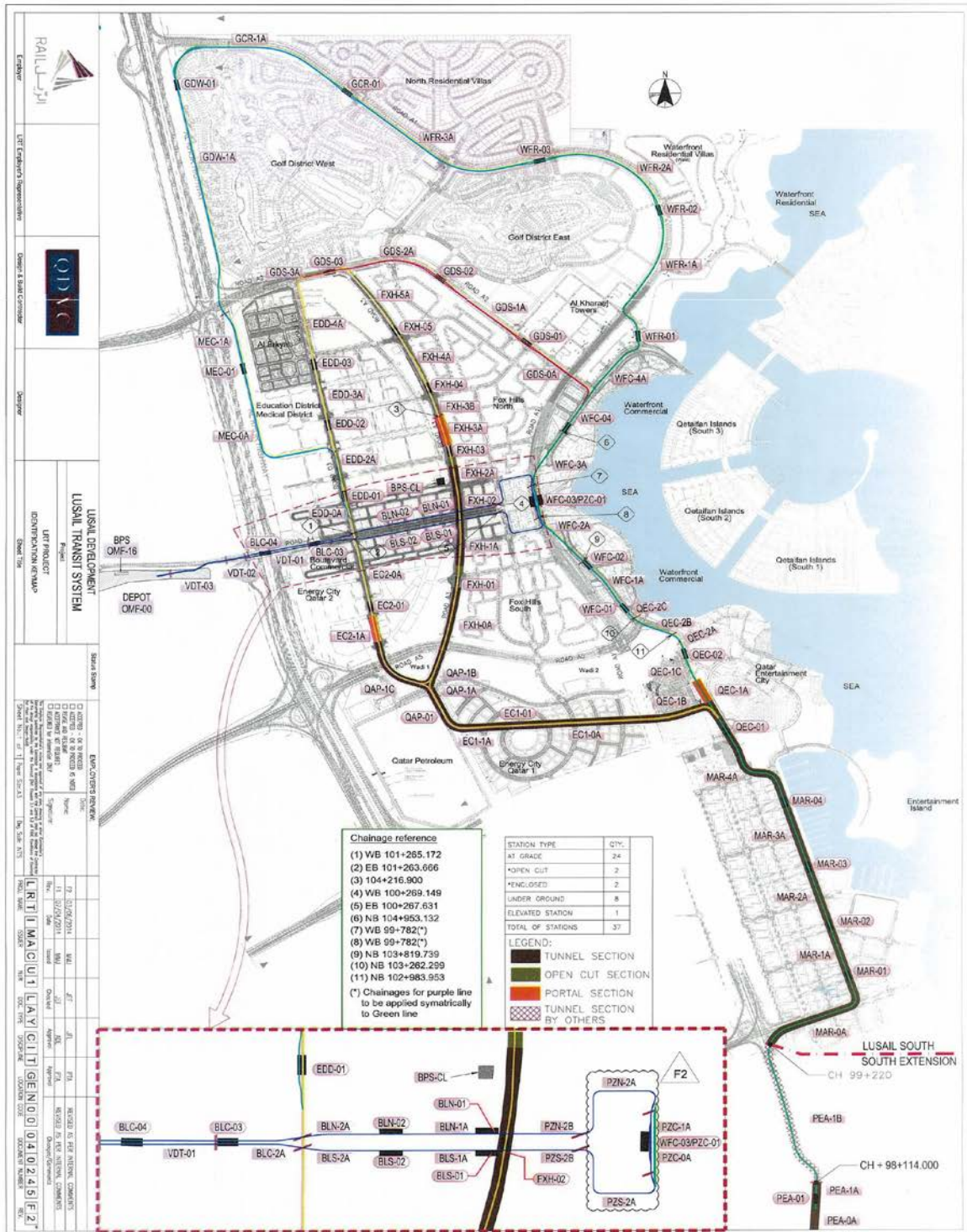
Lusail City Management Logistics & Security Department				
HAZARDOUS (MATERIALS or EQUIPMENT) ENTRY / EXIT FORM			DATE: / / 2016	
Must be completed by Applicant				
Project Name/ Location				
Company Name				
Applicant name				
Project Contract End Date				
Purpose of Entry / Exit				
Duration (in Days)				
Requested For	Entry <input type="checkbox"/>	/	Exit <input type="checkbox"/>	
Main Contractor Details				
Authorized Signatory Name		Company Stamp		
Position				
Signature				
Vehicle Information				
Vehicle Plate Number		Vehicle Type		
LIST OF HAZARDOUS MATERIALS PRESENT (✓)				
	PRESENT	NOT PRESENT	REMOVAL	DETAILS (SPECIFY QUANTITY)
ASBESTOS MATERIALS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
UNDERGROUND STORAGE TANKS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ABANDONED CHEMICALS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
IGNITABLE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
CORROSIVES	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
RADIOACTIVE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
TOXICITY CHARACTERISTIC (TC)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
DISCARDED CHEMICAL PRODUCTS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
MEDICAL WASTES	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
WASTE OIL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
PCBS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
WASTE WATER (e.g.; SEWAGE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
OTHERS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
WASTE FROM NON SPECIFIC SOURCE OR SPECIFIC SOURCES EXCEPT WASTE OIL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
LREDC Lusail City management		LREDC HSEQ Department		
Logistics Manager	Logistics Stamp	HSEQ Department Stamp		
Name	M. Wahid Ayroud			
Signature				
Date				
Security Manager	Sr. Logistics & Security Manager	Sr. HSE & Fire Manager		
Name	Zaal Al Naemi	Yousuf Al Mutawa	Michael Ford	
Signature				
Date				

PAGE 1 of 2

HAZARDOUS MATERIAL ENTRY/EXIT FORM

APPENDIX-N

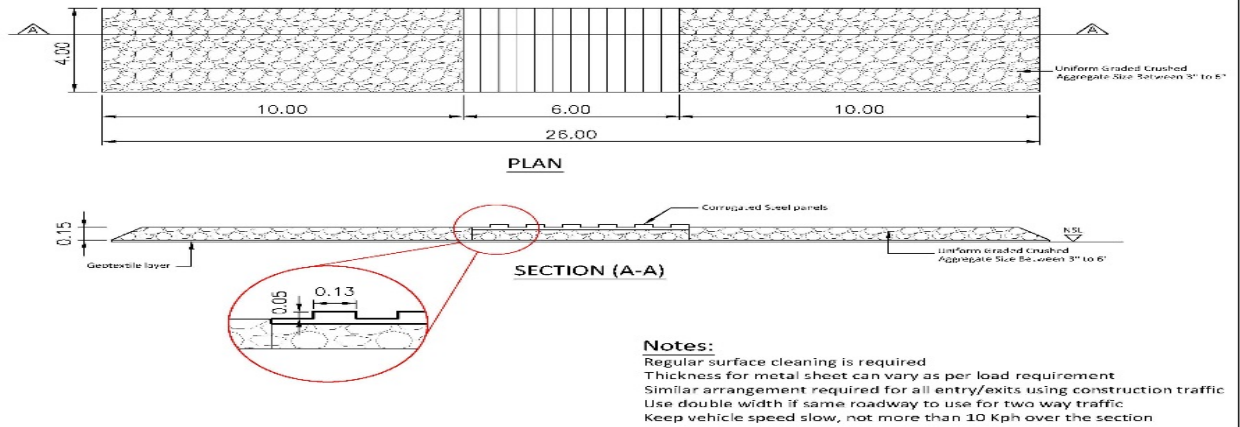
LIGHT RAIL TRANSIT (LRT)



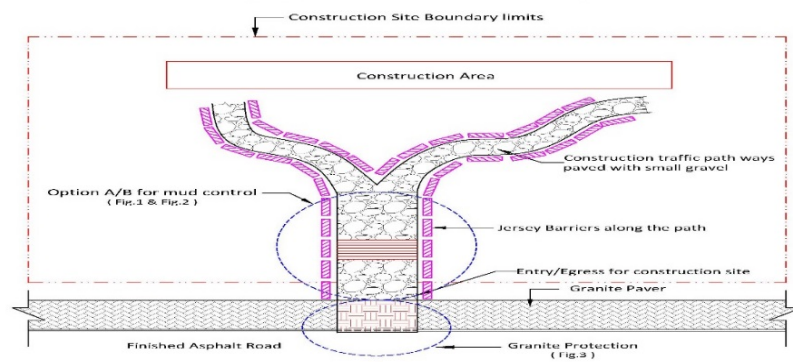
APPENDIX-O

MUD CONTROL LAYOUTS

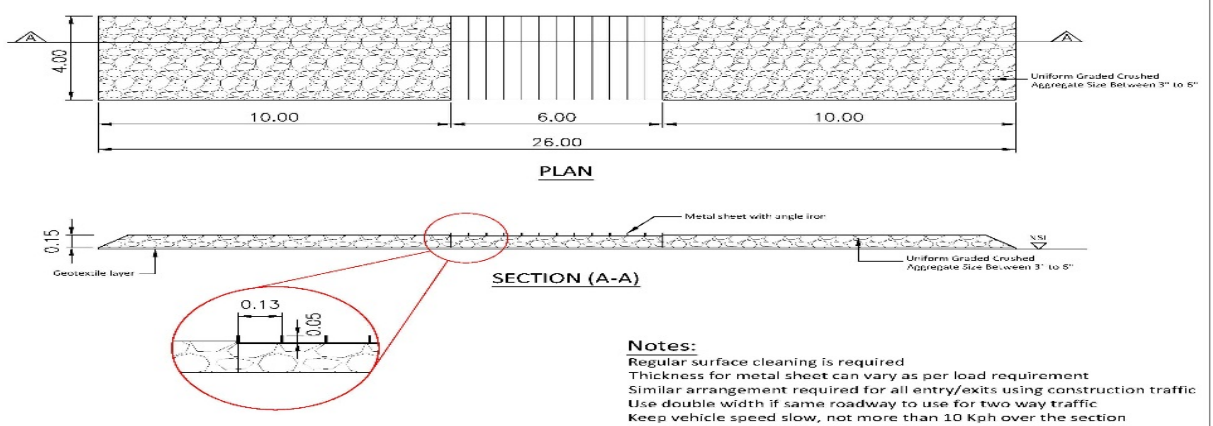
Option A - Mud Control (Fig. 1)



Typical Layout Plan

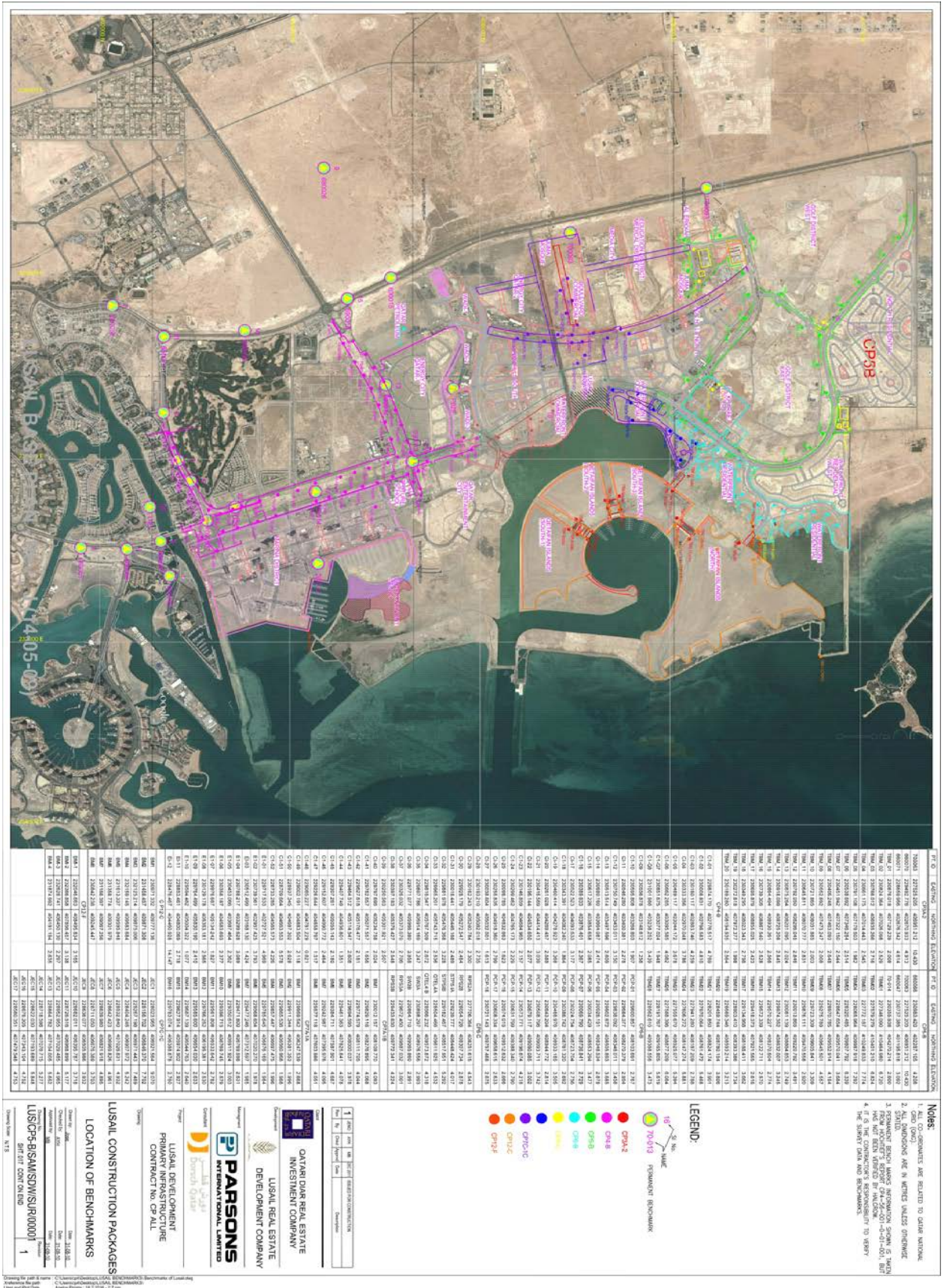


Option B - Mud Control (Fig. 2)



APPENDIX-R

PRIMARY CONTROL POINTS NETWORK



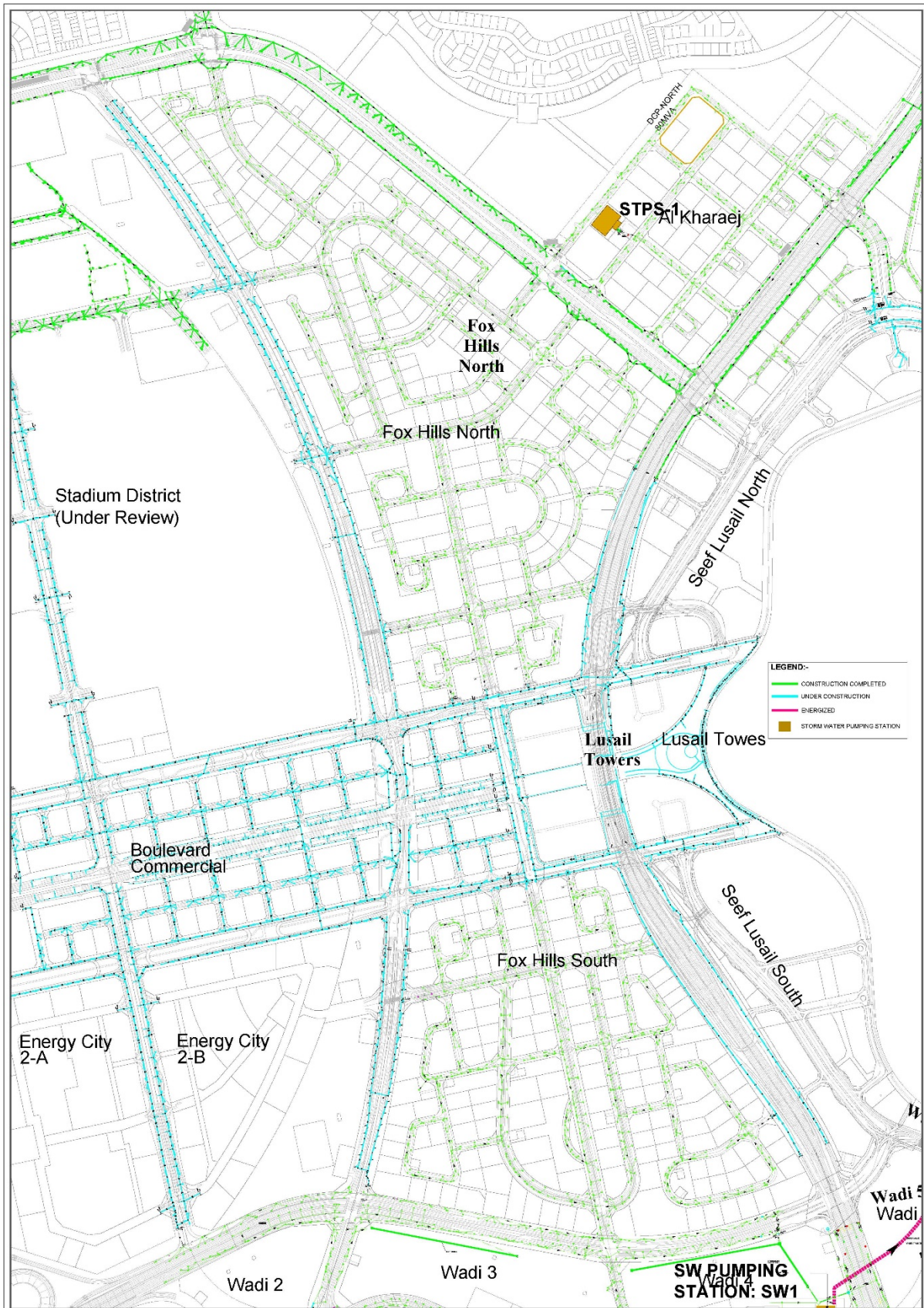
APPENDIX-S

STORM WATER NETWORK MARINA DISTRICT



APPENDIX-T

STORMWATER NETWORK FOR FOXHILLS





ACKNOWLEDGEMENT

I have read and understood all the requirements regarding Lusail Logistics. On my company's behalf, I will abide by the rules and regulations as per Lusail requirements without fail.

Date: _____

Name: _____

Company Name & Address: _____

Signature with Stamp: _____