AITGC

ATLAS International Transport & General Contracting L.L.C – S.PC

COMPANY PREQUALIFICATION DOCUMENT

Marine Construction & Coastal Transformation

Your Trusted Partner in Marine and Infrastructure Excellence
Prepared for Prequalification Submission
Year: 2026

1. Company Overview

AITGC (ATLAS International Transport & General Contracting L.L.C – S.P.C) is a leading marine construction company specializing in dredging, land reclamation, coastal protection, and marine civil engineering projects. With a strong commitment to excellence, ATLAS delivers complex marine infrastructure projects across the Gulf region and beyond.

ATLAS has maintained strong, long-standing relationships with key stakeholders across the marine and coastal sectors, enabling the delivery of projects that meet the highest technical, environmental, and safety standards.

1.1 Stakeholder Relationships

Government & Regulatory Bodies	Industry Partners
• Procurement/PC Departments • Port Authorities • Environmental Groups	• Private Dredging Companies • Marine Industries • Coastal Sector Suppliers

2. Core Activities & Scope of Work

AITGC provides a comprehensive range of marine construction and coastal engineering services. Our core activities encompass the full spectrum of dredging, reclamation, coastal protection, and marine civil engineering works.

AITGC CORE ACTIVITIES	
• **Dredging & Reclamation**	• **Beach & Shore Protection**
• Capital & Maintenance Dredging	• Environmental Mitigation Works
• Port, Marina & Harbour Dredging	• Rock Breakwater & Revetment Construction
• Land Reclamation	• Gas/Oil Dredging & Pipeline Installation
• Beach Renourishment	• Marine Civil Engineering Projects

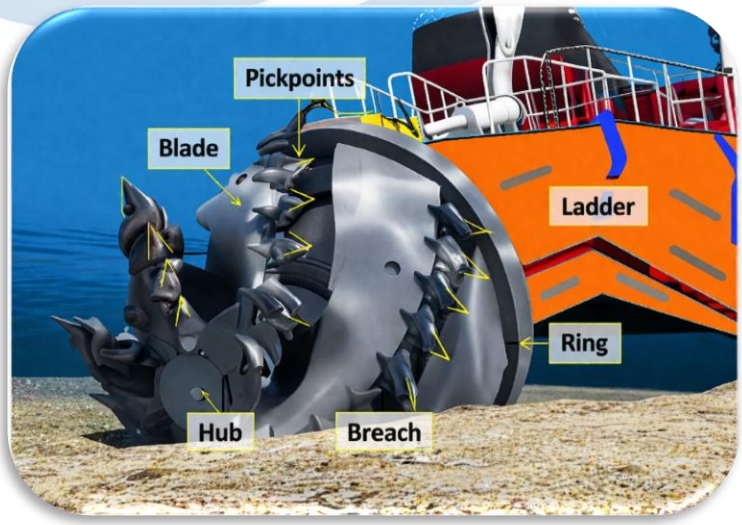
3. Dredging Capabilities

3.1 Cutter Suction Dredger (CSD)

The Cutter Suction Dredger (CSD) is a stationary dredger equipped with powerful engines and centrifugal pumps. A cutter head is mounted at the cutter bearing shaft on a heavy ladder that also supports a suction pipe, cutter shafts, and a submerged pump to deliver the cutting materials.

The CSD mechanically dredges seabed and land-edge material. Depending on engine power and cutter head type, the system can manage diverse dredging profiles. The cutter suction dredger can dredge and pump material ranging from soft silt to medium-hard rock during rotation of the cutter head.

The design of the cutter head and the working method can be adapted to reduce spillage, leading to a more energy-efficient operation.



3.2 Material Classification

The CSD cutters power capable to dredge all kinds of material including Gravil, Cobbles, Coarse, they can effectively dredge by cutter head.

A sediment testing method for evaluating the undrained shear strength of sediments is the shear vane test. The two main types of investigations are desk studies and field sampling. All dredging projects and sites are unique, and the geotechnical site investigation is tailored to the needs of the specific project.

Dredging by hydraulic methods mixes about 20% solids with 80% water, which causes bulking. The type of sediment, dredging method, and particle size distribution affect the bulking factor. Ship channels, harbours, and ports experience deposition of fine-grained sediments (silts, clays, and organic matter), which can result in a fluid mud layer above the actual channel bottom.

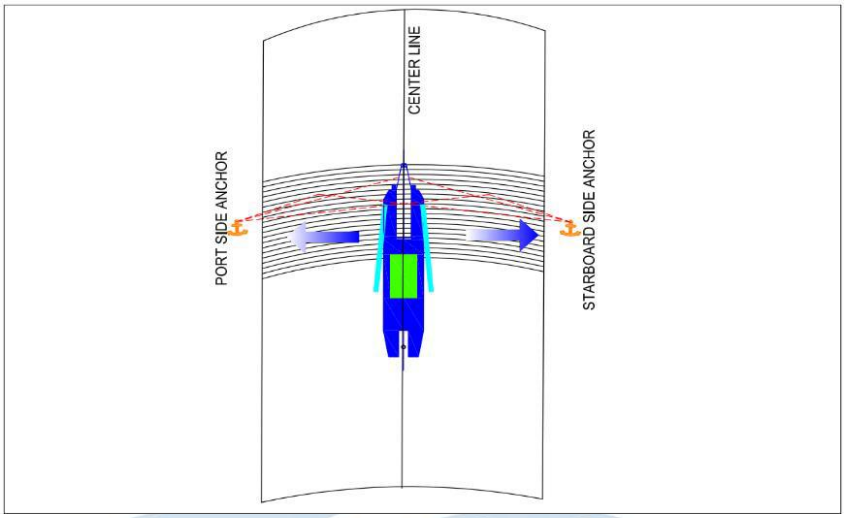
The table below provides a reference for particle size classification used in project planning and geotechnical assessments:

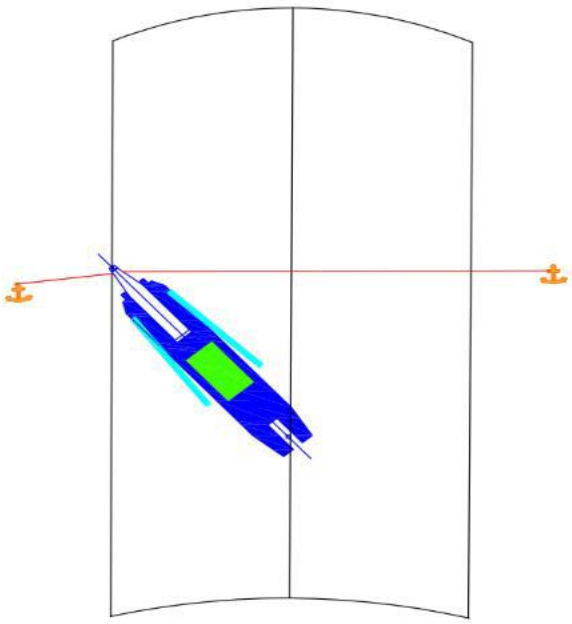
Material Type	Classification	Size (mm)
Clay	—	< 0.002
Silt	Fine	0.002 – 0.006
Silt	Medium	0.006 – 0.02
Silt	Coarse	0.02 – 0.06
Sand	Fine	0.06 – 0.2
Sand	Medium	0.2 – 0.6
Sand	Coarse	0.6 – 2
Gravel	Fine	2 – 6
Gravel	Medium	6 – 20
Gravel	Coarse	20 – 60
Cobbles	—	60 – 200
Boulders	—	> 200

Gravel/Boulder **Materials**

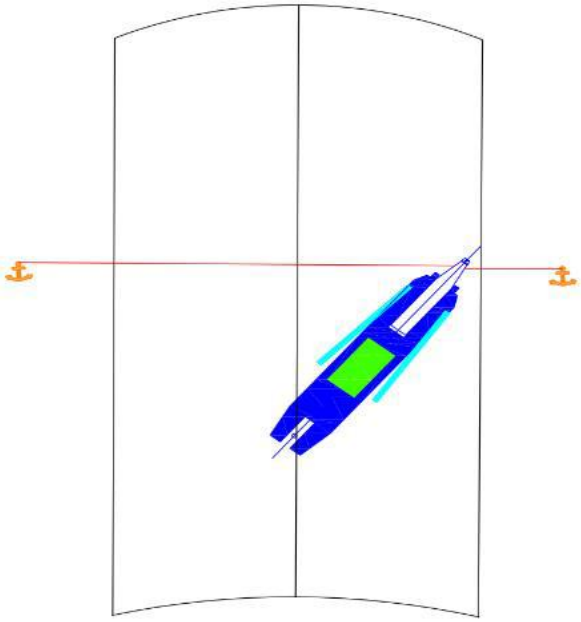
3.3 CSD Operational Methodology

Once mobilized to the work area by towing tugboat and positioned using spud poles embedded in the seabed, the CSD begins dredging. Two side anchors are deployed to enable the vessel to swing around the working spud pole. The dredger is pulled by winches from portside to starboard, describing arcs of approximately 45 degrees, allowing the cutter head to cut the soil in precise arcs.





CSD-cutting from Pt.st



Cost-cutting from St.bd

Dredged material is sucked and mixed with water by the submerged pump, then transported through onboard pipelines to inboard pumps, and subsequently discharged to the reclamation area via a closed system of pipelines consisting of floating, sinker, and shore-based sections. Where pumping distances are long, booster pump stations are deployed to maintain performance.

CSD Limitation: Fractured rocks and sound unfractured caprock are outside the operational envelope of the CSD.

4. Marine & Land Equipment Fleet

4.1 Common Marine Equipment (CME)

AITGC maintains a fully operational marine equipment fleet, ready to mobilize at short notice. All vessels are operated by qualified navigation masters who coordinate closely with Project Management for routing and towing operations.

No.	Vessel	Type	Area of Work
1	Dredger CSD	Heavy Duty Cutter Suction Dredger	Dredging and Reclamation
2	Dredger TSHD	Trailing Suction Hopper Dredger	Dredging & transporting sand from borrow area
3	Multi-purpose Vessel	Multi-Cat	Anchor handling and pipeline works
4	Tug Boat	Towing Tug	Dredger towing and shifting
5	Crew Boat	18 to 25+ passenger	Crew change

6	Survey Vessel	Survey Boat	Hydrographic survey (pre-dredge, intermediate & post-dredge)

sp4.2 Multi-Purpose Vessel (Multicat)

A Multi-Purpose Working Vessel (Multicat) is a self-propelled vessel with deck-working space, equipped as a minimum with a crane and wire-rope winch. The Multicat is employed for a wide range of on-site operations, including:

- Shifting, installation, and dismantling of operational pipelines, pontoons, floaters, and marine buoys
- Floating line and submersible line handling operations
- Pipeline anchor handling
- Supply of spare parts and consumables to the dredger
- Assistance with shore connection installation

4.3 Common Land Equipment (CLE)

No.	Machine	Specification	Area of Work
1	Excavator	CAT 330 or equivalent	Material loading & pipe handling
2	Wheel Loaders	CAT 966 or equivalent with pipe bucket	Material loading & pipe handling
3	Trucks	20m³ – 45m³ capacity	Material transport (where required)
4	Bull Dozers	CAT D6 – CAT D8 or equivalent	Material pushing
5	Water Tanks	2,000 – 4,500 gallon	Dust control for temporary roads
6	Diesel Trucks	1,000 – 5,000 gallon	Fuel distribution

5. Trailing Suction Hopper Dredger (TSHD)

AITGC deploys modular Trailing Suction Hopper Dredgers (TSHD) for large-scale dredging operations, material transport from borrows areas, and the creation of reclamation areas or artificial islands. Unlike the CSD, the TSHD is a self-propelled sailing dredger — it operates while underway.

5.1 TSHD Operational Cycle

Trailing Suction Hopper Dredger: its self-propeller sailing dredger and not stationary dredger. The TSHD is required to sail during dredging operations. When the TSHD is approaching the reclamation proposals, basin area, borrow area, or as per client obtaining the NOC's approval areas. this is the area where dredged material can be used.

the trailer will reduce speed and lower the trail pipe overboard. The suction head at the end of the trail pipe will be kept above the seabed until the scheduled dredging area has been reached.

Once very near to the proposed/scheduled area the inboard dredge pump will be started whereby the seawater that is taken in, prior to the suction head touching soil, will be pumped overboard or in some cases remain in the hopper. As soon as the materials starts sucked, the density meter, which is installed behind the inboard pump, an increase in density will be seen. Immediately the dredge operator will divert the mixture into the hopper closing the pump overboard valve, thus avoiding spillage of material overboard.

While dredging, the trailer will sail at a speed of 2 to 4 knots, depending on the dredge location, surrounding marine activities, sea condition and soil parameters. Due to the speed of the ship the drag head will loosen the bottom material. This way a mixture of soil and water can be sucked into the suction pipe, which will be loaded into the trailers own hold, the so called "hopper". Water jets, which may be constructed in the drag head, can assist in loosening the soil, hence optimizing the production.

The TSHD operates in a continuous four-stage cycle optimized for production efficiency:

1. LOADING	2. SAILING FULL	3. UNLOADING	4. SAILING EMPTY

The dredging time required for filling up the hopper and the load per trip will vary depending on soil parameters, dredging depths and other circumstances.

The **sailing time**, both full and empty, depends on traffic speed limits, currents, tides, water depth, weather conditions, sailing distance and route to the unloading site etc.

For **unloading time** again soil characteristics are an important factor. The dredging operations continue 24 hours a day and 7 days a week.

Loading the TSHD

A TSHD has a certain load it can carry. This depends on soil characteristics such as situ density, particle distributions and other parameters. The quantity that can be loaded into the hopper is limited by volume and/or weight, given the TSHD's specifications, or is a result of an optimization to determine the most economical loading time.

When the hopper is fully loaded, the suction mouth is raised, and the pumping system is shut off. The suction pipe will be hoisted and secured on board.

Sailing full

After loading, the trailer leaves the borrow area and proceeds to the area where the load will be unloaded.

The TSHD will sail through the designated channels which will be clearly marked by buoys from the borrow area to the reclamation area to minimize the risk of collision, hitting submerged pipelines and grounding. Per island a draft restriction for the TSHD will be given as a "standing instruction".

Discharging

Once arriving at the designated working area, the speed of the trailer suction hopper dredger is reduced, the vessel is carefully positioned in the required location of the designated reclamation area then start offloading using one of these systems:

➢Dumping

➢Rainbowing

➢Floating pipeline.

The TSHD landline systems shall be positioned or repositioned, whenever required depend on the project management requirements (Client). so, to pump or place the dredged material evenly poised, over the reclamation area.

5.2 Production Factors

TSHD production is influenced by several key factors, which are assessed during project planning:

- Soil characteristics: in-situ density, particle size distribution, SPT/CPT values
- Dredging depth and site conditions
- Weather conditions and sea state
- Sailing routes and distance to disposal/reclamation area
- Marine traffic plan and tidal status

5.3 Unloading Methods

Upon arrival at the designated working area, TSHD unloading is carried out using one of the following methods, selected based on project requirements:

- Dumping — bottom discharge directly to the seabed
- Rainbowing — material is pumped over the bow through a rainbow pipe
- Floating Pipeline — discharge to reclamation area via connected pipelines

Dredging operations are conducted 24 hours per day, 7 days per week to maximize project efficiency and meet schedule requirements.

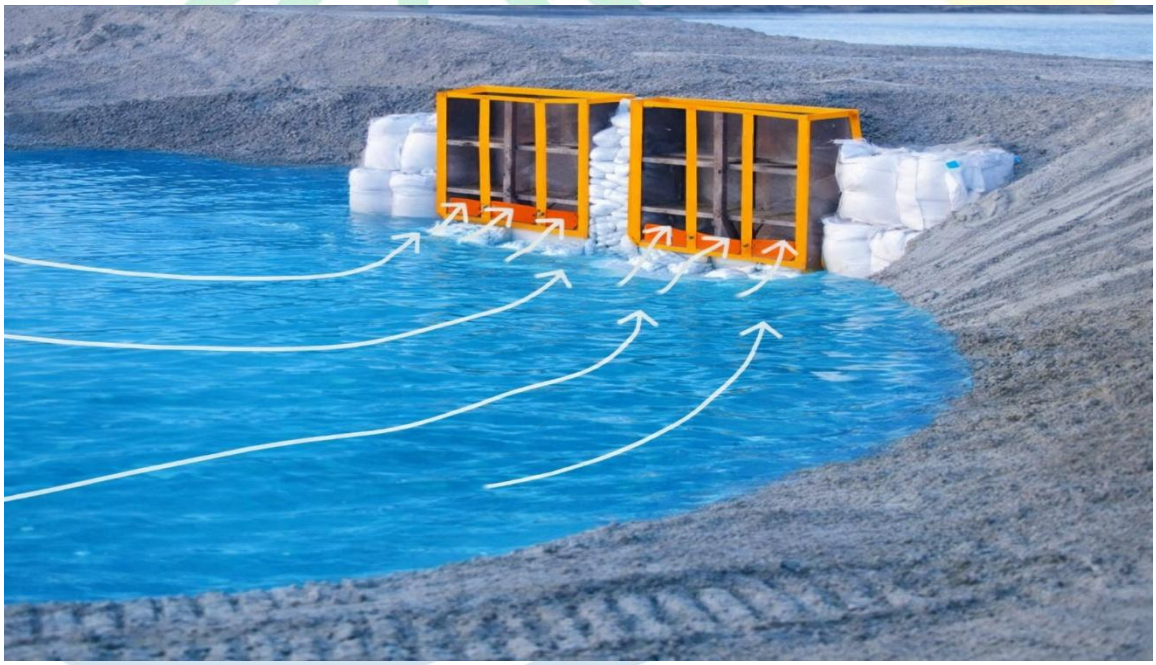
6. Reclamation Works

AITGC executes comprehensive land reclamation operations, from initial bund construction through to final surface profiling and handover. Our integrated approach combines offshore dredging operations with onshore land-based plant and personnel.

6.1 Reclamation Preparation

Prior to commencement of dredging-fed reclamation, the reclamation area is prepared to receive dredged material. Key preparatory activities include:

- Containment bund construction through controlled pumping of material.
- Installation of water de-watering boxes to manage water levels within the reclamation area.
- Silt screen installation and monitoring in accordance with EAD (Environment Agency Abu Dhabi) guidelines.
- Ongoing water quality monitoring as required by the Environmental Management Plan.



De-Watering Boxes

6.2 Bund Construction & Material Spreading

Containment bunds are established using dozers with original onshore material, reinforced progressively with dredged material. Shore pipelines are placed at predetermined offsets, and discharged material is shaped by dozers and excavators to form and maintain the containment bund.

Reclamation bund construction

Within the reclamation area, land-based equipment — including excavators, bulldozers, and wheel loaders — manages pipeline handling and layered spreading of dredged material to the required profile and compaction specifications.

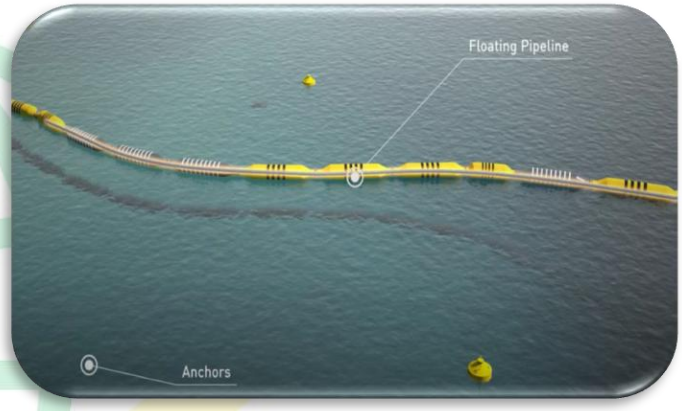
6.3 Pipeline System

A network of steel discharge pipelines connects the dredging equipment to the disposal area. The system comprises three components:

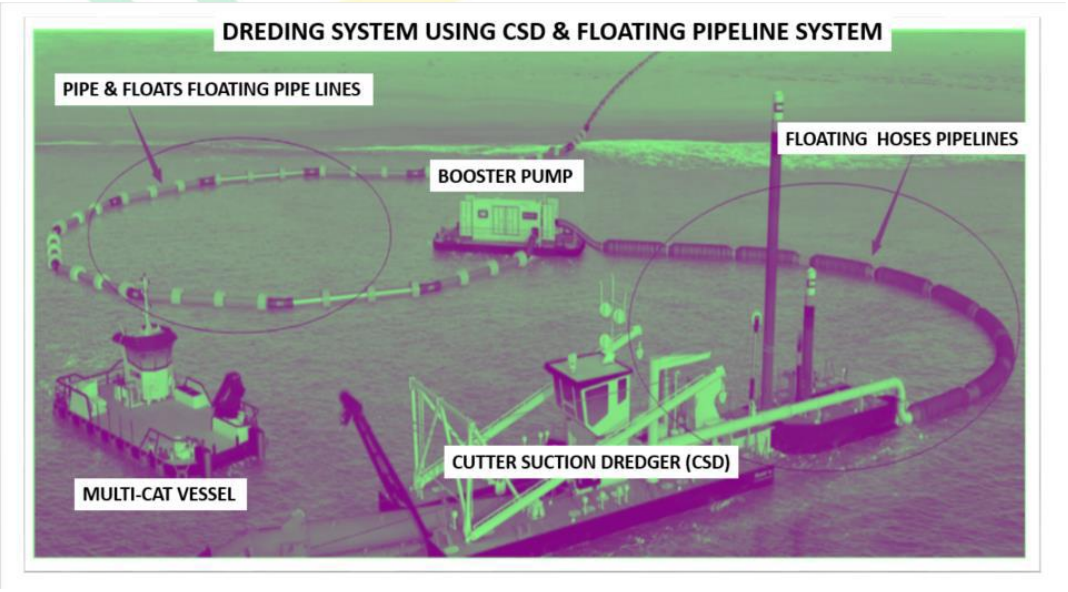
- Onboard Pipeline — integral to the dredging vessel; carries the mixture from the main pump to the stern
- Floating Pipeline — flexible-jointed pipes supported by steel pontoons; transports material over water from the dredger to shore
- Shore Pipeline — land-based pipes joined with bolt/nut or push-fit connections; delivers material to the reclamation zone

Where pumping distances exceed the capacity of onboard pumps, booster stations are inserted between pipeline sections to maintain throughput. The entire system from cutter head to discharge point operates as a closed loop, minimizing spillage and environmental impact.

Discharge Pipeline



Floating Pipeline



Dredging Fleet with booster station unit

7. Revetment, Groyne & Breakwater Rock Works

7.1 Revetment & Groyne Construction Process

AITGC executes revetment and groyne rock works through a structured, quality-controlled process:

A. Slope Profiling

Prior to any rockworks, base preparation is essential. Using long-reach excavators equipped with GPS-guided monitoring systems, the ground team levels and profiles the seabed and reclamation slope in precise accordance with the engineer's design. This ensures that the revetment base is correctly graded before the geotextile and rock layers are applied.

B. Geotextile Membrane Installation

Following slope profiling, a geotextile membrane is installed using a long-reach excavator fitted with a spreader bar. The geotextile is unrolled and laid across the full slope of the revetment base. Underwater scuba divers are deployed to verify and confirm correct installation beneath the waterline prior to commencing rock placement.

Geotextile Installation

C. Rockwork Layering

Rock materials are unloaded and placed in the following sequence, conforming to the approved design:

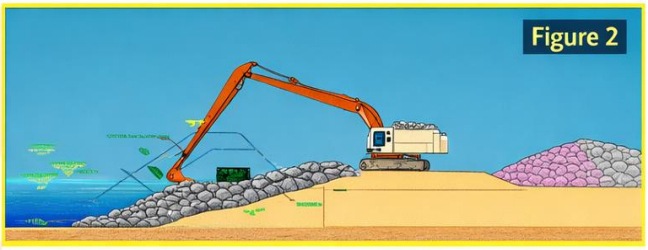
- **Quarry Run** — base layer: installed and profiled using earth-moving equipment to the required slopes and levels
- **Under Layer Rock** — (where specified by design): intermediate granular filter layer
- **Armour Rock** — outermost protective layer placed above the quarry run to provide primary wave and scour protection
- **Reclaimed part**/levelling – This process will start after all the rock works are completed or let say prior of the filling of the Geotextile shall carefully laid to cover with the adequate over lapping on the joint on the slopes profile required in order to prevent the sand fill enter rocks gap and proper water seepage to avoid scouring of beach sand filling.

C.Quarry Rock Laying / Profiling (See Figure 1)

Installation of quarry rock by EME equipment, filling and profiling the design slope & level.

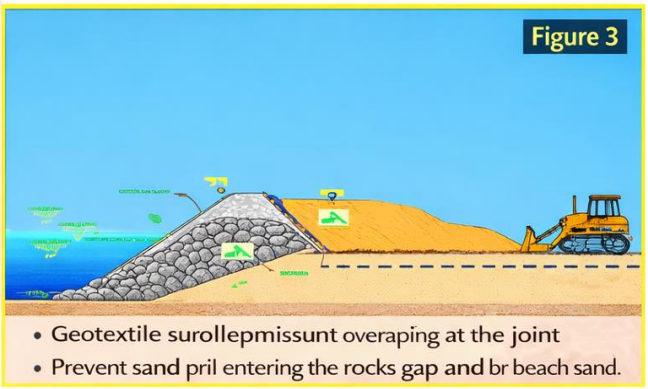
E. Armour Rock Laying / Profiling (See Figure 2)

Is the topmost layer of rock laying, installed after the under Quarry run.



F. Reclamation Fill Works (See Figure 3 Below)

This process done after all the rock works are completed. Prior the filling the Geotextile shall carefully laid to cover with the adequate over lapping on the joint in order to prevent the sand fill entering the rocks gap and proper water seepage to avoid scouring of the reclamation fill or beach sand.



After all rockwork layers are completed, geotextile is carefully laid with adequate overlapping on joint slopes to prevent sand infill into rock gaps and to allow proper water seepage, thereby preventing beach sand scouring.

7.2 Breakwater Construction

AITGC constructs permanent breakwater structures at coastline locations to protect against currents, waves, tidal streams, and storm surges. Breakwaters are installed to minimize coastal erosion of beaches, sandy exit channels, and sloped embankments, and to protect anchorages, marine boat jetties, slipways, and loading/offloading facilities from wind-driven wave action.

Rock material is approved, unloaded via temporary access jetties, and placed using long-reach excavators and associated earthmoving plant, following the same layered methodology as revetment construction.

A **breakwater** is a permanent structure constructed at a coastal area to protect against tides, currents, waves, and storm surges. Part of a coastal management system, breakwaters are installed to minimize erosion, and to protect anchorages, helping isolate vessels within them from marine hazards such as prop washes and wind-driven waves. A breakwater, also known in some contexts as a jetty, may be connected to land or freestanding, and inay contain

8. Execution Methodology

AITGC executes marine and dredging works in accordance with industry-standard methodologies and international best practices. The execution process is carefully planned and implemented to ensure efficiency, safety, and environmental compliance.

Typical sequence of operations includes:

- Mobilization of equipment and manpower to site
- Pre-survey and site investigation
- Deployment of marine equipment and setup
- Execution of dredging, excavation, and material handling works
- Transportation and placement of materials
- Post-survey and quality verification
- Demobilization of equipment

All operations are conducted in compliance with project specifications, HSE requirements, and environmental regulations.

Projects Equipment Utilisation

Dumper Truck HM400

Material Screening

Offshore Barge Works

Cutter Head

9. Imported Beach Sand Works

AITGC manages the full scope of imported beach sand placement, from material screening and quality control through to final profiling, geotextile installation, and site clearance. All works are executed to client-specified grain size and profile requirements.

9.1 Beach Sand Placement Process

A. Imported Beach Sand Screening

From the temporary on-site stockpile, AITGC operates a sand screening machine to ensure that only approved grain-size sand is placed on the beach. The backhoe excavator loads raw sand into the screening machine, which separates acceptable material from unwanted fill. Wheel loaders transfer screened sand to dump trucks for delivery to the placement area.

B. Beach Sand Profiling

The reclamation fill is levelled to the design elevation of the imported beach sand prior to placement. Sand is spread and profiled across the beach area to the required cross-section and surface finish as defined by the project design.

C. Geotextile Installation

Where specified, geotextile is installed beneath the beach sand layer to provide separation and prevent migration of fines. The membrane is laid prior to sand placement to the required extent and with appropriate overlapping at joints.

D. Housekeeping & Final Clearance

Upon completion of beach sand placement and profiling, AITGC undertakes thorough cleaning and housekeeping of the newly laid beach, removing any unwanted material. The area is inspected and prepared for client handover in a clean, finished condition.

10. Environmental Management

AITGC is certified to ISO 14001, the internationally recognized standard for Environmental Management Systems. This certification reflects AITGC's commitment to responsible environmental stewardship across all project activities.

ISO 14001 CERTIFIED ENVIRONMENTAL MANAGEMENT SYSTEM	
Legal Framework	Full compliance with UAE federal environmental laws and relevant ministerial decrees; adherence to Abu Dhabi technical guidelines for excavation and disposal; compliance with EAD standard limits for pollution to the Marine Environment.
Inspection & Auditing	Periodic site inspections are conducted to verify effective implementation of project environmental requirements and to confirm consistency of control measures with identified environmental impact assessments.
Quality Control	AITGC project teams follow established Quality Management System procedures and project reporting guidelines. Records are maintained for all aspects of work to ensure full traceability.

11. Health, Safety & Environment (HSE)

AITGC's HSE programme is a core pillar of every project we undertake. All HSE activities are conducted in strict accordance with the approved AITGC HSE Plan, applicable international codes and standards, and client-specific requirements.

11.1 Site Health & Safety

- Temporary rest areas are provided and maintained for all site personnel
- A first aid box and qualified first aid representative are always present on site
- All personnel are issued with appropriate Personal Protective Equipment (PPE) and are required to always wear it in site areas
- Specialist PPE is issued for hazardous locations following site induction and/or issuance of a Permit to Work
- All personnel receive a comprehensive site induction covering site rules and emergency procedures
- All equipment operators are registered and carry copies of their valid certification for inspection
- All heavy equipment is checked by the operator before commencing daily work; lifting equipment and wire cables are subject to thorough daily inspection

11.2 Risk Assessment & Job Hazard Analysis (RA/JHA)

A Risk Assessment and Job Hazard Analysis is completed prior to commencement of any phase of work. The following prerequisites must be satisfied before work commences:

- Completion of client project induction training
- Verification that all PPE requirements are met
- Pre-task safety meetings conducted
- Operator certification verified and on record
- All permits and authorizations obtained
- Additional requirements addressed as applicable

All personnel involved in the works receive task-specific training and hold current certification appropriate to their scope of work.

11.3 Emergency Response Plan

An Emergency Contact List is displayed at all project locations — site offices, workshops, clinics, and camps — in highly visible, strategic positions. The Project Manager is responsible for:

- Ensuring all employees are familiar with the emergency contact list and that it is kept current
- Informing local authorities of the project's existence
- Establishing communication lines with emergency services prior to project commencement
- Making preparatory arrangements for a range of emergency scenarios

12. Applicable Codes, Standards & Demobilization

12.1 Related Codes & Standards

All work performed by AITGC is executed in accordance with applicable international codes and standards. Where project specifications set requirements that exceed these standards, the more stringent requirement shall apply.

12.2 Site Clearance & Demobilization

Upon completion and formal acceptance of site works, AITGC executes a structured site clearance and demobilization programme. All site offices, temporary facilities, and machinery are dismantled and removed from site. The handover process includes:

- Final inspection and sign-off in conjunction with the client representative
- Dismantling and removal of all temporary structures and site offices
- Full demobilization of all personnel, plant, and equipment
- Site restoration to the agreed end condition

DECLARATION OF ACCURACY

This prequalification document has been prepared in good faith and represents an accurate and complete statement of ATLAS's organizational structure, technical capabilities, equipment resources, and management systems at the time of submission.

AITGC reserves the right to update this document as the company's capabilities evolve and new projects are completed. Information contained herein is submitted in confidence and intended solely for prequalification evaluation purposes.

Authorized Signatory:	**Date:**
	April – 2026
Name & Title:	**Company Stamp:**
Mohammed Ikhtyar - CEO	

AITGC — ATLAS International Transport & General Contracting L.L.C – S.P.C

Your Trusted Partner in Marine and Infrastructure Excellence