

Construction industry is a vehicle construction essay



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ACKNOWLEDGEMENTS

I would like to thank everyone who had contributed to the successful completion of this project. I would like to express my gratitude to my research supervisor, Ms. Felicia Yong Yan Yan for his invaluable advice, guidance and his enormous patience throughout the development of the research. In addition, I would also like to express my gratitude to my loving parent and friends who had helped and given me encouragement.....(This acknowledgements page is optional).....

PROJECT TITLE IN CAPITAL LETTER

TITLE TO BE THE SAME AS FRONT COVER

ABSTRACT

Many relief scenarios involve the discharge of a two-phase fluid mixture, and the proper method for sizing the relief valve for these conditions is the subject of considerable discussion. Sizing a valve is based on the flow through an isentropic nozzle, the pressure-density relation for the fluid properties, and a discharge coefficient (K_d) to match the calculated mass flux to that measured for the flow of air or water in the actual valve. For

single-phase flow, this is straightforward, since the fluid properties are simple and measured values of K_d are available. For two-phase flow, the density–pressure relation is complex and no values of K_d are available, so a variety of “ models” have been proposed in the literature to address this problem. Since the various models produce various results, the appropriate value of K_d required to match the model to the actual valve will depend on the model. This paper utilizes a simple, rigorous method for sizing relief valves for two-phase flow that utilizes the fluid properties directly and hence does not require a “ model” for these properties. It is shown how this method can be applied to two-phase frozen or flashing (equilibrium or non-equilibrium) nozzle flows, and how the available values for K_d for single-phase flow can be used directly with this method, depending on the critical state of flow in the nozzle, to accurately predict two-phase flow in any valve. The calculations are compared with data from the literature for frozen air/water and flashing steam/water flows in actual safety relief valves.

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LIST OF SYMBOLS / ABBREVIATIONS

c_p specific heat capacity, $J/(kg \cdot K)$
 h height, m
 K_d discharge coefficient
 M mass flow rate, kg/s
 P pressure, kPa
 P_b back pressure, kPa
 R mass flow rate

ratio T temperature, K v specific volume, m^3 ν homogeneous void fraction μ pressure ratio ρ density, kg/m^3 τ compressible flow parameter D inner diameter, m MAP maximum allowable pressure, kPa $MAWP$ maximum allowable working pressure, kPa OD outer diameter, m RV relief valve

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INTRODUCTION

Background

The construction industry is a vehicle through which a nation's physical developments are activated by initiating projects from the blue print stage to the implementation. The implementation and materialization of such projects inevitably can bring about benefits to the people and the nation, thus satisfying the aspiration of national progress and growth and in up-lifting the status of the nation economically. (Hamimah Adnan, Kamaruzaman Jusoff, Mohd Khairi Salim, 2008) The construction industry is one of the most dynamic, risky, challenging and rewarding fields. It involves numerous uncertainties and widely associated with a high degree of risk due to the nature of construction business activities, processes, environment and organization. Complexities of the project, location, type of contract, familiarity with the work and breakdown in communication are some of the significant contributors to risks in construction industry. (2009. Science Publications) Risks and uncertainties inherent in the construction industry are more than other industries. The process of planning, executing and maintaining all project activities is complex and time-consuming. The whole <https://assignbuster.com/construction-industry-is-a-vehicle-construction-essay/>

process requires a great in number of people with diverse skill sets and the coordination of a vast amount of complex interrelated activities. (Dr. Nadeem Ehsan, Ebtisam Mirza, Mehmood Alam, Azam Ishaque)The association for Project Management (200) stated that risk is unavoidable in construction projects and thus, risk management is a hastily developing management tool in construction project due to the realization of its importance as an integral part of management. Risk management is an iterative process consisting of well-defined steps which, taken in sequence, support better decision-making by contributing a greater insight into risks and their impacts. The risk management process can be applied to any situation where an undesired or unexpected outcome could be significant or where opportunities are identified. Decision makers need to know about possible outcomes and take steps to control their impact. (2004. CIDB)Risk management includes activities which aim to maximize the consequences associated with positive events and to minimize the impact of negative events. If these risks are not dealt with satisfactorily there is a maximum likelihood of cost overruns, time delays and low quality, resulting in dissatisfaction of clients and public. (Dr. Nadeem Ehsan, Ebtisam Mirza, Mehmood Alam, Azam Ishaque)Risk management should always be used in a tender process. The effort expended in managing risks in a tender process should be consistent with the estimated procurement cost and complexity, significance and nature of the process as follow: Risk management involves six phases: Analysis of the project to identify potential problems, threats and weaknessesAssessmenet of the likelihood of each problem and threat occurring, and weakness arising, and its consequences. This is the " level of risk" Deciding whether the level of risk is acceptableSelecting treatments for <https://assignbuster.com/construction-industry-is-a-vehicle-construction-essay/>

those problems, threats and weaknesses that pose unacceptable risk levels and therefore need managing. Implementation of the treatments. Monitoring the effectiveness of the treatments, as well as the risks assessed as involving acceptable risk levels, to make sure they remain acceptable. (Risk Management in a Tender Process)

Aims and Objectives

After in view of the related issues and problems, the aim of this study is to carry out research on risk management during tendering stage. In order to achieve it, the following objectives have been identified: To determine the typical type of risk encountered by Contractor during tendering stage in Malaysia construction industry, To identify the importance of risk management during tendering stage, and To investigate the risk management strategies practiced by Contractor in Malaysia construction industry.

Problem Statement

Risk management is a process to help you identify issues that could have a significant negative impact on your business, then evaluate and minimising the potential effects of those risks. Companies in all industries are looking to improve business efficiencies, meet regulatory requirements and increase their profitability, and the construction industry is not exempt. A construction project is complex, has many moving parts and is especially dependent upon third parties to meet their contractual obligations. No two projects are alike. The most significant day-to-day risks facing the industry relate to changes in schedule, scope creep and technology constraints, which often result in

budget and cost overruns. Unlike the economy or the weather, these
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particular risk factors are within a company's direct control to varying degrees. Employing an ongoing and effective risk assessment process is essential to proactively addressing risks. Most companies have implemented some form of risk assessment but have failed to go one step further in developing and implementing an effective mitigation strategy. As a result, associates are always one step behind and are reactionary to unexpected surprises. Adopting an effective mitigation program will shift operations from reactive to proactive. [http://www. bkd. com/articles/2012/risk-management-in-the-construction-industry. htm](http://www.bkd.com/articles/2012/risk-management-in-the-construction-industry.htm)Risk management can be described as the process by which, firms actively seek all potential risks or problems which may arise through the course of the project lifetime. Once identified, these risk factors can be analysed and understood, to the point at which firms are aware of the potential costs and implications of the event occurring and are able to assign contingency sums or plans to each. For contractor, the key to successful management of risks is to start the management process at the beginning, before the contract is even signed. If this is not done properly, then trying to manage the risks or contain the damage later on during project implementation is often less effective and more costly. Often by that stage there is little that can be done to address an ambiguous or even worse an unfair or unwanted risk placed upon the project. Once signed, contractors' rights and liabilities are governed by the strict wording of the contract. As a result of this, the need to identify or evaluate each risk factor and provide some level of contingency should the risk materialise, is vital. However, with available work scarce at present, and competition fierce, the focus on risk can be waned by some contractors in order to ultimately survive. Also, for many contractors, the level of risk management is limited <https://assignbuster.com/construction-industry-is-a-vehicle-construction-essay/>

to the point at which the cost of this analysis can compromise winning the work itself. Hence, this research aims to investigate the practice of risk management by Malaysian contractors at tender stage. It attempts to study how the risks are being identified, evaluated, responded and managed by contractors during tendering stage.

Limitation

The scope of study will be limited to companies which were registered as Grade 7 contractor firms in the Construction Industry Development Board (CIDB) of Malaysia. This is because there is higher possibility in finding a well-committed client in an innovative setting. In another words, only selected construction clients who involved in projects which selective tendering was chosen. Project which utilise other type of tendering will not be given attention. Spacing

LITERATURE REVIEW

Subsection Title 1

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Subsection Title 1

Table 2.: Processing Time (in hours) of Bread for Different Production Line in ABC Company

Bread

Production Line

1

2

3

4

5

A

3018261715

B

2322322530

C

1731242229Spacing between the table and first line of text is 3. 0 lines. If the caption is written in a single line, it should be centred. If the caption is more than one line, it should be align to the left. A table should be positioned after it has been cited for the first time in the text. All tables in the chapter can also be grouped together and positioned at an appropriate location. Tables which are presented in landscape format should be bound with the top of the table to the spine.

Table 2.: Processing Time for Different Production Line Bread

Production Line

1

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Figure 2.: Universiti Tunku Abdul Rahman Logo

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appropriate location. Figures which are presented in landscape format should be bound with the top of the figure to the spine.

METHODOLOGY

Subsection Title 1

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RESULTS AND DISCUSSION

Subsection Title 1

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CONCLUSION AND RECOMMENDATIONS

Subsection Title 1

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