



Republic of the Philippines

DEPARTMENT OF TRANSPORTATION AND COMMUNICATIONS

PRIMARY BIDS AND AWARDS COMMITTEE

**Project: MARITIME SAFETY CAPABILITY IMPROVEMENT PROJECT FOR
THE PHILIPPINE COAST GUARD – CONSTRUCTION OF THE
VESSELS AND RELATED SERVICES**

General Bid Bulletin No.: 04-2014

TO ALL PROSPECTIVE BIDDERS:

1. In order to allow the same to prepare a competitive tender, please be informed that the DOTC shall hold a second Pre-Bid Conference for the above-mentioned project on **14 November 2014, 10:30AM**. Thus, the new deadline for the Submission and Opening of Bids shall be moved to another date. The venue for the aforementioned activity shall be at the DOTC Conference Room, 16th Floor, The Columbia Tower, Ortigas Avenue, Barangay Wack-Wack, Mandaluyong City, Philippines.
2. Please find attached as Annex "A" the answers to queries of the bidders.

For your guidance and information.

Issued this 7th November 2014.


ATTY. JOSE PERPETUO M. LOTILLA
Chairman, Bids and Awards Committee
and Undersecretary for Legal Affairs



MARITIME SAFETY CAPABILITY IMPROVEMENT PROJECT FOR THE PHILLIPINE COAST GUARD (JICA Loan: PH-P257)

Line #	ITEM	PAGE	BIDDER'S QUERIES	DOTC'S CLARIFICATION
1	Section I. Instruction to Bidders	8	ITB.4.5. "This bidding is open only to shortlisted Bidders unless specified in the BDS". We understand that the unshortlisted firms are not allowed to be a member of JV by the abovementioned description. Please confirm if it's correct.	Refer to the relevant qualification requirements in Sec III-2
2	Section I. Instruction to Bidders 7.1	9	(1) Please confirm if the bidder can provide the request for clarification with the employer anytime until 09/29, 2014 (fourteen (14) days prior to the deadline for submission of bids (10/13, 2014)). (2) How long does it take to forward copy of response to all bidders once you receive the clarification? (3) We hope that you could inform all bidders about the exact web page of the employer because the following address which was indicated in ITB 7.1 is the top page of Department of Transportation and Communication (DOTC): Web	Bidders may request clarification until two weeks prior to the deadline of submission of the Bid. Clarification will be posted as soon as possible, but not later than a week prior to the deadline of submission of the Bid. The clarification will be posted at the following URL: http://www.dotc.gov.ph/index.php?option=com_k2&view=item&id=805&Itemid=156

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			page: dotc.gov.pg	
3	11. Documents Comprising the Bid 11.2 11.3	11,12	It would be appreciated if the employer could provide bidders with the electronic format (Microsoft Word and /or Excel) of Technical and Price Bid for preparation.	Bid documents in electronic format will be available upon purchase of the bid documents.
5	15. Documents Establishing the Eligibility and Qual of the Bidder 15.2	13	Kindly confirm that forming JV between any Shortlisted Bidder and any Japanese company until 10/13, 2014 is not applied to change in the structure or formation of a Bidder.	None of the bidders is pre-qualified but shortlisted only.
6	Section I. Instrubtion to Bidders	13	15.2 "Any change in the structure or formation of a Bidder after being prequalified and invited to bid..." We understand that prequalification is prerequisite condition for JV forming by above quoted description. If it's correct, the forming of JV is not allowed since prequalification was not conducted. Please confirm.	

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7	Section I. Instruction to Bidders	13	<p>ITB15.2 There is no description about conditions of "written approval". For your judgment of the "approval", however, we understand that Bidder shall submit a copy of JV agreement, or letter of intent, signed by all members, to enter into a JV including a draft agreement, equivalent to conditions of Section I. 11.2 (e) in P.11. Or, Bidder should submit at least a JV agreement which includes descriptions about the number of patrol vessels to be manufactured by each JV member and scope of work of each JV member. Please confirm if our understanding is correct.</p>	<p>A Letter of Intent to form a Joint Venture, explicitly stating that all partners are jointly and severally liable, to be submitted with the Bid is adequate. A draft Agreement outlining duties and responsibilities among members of the joint venture shall be submitted as part of the Bid.</p>
8	Section I. Instruction to Bidders	14	<p>We understand that 16.1 (b) is not applicable for this contract because the Special Spare Parts are designated for this project and there is no form to list particulars of spare parts, special tools, etc. Please confirm if our</p>	<p>Bidders shall provide the documentary evidence regarding the Special Spare Parts as instructed in the GC 7.3 and PC 7.3.</p>

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			understanding is correct.	
9	Section I. Instruction to Bidders	14	We understand that the deadline of application for changing formation of Bidder had passed, however, it was not enough time to consider the best formation of Bidders. Please consider extending the deadline of the submission of the change up to two (2) weeks before the deadline for Bid submission so that Bidder can study more reasonable bid price.	See also clarifications in Lines #5, #6 and #7.
10	Section I. Instruction to Bidders ITB 18.5	16	Please delete the (b), (c) and (d) of the ITB18.5 or give us more detailed explanation about them because there are no discription about the schedules in ITB 18.4 on P.15-16 and BDS ITB 18.4 on P.35-36.	Items (b), (c) and (d) of ITB 18.5 are hereby deleted.
11	Section I. Instruction to Bidders 20.3 (a)	18	Though there is a writing of "the Contract Price shall be the Bid Price adusted by the factor specified in the BDS." in	Adjustment factor is "zero".

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			ITB20.3 (a), the factor is not stated in BDS. Please explain about the factor.	
12	Section I. Instruction to Bidders ITB 19.2	18	Regarding ITB19.2 "Bidders may be required by the Employer to justify,...their local and foreign currency requirement", we understand that the payment shall be made in Japanese Yen as specified in BDS 19.1 of P.36. Please clarify that the above "ITB19.2" is not applicable.	If there is no local cost requirement, then there is no need to justify.
13	Section I. Instruction to Bidders ITB 21 & Section II. BDS C.Preparation of Bids ITB21.1	18, 36	We understand that the Bid Security shall be issued by stipulated bank in accordance with ITB 21.1. If the aforementioned bank has both offices located in Bidder's country and Employer's country, which country's office should be used by Bidder as Guarantor of Bid Security?	Any office of the bank may issue the Bid Security, but if the issuing office is Japanese, then the Bid Security should be confirmed by a Philippine bank.
14	Section I. Instruction to Bidders ITB 27	22	Regarding ITB 27 Bid Opening, we understand that the whole paragraph of the ITB 27 on P.22-24 has been replaced with BDS ITB 27 on	Correct

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			P.37-38 and ITB 27.6 - 27.11 on P.23-24 are not applicable for this Bid. Please confirm if our understanding is correct.	
15	Loan No.	Cover letter, 33, Bid Forms	Loan No., In Bid Data Sheet ITB 2.1, the number of Loan Agreement is indicated as :PH-257, It is indicated in Invitation for Bids as "PH-P257", which is correct, please confirm.	The correct Loan Agreement Number is PH-P257
16	Section II. BDS C.Preparation of Bids ITB 11.& Section I. Instruction to Bidders ITB.22.1.& 23.1	34, 20	According to BDS C. ITB 11., not Technical Bid and Price Bid but only the Bid is mentinoed, however, the description of "Technical Bid and Price Bid" remains written in ITB 22.1 & 23.1. Please clarify how to envelop the Bid and put sealing/markng on the envelope. - If Bidders still have to make Technical Bid and Price Bid separately, please clarify which documents in BDS11.1 should be included in Technical Bid and Price Bid. - If Bidders do not have to	Major concerns regarding Bid Documents and Bidding Procedures, along with Disbursement Procedures and Terms of Payment shall be clarified in another Bid Bulletin.

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			make Technical Bid and Price Bid separately, please clarify Packing, Sealing, Marking of Bid.	
17	Section II. BDS C.Preparation of Bids ITB 11	35	<p>With reference to the item 11.1 of BDS/ITB, following documents are required to submit in the Bid;</p> <ul style="list-style-type: none"> - documentary evidence establishing in accordance with ITB 15 that the Multi-Role Response Vessels offered by the Bidder in its Bid or in any alternative Bid, if permitted, are eligible. - documentary evidence in accordance with ITB 14, that the Multi-Role Response Vessels and Special Spare Parts to be supplied by the Bidder are of eligible origin. - documentary evidence in accordance with ITB 16 establishing that Multi-Role Response Vessels and Special Spare Parts conform to the Bidding Documents. - documentary evidence in accordance with ITB 15 	Yes

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			<p>establishing the Bidder's eligibility and qualifications to perform the Contract if its Bid is accepted</p> <p>We understand all required documents above are included in Bidding Forms on page 59 to Page 85. please confirm</p>	
18	Section II. BDS C.Preparation of Bids ITB 18.4 & Section IV Bidding Forms	35, 55	<p>"Price Schedule" consists of twelve (12) schedules in accordance with BDS ITB18.4, however, "Price Schedule..." in Bidding Forms in page 55 indicates thirteen (13) schedules including another Schedule No.12 "Cost of Dispute Board" which is not written in BDS ITB 18.4. Please clarify which is</p>	<p>DOTC shall create and activate the Dispute Arbitration Board only when the need arises. Any and all costs of dispute arbitration shall be discussed when the need arises.</p>

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			correct, Bidder shall fill in Schedule No.13 with the sum total of Schedule No.1 to 12 or with the sum total of Schedule No.1 to 11, excluding Schedule No.12 "Cost of Dispute Board".	
19	Section II. BDS C.Preparation of Bids ITB 18.4 & Section IV Bidding Forms	35, 55	Although the Form has stated "*1 One-half of the Employer's cost estimate of the Dispute Board shall be included in the Provisional Sum." There is no description of "the Provisional Sum" in the table or any other place in the Bidding Document. Please clarify whether the Bidder has to add the line for the Provisional Sum to the table or somewhere in the Bidding Document? Or does "Grand Total" mean Provisional Sum?	
20	Section II. BDS C.Preparation of Bids ITB21.1	36	We understand the amount of Bidder's Bid Security can exceed 2% of the Bid amount. Please confirm.	Yes. The <u>minimum</u> Bid Security is 2% of the Bid Price.

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21	ITB 20.1	36	<p>May Bidders understand that the Bid Security shall be valid for at least One Hundred Forty Eight (148) days from the Bid submission deadline date (i.e 10/13, 2014) based on the following:</p> <p>(a) The Bid validity period shall be 120 days. – ITB 20.1</p> <p>(b) The Bid Security shall be valid for twenty-eight (28) days beyond the original validity period of the Bid – Clause 21.2(d) (c) (a) + (b) = 148 days</p>	Correct
22	Section II. BDS C.Preparation of Bids	37	<p>Would you please confirm if the Certificate of Signature for a company's legal representative which is issued and certified by The Tokyo Chamber of Commerce and Industry can be authenticated by the Philippines Embassy or Consulate General in Japan as "Certificate of Signature" in ITB 22.2 ?</p>	No. Both the Power of Attorney and the Certificate of Signature shall be acknowledged by a notary public and authenticated by the Philippine Embassy or Consulate General in the bidder's country.
23	ITB 27.1	37	<p>Kindly confirm that the Price Bids will be also opened on 10/13, 2014 or any other day as stipulated in 27.7.</p>	Major concerns regarding Bid Documents and Bidding Procedures, along with Disbursement Procedures and Terms of Payment shall be clarified in another Bid Bulletin.

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24	Evaluation and Qualification criteria - 1.2 Economic Evaluation ,and acceleration Early Delivery evaluation form	40-42, 56	As Early Delivery Consideration (EDC) there exists a discrepancy. (Ten) vessels and special Spare Parts shall be evaluated in accordance with 1.2 of section 111 (page 40-42). however only five (5) vessels shall be evaluation in accordance with Early Delivery Evaluation form of section IV (PAGE 56). how many vessels and special parts shall be evaluated in fact in respect Of EDC?	Extend columns in the EDC evaluation form accordingly responding the Bidder's proposal. It is clear that EDC shall be applied to all the vessels. Find revised Acceleration Early Delivery Evaluation Form (EDC Form, in Microsoft Excel file) attached hereto.
25	Evaluation and Qualification criteria - 1.2 Economic Evaluation ,and acceleration Early Delivery evaluation form	45	Please clarify the followings with any sample computation for Bidders better understanding: Each Member : Must be twenty five (25%) of the requirement One Member : Must meet forty percent (40%) of the requirement.	In case of three or more firms forming a Joint Venture, the Lead Member should have at least 40% share; all the other members should have at least 25% share. In case of two firms forming a Joint Venture, the Lead Member should take majority (more than 50%) share. The other member should have at least 25%, and not more than 50%.

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26	Section III. Evaluation and Qualification Criteria 2.3.2	45	<p>Each member of JV must meet 25% of the required turnover and one member must meet 40% of the required turnover. On the other hand, we understand each Bidder must declare that the percentage of such work amount against the total work volume will not be more than the percentage of its average turnover against the minimum turnover (JPY6B). For example, if the turnover of a JV member is JPY3B, its work volume should not be more than 50% of total work volume. Please confirm our understanding is correct.</p>	Refer to Line No. 25
27	Section III. Evaluation and Qualification Criteria 2.3.3.(i)	46	<p>Kindly clarify the followings with any sample computation for Bidders better understanding: Each Member: Must meet twenty five percent (25%) of the requirement.</p>	Refer to Line No. 25

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28	Section III. Evaluation and Qualification Criteria 2.4	47	Since the end user of patrol vessels will be Philippine Coast Guard, we understand that each JV member (except for short-listed Bidder) must have records of design/build/supply of patrol vessels to coast guards and that "Experience as Ship Contractor" means the experience of design/build/supply of patrol vessels to coast guards. Please confirm.	Each member shall have experiences in a coast guard vessel and/or other law enforcement vessels.

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29	Section III. Evaluation and Qualification Criteria 2.4	47	<p>Referring Query Item No.2 dated on 18th August. We understand that the subcontract of the whole part of fabrication and construction shall be deemed as "excessive subcontract" and it shall not permissible. Please confirm. If it will permissible, to assure the quality,</p> <p>1) such subcontractors in Japan, excluding companies have direct/indirect capital ties with Contractor, must have records of design/build/supply of patrol vessels to coast guards.</p> <p>2) such subcontractors in Philippines must have resident supervisors and engineers dispatched from the ship builders which have records of design/build/supply of patrol vessels to coast guards. Such resident supervisors/engineers must be stationed in Philippines from the design phase of MRRV to PCG. Please confirm.</p>	Confirmed

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30	Section III. Evaluation and Qualification Criteria 2.4	47	We understand not only "All Parties Combined" but also "Each Member" of a JV must have a certain "Specific Design and Building Experience", though short-listed Bidder is regarded to meet such requirement. Please confirm.	No. Evaluation and Qualification Criteria 2.4 is very clear on this.
31	Section III. Evaluation and Qualification Criteria 2.4 Section IV Bidding Forms	47, 83- 85	We understand that the "Completion Certificate" and "ISO Certificates" are not required to obtain the authentication of the Consulate General in Bidder's country. Please confirm if our understanding is correct. If the authentication is required, please extend the submission of Bids <u>for a week.</u>	Not required.
32	Section III. Evaluation and Qualification Criteria 2.4. Experience	47	We understand Bidders should not make a subcontractor to build excessive numbers and/or contents of MRRVs. Please confirm.	Yes. The decision with regard to excessive numbers and/or contents shall be at the Employer's discretion.

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33	Section III. Evaluation and Qualification Criteria 2.4.2(a) Specific Design and Building Experience	47	We understand "similar purpose as the proposed MRRVs" in colum c) means the purpose as patrol vessels for coast guards. Please confirm.	Similarity will be satisfied with purposes such as maritime patrol, search and rescue, enforcement of maritime laws, border control etc.
34	Section III-Evaluation Qualification Criteria 2.4.2 (a) Specific Design and Building	47	The experience of construction of at least one (1)vessels successfully completed under Classification Society is required. Is construction experience of general merchant ships e g .tanker, bulk carrier etc. with Classification Society acceptable? or is construction experience of that vessels with a)hybrid structures b)at least 25knots maximum speed and c)similar purpose of proposed MRRVs completed under classification society required?	Any vessel with the stipulated classification societies certificate will be acceptable.
35	Section III. Evaluation and Qualification Criteria 2.4	47, 83- 85	2.4 Experience The Bidder has been requested to attach the "Completion Certificate". For the merchant vessel, the "Protocol of Delivery and Acceptance" which both the	Acceptable

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			Owner and the Builder had signed, the Employer are accept it as the "Completion Certificate" or not.	
36	This line is deleted.			
37	Section III. Evaluation and Qualification Criteria 2.4 Section IV Bidding Forms	47 85	According to 2.4.2(a) of page 47, The title of Form EXP-4.2(a)(cont.) of page 85 is supposed to be incorrect. It shall be Form EXP-2.(a)(cont.), please confirm.	Replace title with "Form EXP- <u>2</u> (a) (cont)."
38	Section IV. Bidding Forms	53	Letter to Bid:Bidders hope that the Employer can clarify the sentence below: (j) We understand that you are not bound to accept the lowest evaluated Bid or any other Bid that you may receive.	See ITB 37,ITB 38, ITB 39, ITB 40 and so on. This is a standard provision in the bid letter.
39	Section IV Bidding Forms	53	"Letter of Bid" (e) We think that (d) of "(e) The price of our Bid, excluding any discounts offered in item (d) below is:" is not equalent to "(d) We offer to design, fabrication...". If so, we understand that Bidder should	Refer to new set of Bid Forms to be issued.

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			revise (e) as "(e) The price of our Bid, excluding any discounts offered <i>below if any</i> is:". Please confirm.	
40	Section IV Bidding Forms	55	In the table, Bidder is requested to fill in the "Code" but it's difficult to understand what the "Code" is. Please let us know if the country code described in ISO3166 is acceptable. If it's unacceptable, please also tell us what code is acceptable.	Enter country code in accordance with ISO 316, alpha-3 code
41	Section IV Bidding Forms	55	The table of "Country of Origin Declaration Form" has only one (1) line. Can the Bidder describe the plural country in same cell if the Bidder has more than one (1) item whose contry of origin should be described in the form. Does "Item" cell of the table "Country of Origin Declaration Form" correspond to the "Item" of upper table "Price Schedules... "?	Add lines as appropriate. Columns of item description etc. shall be common to those in price schedule.

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42	Price schedules of Multi –role Response Vessels and Special Spare Parts offered from outside the Employer country	55	It is observed that the definition of "(3)" is not provided in column of "total price." Is it typographical error of (2)?	Replace '(3)' with '(2)',
43	Price schedules of Multi –role Response Vessels and Special Spare Parts offered from outside the Employer country	55	It is observed that reference ITB 19.13 is incorrect because ITB19.13 Is not specified in the Bidding Document	Replace "ITB 19.13" with "ITB 19.1"
44	Section IV. Bidding Forms Price Schedule	55	Regarding the note #1 of the Schedule No.12 "Cost of Dispute Board", we understand that one-half of the cost estimate should be included in the Schedule No.12. Does another half of the cost estimate have to be included in any place in the bidding forms?	Refer to clarifications in line # 18
45	Section IV Bidding Forms	56	Acceleration Early Delivery Evaluation Form In the form, there are no lines for Price Schedule No.6 to 10, though "Economic Evaluation" for the early delivery of all ten (10) vessels is accepted in P.40-	Refer to new set of Bid Forms to be issued.

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			42 "1.2.2. Other Factors (ii) Acceleration". Please provide us with a correct form.	
46	Section IV Bidding Forms	56	Acceleration Early Delivery Evaluation Form We think that the value of "Early Delivery Evaluation" cell in the table should be rounded to unit. Please confirm if it's acceptable for you.	Enter proposed delivery months with numbers to two decimal places into the relevant cells for Time for Delivery. Early deliver consideration in JPY shall be rounded to nearest unit. See also clarification in Line # 24.
47	Technical Drawings - General Arrangement	64	Although there is a description of "Technical Specifications and General Arrangement in Section VI Employer's Requirements" no GA is attached. Can we get the GA for our reference?	No. As clearly indicated in the bidding document, the Bidders shall prepare all those technical documents, such as GA, and propose clearly to the Employer.
48		64	Bidders would like to confirm all documentation shall be submitted on 13 October, 2014.	Bid shall be submitted on or before the deadline set by DOTC as per instructed in the bidding document.

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49		66	Although Technical Specifications do not require, there is description of "S-band" in the column of "Radar". Is it construed that we need fill only information of X-Band and need not that of S-band in this column when we propose the vessel without S-band Radar?	Bidders are reminded that, as indicated in the bidding document, the Employer's Requirements indicates the minimum requirements and general requirements only. Details of the design shall be developed by the bidder, which should satisfy the Employer. Enter "n/a" into the pertinent column unless the Bidder will provide the equipment.
50	Section IV. Bidding Forms Proposed Manufacturers for major Items of MRRV	65	"Item 3 Bow Thruster", There is no description in Employer's Requirements, Please clarify its necessity.	
51	Section IV Bidding Forms	72	Form ELI-1: Bidder Information Can Bidder list all authorized representatives in the table 6 "Bidder's authorized representative information" if more than one (1) authorized representative exist. Please confirm.	One representative is enough.

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52	Section IV Bidding Forms	73	Form ELI-2 Bidder's Party Information What is "Specialist Subcontractor"? And, though we understand that Bidder can't use "Special Subcontractor" in this bid because there is no description about it in Eligibility Criteria and ITB, please confirm if our understanding is correct.	Not applicable in this bid.
53	Section IV. Bidding Forms	73	Form ELI-2: Bidder's Party Information We understand that this "Form ELI-2" is not required to submit if Bidder does not form JV. Please confirm if it's correct.	Confirmed
54	Section IV. Bidding Forms	74	Form ELI-3: Declaration Form of the Eligibility under STEP. The Bidder is requested to fill in the table, however, there is no table. Please confirm.	
55	Section IV. Bidding Forms	75	Form ELI – 3: Declaration Form of the Eligibility under STEP It would be appreciated if the Employer could provide Bidders with any sample for reference so that all of them can	See Appendix 2 (ELI-3 Rev)

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			prepare the Form properly.	
56	Section IV. Bidding Forms	75-78	Form CON and Form FIN-1, The Bidder is requested to fill in the form with amounts in US\$ but there is no clarification of exchange rate from Japanese Yen to US\$. Please inform us of the exchange rate. Or, please clarify that Bidders are allowed to indicate the amounts in Japanese Yen instead of US\$?	All the foreign currencies should be expressed in Japanese Yen.
57	Section IV. Bidding Forms Current Contract Commitments	82	Form FIR-2. Bidders have a lot of contracts and the value of work for some contracts are not allowed to be disclosed by the non-disclosure contract condition. For such contracts, can Bidders avoid to describe the value of outstanding work for each contract, and sum up the outstanding value of such contracts for every quarter? Please confirm.	Put the summed value instead of individual cost only when a Bidder hesitates to disclose individual contract prices due to NDC etc., subject to the condition that further clarification may be requested.

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58	Section IV. Bidding Forms	82, 84, 85	Form FIR-2: Current Contract Commitments, EXP-2(a) and EXP-4.2(a) Specific Design and Building Experience The Bidder is requested to fill in the form with "value and contract amount" in US\$ but there is no clarification of exchange rate from Japanese Yen to US\$. Please inform us of the exchange rate. Or, please clarify that Bidders are allowed to indicate the "value and contract amount" in Japanese Yen instead of US\$?	Express in Japanese Yen
59	Section III. Evaluation and Qualification Criteria 2.4 Section IV Bidding Forms	83-85	2.4.2(a) Specific Design and Building Experience The Bidder has been requested to attach the "Completion Certificate". In case of Japan Coast Guard Vessel, the JCG had issued "Acceptance Letter" for delivery of the vessel. the Employer is able to accept it as the "Completion Certificate" or not.	The "Acceptance Letter" issued by JCG in lieu of "Completion Certificate" is acceptable. However, if this is in Japanese language, it should be accompanied by an English translation of the document.

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60	Section III. Evaluation and Qualification Criteria 2.4 Section IV Bidding Forms	83-85	2.4.2(a) Specific Design and Building Experience If the above (Item. 67) is not acceptable, The Bidder will request Japan Coast Guard to issue the "Completion Certificate" for this Bid but if they will not issue, in this connection, please confirm that the "Certificate of Vessel's Nationality", "Certificate of Ship Inspection" and appropriate page of "Ship's Subject Heading" had issued by Transport Bureau is acceptable as the "Completion Certificate" or not.	Refer to Line #59
61	Section III. Evaluation and Qualification Criteria 2.4 Section IV Bidding Forms	83-85	2.4.2(a) Specific Design and Building Experience Same question as Item 62	Yes
62	Section IV Bidding Forms	83-85	In accordance with Form EXP-1, 2(a), Bidder is requested to attach the "Completion Certificates issued by the Agencies". In this connection, please	Yes

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			confirm that the Classification Society such as Class NK, ABS, DNV etc. is able to be regarded as the "Agencies".	
63	Section IV Bidding Forms	84-85	Form EXP-2(a) In case of experience about ships delivered to Japanese government, some information are not allowed to be disclosed. Please confirm if "the ship's name", "owner name", "Completion Date", "Role in Contract" and "Similarity" are enough to be written for evaluation. Or, please clarify what the minimum information in the table to evaluate the Specific Design and Building Experience is.	If a contract price is under NDA (Non-disclosure agreement), skipping such data is allowed with note accordingly, but is subject to further clarification if the Employer may request in the post qualification.
64	Section IV. Bidding Forms Specific Design and Building Experience	84	Form EXP-2(a). If the customers (Employers) including Japan Coast Guard does not release some information such as the contact amount to the public, can Bidders describe such information as "**** non-disclosed data ****" in the	Approximate contract price may be acceptable only in case NDC exists between the Bidder and the client.

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			form? Please confirm.	
65	Form EXP – 2 (a) Specific Design and Building Experience - Total Contract Amount and Amount	84-85	Is it allowed to insert the amount in Yen instead of US\$ in the columns of "Total Contract Amount" and "Amount" in case of the contract in Yen?	Amount in Japanese Yen is acceptable
66	Section VI Employer's Requirements	95	1.4.1 "All the Vessels shall be identical in terms of design, construction and equipment." Please clarify if the JV agreement or the LOI together with JV agreement draft, which will be presented to Employer at the time of Bid, needs to show how each JV party will be involved in terms of construction of 10 x Vessels and also the way to ensure that all the Vessels shall be identical in terms of construction.	Refer to Line No. 7. If necessary, such issues shall be ascertained during post-qualification at the Employer's discretion.

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67	Section VI. Employer's Requirements & Section VII. General Conditions	96 161-162	<p>Employer's Requirements 1.5.1 Approval Drawing "The Employer shall acknowledge the receipt and comment if any to the Builder within twenty one (21) working days after the date of receipt of them.</p> <p>General Conditions 20. Design and engineering, 20.3.2 "Within fourteen (14) days after receipt by" There is a discrepancy between conditions of deadline for Employer's acceptance/comment of drawing in the abovementioned descriptions. Please confirm which description is correct.</p>	21 days
68	Section VI. Employer's Requirements 1.5.2	97	<p>Bidders understand that the operation and maintenance manual shall be made while fully confirmed the Employer's intention.</p>	<p>Yes. Contents of "Operation and Maintenance Manual" shall comply with the requirements of the Employer. It shall contain background ideas and detailed descriptions of describes at least the vessels operation procedures, daily maintenance procedures, schedule maintenance, outline of the systems, and so on, being not only compiling individual equipment's operation and maintenance manual.</p>

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69	Section VI. Employer's Requirements	99	Employer's Requirements 1.6.7 Dockyard Training To estimate its cost, please clarify that the Builder shall bear the cost of traiees' daily allowance or not. If the daily allowance shall be borne by the Builder, please inform us how much the daily allowance costs.	Yes, the Builder shall bear the cost of trainees' daily allowance. The daily allowance shall be based on UNDP per diem rates.
70	Section VI. Employer's Requirements	99	Employer's Requirements 1.6.7 Dockyard Training We would not be able to guarantee the result of trainees' immigration clearance when they visit Japan and it's also very difficult to estimate the cost for dealing with such a problem if some trainee fails to pass the landing examination. Please change the description in the last sentence of P.99 to reject Bidder's unrespectable extra cost as written below; > All the cost or training including air fare, local transportations, accommodation, and meals shall be borne by the Builder, <i>except the cost for supporting</i>	It is clear that none of cost for Entry VISA shall be borne by the Employer but preparation of necessary documentation shall be the responsibility of the shipbuilder/contractor.

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			<u>trainee to pass the Landing Examination.</u>	
71	Section VI. Employer's Requirements 1.6.7	99	Bidders would like to confirm that the Dockyard Training shall be conducted ONCE in the Contract. In other words, the Contractor is NOT obliged to do the training for each Vessel (Total: Ten (10) times).	Each vessel requires training ; Iterate Dockyard training ten (10) times in total, which shall accommodate nine (9) trainees each.
72	Section VI. Employer's Requirements & Section VIII. Particular Conditions	99, 234	Employer's Requirements 1.6.6 Final Acceptance Test & Particular Conditions PC23.Test and Inspection PC23.13 We understand that the Contractor shall conduct a final acceptance test in accordance with articles above. Please confirm that	PCG shall issue proper authorization to navigate in the Philippines until hand over.

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			<p>the authorities in the Philippines are able to accept the manning of Japanese seaman who are certified by Japanese Government for the Vessel Transportation or the Contractor shall arrange the Philippines seaman for it.</p>	
73	<p>Employer's Requirement and Particular Conditions - 1.6.7 Dockyard Training and PC24.4 Training and Familiarization</p>	<p>99, 237, 238</p>	<p>The Employer dispatches officers of the Vessel to the shipyard for training in operation and maintenance of the Vessel according to the training program described in the Technical Specifications (PC 24.4 (1) of Section VIII), and the Shipyard (Contractor) shall conduct familiarization training on board to the same officers described in 24.4 (1) during the delivery voyage of the vessel from the shipyard to the site (PC 24.4 (3) of Section VIII). In accordance with paragraph 1.6.7 of Technical Specifications the Employer</p>	<p>Yes.</p>

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			will dispatch nine (9) trainees to the Builder to learn operation and maintenance of the vessel and the equipment. Do these clauses mean that nine trainees will come to Japan by air and return to the Philippines on board the vessel during the delivery voyage and that as for the air fare only one-way air ticket of nine trainees shall be borne by the Builder (Contractor)?	
74	Technical Specifications of Employer's Requirements - 2.2.1 Paint	101	The vinyl color paint is required for the color paint of Side shell above load line, Superstructure outside, Exposed deck and Fittings in paragraph 2.2.1 of Technical Specifications. However it is difficult to procure vinyl paint in the market recently and normally it is not used in the shipbuilding industry, because vinyl paint contains a high percentage of volatile organic	Acceptable.

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			compound (VOC) and it not produced from the environmental consideration reason. Accordingly can we use urethane paint, which have more high performance, instead of vinyl paint?	
75	Technical Specification of Employer's Requirements – 2.3.1 (1) Anchor and anchor chain	102	Two high holding type anchor are required and AC-14 is given as an example in paragraph 2.3.1 (1). Is Danforth type acceptable as high holding type anchor also? Because it has the performance of high holding coefficient and light weight.	Acceptable.
76	Technical Specification of Employer's Requirements -2.9 Sewage Treatment System	107	Although the complement is specified as 25 Persons in paragraph 1.4.5 of Technical Specifications there is a description of "26 persons" in relation to the capacity of Sewage Treatment System. Is it typographical error of "25 persons"?	Replace "26 person" with "25 person"

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77	Technical Specification of Employer's Requirements - 2.10.1 General	108	As for the accommodation arrangement, paragraph 2.10.1 specifies the requirements of upper deck and under deck arrangement respectively. As the space of the vessel, especially the space of underdeck, is limited, can we alter the allocation of the accommodation to some extent? For example can we arrange Laundry, Crew's common lavatory, etc. in upper deck?	No. Satisfy allocation of cabins and any other compartment with the requirement exactly, where living spaces for officer and other personnel are clearly segregated. Violation may cause serious consequence in the bidding since it might cause a major change in a principal dimensions and price etc.
78	Technical Specification of Employer's Requirements -2.10 General 2.10.3 (3) Officer's Cabin for female officer	108-109	Officer's cabin for "two female officers" is required in paragraph 2.10.1 of Technical Specifications. However "a single berth" is required to be furnished in paragraph 2.10.3 (3). Is it typographical error of "two-tier berths" in paragraph 2.10.3 (3) or "a female officer" in paragraph 2.10.1?	Replace "single berth" with "two-tier berths" for female officer cabin's description
79	Technical Specification of Employer's Requirements -2.10.3 (2) Junior Officer's Cabin	109	Does "double berth" finished in Junior officer's cabin mean "two-tier berths"? Then is it enough to be arranged one (1) Junior Officer's cabin for the	Replace "double berth" in Junior officer cabin's description with "two tier berth".

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			25 complement? (Captain room (1p), Executive officer room (1p). Junior officer room (2p), Female officer room (2p), Total 5p+1p?	
80	Section VI Employer's Requirements 2.10.3 (12)	110	Export of Bullet Proofing is controlled by Security Export Control by METI (Ministry of Economy, Trade and Industry, Japan). Such items are allowed to be exported with permission of METI. If permission is not given by METI for some items, will such part of the work related to those items be excluded from Contractor's obligation? Please confirm.	The Contractor shall endeavor to satisfy the requirement throughout the design and construction period. In case it will find that the contractor's proposed bullet proofing material will be against the export control policy of Japanese Government, change of such specification in terms of the bullet proofing material shall be discussed among the Consultant, the Employer and the Contractor.
81	Section VI. Employer's Requirements	114	Employer's Requirements 3.13 Spare parts and tools 2nd sentence "The spare parts shall be sufficient two years operation of the Vessel." Please clarify the annual planned running hours for Bidder's estimation.	Design under the following assumption: Annual expected running hour of the equipment shall be 8000 hours in general since crew will always be on board without shore power supply, but expected steaming hours of the vessel shall be set at 1000 hours. Annual running hour of the main engines and its associated equipment shall be set according to the steaming hour.

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82	Technical Specification of Employer's Requirements - 4.5.1 (1) Common battery telephone	117	UHF hand held-radio telephone (ICOM IF-F4002M or equivalent) is required by paragraph 4.5.3 of Technical Specifications. We cannot find ICOM IF-F4002M in the commercial product. Is it typographical error of "ICOM IC-F4002M"?	Replace it with "ICOM IC-F4002M" .
83	Technical Specification of Employer's Requirements - 4.5.1 (1) Common battery telephone	117	Where is the "Fire Station", the place where two hand-operated water monitors are located?	Propose a location of Fire Station at the most effective position expected in the Bidder's proposed design.
84	Section VI. Employer's Requirements 4.5.6	118	Bidder would like to propose that the system shall be fully confirmed between the Employer and the Contractor after making the contract.	Develop a vessel design and propose them expressly in the Technical specifications which shall be integrated in the bid. These shall be aslo clarified during the bidding process, contract negotiations and detailed design review process.
85	Technical Specification of Employer's Requirements -4.6.14 AIS	120	Is AIS required by paragraph 4.6.14 of Technical Specifications for receiving only?	No. Provide an AIS receiver and transponder.
86	Section VI Employer's Requirements	120	4.7.1 One (1) secured and jam resistant 150W HF transceiver... Please specify the concrete meaning of jam-resistant.	In addition to one set of GMDSS approved 150W HF/MF radio telephone, provide one set of HF transceiver which has the capability of anti-jamming (ECCM). Some product of Rhode & Schwartz can be recognized to satisfy this.

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			And, please confirm that we understand that the equivalent product of "Rode & Schwartz" is able to satisfy Employer's requirements.	
87	Section VI. Employer's Requirements 4.10	121	Bidder would like to propose that the system shall be fully confirmed between the Employer and the Contractor after making the contract.	See clarification in Line #84.
88	Section VI Employer's Requirements	121	4.7.5 Radio Direction Finder The descriptions of employer's requirement are not sufficient on our choice of the system. Please let us know concrete value of the capability or will you designate the type of system which has equivalent capability?	Propose a reputed equipment which has been used in the coast guard vessels.

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89	Employer's Requirements - Technical Specification 4.7.4 VHF/UHF Transceiver Subsystem	121	<p>We understand that the purpose of this subsystem is to communicate with the aircraft in an emergency. The system is required to be provided the FM system as well as AM system. However, we consider that VHF/UHF Transceiver Subsystem with only AM without FM system, might be enough and appropriate as the communication system between aircraft, taking into account the following reasons. Is such system acceptable?</p> <p>1) The provisions of ICAO Regulations require AM system but not require FM system as emergency communication system for aircraft in order to communicate surely with other parties in spite of the probability of interference.</p>	<p>No. This requirement is made considering the PCG's interoperability with different vessels and air crafts, further a particular requirement on FM mode is made considering capability in long-range communication which is also vital for PCG's missions.</p>
90	Employer's Requirements - Technical Specification 4.7.4 VHF/UHF Transceiver Subsystem	121	<p>2) As for VHF FM communication system, the 2 sets of international VHF radiotelephone are required by paragraph 4.7.1, which overlap with VHF/UHF</p>	<p>The VHF/UHF transceiver subsystem shall be a separate system. The VHF/UHF subsystem shall cover a much wider range in order to be fully interoperable with the other organizations as specified.</p>

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			TranseiverSubsystem.	
91	Employer's Requirements - Technical Specification 4.7.4 VHF/UHF Transeiver Subsystem	P.121	3) The output of the communication apparatuses should be limited to 30W at the maximum in this size of the vessel because of the space restrictions of the antennas. When FM wave with 75W output of VHF/UHF Transeiver subsystem is transmitted, not only power transistor installed at the last stage of International VHF radiotelephone will be destroyed but also other many radio equipment will be affected badly.	Choose proper equipment and installation method so as not to cause such troubles in future. Bidders are requested to consider specialties in the PCG's missions. Antennas shall be installed with suitable separation in order to avoid damage to other radios. Similar radio installations as required by PCG are in operation now on various ships of similar or smaller size.

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92	Employer's Requirements - Technical Specification 4.7.5 Radio Direction Finder (For VHF Band)	P.121	<p>There exists the Direction Finder of German make which complies with the requirements but is not dedicated for VHF band, which, we consider, is redundant specification. Then is the Direction Finder of Japanese make which detects only the direction of VHF band against advance using homing function and is used by JCG acceptable?</p> <p>The reasons are as follows: > At first concerning the view of search and rescue: GMDSS was introduced in February, 1999. Initially search and rescue vessels were obliged to install the apparatus to home on AM distress signal of 121.5MHz and 243MHz emitted by satellite EPIRB. Later as the distress signal emitted by the Satellite EPIRB was changed to the signal of 406.025MHz. containing the GPS signal received by the earth station, COSPAS/SARSAT stopped the process and emissions of</p>	<p>Concerning the SAR application: It shall be reminded that though the technical explanation from a bidder may be correct in the territorial waters of Japan where vessels are well equipped with emergency equipment, vessels in the PCG do not have the latest technical equipment according to international standards to call for help. They often have to rely on simple radios to call for help in case of emergencies, therefore, the entire communication spectrum has to be covered by a DF that works in homing mode to close in on the ship in distress. The DF shall meet following:</p> <ul style="list-style-type: none"> - Frequency range- 20MHz to 3GHz - ITU compliant - Correlative interferometer technique should be employed - Compact dimensions, low power consumption and built in DC power supply - The system shall have scan speed up to 12GHz/s - The system shall have 20MHz real time bandwidth, demodulation of signals up to 20MHz (with WDF option!) - The system shall be capable of receiving minimum signal duration 1ms - It must display the triangulation on the Map by means of a software - The DF antenna shall have a lightning protection system

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			121.5MHz/243MHz at the end of January, 2009 and the provisions of the SOLAS convention relating to the installation of direction finder, as homing apparatus on SAR vessels were deleted accordingly. Now there is no reason nor meaning to install the direction finder on SAR vessels.	

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93	Employer's Requirements - Technical Specification 4.7.5 Radio Direction Finder (For VHF Band)	P.121	<p>VHF/UHF band reflects diffusely by structures on board the vessel especially it is not possible to correct transverse direction. The correctional function of error of direction finder, including that of digital direction finder, which maybe effective for simple shaped aircrafts, is not effective in vessels.</p> <p>> Concerning the view of border protection against piracy and human trafficking areas: Recent mobile communication apparatus adopts digital method, which enable to make the apparatus small and communication low priced and secret. Accordingly it is not possible to understand and identify the talk by digital telephone with secrecy function even using the direction finder with high "DF accuracy, sensitivity and immunity to reflections and high DF scan speed" required by paragraph 4.7.5 It is possible to detect</p>	<p>No change.</p> <p>Concerning accuracy considerations, the technical explanation of the bidder may be correct but it is not applicable in this case since the direction finder is used to close in on the ship in distress which does not need any error correction function for the intended purpose. Please note that a homing DF is in many cases the only means for the PCG to carry out successful rescue missions and is therefore, indispensable. Just providing a wideband receiver is not enough since it does not meet the direction finding requirement of PCG's tender specs.</p>

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			<p>only direction. Accordingly as for the detection finding function, it is enough to provide the Wide Band Receiver, which is required by paragraph 4.7.3 of Employer's Requirements.</p>	
94	Section VI Employer's Requirements	122	<p>Equipment which are hard to be exchanged onboard in case of overhaul or out of order have affordable spare parts for exchange onboard instead of complete sets. As described Special Spare Parts in Employer's Requirement, we'd like to confirm scope of equipment and plan to buy only the following equipment as Special</p>	<p>An entire machinery/electric plant and equipment shall be provided as Special Spare Parts according to the bidder's proposed design. Again, note that design is subject to the proposal of the bidder,</p>

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			<p>Spare Parts. Please confirm if the following equipment including the number of each equipment is enough.</p> <ul style="list-style-type: none"> ▪ Main engines 2 sets (for 1 vessel) without reduction gear ▪ Generators 2 sets (for 1 vessel) with engines ▪ Fuel oil transfer pumps 2 sets (for 1 vessel) with electric motor ▪ Bilge service pump 1 set (for 1 vessel) with electric motor ▪ General and bilge pump 1 set (for 1 vessel) with electric motor 	
95	Section VI. Employer's Requirements	122	<p>5. SPECIAL SPARE PARTS, last paragraph. Are we able to understand the above mentioned "long term" is 12 months from the date of Delivery because Defect Liability Period is 12 months? Or, please define the period of the "long term".</p>	<p>This requirements is intended to secure maintence and repair far beyond the liability period. It shall be for at least five (5) years .</p>

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96	Section VI. Employer's Requirements	122	Employer's Requirements 5 Special Spare Parts We would like to confirm if the "special spare parts for two (2) complete sets of main engine" excludes 'reduction gear'.	It shall be reminded that whole machinery plant shall be included in Special Spare Parts. If a reduction gear is included in the bidder's proposed design, it shall be provided.
97	Section VI. Employer's Requirements	122	Employer's Requirements 5 Special Spare Parts Is there any requirement of size of container to deliver the special spare parts? If so, is 40 feet container(L 12m×B 2.5m×H 2.6m) acceptable?	20-foot containers are preferable
98	Section VI. Employer's Requirements	128	Employer's Requirements Annex2. Cost for Prepartaion of Change Proposal: 5. Separation of "Engineer" and "Draftperson" does not suit for thinking of Shipbuilding. Can Bidder integrate proposal for "Engineer" and "Draftperson" into "Engineer".	Yes
99	Section VI. Employer's Requirements	131	Employer's Requirements Annex4. Change Proposal: 8. Estimation. The schedule is too ramified to prompt estimation and not suit for Shipbuilding, shall be described in accordance with	This can be discussed during contract negotiation.

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			the Builder's practice. Please consider.	
100	Section VII -IX	139-270	The most part of this project consists of Shipbuilding activities, in this connection, to prevent unnecessary cost estimation, at least the shipbuilding part, the Bidder propose the adoption of the "Standard Shipbuilding Contract" issued by Shipbuilder's Association of Japan. Please consider.	No
101	Section VII. General Conditions (GC)1.1	142	(1) Kindly confirm if the "Base Date" should be on 09/15, 2014 based on the current Bid submission deadline date (i.e. 10/13, 2014) (2) The Employer shall establish its irrevocable confirmed Letter of Credit (L/C) and complete the JICA concurrence prior to the signing (execution) of the Contract Agreement, otherwise "Effective Date" shall not be achieved. Bidders would like to	Major concerns regarding Disbursement Procedures and Terms of Payment, along with Bid Documents and Bidding Procedures shall be clarified in another Bid Bulletin.

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			request the employer to consider how the Contract or concerns if its implementation shall be commenced without any financial verification (I.e. L/C)	
102	Section VII. General Condition A.1.1 & Section IX. Contract Agreement A.3	143 252	Regarding the "Effective Date", there is discrepancy of meaning between G.C. and Article 3. We understand that Effective Date is the date when all the conditions listed (a)-(c) in the Article 3.1 (P. 252) are fulfilled. Therefore, the first paragraph of the Article 3.1 should be amended such as below. Please confirm. > The Effective Date from which the Time for Completion of the Vessels and Special Spare Parts shall be counted is the date when this Contract Agreement has been duly executed for and on behalf of the Employer and the Contractor <u>and also all the conditions listed below in this Article 3 (Effective Date) are</u>	Correct. Article 3. Effective Date 3.1 Effective Date (Reference GC Clause 1) shall be revised as follow: The Effective Date which the Time for Completion of the Vessels and Special Spare Parts shall be counted is the date when all the following conditions are fulfilled: (a) This Contract Agreement has been duly executed for and on behalf of the Employer and the Contractor (b) The Contractor has submitted to the Employer the Performance Security and the Advance Payment Security, (c) The Employer has paid the Contractor the Advance Payment; and (d) JICA has concurred with the Contract.

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			<i>fulfilled.</i> The Employer undertakes to ensure that the conditions listed below in this Article 3 (Effective Date) shall all have been fulfilled within two (2) months <i>after this Contract notification.</i>	
103	Section VII. General Conditions (GC)9.2	149	Would appreciate it whether the Employer enumerates specific permits, approval, requirements and/or licenses from all local, state or national government authorities or public service to be acquired by the Contractor so that the Bidders can be ready to estimate the related cost and/or time.	Estimate the relevant cost based on Bidder's experiences.
104	Section VII. General Conditions (GC)10.3	151	Bidders hope that any list of permits, approval, requirements and/or licenses from all local, state or national government authorities or public service would be given by the Employer in order to coordinate with the Contractor beforehand.	DOTC does not provide such a list.

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105	Section VII. General Conditions	152	10.7 In the event that the Employer...shall be determined by the Project Manager and added to the Contract Price. Such additional costs shall not be determined by only the Employer who receives the claim because the cost arises from Contractor's claim. Please change the "Project Manager" to "both Employer and Contractor" in PC 10.7 on P.152.	No
106	Section VII. General Conditions (GC)13.2	153	Each Advance Payment Security shall be released by the Employer and returned to the Contractor at the time of delivery because the Contractor should have already submitted Performance Securities to the Employer at the time.	See PC13.2.(b)
107	Section VII. General Conditions (GC)13.3	153	Bidders would like to propose that the amount of Performance Security (ies) shall be gradually reduced in accordance with the progress of major work described in the Program of Performance in 18.2.	No change

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108	Section VII. General Conditions	158	Regarding "Site" in GC 17.2.4, we understand that the "Site" means the shipyard(s) and/or place(s) of construction of the individual vessel. Please confirm if our understanding is correct.	Confirmed
109	Section VII. General Conditions	160	19. Subcontracting 19.1&19.3 There is no "List of Approved Subcontractors" in Bid Document. Therefore, we understand that the Contractor may employ such Subcontractors as it may select at its discretion as specified in 19.3. Please confirm if our understanding is correct.	Confirmed
110	Section VII. General Conditions	160	19. Subcontracting 19.4.,19.5 These articles are supposed to be based on "Plant Construction at the Employer's country" and do not suit for this project. The Vessel shall be constructed in the Employer's shipyard(s), therefore the articles of 19.4 and 19.5 are not practicable. Please delete these article by the amendment of the Particular	No change

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			Conditions.	
111	Section VII. General Conditions (GC)20.1.1	161	The second (2 nd) paragraph shall be modified as below because the Contractor shall not be responsible if the Project Manager approved the documents of the Contractor:Subject always to GC 10.1, the Contractor shall be responsible for any discrepancies, errors or omissions in the specifications, drawings and other technical documents that it has prepared, whether such specifications, drawings and other documents has been approved by the Project Manager.	No change
112	Section VII. General Conditions	162	20.3 Approval / Review of Technical Documents by Project Manager 20.3.5 We think that there are some situations to be referred to Classification Society of the independent third party before be referred to Dispute Board. So, please amend the 20.3.5 as below;	No

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			<p><i>"If any dispute or difference of opinion between the parties hereto arise during construction of the Vessel or prior to delivery of the Vessel concerning technical matters in regard to the construction of the vessel, its machinery and equipment, or in respect to the materials or workmanship thereof, or in respect to interpretations of the Contract Documents, such difference of opinion shall be first referred to the Classification Society and its opinion thereon shall be final and binding upon the party hereto. In case the opinion of the Classification Society may not be available as to such dispute, then such dispute shall be referred to a Dispute Board."</i></p>	
113	Section VII. General Conditions	163	<p>21.2 Employer-Supplied Plant There is no "Employer-Supplied Plant" in Bid Document. So, please amend the "Particular Conditions" and a description like "This clause is not applicable in this Bid".</p>	No change.

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114	Section VII. General Conditions (GC)21.3.4	165	Bidders would like to request the Employer gives any list of specific permit(s) and/or visa(s) from the authorities for transportation to be obtained by the Contractor for advance information.	See PC 21.3.4
115	Section VII. General Conditions	165	22. Installation We understand that there is no "Installation" service in this project and the "Title and Risk" shall be passed to the Employer upon completion at the shipyard. Please amend the whole article of GC22 with adding a description like "This clause is not applicable in this Bid" in Particular Conditions.	No. "Installation" is defined in definitions
116	Section VII. General Conditions (GC)22.2.1	166	Bidders hope that if the Employer gives any list of specific permit(s) and/or visa(s) from the appropriate authorities for the entry of all labor and personnel for reference.	DOTC does not provide such a list.

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117	Section VII. General Conditions (GC)22.2.7	168	<p>(1) Kindly clarify Information, Education and Consultation Communication (IEC) campaigns and alleviation program for Site staff and labor and their families so that Bidders can estimate cost and time in advance.</p> <p>(2) Please clarify the following sentence because any Description about the Provisional Sum is not found in the Price Schedules (Section IV. Bidding Forms): Payment to the Contractor for preparation and implementation of this program shall not exceed the Provisional Sum dedicated for this purpose.</p>	IEC is not required so far as the most of the work is done only in Japan. Then no cost shall be estimated in this connection.
118	Section VII. General Conditions Section VIII. Particular Conditions	177,182, 239	<p>GC24.7, GC27.7, PC.27.7</p> <p>According to these clauses, it seems to be required to deduct from any monies due to adjust or settle the stipulated situation in each article. However, the deduction from any monies due should not be applied because it comes to be too difficult for Contractor to</p>	No change

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			control and maintain the traceability. Please consider the other method for each article.	
119	Section VII. General Conditions Section VIII. Particular Conditions	189-192 241-243	GC34. Insurance & PC34. Insurance We understand that the whole paragraph of GC34 are null and completely replaced with PC.34. Please confirm if our understanding is correct.	Yes
120	Section VII. General Conditions (GC)34.2	190	Please inform Bidders about the reason why the Employer shall be named as coinsured under all insurance policies taken out by the Contractor. Bidders would like to know what kind of insurance will be taken out by the Employer. Also, kindly inform Bidders about the reason why the Contractor and the Contractor's Subcontractors shall be named as co-insured under all such policies.	See PC 34.1

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121		193	<p>GC36. Change in Laws and Regulations Please confirm what the "Site" is and which country is "the country where the Site is located", Japan or Philippines. Also, please confirm that "the competent authorities" include Classification Society or not. After the contract, if any requirements about class (the construction of the vessel should be required to conform the class) are altered or changed by the Classification Society and the classification certificate cannot be obtained without conformity because of such alterations or changes, the Contractor has to reflect such alterations or changes on the construction of the vessel.</p>	<p>The Site where the country is located will depend on the stage of vessel construction and delivery. The Classification Society is also considered as one of the Authorities. If the changes are so required by the Classification Society, proper coordination and consultation with the Project Manager should be made and approval from the Employer should be sought.</p>
122	Section VII. General Conditions	199	<p>General Conditions 39. Change in the Facilities 39.2.7 Please delete this clause. In case of the other shipbuilding contract, the Employer shall make an agreement before any change is carried out.</p>	<p>No change Detailed procedures shall be discussed during contract negotiations</p>

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			Otherwise the Contractor is forced to estimate cost for the unnecessary contingency and add it on the Bid price.	
123	Section VII. General Conditions	201-203	GC41. Suspension Please delete the whole article of GC41. That's because we understand that this clause is not practicable for this contract by the situation mentioned below; The shipbuilding activities are executed and made by using the Contractor's shipyard and its facilities differ from "Plant Construction at the Employer's country". The Contractor has to maintain and continue the work of subsequent contract by using the same facilities. If such facilities are suspended by the Employer, Contractor must claim the liquidated damages of the subsequent order against the Employer.	No change

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124	Section VII. General Conditions	212	<p>General Conditions 45. Dispute and Arbitration We would like to propose deleting the article above and adoption of the Article of Dispute and Arbitration of Standard Shipbuilding Contract to save the unnecessary cost, -attached -ARTICLE XIII — DISPUTE AND ARBITRATION</p>	<p>No change, this requiremnt is following JICA standard procedures. DOTC shall create and activate the Dispute Arbitration Board only when the need arises. Any and all costs of dispute arbitration shall be discussed when the need arises.</p>
125	Section VIII. Particular Conditions PC 1.1	226	<p>Bidder would like to request to change and add the words as follows for more clarifications regarding Delivery at shipyard: (1)"Completion" (change)"Delivery" means that the Vessels encompassed by this contract have been accepted by the Employer at the Shipyard. (2)"Taking over" (add)"Taking over" means that the Vessels encompassed by this contract have been accepted by the Employer at the Site.</p>	<p>No change</p>

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126	Section VIII. Particular Conditions	227	Referring Query Item No.11 dated on 18th August. We understand that the laws of Republic of the Philippines, including "Implementing Rules and Regulations of Republic Act No. 9184", shall be also applied to the procedure of bidding in Section I to V. Please confirm if our understanding is correct.	Correct
127	Section VIII. Particular Conditions 5.1	227	Does this "the laws of Republic of the Philippines" include "Implementing Rules and Regulations of Republic Act No.9184"?	Yes
128	Section VIII Particular Conditions	227	PC.5 Law and Language PC5.1 Referring to our inquiry No. 83 dated on 18th September, if "Implementing Rules and Regulations of Republic Act 9184" is applicable, we understand that the regulation "The prospective bidder must have completed a single contract that is similar to the contract to be bid, and whose value, adjusted to the current prices using the National	No. This is an international Official Development Assistance (ODA) project. Bid conditions shall be decided exclusively by the Employer in consultation with the Donor. The IRR of RA 9184 also states explicitly that the procurement guidelines of the Donor will be followed except when it is officially waived.

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			<p>Statistics Office (NSO) consumer price indices, must be at least fifty percent (50%) of the Approved Budget for the Contract (ABC)" defined in the law shall be applied for this bid and it means that Bidder must have experience of single contract which has more than 50% amount of this project. Please confirm if our understanding is correct.</p>	
129	Section VIII. Particular Conditions	232	<p>Particular Conditions 23. Test and Inspection, PC 23.2 Please explain the meaning of "Employer's Government bodies".</p>	<p>This means any Department the Philippine Government, and/or its attached agencies, e.g., DOTC, PCG, etc.</p>
130	Section VIII. Particular Conditions	232	<p>Particular Conditions 23. Test and Inspection, PC 23.2 Are the number of attendees in total through this project or per vessel? Please confirm.</p>	<p>Per vessel</p>

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131	Section VIII. Particular Conditions	232	Particular Conditions 23. Test and Inspection, PC 23.2 We understand that the contractor must provide air tickets between the Site of the Vessel and the Shipyard, however, it's difficult to understand what "the Site" is. Please clarify which meaning of "the Site" is correct, the placement of construction of the individual vessel in Japan or the wharf of PCG HQ.	Delete between site of the vessel and the shipyard. Replace with "within the country of the shipyard"
132	Section VIII. Particular Conditions	232	Particular Conditions 23. Test and Inspection, PC 23.2 Does the Contractor have to bear the cost of daily allowance for the Employer's Government bodies? If so, please inform us of the cost of daily allowance per day.	No.
133	Section VIII. Particular Conditions	232	Particular Conditions 23. Test and Inspection, PC 23.2 To estimate the cost, please inform Bidders of the period of each visit.	5 days

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134	Section VIII. Particular Conditions PC 24.1	236	Bidders would like to request that the Place that takes over Vessels(s) shall be at shipyard, which means to be ex-shipyard. In addition, Title and Risk shall be transferred from the Contractor to the Employer because the Japanese flag shall not be accepted for the navigation to the Site. The flag should be changed at the time of taking over the Vessel at shipyard. However, the Contractor shall have the navigation cost to the site and training cost	Refer to PC 31.1 (Title and Risk)
135	Section VIII. Particular Conditions & Section IX. Contact Forms	236,237, 256,257, 265,269	Please define the meaning of "Purchaser".	"Purchaser" shall be read as "Employer"
136	Section VIII. Particular Conditions PC 24.4(1)	237	Please brief Bidders on the difference between the training program and the Dockyard Training specified in 1.6.7 (section VI. Employer's Requirements').	"Training program" in PC 24.4(1) shall be read as "Dockyard Training" in 1.6.7 of Technical Specifications.

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137	Section VIII. Particular Conditions	237	Particular Conditions 24. Completion of the Facilities PC24.4. Training and Familiarization (2) Contractor's Responsibility Please clarify the meaning of "the Site". (same as Question No.38)	"Site" shall be read as "Within the country"
138	Particular Conditions - PC24.4 Training and Familiarization	237, 238	We consider to conduct delivery voyage by the dispatched nine (9) PCG officers (Specified in PC 24.4 (3) of Section VIII and paragraph 1.6.7 of Technical Specifications, Section VI and the Shipyard voyage staffs (the Japanese seafarers qualified by the Japanese Government complying with STCW Convention). Is there any problem to do so especially in relation to legal aspect of STCW Convention?	Be advised that this issue is associated with the bidder's country's policy and obviously part of responsibilities of the bidders.
139	Section VIII. Particular Conditions PC 24.4(3)PC 24.4(4) Page 238	238	Bidders would like to confirm if the Familiarization Training shall be done prior to the Final Acceptance test or after the test.	Conduct Familiarization training while navigating from the shipyard to the place of delivery.

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140	Section VIII. Particular Conditions PC 26.2(1)	238	Please confirm that the "first 30 days" shall not be included the event of force Majeure mentioned in PC 37.3.	Refer to PC 40.1
141	Section VIII. Particular Conditions PC 26.2(3)	238	Kindly clarify when the Employer judges Insufficient Speed. Bidders are not sure that the Employers judgment will be made at the time of whether trial run or the Final Acceptance test.	The judgment shall be done at Guarantee test at shipyard. In connection with this particular condition, PC 23.13 Final Acceptance test will be deemed for demonstration purposes only and not as a guarantee.
142	Section VIII. Particular Conditions	238	Particular Conditions 24. Completion of the Facilities PC 24.4. Training and Familiarization (4) Familiarization Training at the final destination of the Employer's country. To estimate the cost, please clarify the planned running hours per day.	8 hours per day
143	Section VIII. Particular Conditions	238	Particular Conditions 24. Completion of the Facilities PC24.4. Training and Familiarization (4) Familiarization Training at the final destination of the Employer's country. There is no detailed description	Bidder shall propose concrete programs of the trainings in the bidding documents

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			about the requirement of Familiarization Training in the Employer's Requirements. Please clarify the required specifications.	
144	Section VIII. Particular Conditions	238	Particular Conditions 24. Completion of the Facilities PC24.4. Training and Familiarization (4) Familiarization Training at the final destination of the Employer's country. We understand that the Contractor shall dispatch two (2) instructors to conduct Familiarization Training on board. In this connection, please clarify that the Vessel will be operated by the Employer's officers at the time or the Contractor shall arrange the persons for that operation?	Yes

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145	Section VIII. Particular Conditions	238	<p>Particular Conditions 24. Completion of the Facilities PC24.4. Training and Familiarization (4) Familiarization Training at the final destination of the Employer's country. In case of the other shipbuilding contract, the remaining fuel oil, lubricant and greases shall be bought by Employer after completion of Familiarization Training. Please explain how to deal with them in this contract.</p>	<p>Yes. There will be a separate residual fuel agreement to be negotiated later.</p>
146	Section VIII. Particular Conditions	240	<p>Particular Conditions 31. Transfer of Ownership PC31.3 Transportation, Final Acceptance Test and Delivery of the Vessel a) We understand that the Contractor shall, at his cost and risk, commence navigating the Vessel for the "Transpiration" and the Vessel will have been registered under the Philippines Flag. In this connection, we would like to know if the authorities in the Philippines</p>	<p>DOTC-PCG, as authorities in the Philippines, will accept the manning of Japanese licensed seafarers. DOTC shall issue a relevant letter to the appropriate authority in Japan for their approval to pass through Japanese waters.</p>

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			are able to accept the manning of Japanese seaman who are certified by Japanese Government for the Vessel Transportation or the Contractor shall arrange the Philippines seaman for it. Please confirm.	
147	Section VIII. Particular Conditions PC 34.1	241	Please inform Bidders of specific first class insurance company or companies, acceptable to the Employer so that insurance placement can be carried out soon.	Consult with the Employer during contract negotiation.
148	Section VII-General Condition A.1.1 & Section IX. Contract Agreement A.3	252	Regarding "Effective Date", there is discrepancy of meaning between G.C. and Article 3. We understand that Effective Date if the date when all the conditions listed (a)-(c) in the Article 3.1 (P.252) are fulfilled. Therefore, the first paragraph of the Article 3.1 should be amended such as below. Please confirm.	See clarifications in Line # 102.

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149		252	<p>Contract Agreement 2.2 (1) Kindly confirm that L/C is an irrevocable confirmed Letter of credit instead of an irrevocable confirmed documentary credit or irrevocable letter of credit. (2) Bidders would like to confirm if the Employer will establish an L/C for the Contract Price or each Vessel and Special spare parts separately. (3) Kindly inform Bidders about the name of bank to issue an L/C and confirmation bank.</p>	<p>Major concerns regarding Disbursement Procedures and Terms of Payment, along with Bid Documents and Bidding Procedures shall be clarified in another Bid Bulletin.</p>
150	Section VX. Contract Forms	255	<p>We agree to comply with the "Terms and Procedure of Payment" except the next clarification item of Question No.84</p>	
151	Section VX. Contract Forms	255-257	<p>The provisions of Appendix 1 Terms and Procedures of Payment of Contract Agreement have a big difference from the standard Terms and Procedures of Payment for the ship's business in Japan, which are usually</p>	<p>Major concerns regarding Disbursement Procedures and Terms of Payment, along with Bid Documents and Bidding Procedures shall be clarified in another Bid Bulletin.</p>

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			made of four (4) installments as follows: 1) 25% of contract amount on signing the contract; 2) 25% of contract amount on keel laying; 3) 25% of contract amount on launching; and, 4) 25% of contract amount on delivery at shipyard.	
152	Section VIII. Particular Conditions PC 23.12 (2)	232	Kindly confirm that any cost for the Consultant shall not be charged to the Contractor.	Yes
153	15. Documents Establishing the Eligibility and Qual of the Bidder 15.2	13		Line Deleted
154		239	Bidders would like to request that Title and Risk shall be transferred from the Contractor to the Employer at the time of delivery the Vessel(s) relating to the above 'PC 31.1'.	Refer to PC 31.1 (Title and Risk)