



CLARIFICATION 1

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ނަންބަރު No:	TES/2021/G-003-R01		
ފޮޓޯ ނަންބަރު Project:	Procurement of Goods (Multiple Lots): Three Outer Island Waste Collection Vessels - Retender		
ދީނުވަނަ Issued Date	07 <sup>th</sup> June 2022		
ސަފުހާ ގެ ޖަދުވަލު No. of Pages: -08	ބޮޑު ޖަދުވަލު Boq: -00	ޖަހާފައިވާ ޖަހާފައިވާ Drawings: -00	

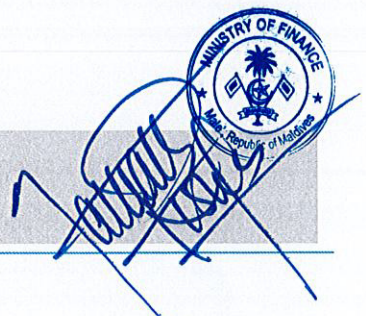
Please include this clarification when submitting the bid

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- Please find attached, answers to the queries received.

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Name: Fathimath Rishfa Ahmed

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Signature:





## CLARIFICATION 1

#	Document Name	Document Reference	Query	Query Response
1		Section 2 ITB 22.2	Refer BDS Page No. 226, ITB 22.2 (Authorization) – it states that 'Acceptable Authorization' to be submitted within 14 days. Please specify within 14 days of what.	Note in section 2 should be read in conjunction with Section 1 of ITB clause 22.2. To clarify, the statement means within 14 days of the request made by the purchaser to the bidder.
2		Section 3, 2.3.2 Size of operation	Qualification Criteria: Owing to the challenges faced by the Pandemic of Corona, global supply chain disruptions, conservative Govt. spending in the non-essential capital acquisition, all major marine manufacturers have taken a hit in their top lines of the business effecting their turnover in big and small ways, in view of the above we would request you to consider the average annual turnover as the best of three years in the preceding last five years.	<p>Please refer to Addendum 1 issued with this clarification.</p> <p>'Evaluation criteria 2.3.1 Historical Financial Performance revised as follows:</p> <p>'Submission of audited financial statements or, if not required by the law of the Bidder's country, other financial statements acceptable to the Purchaser, for the last 3 years (2018-2020 or if available 2019-2021) to demonstrate the current soundness of the Bidder's financial position. As a minimum, the Bidder's net worth averaged for the last three (3) years calculated as the difference between total assets and total liabilities should be positive.'</p> <p>Evaluation criteria 2.3.2 Size of operation (Average Annual Turnover) Revised as follows:</p> <p>"Minimum average annual turnover of            For bidders applying for 01 lot: 4,400,000 USD            For bidders applying for combination of 02 lots:            7,100,000 USD            For bidders applying for all 03 lots combined:            8,100,000 USD</p> <p>calculated as total payments received by the Bidder for contracts completed or under execution over the last 3 years (2018-2020 or if available 2019-2021)."</p>



*Handwritten signature or initials in blue ink.*



3		Section 6	Refer Machinery Specification, Engine Data where you have stated rated Engine Power Minimum 370 KW @ Engine Rated Speed 1800 RPM. Please let the shipyard decide a suitable Rating RPM with a minimum power requirement of 370 KW as approved by class.	The technical requirement is: 500 HP x 2 (or sufficient to give minimum 9 knots at full load).
4		Section 6	Please indicate the Annual Average Exploitation pattern of the Main Engine, Generators, Crane and Roll Packer. Based on the Average Annual Exploitation hours we can obtain the requisite list of spares from the respective OEM's for operations of two years.	Main engine: approx. 2000 hrs/year Crane/roll packers: 1000 hrs/year Generators: 1000 hrs/year
5		Section 6	Refer Principal Particulars heading Propeller, you have specified requirement of Bronze there in. Further in Machinery specification you have stated Propellers to be Manganese Bronze. Please clarify. We understand it is to be Manganese Bronze.	Yes, it is manganese bronze.
6		Section 6	Classification, Regulation & Certificate: You have clearly stated that the hull is to be built under classification of scantlings available equivalent to inland standards. Under the same heading in following paragraphs, you have again stated that hull construction and machinery installation are to be built according to and in full compliance of class rules for coastal service and sea going vessel. Please note that all the three requirements are vastly different from each other. From our experience of the previous bid we understand that these vessels are to be built with inland vessels rules for class and assigned an equivalent inland class notation. We would appreciate if you can specify your proposed class Notation for the vessel. Please note that should the vessels be built to inland class rules, then SOLAS and IMO Regulations shall not be applicable.	Please refer to Addendum 1 issued with this clarification. The vessel with hull, equipment, machinery, propelling system and electrical installation shall be constructed acc. to rules of coastal service. The hull construction and machinery installation are built according and in full compliance with Class rules for Maldivian coastal waters.  Acceptance certificate from any class cpy. is requested, i.e. please withdraw "sea going" and "inland standards".
7		Section 6	Drawings/ Manuals/ Documents on Delivery: We understand that this is an indicative list and the actual list of drawings shall be particular to this project and not generic as indicated in the list. For Example, 'Diagram of Cargo Piping'. Please note that there are no liquid cargo in this vessel and subsequently no cargo piping as such. Further we would request you to clarify the list of drawings that needs to be approved by Class in order to claim the payment of 5% towards approval of final design as	Please refer to Addendum 1 issued with this clarification, which states the following:  Yes, the list is indicative and the bidder may propose their own list. Prior to signing the supply contract with the selected bidder, the employer will have the right to revise the list if required and to request any other document not mentioned on the list.



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			per your payment Terms – GCC 16.1, Serial-b.  We propose the following: -  1. General Arrangement Plan. 2. Lines Plan. 3. Mid Ship Section. 4. G Profile, Deck & Bottom Plan, Centre Line. 5. Transverse Bulkhead Drawings. 6. Welding Schedule. 7. Equipment Number Calculation. 8. Keel laying Plan. 9. Engine Room Lay out. 10. QAP	
8		Section 8	Further please clarify in the Payment Terms GCC 16.1, Serial – C--- ‘up on evidencing the completion of keel laying as per approved keel laying plan and not up on completion of the hull structure of each vessel.	Yes confirmed (as per approved keel laying plan)
9		Section 6 - 2. Delivery schedule	Refer heading Delivery and note that you have stated that vessel shall be delivered to the owners at designated shipyard. Please clarify the same.	When the vessel has been completed, ready for service and has passed all the tests and met the requirements of the specifications, the vessel shall be delivered CIF Male' in accordance with the terms of the Contract.
10		Section 8	In the Principal Particulars of the vessel you have stated the steering system to be Hydraulic. However, in the details under the heading of Steering Gear in the Machinery Specification you have stated steering to be hand hydraulic. From our experience with the required torque for the steering Gear, a hand hydraulic mechanism would be inefficient for this type and size of vessel. We propose to have a hydraulic steering gear with the steering pump being driven by a pulley drive, power being taken through a PTO from the Forward end of any one of the Main Engine.	Please refer to Addendum 1 issued with this clarification: Hydraulic steering gear with the steering pump being driven by a pulley drive, power being taken through a PTO from the Forward end of any one of the main engines.
11		Section 2	Finally, please allow us at least 4(four) to 6(six) weeks' time after you have published the pre-bid clarifications for preparation of our bid and onward submission of the same.	Please refer to Addendum 1 issued with this clarification. An extension of 3 weeks is granted.
12		Section 6	Spec mentions Gyro compass but no autopilot?	Gyro compass is sufficient, autopilot is not needed
13		Section 6	We can we offer aluminium superstructure (class approved, less maintenance and lighter), is this preferable?	Aluminium cannot be accepted.



*Signature*



14	Section 2	Given the complexity of the requirement and current courier times on 10 days minimum we would ask if an extension of 10 days could be granted?	Please refer to Addendum 1 issued with this clarification. An extension of 3 weeks is granted.
15		SCC - GCC 16.1 (b) (Page 8-157) With the vessel being built according and in full compliance with Class rules we would ask which documents would release payment of "5% against final design as per class rules"?	A certificate from Class that design are fully comply to class rules. Please refer to N°7 of this clarification and the addendum 1
16		SCC - GCC 16.1 (c - g) (Page 8-157) Please confirm evidence required to demonstrate that these build milestones have been met to release the payments.  Will the beneficiary inspect the vessel(s) at these milestone stages?  Will this be directly or through their own appointed independent inspection agency?  Will costs in carrying out these inspections be for the account of the Beneficiary?	For each milestone, the representative/engineer of the class should be appointed (costs to be provided by the bidder under price schedule 3) to issue a certificate that works are satisfactory as per Class rules  Maybe.  See previous answer: the bidder should foresee in his price schedule (N°03) the costs for inspection through Class with the presence of a representative of the beneficiary.
17		SCC - GCC 12.1 (f) (Page 8-156) and SCC - GCC 16.1 (i) (Page 8-157) Given that it will be simpler to fix any snags the vessel(s) may have at the manufacturers yard in Goa, India, rather than once delivered to Male' , Maldives, it would be imperative that under GCC 12.1 (f) the Beneficiary conducts their own inspection to their satisfaction that the vessel(s) is/are found to be in accordance with the contract and therefore can be released for delivery.  The Acceptance Certificate under GCC 16.1 (i) would be issued after delivery to Male' to confirm that the vessel(s) has/have been received in the same condition as when inspected under GCC 12.1 (f) with any delivery, commissioning and training completed.  It would be a waste of resources and time to only find problems with the vessels once they arrive in Male' and to then try to either send engineers along with equipment to the Maldives or return the vessel back to Goa, India to be rectified.	Beneficiary will conduct own inspection if necessary. Quality assurance and inspections should be made by class engineer/representative. The costs are to be considered by the bidder in price schedule 3.  Correct.  Acceptance of the vessel will be done by class engineer/representative at the shipyard, the costs are to be considered by the bidder in price schedule 3.





			We would therefore ask for your acceptance that the vessel(s) would be inspected to the Beneficiaries' satisfaction in Goa, India prior to releasing the vessel(s) for delivery?	
18			<p>SCC - GCC 12.1 (b) (Page 8-156)</p> <p>In consideration that due to the size of vessels they will be delivered under their own power then a Clean on Board, Bill of Arrival would not be applicable. Furthermore, under CIF INCOTERMS 2020 delivery is deemed to have taken place at first carrier. Therefore, a Clean On-Board Bill of Arrival should be removed and replaced by "receipt from the company of conveyance".</p>	Clause 12.1 (b) of the SCC/GCC remains unchanged. Necessary adjustments will be clarified with the successful bidder before contract signature.
19			<p>SCC - GCC 16.1 (h) (Page 8-157)</p> <p>Given that customs clearance is the responsibility of the Beneficiary under CIF INCOTERMS 2020 please advise the meaning of "Customs Clearance Notes, Arrival Notice"? Is this in reference to the supplier providing the required documents under GCC12.1 (a-g) as well as a pre-alert of the vessels arrival for the beneficiary to obtain exemptions and to complete the Customs Clearance in the Maldives?</p>	Duty will be exempted.
20			<p>ITB 24.1 Bid Submission</p> <p>Finally, given that the courier times from the UK to the Maldives are fourteen (14) days, then we would ask for an extension of twenty-one (21) days taken from the date Clarifications are issued. This will be sufficient time for a comprehensive offer to be provided without delaying the project any further than necessary.</p>	Please refer to Addendum 1 issued with this clarification. An extension of 3 weeks is granted.
21			Refer Bid checklist COVID-19 Health Plan and HS-C19 Note, the note refers to a standard health plan of a federal state of United States of America. We fail to understand how is that relevant to a ship yard in India/any other foreign soil. We have our ISO Certification pertaining to occupational Health Safety and Hazard safety, the same can be provided at best. Please elucidate and clarify your requirement.	<p>A COVID-19 Health Plan is not required.</p> <p>Refer to Addendum 1.</p>
22			As per Incoterms and as planned, the vessels should they be built by us shall sail for her delivery voyage from port of Kolkata to Port of Male and exported by us there off. Accordingly, as per provisions of the terms, the end user needs to pay additionally for	Cost of transport is to be covered by the supplier and this includes cost of fuel.



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			the Remaining Fuel on board at the time of receipt at Port of Male, after a joint inspection. Kindly make it convenient to include such provision of payment in your bid documents.	
23			You have indicated in your Technical Specification under the head of Generator, that you require a 50 KW Auxiliary Engine Driven Genset of single phase and 120 KW 3 phase Generator. From our experience and standard practice most marine equipment use 3 Phase power source with 50 Hz Frequency. We suggest that the 50 KW Genset be also 3 Phase and not single phase.	Acceptable. Please refer Addendum 1.
24			In your Technical Specification, under the head of Cranes you have asked for knuckle and Telescopic. Should the operating range of the crane be met with telescopic /fixed arm then would you need knuckling of the boom?	Yes, for security and operating reasons knuckling is required.
25			Finally, as communicated during the meeting and stated in our earlier communication, we would request you to let us have at least six weeks' time for bid preparation and submission after the clarifications are published from your end.	Please refer to Addendum 1 issued with this clarification. An extension of 3 weeks is granted.
26			As per Principal Parameters defined in Technical Specifications of tender documents, the vessels (landing craft) are to be designed and built as per IACS class rules. Kindly confirm whether other class such as BKI (Biro Klasifikasi Indonesia) (Indonesian Classification Bureau) would be accepted or not.	The vessels must be designed and built as IACS class. Other standards will not be accepted.
27			As per ITB Clause 38.2, it states that "The qualifications of other firms such as the Bidder's subsidiaries, parent entities, affiliates, subcontractors shall be permitted.  Kindly clarify whether the qualification of Bidder's Associate Manufacturer/Supplier related to Experience in similar field as per stipulated in Evaluation and Qualification Criteria would be sufficient to qualify the Eligibility Criteria to participate in the tender or we need to form a JV in order to participate in the Bidding Process.  In view of the above-mentioned clarification, we shall be obliged to have your consideration on prime bidder with associated manufacturer's qualifications as prime qualifications.	The bidder (including any JV partner) should meet the eligibility criteria under Section 3 - 2.1 Eligibility.  For qualification criteria under Section 3 - 2.2 Experience and Technical capacity affiliate company guarantee form should be submitted for subsidiaries, parent entities, subcontractors or affiliated firms.



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28		<p>As per Clause 21.8, The bid security or the Bid-Securing Declaration of a Joint Venture shall be in the name of the Joint Venture that submits the bid. If the Joint Venture has not been legally constituted at the time of bidding, the bid security or the Bid-Securing Declaration shall be in the names of all future partners as named in the letter of intent mentioned in ITB 4.1.</p> <p>Kindly confirm whether the Bid Security can be in the name of Lead Partner, if we submit a Letter of Intent to form a JV when a JV is not legally constituted at the Bidding time or it is necessary to issue a Bid Security in the name of all members of JV.</p>	Bid security shall be in the name of all future partners stated in letter of intent.
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