



**PAMBANSANG PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS**

(National Headquarters Philippine Coast Guard)

**Technical Working Group for Ships Repair/Maintenance**

139 25<sup>th</sup> Street, Port Area, 1018 Manila

**SUPPLEMENTAL/BID BULLETIN NO. 03-2024**

This Supplemental/Bid Bulletin No. 03-2024 is issued to include the following clarification/changes raised by the prospective bidders. as an integral part of the Bidding Documents for the **Supply and Delivery of Services and Parts for One (1) Year Integrated Logistics Support (ILS) Intended for Ten (10) 44-Meter Multi-Role Response Vessels (MRRVs)** detailed as follows:

SECTION	ITEM NO.	PCG REQUIREMENT	CLARIFICATION	RESPONSE
Section III. Bid Data Sheet	ITB Clause 5.3	<p>For this purpose, contracts similar to the Project shall be:</p> <p>a. Integrated Logistics Support (ILS)/ Integrated Maintenance Services</p> <p>b. Completed within five (5) years prior to the deadline for the submission and receipt of bids.</p>	<p>The Said prospective bidder state that the ships are not built, dry-docking/repair and general overhauled overnight. They take months or even years to build. A relevant period of 5 years will only limit the number of participating bidders. To allow the participation of other bidders, the relevant period of 5 years should be extended to 10 years.</p> <p>Moreover, the Covid19 Pandemic from years 2020 to 2023 resulted in the slowing down of shipbuilding activities, not only in the Philippines but globally.</p>	<p><b><u>REQUEST DENIED</u></b></p> <p>For the statement of SLCC, Allowing the extension to 10 years is too long which could lead to outdated qualifications, contrary to the intent of RA 9184 and its 2016 Revised IRR to foster competition</p>
			<p>The said prospective bidder request regarding Integrated Logistics Support (ILS)/ Integrated Maintenance Services, To Identify if there's an alternative determining the SLCC (e.g. New Vessel Construction, Dry-docking and Repair, and General Overhauling of Engine etc.).</p>	<p><b><u>REQUEST GRANTED</u></b></p> <p>Completed contract similar to the Project includes the following:</p> <ul style="list-style-type: none"> <li>- Ships Maintenance and Repair;</li> <li>- Dry-docking and Afloat Repair; and</li> <li>- Ship's Repowering</li> </ul>
Section VII. Technical	Additional document	3. ISO 9001:2015 Certificates applicable to	Any member of the International Association of Classification Society (IACS)	<p><b><u>REQUEST DENIED</u></b></p>



Specifications	ntary requirements to be submitted during the submission and Opening of bids	<p>Ship Building and Ship Repair and issued by any member of the International Association of Classification Society (IACS). The IACS member who issued the ISO 9001:2015 Certificate should be active for at least three (3) years prior to the bid opening.</p>	<p>issued an ISO 9001:2015 certificate to the shipyard that qualify on their standards like Welding Procedure Specification (WPS), Machineries, Electrical and including Navigational Equipment. There is no difference whether the Bidder is ISO 9001:2015 Certified on one (1) year or three (3) years prior to the bid opening.</p> <p>Some of the bidders are already built an IACS class vessel and also knowledgeable on the process and more capable to this project. ISO 9001:2015</p> <p>Certificate should be active for at least three (3) years prior to the bid opening will only limit the number of participations of other bidders. To allow the participation of other eligible bidders</p> <p>The said prospective bidder request to remove the limiting three (3) years prior to the bid opening.</p>	<p>According to Section 23 of RA 9184, <i>"The eligibility requirements shall provide for fair and equal access to all prospective bidders"</i></p> <p>It emphasizes fair competition, meaning that all bidders should meet the same criteria under the same standards. A requirement for at least three (3) years of active ISO certification prevents newly certified companies from unfairly competing without or less proven experience and the technical capacity that only comes with operating under a consistent and effective QMS over time. This ensures that all bidders are held to the same standard, enhancing transparency and accountability in the bidding process, and ultimately leading to better results for the government. Further, it is noteworthy to state that under R.A. 9184 and its IRR, procuring entities shall only enter into contracts with those legally, technically and financially qualified suppliers.</p> <p><b><u>REQUEST DENIED</u></b></p> <p>Performance Security and a Ship Repairs Liability Insurance Certificate are not similar in nature and provides for a different purpose. The Performance Security is a guarantee that the winning supplier shall fulfill all of its obligations provided in the contract and ensures that the work will be completed in accordance with the technical specifications and other terms and conditions of the contract while Ship Repairs Liability Insurance Certificate provides coverage for damages, injuries, or</p>
		<p>5. Valid Ship Repairs Liability Insurance Certificate.</p>	<p>The said prospective bidder request that this ship repair liability insurance certificate be submitted within ten (10) days from the Notice of Award.</p> <p>Submitting / purchasing such certificate entails cost on our part when we are not yet the awardee of the contract for the requirement.</p> <p>This requirement is similar to a performance security, which is submitted ten (10) days from Notice of Award.</p>	



				<p>liabilities that may arise during the repair work.</p> <p>Further, the Philippine Coast Guard evaluates not only the technical specification of the project but also evaluates any damage, injury, or liability that occurs during the duration of the project and provide financial protection to meet project timelines in accordance with the schedule of requirements.</p> <p>Furthermore, for a bidder to participate in a competitive bidding and submit its bid is always a business risk that it shall undertake without any guarantee that they shall be declared as the winning bidder since the BAC shall only recommend the award of the contract to the bidder having the Lowest Calculated and Responsive Bid.</p>
		<p>12. Certificate of origin issued by the manufacturer of marine engine and marine genset.</p>	<p>The Certificate of Origin would generally issue at the time the marine engine or generator set is ready for shipment or export, rather than the point of purchased. This document helps to verify the origin of the equipment, which may be required for customs clearance, warranty purposes, or compliance with specific regulations in the importing country.</p> <p>Purchasing such engines entails cost on said prospective bidder part when not yet the awardee of the contract for the requirement.</p> <p>The said prospective bidder request that the Certificate of origin issued by the manufacturer of marine engine and marine genset must be submitted upon implementation of the project.</p>	<p><b><u>REQUEST GRANTED</u></b></p> <p>The Certificate of origin issued by the manufacturer of marine genset shall be submitted upon implementation of the project.</p>



	<p>13. List of manufacturers of the boat raw materials, machinery components, navigational equipment and other component materials which shall be in any country or continent of the listed below:</p> <p>a. Europe Australia c. Japan d. United States of America e. Singapore f. France g. United Kingdom h. Canada</p>	<p>Based on the information provided, it seems that the authorized representative from Propmech asked if China-branded gensets could be used for the repowering of all 20 units of the MRRV 44-meter, and the BAC Chairman responded affirmatively, stating that China brands are allowed.</p> <p>This suggests that China-branded gensets are permissible for the project, as long as they meet the specified requirements in the</p> <p>The said prospective bidder recommend reviewing the official bid documents or clarifying further with the Bids and Awards Committee (BAC) to ensure compliance with all criteria.</p>	<p><b><u>REQUEST DENIED</u></b></p> <p>The end-user, Technical Working Group (TWG) and the BAC has undergone extensive market research before finalizing the Technical Specifications. Based on the results of the market study, the requirement is deemed necessary to be included as part of the minimum parameters of the technical specifications in order to ensure the responsive of the bid of a legally, technically and financially capable supplier. Therefore, the requirement remains the same.</p>
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For guidance and information of all concerned.



**RADM HOSTILLO ARTURO E CORNELIO PCG**  
Chairperson, NHQ-PCG Bids and Awards Committee

Received by the bidders:

Name: \_\_\_\_\_

Date: \_\_\_\_\_

