



**PAMBANSANG PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS**

(National Headquarters Philippine Coast Guard)

**Technical Working Group for Watercraft**

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**SUPPLEMENTAL/BID BULLETIN NO. 04-2025**

This Supplemental/Bid Bulletin No. 04-2025 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 19 Units High-Speed Response Boat** detailed as follows:

SECTION	ITEM NO.	PCG REQUIREMENT	CLARIFICATION	RESPONSE
Section II. Instruction to Bidders	16.1	The Bidders shall submit on the specified date and time and either at its physical address or through online submission as indicated in paragraph 7 of the IB.	<p>Request for extension of Deadline of Submission and Receipt of Bids from March 17, 2025 to March 31, 2025.</p> <p>Justification. — Our request is based on the requirement to have our Joint Venture Partner's documents to be apostilled, being a foreign entity.</p> <p>The documents from our JV Partner must be Apostilled as required for compliance with the bidding requirements.</p>	<p><b><u>REQUEST DENIED</u></b></p> <p>The responsibility for obtaining apostilled documents and PhilGEPS registration lies solely with the bidder, and these requirements do not justify an extension under procurement law. Granting an extension would undermine procurement integrity by favoring unprepared bidders. In fact, the procuring entity is mandated to conduct the procurement process within the mandatory timeline provided for by the procurement regulations.</p> <p>It is essential for the procuring entity to complete the project within the scheduled timeframe to ensure the seamless delivery of core services and the fulfillment of operational needs of the agency. Additionally, the timely awarding of contracts upholds the</p>
			<p>The process requires additional time to complete. This process is essential to ensure that all documents meet the legal standards necessary for submission. An extension would enable us to fully comply with the bidding requirements and participate in this process with all necessary documents properly</p>	



			authenticated and/or Apostilled. We kindly request an extension of fifteen (15) days from March 17, 2025 to on or before March 31, 2025, to allow for the completion of this process. Additionally, we are still in the process of securing PhilGeps registration for our foreign Joint Venture partner, which will take more time before we receive the certificate of registration. Hence, the request for extension is crucial and necessary.	principles of efficiency, fairness, and transparency in government procurement, safeguarding the best interests of both the public and the organization.
Section VII. Technical Specifications	Other requirements to be submitted by the Bidder during Bid Submission and Opening	ISO 9001:2015 applicable to Ship Building and Ship Repair, Certification issued by any member of IACS(International Association of Classification Society) and has to be active for at least 2 years prior to the bid opening.	Counter propose: ISO 9001 (Quality Management System) — the Certification need not be exclusively certified by IACS. Shipyards, issued with ISO 9001 (QMS) by other local and international accreditation bodies or classification societies shall be qualified to join the bidding.  b. Request to omit the requirement that the ISO Certificate should be active for at least two (2) years prior to the bid opening. i. Justification: 1. Shipyards that hold ISO 9001 certification from other reputable local and international accreditation bodies or classification societies are equally qualified and capable of delivering high-quality maritime projects. 2. The standard is	<b><u>REQUEST DENIED</u></b>  Although ISO 9001:2015 is a universally recognized quality management standard, its issuance by an IACS member ensures specialization in marine applications, greater international credibility, and regulatory approval. The two-year validity period guarantees consistent compliance and reliability, reducing risks in shipbuilding and repair work. Therefore, the original demand offers a stronger assurance of quality, safety, and performance compared to the counteroffer  The ISO 9001: 2015 Certification issued by any member of IACS (International Association of Classification Society), together with all other requirements therein, were included as part of the requirements of the





			<p>uniform across all sectors and is not limited to any single certifying body, including IACS. Therefore, certification by other accredited bodies still guarantees adherence to the same rigorous quality management principles.</p>	<p>project to ensure the bidder's performance of its contractual obligations. The subject Certificate is an additional technical requirement to be submitted by bidders.</p>
			<p>3. ISO 9001 certification is uniform across all sectors and is not limited to any single certifying body, including IACS, Therefore, certification by other accredited bodies still guarantees adherence to the same rigorous quality management.</p>	<p>The documentary requirements provided for in the Bidding Documents were already determined by the end-user as the necessary documents that the agency requires in order to achieve the objective of the project. The Coast Guard, as the procuring entity, wishes to stress that the Government Procurement Policy Board-Technical Support Office (GPPB-TSO) in its series of opinions, provides as a rule, that the procuring entity has the authority and discretion sanctioned by the procurement law to determine what it needs to procure and craft the necessary technical specifications and/or requirements to eventually satisfy these needs. Simply put, procuring entities have the authority and discretion to identify the requirements and qualifications required for their projects based on their needs, and whether the bidder is responsive or not in the requirements and conditions set forth in their Bidding Documents.</p>
				<p>The above rule is in conformity with another GPPB-TSO's Opinion under NPM Opinion No.</p>



				012-2018, dated April 13, 2018, that states: "...the Bidding Documents contain all the specific requirements, limitations and parameters of the procurement activity, as determined by the procuring entity, which bids will be compared and evaluated for determination of compliance or responsiveness." The objective of this project is not only to invite multiple bidders but to have qualified bidders based on the requirements of the Coast Guard.
Section VII. Technical Specifications	Other requirements to be submitted by the Bidder during Bid Submission and Opening	Proof showing that the construction for Hull, Deck and control console, Heavy Duty Fiberglass Reinforcement Plastic (FRP), was in conformity with ISO 6185-3, ISO 12215-1:2000, or ISO 9001:2015.	<p>a. Clarification: Whether it required to secure all the aforementioned ISO Certification for the construction of Hull, Deck and control console, Heavy Duty Fiberglass Reinforcement (FRP) or is ISO 9001:2015 issued to the shipyard is sufficient to be compliant.</p> <p>b. Please clarify the "or" in the above stated requirement.</p>	The requirement for proof of conformity in the construction of the hull, deck, and control console—including Heavy Duty Fiberglass Reinforcement (FRP)—must align with ISO 6185-3, ISO 12215-1:2000, and ISO 9001:2015. The word "or" in the original requirement will be replaced with "and" to clarify that compliance with all three standards is mandatory.
Section VII. Technical Specifications	Other requirements to be submitted by the Bidder during Bid Submission and Opening	Valid Ship Repairs Liability Insurance Certificate.	<p>We respectfully request that the Valid Ship Repairs Liability Insurance Certificate be submitted fifteen (15) days after Notice to Proceed.</p> <p>Justification: Bidders cannot request for an Updated/Valid Ship Repair Liability Insurance Certificate since the Contract has not been awarded.</p>	<p><b><u>REQUEST DENIED</u></b></p> <p>Bidders may request an updated and valid Ship Repair Liability Insurance Certificate before the contract award. Most shipyards maintain recurring policies that can be modified as needed. Insurance compliance is a standard requirement in procurement to demonstrate financial stability and risk</p>



				management capability. In the shipping industry, advance insurance coverage is commonly secured to meet contract requirements. Therefore, bidders can obtain proof of insurability prior to the contract award.
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For guidance and information of all concerned.



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

