



**PAMBANSANG PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS**

(National Headquarters Philippine Coast Guard)

**Technical Working Group for Watercraft**

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

**SUPPLEMENTAL/BID BULLETIN NO. 05-2025**

This Supplemental/Bid Bulletin No. 05-2025 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 VIII. Checklist of Technical and Financial Documents	(c)	The bidder must have completed <b>at least two (2) contracts</b> that is similar to this Project, equivalent to at least fifty percent (50%) of the <i>Approved Budget for the Contract ("ABC")</i> within five (5) years prior to the deadline of the submission and receipt of bids.	The Revised Implementing Rules and Regulations ("IRR") of Republic Act No. 9184 ("RA 9184") provides that prospective bidders are required to have a single largest completed contract similar to the project. While we fully understand the rationale behind the Bidding Documents requiring bidders to submit two (2) contracts in order to meet the SLCC requirement, particularly given the substantial amount of the ABC, we respectfully request for the amendment of the Checklist to allow the bidders to submit at least one (1) completed similar contract which should be the preferred submission and the alternative submission of two (2) contracts. The current requirement may limit fair and healthy competition, restrict	<b><u>REQUEST DENIED</u></b>
		Bidder must have no delayed or pending deliveries to the PCG and other Government Agencies on Similar Project (Similar boat refers only to Supply and Delivery of 11m to 30m New FRP Rigid Hull Boat or Fiberglass)."		Section 23.4.1.3 of the 2016 Implementing Rules and Regulations (IRR) of Republic Act (R.A) 9184 allows the procuring entity to require <b>at least two (2) completed contracts</b> that is similar to this Project, which provides that:  23.4.1.3 x x x  If, at the outset and after conducting market research, <b>the Procuring Entity</b> can already determine that imposing the same will likely result to: (a) failure of bidding, or (b) monopoly that will defeat the purpose of competitive bidding, the Procuring Entity, in lieu of the above, <b>may require the following:</b>  a) <b>The prospective bidder</b>



			<p>those with proven capability having undertaken a similar project, and potentially leading to a monopoly or even a failure of bidding.</p> <p>Moreover, we are seeking clarification regarding the SLCC requirement, which currently stipulates that similar boats refers only to Supply and Delivery of New FRP Rigid Hull Boats or Fiberglass Vessels ranging from 11m to 30m in length. Given the limited number of completed FRP projects of this scale within the last five years, we would like to confirm whether the Bids and Awards Committee ("BAC") would consider completed contracts made of Steel or Aluminum Hull as valid compliance with the SLCC requirement.</p> <p>We believe that the foregoing proposed amendments align with the spirit of RA 9184 and will allow the participation of capable bidders that can comply with the SLCC requirement.</p>	<p><b>should have completed at least two (2) similar contracts</b> and the aggregate contract amounts should be equivalent to at least the percentage of the ABC as required above; and</p> <p>b) The largest of these similar contracts must be equivalent to at least half of the percentage of the ABC as required above.</p> <p>For this purpose, the similar contracts mentioned under (a) and (b) above must have been completed within the period specified in the Invitation to Bid. The Procuring Entity may clarify in the Bidding Documents the definition or description of what it considers to be a similar project.(23.5.1.3a)</p> <p>Procuring entities are given the discretion to define the word "similar" in the SLCC requirement, which includes the period of its completion. Section 23.4.2.4 states that Procuring Entities (PEs) may clarify in the bidding documents the definition or description of what it considers to be a project similar to the contract to be bid. It is within the discretion of the PE whether to</p>
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				<p>consider a project as being similar or not similar in nature and complexity to the project to be bid, but the same has to be clearly stated in the Bidding Documents. Thus, the Coast Guard is given the discretion to further define the word "similar" in the SLCC requirement because it is in the best position to do so as it knows the technical components needed in the contract to be bid. This opinion was emphasized by the GPPB TSO in its NPM Opinion No. 143-2017</p> <p>In fact, in order to enhance competition, the Bidding Documents applied the exception to the general rule on the SLCC requirement as allowed under the second paragraph of Section 23.4.1.3 of the 2016 IRR of RA 9184 where bidders may submit aggregate contracts for their similar contract's requirement.</p> <p>As regards restricting the requirement of similar contracts to FRP Rigid Hull Boats or Fiberglass Vessels (11m-30m), we resolved to maintain such requirement in order to be consistent with best practices in government procurement in terms</p>
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				of technical specifications and quality goods to be procured by the government.								
Section VI. Schedule of Requirements	Delivery Schedule	<p>All terms and conditions of the contract shall be effective upon receipt of the Notice to Proceed.</p> <p><b>First (1st) Tranche:</b></p> <p>First Six (6) units within (90) calendar days upon approval of the ff:</p> <p>1. Detailed design; 2. Construction schedule detailing the major activities and milestones during the entire delivery period.</p> <table><tr><th>Qty.</th><th>Districts</th></tr><tr><td>1</td><td>Coast Guard District Northwestern Luzon, Poro Point, San Fernando City, La Union</td></tr><tr><td>1</td><td>Coast Guard District NCR-CL, Muelle dela Industria Farola Compound , Binondo, Manila</td></tr><tr><td>2</td><td>Coast Guard District NCR-CL, Muelle dela Industria Farola Compound , Binondo.</td></tr></table>	Qty.	Districts	1	Coast Guard District Northwestern Luzon, Poro Point, San Fernando City, La Union	1	Coast Guard District NCR-CL, Muelle dela Industria Farola Compound , Binondo, Manila	2	Coast Guard District NCR-CL, Muelle dela Industria Farola Compound , Binondo.	<p>Section VI of the <i>Bidding Documents</i> provides the following delivery period. for the first tranche, within ninety (90) days upon approval of <i>Detailed Design and Construction Schedule</i>; for the second tranche, within ninety (90) days upon completion of delivery, inspection and acceptance of the units in first tranche; and for the third tranche, within ninety (90) days upon completion of delivery, inspection and acceptance of the units in third tranche.</p> <p>Upon review, we note that the <b>cumulative delivery timeline outlined in the <i>Bidding Documents</i> appears to be highly restrictive and may limit competition.</b> The <b>90-day tranche schedule</b> assumes that supplier already has production underway at the time of submission of bid, which presents significant challenges for other capable and qualified builders who may not have an</p>	<p><b><u>REQUEST DENIED</u></b></p> <p>The procurement law mandates that bidders must have the capability to deliver projects within the required timeframe. Section 23.4.1.3 of the 2016 Revised IRR of RA 9184 states that bidders should have prior experience with similar contracts or a proven track record as evidence of their ability to adhere to standard production schedules. If a supplier requires significantly longer lead times than those specified in the bid, this may indicate a lack of preparedness or capacity to manage government contracts of this scale. The 90-day tranche delivery schedule is reasonable and does not require modification. It complies with legal requirements and industry standards while ensuring the project's efficient completion. Professional bidders with a history of executing similar contracts should have no difficulty meeting this requirement. Therefore, the request</p>
Qty.	Districts											
1	Coast Guard District Northwestern Luzon, Poro Point, San Fernando City, La Union											
1	Coast Guard District NCR-CL, Muelle dela Industria Farola Compound , Binondo, Manila											
2	Coast Guard District NCR-CL, Muelle dela Industria Farola Compound , Binondo.											





			Manila (CGS Malacañan g)	existing production schedule in place.	to extend the delivery period is not justified.					
		1	Coast Guard District Southern Tagalog, Sta. Clara, Batangas City	Hence, we respectfully request the BAC to consider adjusting the delivery schedule as follows:						
				<ul style="list-style-type: none"><li><b>First Tranche (6 units): 210 calendar days</b> from approval of <i>Detailed Design and Construction Schedule</i>.</li></ul>						
		1	Coast Guard District Bicol, Regional Governme nt Center, Rawis, Legaspi City	<ul style="list-style-type: none"><li><b>Second Tranche (6 units): 120 calendar days</b> after completion of delivery, inspection and acceptance of the units in 1st tranche.</li></ul>						
		<p><b>Note:</b> The above-mentioned distribution list may vary during contract implementation subject to the determination and approval of the PCG.</p> <p><b>Second (2<sup>nd</sup>) Tranche:</b></p> <p>Six (6) units within (90) calendar days aft the completion of the delivery, inspection and acceptance of the first six (6) units of high-speed response boats indicated in the First (1<sup>st</sup>) Tranche.</p> <p>The indicative distribution list of the six (6) vessels are detailed as follows, subject to PCG approval:</p> <table><tr><td>Qty.</td><td>Districts</td></tr><tr><td>1</td><td>Coast Guard District Northeaste rn Luzon, Brgy. 9 Minanga,</td></tr></table>			Qty.	Districts	1	Coast Guard District Northeaste rn Luzon, Brgy. 9 Minanga,	<ul style="list-style-type: none"><li><b>Third Tranche (7 units): 120 calendar days</b> after completion of delivery, inspection and acceptance of the units of the 2nd tranche.</li></ul> <p>Below are the justifications for the adjustment of the delivery period:</p> <ol style="list-style-type: none"><li><b>Procurement of Materials &amp; Lead Time</b> – High-quality FRP boat manufacturin g requires specialized materials, many of which</li></ol>	
Qty.	Districts									
1	Coast Guard District Northeaste rn Luzon, Brgy. 9 Minanga,									



			Appari, Cagayan		must be sourced internationally . Standard procurement lead times, including customs clearance, range from <b>90 to 150 days.</b>	
		1	Coast Guard District Central Visayas, Ar ellano Boulevard, Cebu City		The current delivery requirement does not account for realistic supply chain timelines.	
		1	Coast Guard District Eastern Visayas, Ebony Street, Port Area City, Leyte		2. <b>Quality Assurance (QA) &amp; Testing –</b> Proper construction, lamination, curing, outfitting, and sea trials require extensive QA procedures. Rushing production may compromise the structural integrity and safety of the boats. The requested timeline allows for <b>strict compliance with quality control standards and regulatory</b>	
		1	Coast Guard District Western Visayas, Zone 2, Bo. Obrero, Iloilo City			
		1	Coast Guard District Palawan, Brgy. Liwanag, Port Area Puerto Princesa City, Palawan			
		1	Coast Guard District Southern Mindanao, Makar Wharf, Brgy. Labangal, General Santos City			
		<b>Note:</b> The above-mentioned distribution list may vary during contract implementation				



		<p>subject to the determination and approval of the PCG.</p> <p><b>Third Tranche:</b></p> <p>Seven (7) units within (90) calendar days after the completion of the delivery, inspection and acceptance of the six (6) units of high-speed response boats specified in the Second (2<sup>nd</sup>) Tranche.</p> <p>The indicative distribution list of the seven (7) vessels are detailed as follows, subject to PCG approval:</p> <table><tr><th>Qty</th><th>Districts</th></tr><tr><td>1</td><td>Coast Guard District Southeastern Mindanao, KM 11 Sasa Davao City</td></tr><tr><td>1</td><td>Coast Guard District Northern Mindanao, Corrales Extension, Macabalan, Cagayan De Oro City</td></tr><tr><td>1</td><td>Coast Guard District Northeastern Mindanao, 2nd Flr. Danaque Leon Bldg. 1377 Borromeo Street, Brgy. Taft, Surigao City</td></tr><tr><td>1</td><td>Coast Guard District Southwestern Mindanao, Naval Station, Romulo Espaldon.</td></tr></table>	Qty	Districts	1	Coast Guard District Southeastern Mindanao, KM 11 Sasa Davao City	1	Coast Guard District Northern Mindanao, Corrales Extension, Macabalan, Cagayan De Oro City	1	Coast Guard District Northeastern Mindanao, 2nd Flr. Danaque Leon Bldg. 1377 Borromeo Street, Brgy. Taft, Surigao City	1	Coast Guard District Southwestern Mindanao, Naval Station, Romulo Espaldon.	<p><b>inspections.</b></p> <p>3. <b>Standard Industry Production Cycle</b> – FRP boat manufacturing follows a structured build cycle, from mold preparation to final assembly and testing. A <b>realistic production timeline ensures compliance with technical specifications and safety standards</b> without undue pressure that could lead to quality defects.</p> <p>4. <b>Ensuring Broader Participation</b> – Adjusting the timeline allows <b>more capable boatbuilders to participate</b>, preventing an exclusive bidding environment. This aligns with <b>the principles of fair competition</b></p>	
Qty	Districts													
1	Coast Guard District Southeastern Mindanao, KM 11 Sasa Davao City													
1	Coast Guard District Northern Mindanao, Corrales Extension, Macabalan, Cagayan De Oro City													
1	Coast Guard District Northeastern Mindanao, 2nd Flr. Danaque Leon Bldg. 1377 Borromeo Street, Brgy. Taft, Surigao City													
1	Coast Guard District Southwestern Mindanao, Naval Station, Romulo Espaldon.													





			Bagong Calarian, Zamboanga City	under RA 9184, ensuring that the procurement process benefits from a wider range of qualified suppliers.	
			Coast Guard District Bangsamoro Autonomous Region in Muslim Mindanao, Polloc		
		1	Freeport & Ecozone, Polloc, Parang, Maguindanao	Given these factors, we respectfully request the BAC to give due consideration to the proposed adjustments. We believe that these adjustments would not only make the procurement process more feasible for a wider range of qualified bidders but also ensure a more competitive, equitable, and transparent bidding environment.	
		1	Coast Guard District Southern Visayas Dumaguete , Negros Oriental		
		1	Coast Guard Base Taguig – Maritime Security Law Enforcement Command		
		<b>Note:</b> The above-mentioned distribution list may vary during contract implementation subject to the determination and approval of the PCG.			
Section VII. Technical Specifications	d. Propulsion	Maximum of two (2) Outboard Motors, 2 strokes or 4-stroke, Diesel-fed Engine, standard and counter-rotating with optimized stainless-steel propeller, complete hydraulic steering system with padded steering wheel and matching OEM recommended		We seek clarification on whether <b>alternative Outboard Motor (OBM) options</b> , including gasoline-powered units, may be considered instead of diesel-fed engines. Gasoline OBMs have been the standard in past procurements and	<b><u>REQUEST DENIED</u></b>  Considering these factors, the procuring entity will retain its requirement for diesel-powered outboard motors (OBMs), as this aligns with its operating standards, past procurement experience, and long-





		Control unit(s).	head	remain widely used for similar applications. In contrast, diesel OBMs are relatively new to the market, with unproven long-term efficiency and maintenance	term efficiency objectives.  The diesel OBM specification is the result of thorough testing and is designed not to restrict competition but to ensure that the
				feasibility in local conditions. Gasoline OBMs offer greater availability, easier maintenance, and lower procurement costs, while diesel OBMs have limited suppliers and service centers. To ensure fair competition, cost efficiency, and wider supplier participation, we respectfully request the BAC to consider alternative OBM options beyond diesel engines.	contracted vessels are optimized for performance and mission requirements. The procuring entity maintains the requirement for diesel-fueled outboard motors due to their proven high performance, reliability, and operational efficiency, as demonstrated in previous procurements. This standard is not arbitrary but is based on real-world field experience and a comprehensive evaluation of operational needs.  The Government Procurement Policy Board in its series of opinions, provides as a rule, that the specifications for the procurement of goods shall be based on relevant characteristics and/or performance requirements <u>as determined by the procuring entity</u> , in this case, the Coast Guard. 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 requirements to eventually satisfy these needs. Simply put, <b>procuring entities have the authority and discretion to identify the technical specifications, requirements, and qualifications required for their projects based on their needs.</b>
Section VII. Technical Specifications	Requirement/s to be provided during post-qualification if the bidder is declared as the Lowest/Single Calculated Bid	Bidder to provide one (1) unit existing prototype or sample of manufactured similar boat five (5) days after receipt of the notice issued by the BAC identifying the bidder's bid as the Lowest Calculated Bid (LCB)/Single Calculated Bid (SCB) for purposes of post-qualification.	<p>We understand that the five-day period is tailored to the submission of usual documents by the bidder declared as LCB/SCB for post-qualification purposes. However, the extension of period to submit prototype will allow the bidders to ensure the completeness of its submittals especially the prototype or sample of manufactured similar boat.</p> <p>We request that the prototype submission be adjusted to 120 calendar days from the issuance of the Notice of Award ("NOA"), before the start of mass production.</p> <p>Below are the justifications for the requested adjustment of the period to submit prototype or sample of manufactured boat:</p>	<p><b><u>REQUEST DENIED</u></b></p> <p>The sample or prototype required for post-qualification does not have to be the exact boat that will be manufactured under the contract. Instead, it may be a comparable vessel previously produced and delivered by the bidder, demonstrating technical expertise, production capability, and compliance with project requirements. This ensures that the bidder possesses the necessary skills and knowledge to successfully complete the contract.</p> <p>Given these considerations, the requirement to submit a prototype or sample of a similar boat within five (5) days remains justified. This requirement serves to verify the bidder's expertise, production</p>





			<p>a. Standard Production Timeline: A high-quality prototype requires design validation, material procurement, fabrication, and testing. The 5-day requirement is impractical and does not reflect realistic lead times.</p>	<p>capability, and relevant experience for the project. The proposed extension to 120 days from the issuance of the Notice of Award (NOA) is unnecessary and inconsistent with the principles of prompt, competitive, and efficient procurement as outlined in RA 9184. Please note that the procurement rules allow procuring entities to require bidders to submit during post-qualification stage samples, in this case, prototypes, for the subject bidding. In GPPB-TSO NPM Opinion No. 024-2018, it states that:</p>
			<p>b. Ensuring Proper Evaluation Before Mass Production: Allowing 120 CD after NOA ensures a thorough review and approval process before full-scale manufacturing, reducing the risk of defects and non-compliance.</p> <p>c. Promoting Fair Competitive Participation: The current requirement limits opportunities to other qualified manufacturers. A reasonable timeline will promote fair competitive participation among the prospective bidders.</p> <p>d. Alignment with Industry Practices: In standard procurements, prototypes are evaluated before mass production, not during post-qualification. The proposed adjustment ensures a structured and quality-driven procurement process.</p> <p>Given these considerations, we respectfully request the BAC to revise the prototype submission timeline to 120 calendar days after the issuance</p>	<p>“Disqualification during the Post-Qualification stage is covered by Section 34 of the 2016 IRR, where the Bids and Awards Committee (BAC) verifies, validates and ascertains all statements made and the documents submitted by the bidder with the Lowest Calculated Bid (LCB) or Highest rated bid (HRB), as the case may be, using non-discretionary pass/fail criteria. <b>The verification under the post-qualification stage is not limited to the examination of documents submitted</b></p>



			of NOA, prior to the start of mass production.	by the bidder, but also includes inspection of the subject equipment vis-À-vis the technical specifications specified in the bidding documents.
				In the event that the verification, validation, and ascertainment conducted by the Procuring Entity (PE) yield a negative result; or on the scheduled date of inspection, the bidder fails to present the sample good or equipment for examination or evaluation, the BAC has the prerogative to declare the bidder post-disqualified for failure to comply with the requirements. Xxx"
				We wish to emphasized that the agency has experienced cases where suppliers who presented non-compliant prototypes were unable to complete the project implementation, unlike those who submitted compliant prototypes.
Section VII. Technical Specifications	Other requirements to be submitted by the Bidder during Bid Submission and Opening.	Certificate issued by the manufacturer clearly indicating that the bidder is an Authorized Distributor of OBM, parts and services in the Philippines and must be based in the Philippines.	If gasoline OBMs will be approved as an alternative by the BAC, we propose an adjustment to the current requirements. Instead of stipulating that bidders must present a Certificate of	<b><u>REQUEST DENIED</u></b>  Considering these factors, the procuring entity will retain its requirement for diesel-powered outboard motors (OBMs), as this aligns with its operating





		<p>The Certificate of Distributorship must be solely issued by the OBM Manufacturer</p>	<p>Distributorship issued solely by the OBM Manufacturer, we suggest, as an alternative, allowing bidders to submit an Original Equipment Manufacturer ("OEM") Certificate issued either by the Engine Manufacturer or its Authorized Distributor. By permitting an OEM Certificate from either the manufacturer or an authorized distributor, we can ensure broader participation without compromising quality. If gasoline OBMs are approved, this change will enable qualified suppliers with direct manufacturer support to take part in the bidding process.</p>	<p>standards, historical procurement experience, and long-term efficiency objectives.</p> <p>The diesel OBM specification is the result of rigorous testing and is designed not to restrict competition but to ensure that the contracted vessels are optimized for performance and mission requirements. The procuring entity upholds the requirement for diesel-fueled OBMs due to their proven high performance, reliability, and operational efficiency, as demonstrated in past procurements. This standard is not arbitrary but is based on real-world field experience and a thorough evaluation of operational needs</p> <p>The Government Procurement Policy Board in its series of opinions, provides as a rule, that the specifications for the procurement of goods shall be based on relevant characteristics and/or performance requirements <u>as determined by the procuring entity</u>, in this case, the Coast Guard. The procuring entity has the authority</p>



				and discretion sanctioned by the procurement law to determine what it needs to procure and craft the necessary technical specifications and requirements to eventually satisfy these needs. Simply put, <b>procuring entities have the authority and discretion to identify the technical specifications, requirements, and qualifications required for their projects based on their needs.</b>
Section VII. Technical Specifications	Other requirements to be submitted by the Bidder during Bid Submission and Opening.	Certificate coming from PCG and at least one (1) client of the bidder either from other government agencies, LGUs, GOCCs and/or the private sector categorically stating that the bidder has not incurred any delays on Similar Projects (Similar boat refers only to Supply and Delivery of 11m to 30m New FRP Rigid Hull Boat or Fiberglass.)	This section requires bidders to submit a certificate coming from PCG and at least one (1) client of the bidder either from other government agencies, LGUs, GOCCs and/or the private sector categorically stating that the bidder has not incurred any delays on Similar Projects (Similar boat refers only to Supply and Delivery of 11m to 30m New FRP Rigid Hull Boat or Fiberglass). We request that the requirement for a certificate be OMITTED. While we fully recognize the importance of ensuring the reliability of suppliers, we believe that existing eligibility and post-qualification requirements, such as	<b><u>REQUEST DENIED</u></b>  The certificate requirement must not be omitted, as it serves as a critical safeguard under RA 9184 to ensure that the procuring entity selects a capable, reliable, and timely supplier.  This requirement aligns with procurement best practices and helps guarantee that the contract is awarded to bidders who have demonstrated their ability to successfully deliver similar projects on time. Removing this requirement would increase the risk of procurement failure, potentially compromising the project schedule and





			completed contracts, and performance evaluation, are already sufficient to determine a bidder capability. Requiring an additional certificate may unnecessarily limit bidders, reduce fair competition.	overall operational effectiveness.
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.	We respectfully request clarification and reconsideration of the requirement for an ISO 9001:2015 certification for Shipbuilding and Ship Repair, which must be issued by a member of the International Association of Classification Societies ("IACS") and valid for at least two (2) years prior to the bid opening. While we acknowledge the importance of quality management systems, this specific requirement may restrict competition, as not all qualified boatbuilders possess ISO certification exclusively from an IACS member. There are other internationally recognized certifying bodies accredited to issue ISO 9001:2015 certifications that ensure compliance with global quality standards. To encourage broader participation from bidders without compromising quality, we kindly request that certifications for ISO 9001:2015 issued by any internationally accredited certifying body (not limited to	<b><u>REQUEST DENIED</u></b>  While ISO 9001:2015 is a globally recognized quality management standard, certification issued by an IACS member ensures specialization in marine applications, greater international credibility, and regulatory approval. The requirement for a two-year validity period guarantees continuous compliance and reliability, minimizing risks in shipbuilding and repair projects. Therefore, the original requirement provides a stronger assurance of quality, safety, and performance compared to the proposed 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 project to ensure the bidder's performance of its contractual obligations. The







				<p>The above rule is in conformity with another GPPB-TSO's Opinion under NPM Opinion No. 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.</p>
Section VII. Technical Specifications	Other requirements to be submitted by the Bidder during Bid Submission and Opening.	Valid Marina License at least Class B shipbuilding and ship repair.	We respectfully seek clarification and reconsideration of the requirement for a valid MARINA License of at least Class B Shipbuilding and Ship Repair to allow the inclusion of a Class A Boatbuilding License, which is of a higher classification, as an eligible qualification. Given these considerations, we request that Class A Boatbuilding Licenses be accepted as a valid qualification to ensure fair and competitive bidding.	<p><b><u>REQUEST DENIED</u></b></p> <p>The requirement for a valid MARINA License of at least Class B Shipbuilding and Ship Repair remains unequivocal and effective, as the minimum qualification standard.</p> <p>This means that bidders holding at least Class B license or any higher classification, are deemed qualified. Coast Guard requires a classification of "at least Class B" because this is the classification that is advantageous to</p>



				<p>the agency not only during the implementation of the contract but also after its termination.</p> <p>Marina Class B license generally covers a wider range of shipbuilding and repair activities, indicating that the winning bidder has the expertise and resources to handle more complex projects. Marina Class A Boatbuilding License is intended for the construction of smaller vessels, The project typically associated with this license are less complex and may involve simpler design and construction techniques. Minimum Class B facilities are required to maintain higher quality control standards throughout the construction process which ensures that the boats meet the necessary specifications and performance criteria set by the Philippine Coast Guard.</p>
Section VII. Technical Specifications	Other requirements to be submitted by the Bidder during Bid Submission and Opening.	Valid Ship Repairs Liability Insurance Certificate	We seek clarification regarding the requirement for a Valid Ship Repairs Liability Insurance Certificate during bid submission. Ship Repair Liability Insurance is typically secured for specific projects and is activated upon contract execution or project commencement, rather	<p><b><u>REQUEST DENIED</u></b></p> <p>Bidders may obtain an updated or valid Ship Repair Liability Insurance Certificate before the contract is awarded. Most shipyards have recurring policies that can be modified to meet contract requirements.</p>





			<p>than during the bidding stage.</p> <p>In light of this, we respectfully request confirmation on whether the insurance certificate may be submitted upon delivery instead of at the time of bid submission.</p>	<p>Insurance compliance is a standard practice in procurement, serving as proof of a bidder's financial stability and risk management capability. The shipping industry routinely secures advance insurance coverage to fulfill contract obligations. Therefore, bidders can provide evidence of insurability prior to contract award, making reconsideration unnecessary.</p>
			<p>This adjustment would align with industry practices and ensure that all bidders can comply fairly without incurring premature insurance costs for unawarded project.</p>	
Section VII. Technical Specifications	Other requirements to be submitted by the Bidder during Bid Submission and Opening.	General arrangement drawings and rendered 3D model of the boat	<p>We respectfully request that the submission of the 3D Model rendered of the boat be submitted 15 calendar days from the issuance of the Notice of Post-Qualification. The development of a high-quality and accurate 3D model requires a meticulous design and process to ensure precision, functionality, and compliance with the required specification.</p>	<p><b><u>REQUEST DENIED</u></b></p> <p>The General Arrangement (GA) drawing and 3D model serve as crucial visual evidence that the bidder's proposed design complies with the required specifications, ensuring that all bids are technically responsive. The submission of these requirements at the bid opening stage is essential and should not be deferred to post-qualification. Accepting them during post-qualification could delay verification and validation, given the mandatory timeline for the Bids and Awards Committee (BAC) to complete the post-qualification process under applicable procurement regulations. This could result in unnecessary delays in the bidding</p>



				<p>process. Therefore, the original requirement stands.</p> <p>In view of the foregoing, we wish to stress that the BAC adheres to the principle of competitiveness as one of the principles on government procurement under Republic Act 9184 in order for the government to procure the most advantageous terms from available suppliers in the market subject to the qualifications provided for in the Bidding Documents.</p>

For guidance and information of all concerned.



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

