



PAMBANSANG PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS

(National Headquarters Philippine Coast Guard)

Technical Working Group for Watercraft

139 25th Street, Port Area, 1018 Manila

SUPPLEMENTAL/BID BULLETIN NO. 06-2025

This Supplemental/Bid Bulletin No. 06-2025 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 VI. Schedule of Requirements	Delivery Schedule	<p><u>First (1st) Tranche</u></p> <p>First Six (6) units within (90) calendar days upon approval of the ff:</p> <ol style="list-style-type: none"> 1. Detailed design 2. Construction schedule detailing the major activities and milestones during the entire delivery period 	<p><u>First (1st) Tranche</u></p> <p>First Six (6) units within One Hundred Twenty (120) calendar days upon approval of the ff:</p> <ol style="list-style-type: none"> 1. Detailed design 2. Construction schedule detailing the major activities and milestones during the entire delivery period <p><u>Second (2nd) Tranche</u></p> <p>Six(6) units within One Hundred Twenty (120) calendar days after the completion of delivery, inspection and acceptance of the first six (6) units high-speed response boats indicated in the First (1st) Tranche.</p> <p><u>Third (3rd) Tranche</u></p> <p>Seven (7) units within One Hundred Twenty (120) after the completion of delivery, inspection and acceptance of the</p>	<p><u>REQUEST DENIED</u></p> <p>The Philippine Coast Guard (PCG) is tasked with critical maritime safety and national security missions, and the timely delivery of these vessels are essential for addressing the current and various operational demands of the Command. Any delays in the delivery would adversely affect our ability to fulfill these responsibilities, potentially compromising the safety and security of our maritime domain. In addition, The proposed extension of the period is unnecessary and inconsistent with the principles of effective, competitive, and efficient procurement and contract implementation as outlined in RA 9184.</p>
		<p><u>Second (2nd) Tranche</u></p> <p>Six(6) units within (90) calendar days after the completion of delivery, inspection and acceptance of the first six (6) units high-speed</p>		



		<p>response boats indicated in the First (1st) Tranche.</p> <p><u>Third (3rd) Tranche</u></p> <p>Seven (7) units within (90) calendar days after the completion of delivery, inspection and acceptance of the second six (6) units high-speed response boats indicated in the Second (2nd) Tranche.</p>	<p>second six (6) units high-speed response boats indicated in the Second (2nd) Tranche.</p>	
Section VII. Technical Specifications	e. Propulsion	<p>Maximum of Two (2) Outboard Motors, 2-stroke or 4-stroke Diesel-fed Engine</p>	<p>We would like to respectfully request that Gasoline-fed Outboard Motors be included as an option for this project</p> <p>Based on our firsthand experience, the 300hp and 350hp diesel-fed OBM options are challenged for the following reasons:</p> <p>1. Reliability- These OBM power ratings were just released very recently and have not experienced significant running hours in the field. Being new, engine systems continue to fail and multiple corrections from the OEM cause operational disruptions. The PCG, in due diligence, can solicit feedback from other</p>	<p><u>REQUEST DENIED</u></p> <p>The PCG has concluded, based on our current inventory of 40 High-Speed Response Boats, that diesel engines offer superior fuel efficiency, extended range, and improved durability to meet our operational requirements. Diesel engines are generally easier to maintain and have established a track record of reliability in various marine contexts. Furthermore, diesel engines are particularly well-suited for the types of missions and environments in which our vessels are deployed. Additionally, numerous agencies worldwide have transitioned to diesel outboards primarily for two</p>



		<p>government agencies that have already experienced operating and maintaining these diesel OBM brands.</p> <p>2. Expensive Maintenance- Spare parts of diesel OBMs are significantly more expensive relative to that of gasoline OBMs, it's about 2 to 3 times more expensive per PMS Interval. Take into consideration recurring maintenance intervals and this concern becomes a major factor in the choice of OBM.</p> <p>3. Expensive Diesel Motor- Diesel OBMs are priced 3 to 4 times more than gasoline fed OBMs. Use of gasoline OBMs will allow the PCG to procure more boats for the same budget. It will also require a smaller budget to repower in the future when the OBM lifecycle is maxed out already.</p> <p>4. Lack of critical mass- There being a very small population of these diesel OBMs, it follows that it will not be commercially viable to stock parts from a dealer perspective. This scenario will hinder timely maintenance and repairs resulting to extended downtime.</p> <p>Also, we would like to respectfully point out with emphasis that the enumerated</p>	<p>critical reasons: safety and fuel efficiency.</p> <p>The diesel OBM specification is the result of thorough testing and is designed not to restrict competition but to ensure that the contracted vessels are optimized for performance and mission requirements. The PCG 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.</p> <p>Sections 17 and 18 of the 2016 Revised IRR of R.A. 9184 and the Government Procurement Policy Board (GPPB), 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 as determined by the procuring entity, in this case, the PCG.</p> <p>The PCG 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.</p>
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			<p>specifications of the Diesel Outboard Motor is an excerpt from the specification sheet and tailor fitted to a Brand Name. All mentioned specifications clearly points to One (1) Brand of OBM only. We have attached the brochure of the subject brand highlighting specifications in it that were copied into the PCG technical specifications.</p> <p>Based on Section 18 of Republic Act (RA) No. 9184, the Government Procurement Reform Act, and its 2016 revised Implementing Rules and Regulations (IRR), mandate that reference to brand names shall not be allowed and thus, specifications for the procurement of goods shall be based on relevant characteristics and/or performance requirements. This mandate cannot be circumvented by setting specifications that point out to only one brand of goods or items, though without mentioning the name of the brand. What is prohibited directly is prohibited indirectly.</p> <p>Diesel Outboard Motor is very young and doesn't have the miliage unlike the well established Gasoline OBM's. A certain Diesel OBM utilizes a special blend of Fuel, some parts are easily corroded and</p>	<p>Simply put, procuring entities have the authority and discretion to identify the technical specifications, requirements, and qualifications required for their projects based on their needs.</p>



			Installation is complicated because of additional pumps, electrical requirements etc. A lot of units experienced early failures and a number of Web Ports reads that show end users are reverting to Gasoline OBMs.	
Section VII. Technical Specifications	I. Gun post with Gun Mount and associated components		We would like to respectfully raise that most Boat Builders and Shipbuilders doesn't have Firearms License and cannot import Gun Mounts and Fire Arms associated components as this might post delay on the production of said Boats. We respectfully request that the supply be up to the Gun Post only.	<u>REQUEST APPROVED</u> Gun Mounts and Fire Arms are supplied by the End-User
Section VII. Technical Specifications	Warranty Period. Coverage of Warranty		<p>It is well known that new OBMs are generally expected to be reliable up to 5 years. However, given that reliability is hinged on a number of factors such as proper maintenance, harshness of operations, general equipment and boat upkeep to name a few, it is challenging and unrealistic to provide warranty on an extended period such as 5 eyars. Besides, the PCG would certainly expect OEM warranty as well.</p> <p>Given the foregoing considerations, we respectfully suggest that the OBM be required to have Two (2) years Warranty Period cover</p>	<p>The warranty period from the following factory installed parts and equipment is one (1) year from the date of delivery and acceptance of the goods against any factory defects.</p> <p>Items are covered by the warranty as outlined below:</p> <ul style="list-style-type: none"> • Engines • Steering helm, cylinder, hoses and cables • Bilge pumps, valves • Boat electrical system • Fuel tank (s) • Factory installed gauges



			from the date of delivery against Factory Defects.	<ul style="list-style-type: none"> • Deck hardware such as locks, cleats and fasteners • Navigational equipment • Navigational lights
				The PCG determines that a warranty with a validity period of one (1) year is sufficient due to several reasons: (i) it reduces initial costs, (ii) aligns with faster replacement cycles that bring improved parts, (iii) avoids restrictive warranty terms, (iv) reflects manufacturer confidence in product durability, and (iv) mitigates risks of depreciation or obsolescence in rapidly advancing industries.
Section VII. Technical Specifications	Requirement /s to be provide during post-qualification if the bidder is declared as the Lowest/Single Calculated Bid	Bidder to provide (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.	We would like to respectfully suggest that during the Bid Opening the Bidder must submit IMPACT AND DAMAGE STABILITY CALCULATION duly signed by a Registered Naval Architect of said prototype or sample to assure the PCG that the Similar Vessel to which the High-Speed Response Boat will be derived can withstand and Function at Sea State 3 condition and will survive seastate 4 condition.	<p><u>REQUEST DENIED</u></p> <p>Requiring a prototype boat sample provides a comprehensive evaluation method that goes beyond theoretical calculations of impact and damage stability signed by a Registered Naval Architect. This approach fosters operational validation and enhanced safety while ensuring the design ultimately meets the operational needs and safety standards expected of the Philippine Coast Guard's Maritime Vessels.</p> <p>The requirement for a Stability Calculation, duly signed by a Registered Naval Architect, was mandatory for the first</p>



				batch of 40 High-Speed Response Boats. However, the successful bidder failed to deliver and has not demonstrated the capability to build and deliver this type of vessel in the specified quantity. A prototype presentation serves as the most concrete evidence our agency can request to validate the supplier's ability to fulfill the contract successfully.
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 private sector categorically stating that bidder has not incurred any delays on Similar Projects (Similar boat refers only to Supply and Delivery of 11m and 30m New FRP Rigid Hull Boat or Fiberglass)	<p>We would like to clarify if this means that the Bidder should submit 2 Certifications (1 from PCG and 1 from other customers) about possible delays on a Similar Project as defined? What if the bidder does not have any projects with the PCG for the defined Silimar Project? This provision is very limiting as it marginalizes experienced boat builders who has not delivered similar projects to teh PCG but has in fact already constructed and delivered boats to commercial and governmental customers.</p> <p>It is then respectfully requested that the requirement be made to read certification from 2x customer either from government agencies or commercial customers.</p>	<p>REPHRASED:</p> <p>Certificate coming from the PCG and/or at least one (1) client of the bidder either from other government agencies, LGUs, GOCCs and/or private sector categorically stating that 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)</p>
Section VII. Technical Specifications	Other requirements to be submitted by	List of Service Centers (at least 1 in Luzon, 1 in the Visayas and	Again to assure the OBMs reliability and assure competent After Sales for the upkeep of	<p><u>REQUEST DENIED</u></p> <p>Requiring the service centers should likewise be</p>



	the Bidder during Bid Submission and Opening	1 in Mindanao)	these Boats being procured, just like the Ship Builder, we would highly suggest that these Service Centers be ISO 9001:2015 certified as well.	9001:2015 certified is no longer necessary as long as the Bidder submits a Certificate issued by the manufacturer of the OBM parts and services clearly indicating that the bidder is an Authorized Distributor of OBM parts and services in the Philippines.
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	<p>Most Class A and Class B Shipbuilding and Ship Repair Yards in the Philippines are specialized building Steel Vessels. Almost all the capable boat yards in the Philippines that manufacture fiberglass boats of the type require by the PCG (and more) are under Class C. In fact Class C license is more than enough based on government regulation stating that under the Marina Circular 2018-02 Class C Shipbuilding and Ship Repair can manufacture Boats up to 80 meters. For your kind information, Propmech and its boat building subsidiary was one of the proponents from whom the PCG solicited a Request for Quotation (RFQ) for this project as part of its market study. It then came as a surprise that we were marginalized by the PCG by requiring Class B in this Project.</p> <p>The subject tender requirement is very limiting and might suggest only One (1)</p>	<p><u>REQUEST DENIED</u></p> <p>The PCG does not only consider the size of the boat but the skilled workers and equipment requirements. The capacity and capabilities to deliver the projects on time based on the schedule of requirements. 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 PCG.</p> <p>The GPPB 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 as determined by the procuring entity, in this case, the PCG.</p> <p>The procuring entity has the authority and discretion sanctioned by the procurement law to determine what it needs to</p>



			Bidder with experience in FRP Boats. Given this scenario, we respectfully request the inclusion of a Marina Licensed yard with Class C Shipbuilding and Ship Repair License.	procure and craft the necessary technical specifications and requirements to eventually satisfy these needs. Simply put, procuring entities have the authority and discretion to identify the technical specifications, requirements, and qualifications required for their projects which are both proportional to the needs of the office and fit for the purpose of the project.

For guidance and information of all concerned.



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Chairperson, NHQ-PCG Bids and Awards Committee

