

BIDS AND AWARDS COMMITTEE

BID BULLETIN No. 26 s. 2022
21 November 2022

Project: *Vessel Monitoring System (Vessel Communication System)*

Date of Bid Opening: 28 November 2022

TO ALL PROSPECTIVE BIDDERS:

Refer to attached Annex A for the inquiries/clarifications and responses.

All terms, conditions and instructions to bidders specified in the Bidding Documents inconsistent with this Bid Bulletin are hereby superseded and modified accordingly.

For guidance and information of all concerned.


CHARLES M. RAMONES
BAC-Chairperson



ANNEX A: CLARIFICATIONS FOR VESSEL MONITORING SYSTEM (VESSEL COMMUNICATION SYSTEM)

| No. | Reference Document | Clause | Question/Clarification | Remarks |
|--------------------------|-------------------------|--|--|---|
| INVITATION TO BID | | | | |
| 1 | Page 1 (Item no. 3) | Deadline of Submission of Bid 28 November, 2022 (Monday) 9:30AM. | <p>1. Request for one (1) month extension of the deadline of submission of Bid to give ample time for the Bidders/Suppliers to complete the required bidding document and to come up with a more competitive bid proposal.</p> <p>2. Request for an extension of two weeks from date that all clarifications are addressed, in order to allow sufficient time to create the proposal.</p> | 1 & 2. No changes in the schedule. The deadline of the submission of bids shall still be on 28 November 2022 at 9:30 A.M. |
| BIDDING DOCUMENT | | | | |
| SECTION VIII | | Checklist of Technical and Financial Documents | | |
| 2 | | | <p>What are the accepted equivalent documents/permits of the following Legal Permits of a bidder's Foreign JVA company:</p> <ul style="list-style-type: none"> • Philgeps • SEC • Business Permits • Audited FS different format base from the country of origin. • Tax Clearance certificate • Latest Income and business tax return filed and paid thru BIR EFPS | <p>Section 23.1(b) of the RIRR of RA 9184 requires the submission of a valid JVA in case the JV is already in existence, or duly notarized statements that all the potential JV partners will enter into and abide by the JVA in the event that the bid is successful. The same section also provides that each partner of the joint venture shall submit the legal eligibility documents, but the submission of technical and financial eligibility documents by any of the joint venture partners constitutes compliance. Thus, in addition to the JVA or duly notarized statements, each partner or prospective partner to the JV, <u>whether local or foreign</u>, are obliged to submit their individual Class "A" legal documents:.</p> <p>a) Registration Certificate; b) Mayor's/Business Permit or its Equivalent Document; c) Tax Clearance; e) Audited Financial Statements. f) PhilGEPS</p> |
| 3 | Legal Documents page 34 | | Are the legal documents / permits of Foreign JV Partner accepted? | For Foreign JV refer to section 8.5.2 of the RIRR of RA 918 which provides the procedure for submission. |
| 4 | item b) page 34 | Statement of the bidder of all its ongoing government and private contracts, including contracts awarded but not yet started, if any, whether similar or not similar in nature and complexity to the contract to be bid (See attached form); | <p>1. Conversion from Euro to Peso (since the value of the contracts is in Euro).</p> <p>2. Should the bidder submit Purchase Order, Sales Invoice, Official Receipts or any equivalent as proof of the ongoing project?</p> | <p>1. During bid evaluation, contract amount in List of ongoing projects shall be converted to Philippine currency based on the exchange rate prevailing on the day of the bid opening. (PBD Section 13.1)</p> <p>2. No attachments are required to be submitted as proof of ongoing project.</p> |

ANNEX A: CLARIFICATIONS FOR VESSEL MONITORING SYSTEM (VESSEL COMMUNICATION SYSTEM)

| No. | Reference Document | Clause | Question/Clarification | Remarks |
|-----|--------------------|--|---|---|
| 5 | item c) page 34 | Statement of the bidder's Single Largest Completed Contract (SLCC) (at least 50% of the ABC) similar to the contract to be bid, except under conditions provided for in Sections 23.4.1.3 and 23.4.2.4 of the 2016 revised IRR of RA No. 9184, within the relevant period as provided in the Bidding Documents See attached form); | <p>1. Do both parties have to meet the SLCC requirements under JV and/or can the international partner provide their SLCC? This would allow more local Philippine Entities to comply under SLCC versus using their foreign JV partner as the SLCC reference.</p> <p>2. Conversion from Euro to Peso (since the value of the contracts is in Euro)</p> <p>3. Should the bidder submit Purchase Order, Sales Invoice, Official Receipts or any equivalent as proof of the transaction and completion?</p> <p>4. Should the bidder submit a Certificate of Completion and Certificate of Satisfactory Performance issued by the client as additional proof and evidence of the transaction and its completion?</p> <p>5. What is the duration or number of years for a completed contract that will be accepted for this project?</p> <p>6. Are projects which are still ongoing or not yet completed due to delays brought about by pandemic be considered as the SLCC?</p> <p>7. How to declare SLCC since under foreign currency?</p> | <p>1. The SLCC Requirement forms part of the Technical Requirements. Section 23.1.b of the Revised IRR of RA 9184 states that "x x x. <i>The submission of technical and financial eligibility documents by any of the joint venture partners constitutes compliance: Provided, That the partner responsible to submit the NFCC shall likewise submit the Statement of all of its ongoing contracts and Audited Financial Statements.</i>"</p> <p>2. During Bid Evaluation, contract amount in SLCC shall be converted to Philippine currency based on the exchange rate prevailing on the day of the bid opening. (PBD Section 13.1)</p> <p>3 & 4. In the Philippine Bidding Documents(PBD), a prescribed form for the SLCC has been included in page 37. It also stated that the statement shall be supported with the following: a. Notice to Proceed (In case of contracts with the private sector, an equivalent document shall be submitted). b. Certificate of Acceptance or official receipt(s) or sales invoice issued for the contract</p> <p>5. Declared SLCC must be at most fifteen (15) years at the time of bid submission.</p> <p>6. No. These projects shall be included in the bidder's "Statement of the bidder of all its ongoing government and private contracts, including contracts awarded but not yet started, if any, whether similar or not similar in nature and complexity to the contract to be bid"</p> <p>7. Input all the details in the SLCC form and the contract amount based on the original current. Contract amount in SLCC shall be converted to Philippine currency based on the exchange rate prevailing on the day of the bid opening. (PBD Section 13.1)</p> |
| 6 | item f) page 35 | Duly signed Omnibus Sworn Statement (OSS) and if applicable, Original Notarized Secretary's Certificate in case of a corporation, partnership, or cooperative; or Original Special Power of Attorney of all members of the joint venture giving full power and authority to its officer to sign the OSS and do acts to represent the Bidder. | <p>1. In case the bidder submits a statement to form a Joint Venture, will its member submit an Omnibus Sworn Statement (OSS)?</p> <p>2. Is submission of the Special Power of Attorney instead of secretary's certificate acceptable since mostly if not all Foreign corporation does not have the board secretary and does not use the secretary's certificate format.</p> | <p>1. For the OSS (refer to attached prescribed form in the Philippine Bidding Documents in page 38), the bidder shall use clauses that are applicable for JV.</p> <p>2. If sole proprietorship, a duly notarized Special Power of Attorney shall be submitted. If partnership, corporation, cooperative, or joint venture, a proof of authorization shall be submitted (e.g., duly notarized Secretary's Certificate, Board/Partnership Resolution, or Special Power of Attorney, whichever is applicable).</p> |

ANNEX A: CLARIFICATIONS FOR VESSEL MONITORING SYSTEM (VESSEL COMMUNICATION SYSTEM)

| No. | Reference Document | Clause | Question/Clarification | Remarks |
|---------------------------------|--------------------|---|---|--|
| 7 | item i) page 35 | The prospective bidder's computation of Net Financial Contracting Capacity (NFCC); or A committed Line of Credit from a Universal or Commercial Bank in lieu of its NFCC computation. | If the bidder's NFCC is insufficient for the project which is 80M, can the bidder declare both of the NFCC of the two parties of JVA? Specifically, of the foreign company whom the bidder have JVA? | Section 23.1.b of the Revised IRR of RA 9184 states that "x x x. The submission of technical and financial eligibility documents by any of the joint venture partners constitutes compliance: Provided, That the partner responsible to submit the NFCC shall likewise submit the Statement of all of its ongoing contracts and Audited Financial Statements." |
| TECHNICAL SPECIFICATIONS | | | | |
| ITEM I | | INTRODUCTION | | |
| 8 | A. Background | The Radar and VHF Radio shall be installed atop the AFAB Administration building. However, the control center will be located at the AFAB Annex building where the PSD office is located. The system shall use wireless connectivity wherever applicable. | <ol style="list-style-type: none"> 1. Can the roof top of AFAB carry the additional load for the radar pedestal and Radar antennas and other necessary accessories for the VHF radio? 2. Request for the coordinates of AFAB Administration Building and PSD Office. 3. Is there a line of sight between AFAB building and PSD Office? 4. Is there any pole available at PSD building? 5. Request to specify the frequency use for wireless connectivity in order for the bidders to offer same specification. | <ol style="list-style-type: none"> 1. It is the duty of the winning contractor to submit plans with the details prior to any installation. This will include the signed and sealed details such as the pedestal and tower with the relevant information such as weight and fastening methodology to the slab. 2. The PSD Office (AFAB Annex Building) and the AFAB Administration Building are available on google maps upon checking. 3. Yes. 4. No, and the contractor must not use existing metal structures even for the private ports. 5. For radio use VHF as per specifications. For internet and data, this is up to the bidder as long as voice & data is uninterrupted since they will be tested using IEC standards. |
| 9 | B. Objective | 2. Installation of new VMS equipment in the AFAB Annex Building and port vicinity including Radar, CCTV and VHF communication systems and the Automatic Identification System (AIS). | Outdoor equipment like antenna shall be installed on top of the AFAB Admin Building. Requesting to provide information for the location of indoor equipment at AFAB Admin Building. | <p>Upon inspection of the contractor, they must indicate the space required by their equipment hence site inspection is required. The equipment room for the indoor equipment is most likely in the 5th floor or below the roof deck however this area must be enclosed.</p> <p>For the CCTV system, a lockable IT cabinet is enough to secure all the devices for the private ports. The tapping points will be provided by the Port Facilities Personnel.</p> |
| 10 | | 6. Fit-out construction of the VMS Center including supply and installation air conditioners, furniture and electrical system. Includes painting of walls. | <p>Request to provide detailed plan for the fit out works for the VMS Center:</p> <ol style="list-style-type: none"> 1. How many and what capacity of air conditioner need to be supplied? 2. Request to provide detailed scope of works for the fit out works for the common reference of the bidders. | <ol style="list-style-type: none"> 1. The basis is an estimated 1.5 hp for the VMS room. 2 units for a 24 hour operation. For the indoor equipment room 1.0 hp and two units for 24 hours operation in the Admin Building. 2. Tile Carpeting Works, Blinds/Curtains, Electrical Works, Lighting, System Furniture, Repainting, Full dry wall, labeling and Termination to the Electrical Room. Physical Inspection must be performed. |

ANNEX A: CLARIFICATIONS FOR VESSEL MONITORING SYSTEM (VESSEL COMMUNICATION SYSTEM)

| No. | Reference Document | Clause | Question/Clarification | Remarks |
|-----|--------------------|--|---|---|
| | Item II | ELIGIBLE BIDDERS | | |
| 11 | | E. All equipment must possess ISO 9001 Certification | <p>This ISO 9001 Certification pertaining to quality management system of the manufacturer and not for per equipment.</p> <p>Suggestions:</p> <ol style="list-style-type: none"> 1. ISO 9001 2015 or its equivalent is for the Bidder, not the equipment which is conducive to most suppliers since all VTMS capable companies are already in the ISO certification. 2. In the case of Joint Venture, at least one partner should be ISO 9001 2015. | <ol style="list-style-type: none"> 1. Only the <u>manufacturer or supplier</u> must possess the ISO Certification. 2. In the case of a JV, either one of them must have ISO Certification. |
| 12 | | G. Pursuant to Section 23.4.1.3 of the 2016 Revised IRR of RA 9184, the Bidder shall have an SLCC that is at least one (1) contract similar to the project the value of which, adjusted to current prices using the PSA's CPI, must be at least equivalent to at least fifty percent (50%) of the ABC. | <ol style="list-style-type: none"> 1. What projects can be considered as the SLCC for this project? 2. Does this have to be a vessel monitoring system and/or can this be expanded to Maritime Electronics Supply and Installation? Please note that there is only one vendor in the Philippines that can meet the requirement of SLCC for Vessel Traffic Management System (VTMS), as there is such limited systems in the Philippines, and all have been supplied previously under G2G Projects (ie JICA and Japan Radio Company). With this in mind, it's not really a fair "public bidding" process for local Philippine Entities to comply if the TOR is not expanded to a wider similar scope of supply. Please Advise. | <ol style="list-style-type: none"> 1. Projects that can be considered for SLCC are marine navigational equipment and software and items that have been discussed in the technical specifications. Any one of that equipment will do. 2. Maritime Electronics Supply and Installation can be considered as SLCC subject to actual verification of the similarity as to the scope of the project during post-qualification. |

ANNEX A: CLARIFICATIONS FOR VESSEL MONITORING SYSTEM (VESSEL COMMUNICATION SYSTEM)

| No. | Reference Document | Clause | Question/Clarification | Remarks |
|-----|--------------------|--|--|---|
| 13 | | <p>Before the opening of bids, the Bidders shall submit Certified True Copy of the following additional documents:</p> <p>C. Privacy Impact Assessment and contact details of Data Protection Officer</p> | <p>1. Request to delete this requirement since it is the responsibility of the Company that will collect the data to provide Privacy Impact and Assessment and contact detail of Data Protection Officer. As per the background and objective of this project, it is not fully integrated system compared to conventional VTMS. Vessel monitoring and communication are its main function. If ever, the AFAB will be hosting and gather data, thus AFAB shall be responsible for the Privacy Impact assessment and the data Protection officer to be assign. Also there is NO DATA BASE required on this requirement.</p> <p>2. Line item C (Private Impact Assessment and Contact Details of the Data Protection Officer and line item D (Technical Assistance Escalation Matrix for Systems Concerns) seems to emanate from ISO 9001 Quality Management System. Thus, there is an impression that the Company must be an ISO 9001 compliant.</p> | <p>1. NO. Privacy Impact Assessment form MUST be accomplished as the VCS is an IT System so as to identify threats in the bidder's system and correct them prior to the turnover of the project.</p> <p>For the Data Protection Officer, submit an appointment letter if single proprietor/partnership or a board resolution if a corporation.</p> <p>Contractor must accomplish the following (<i>Refer to attached Annex A</i>):</p> <ol style="list-style-type: none"> a. Cover Sheet b. General Description c. Threshold Analysis d. Data Processing System e. Stakeholder's Engagement f. Information flow g. Privacy Principles h. Risk Management i. Risk Assessment j. Security Requirements <p>2. Refer to the above answer.</p> |
| 14 | | <p>E. Site Inspection Report to be conducted prior to submission of bid documents and signed by the end-user (department manager)</p> | <ol style="list-style-type: none"> 1. Is site inspection required for the project? 2. May we know if there is already a schedule for site inspection? 3. What are the requirements for the site inspection? | <p>1. Yes, site inspection is required.</p> <p>2 & 3. For the schedule of site inspection, prospective bidders may send a request for site inspection by sending an email to the BAC Secretariat (bac.secretariat@afab.gov.ph).</p> <p>The Ports Services Division shall release a Site Inspection Certificate after the conduct of site inspection.</p> |
| | ITEM III | RESPONSIBILITIES OF CONTRACTOR | | |
| 15 | | <p>3. The Contractor must secure all necessary permits and licenses from the National Telecommunications Commission (NTC) on all equipment within the scope of R.A. 3846 (Radio Control Law of the Philippines), with at least two (2) licensed channels, and from other government authorities. This shall also include securing other pertinent requirements required from</p> | <p>1. Since the NTC permits require application by end user or AFAB, the contractor shall process the application in behalf of AFAB. However, payment for the application shall be borne by AFAB since all the official receipt will be under the name of AFAB. This will include the Permit to Purchase and Radio Station license under NTC.</p> | <p>1. No. It was already stated in the technical specifications: See Section III. RESPONSIBILITIES OF CONTRACTOR.</p> <p>The Contractor must secure all necessary permits and licenses from the National Telecommunications Commission (NTC) on all equipment within the scope of R.A. 3846 (Radio Control Law of the Philippines), with at least two (2) licensed channels, and from other government authorities. This shall also include securing other pertinent requirements required from international entities</p> |

ANNEX A: CLARIFICATIONS FOR VESSEL MONITORING SYSTEM (VESSEL COMMUNICATION SYSTEM)

| No. | Reference Document | Clause | Question/Clarification | Remarks |
|-----|----------------------|---|--|---|
| | | international entities that may be required by the system. | 2. Since most of the major components have to be licensed and/or coordinated to NTC, it would be ideal that the bidder must already be a NTC registered Dealer/Vendor. Since the equipment that are to be procured to an agency, the dealer/vendor/bidder(s) must ensure that he/she is already an NTC licensed dealer. | that may be required by the system. THE BIDDER must include all fees in their proposal. The permits and licenses shall be under the name of AFAB. 2. NO. This will be a restrictive requirement. |
| | Item IV | TECHNICAL SPECIFICATION AND OPERATION REQUIREMENT | | |
| 16 | 1 VHF Radio (4 sets) | Must be an integrated communications system using satellite and terrestrial radio communication systems in accordance to the IMO Global Maritime Distress and Safety System (GMDSS) of SOLAS Chapter IV | 1. What is the intended coverage area for VHF Radio? 2. What is the required function or feature of the satellite to the VHF terrestrial radio communication system? | 1. Maximum Range of up to 3 kilometers. 2. Refer to the SOLAS Chapter IV Standard already mentioned. The satellite function will compensate for the limitations of the VHF. Retain Original Specifications. |
| 17 | 1 VHF Radio (4 sets) | Receiver Frequency - 136 - 174 Mhz 403 -470Mhz Transmitter Frequency - 136 to 174Mhz | 1. Request for clarification since the receiving frequency and transmitter frequency does not match. Receiver has the VHF frequency and UHF frequency while the transmitter has VHF frequency only. 2. Request to delete 403-470Mhz for common frequency of transmitter and receiver. | 1. As per specifications: VHF Radio (4 sets) RECEIVER • Frequency 136-174 MHz TRANSMITTER • Frequency 136-174 MHz 2. 403-470 Mhz (UHF) will be REMOVED. |
| 18 | 2 VHF Radio (4 sets) | Specifications | For the equal opportunity for all bidder/supplier and all manufacturers and in reference to the Implementing Rules and Regulations of Republic Act No. 9184, it is requested to change the following minimum Specifications for VHF RADIO as follows: -Type: Handheld/portable VHF MARINE TRANSCEIVER -Frequency: Marine Channels TX - 156.025–157.425 MHz RX- 156.050-163.275 MHZ Land Mobile Channels 136 to 174Mhz -Channels: 99 including INT, USA, CAN, WX channels (standard VHF Marine transceiver) | Frequency is not a limiting specification since it does not have an intellectual property. Retain current specifications but the proposed specifications will be accepted subject to actual verification of the specifications during the post-qualification. |

ANNEX A: CLARIFICATIONS FOR VESSEL MONITORING SYSTEM (VESSEL COMMUNICATION SYSTEM)

| No. | Reference Document | Clause | Question/Clarification | Remarks |
|-----|---|--|--|---|
| 19 | 2. Base Station | General Specifications | 1. There are two specifications of Base station on page 7 (2. Base Station) and page 8 (2 Base Station - 2 units). It seems that there is a typographical error on this portion. | Confirmed. It's a typographical error |
| 20 | 2. Base Station | General Specifications | 1. What is the intended function of this base station? 2. What is the satellite mode for? | 1. The base station is used to communicate with the vessels and the handheld radios. 2. This assures if the transceiver and or receiver are not working we can switch to satellite mode and we can still be contacted. It improves the reliability of the system. |
| 21 | 2. Base Station | Frequency coverage «USA/EXP version»: 144.000-148.000, 430.000-450.000,1240.000-1300.000 MHz | If the base station is intended for VHF Maritime Communication (ship-shore, shore-ship and ship-ship communication), the required frequency is not aligned with the IALA recommendation and ITU-R M.1084 recommendation. Hence, the following minimum specification for International Maritime VHF Transceiver are recommended: -Frequency Range – within 156Mhz-163 MHz -Transmitter Output Power –50 watts minimum -Type of Emission – G3E -Data Port -RS232, RS485, 100BaseT (LAN) -Supply Voltage – 100-240VAC 50-60HZ -With complete set of outdoor antenna and necessary cables for each unit. -Must operate on International Maritime channels for Coast Station with at least 6 private channes in 150 Mhz band | Below are the changes for the Frequency range: •Frequency coverage <USA/EXP version>: 144.000-163.000, 430.000-450.000, 1240.000-1300.000 MHz. Retain current specifications but the proposed specifications will be accepted subject to actual verification of the specifications during the post-qualification. |
| 22 | 3. AIS Base Station and Satellite AIS Data | Specifications | There are two specifications for AIS Base Station on page 7 and has been repeated on page 8-9. It seems that there is a typographical error on this portion. | Confirmed. It's a typographical error. |
| 23 | 3. AIS Base Station and Satellite AIS Data (Page 8-9) | -Sattelite AIS DATA -Unlimited/lifetime AIS Satellite Data feed | 1. Since the coverage area of monitoring are within AIS VHF coverage area, what is the necessity of Satellite AIS DATA? 2. Request the deletion of this requirement. | AIS Satellite Data is important because in the future, AFAB may need to check on vessels beyond the range of the VHF. Only GPS can capture these vessels. The project should not be outdated in the next 5 years hence retain AIS Satellite capability. |
| 24 | 3. AIS Base Station and Satellite AIS Data | Sensitivity Better the -115 dBm | The specific specifications stated might be referring to a certain product in the market. For the equal opportunity for all bidder/supplier and all manufacturers and in reference to the Implementing Rules and Regulations of Republic Act No. 9184, it is requested to change to standard sensitivity -105 dBm. | Both sensitivities are accepted. |

ANNEX A: CLARIFICATIONS FOR VESSEL MONITORING SYSTEM (VESSEL COMMUNICATION SYSTEM)

| No. | Reference Document | Clause | Question/Clarification | Remarks |
|-----|--|---|--|---|
| 25 | 3. AIS Base Station and Satellite AIS Data | Specifications: 3. AIS Base Station and Satellite AIS Data - GNSS receivers 50 channels minimum - Up to 95% humidity -Operating temperature AIS Unit -15 to +55 °C -Unlimited/lifetime AIS Satellite Data feed | For the equal opportunity for all bidder/supplier and all manufacturers and in reference to the Implementing Rules and Regulations of Republic Act No. 9184, it is requested to change to the following: 3. AIS Base Station -GNSS receivers 15 channels minimum -Up to 93% humidity -Operating temperature AIS Unit -15 to +50 °C - Delete (Unlimited/lifetime AIS Satellite Data feed) | - Retain 50 channels since 15 channels are too few. - Retain 95% relative humidity since it is a common standard for electronic devices. - Retain specification for operating temperature. However the proposed specification will be accepted subject to actual verification of the specifications during the post-qualification. - Retain lifetime AIS data feed. - However, the Satellite feeds during the warranty period must be included. |
| 26 | 4. Radar | Target Acquisition up to 150 knots | 1. 150 knots is equal 277 Km/hr and there are no vessel that travelling on this speed. Also, Marine Radars are not capable to detect a speed of 150 knots. Target Acquisition up to 150 knots may refer to number targets only. In this case, it is requested to delete the unit "knots" and revise as Target Acquisition up to 150 targets. 2. This is an onerous requirement for a Vessel Monitoring System. Is it required to track the Air targets with the same radar? | 1. Retain 150 knots specs. ""Up to"" means that it can cover even the fast moving vessels. Retain specifications for X band and S band. Inter Switchable X-Band and S-Band configuration. Also, the radar must be capable of operating even in extreme weather condition. 2. Refer to answer above. In addition, it must also be able to track low flying aircraft like helicopters as a measure of its quality. |
| 27 | 4. Radar | <ul style="list-style-type: none"> Comply to all applicable international standards, including: <ul style="list-style-type: none"> IEC 62388 IEC 60945 IEC 62288 IEC 61162-1 IEC 61162-2 | The specific specifications stated might be referring to a certain product in the market. For the equal opportunity for all bidder/supplier and all manufacturers and in reference to the Implementing Rules and Regulations of Republic Act No. 9184, it is requested to consider deletion of this requirement. | Retain Original Specifications but accept equivalent standards. These are standards to test communication and navigational equipment. The IEC is an authority on this field of discipline hence their testing procedures will be implemented. Bidder shall incorporate this in his cost proposal and be part of the testing methodology. |
| 28 | 4. Radar | X-Band 10kW or 25kW S-Band 30kW | 1. How many radars are required? 2. For the AFAB port limits, only one radar will be sufficient. For example: 1 set of X-Band radar with 18ft Antenna will be sufficient to cover AFAB Port Area. | 1. Only 1 radar system is required. Retain specifications for X band or S band. Inter switchable X-Band and S-Band configuration. Retain specifications; however, solid-state radar is still acceptable, so long as it is compatible with the system. |
| 29 | 4. Radar | RADAR SPECIFICATIONS: • Advanced Clutter Suppression • Target Acquisition up to 150 knots • Can display AIS reports and supports processing and display of AIS ATONS, Search & Rescue Craft, AIS SARTS, AIS Base Stations, safety messaging and AIS MKD. • Digital controlled inter-switching allows the interface of up to six | 1. For the equal opportunity for all bidder/supplier and all manufacturers and in reference to the Implementing Rules and Regulations of Republic Act No. 9184, it is requested to change the specifications provided to the minimal RADAR SPECIFICATIONS: a. Advanced Clutter Suppression b. Target Acquisition up to 150 Targets c. Can display AIS reports/ targets and supports processing and display of AIS ATONS, Search & Rescue Craft, AIS SARTS, AIS Base Stations, safety messaging and AIS MKD. | 1. Specifications: a. Retain original specifications. It is necessary to provide a clear image. b. Retain original specifications. ""Up to"" means that it can cover even the fast moving vessels. c. Retain original specifications, but the proposed specifications will be accepted subject to verification of actual specification during post-qualification. d. NO, the number of radar stations must not be limited in anticipation of a full integration of radar systems in the |

ANNEX A: CLARIFICATIONS FOR VESSEL MONITORING SYSTEM (VESSEL COMMUNICATION SYSTEM)

| No. | Reference Document | Clause | Question/Clarification | Remarks |
|-----|--------------------|--|--|--|
| | | <p>transceivers to up to six displays</p> <ul style="list-style-type: none"> • High level of personalization • Conning Information Display • Full support for multiple CCTV connections • Fixed and moving test targets for training • 3rd party application support to run other software within current or dedicated watch modes • comply to all applicable international standards, including: <ul style="list-style-type: none"> IEC 62388 IEC 60945 IEC 62288 IEC 61162-1 IEC 61162-2 • Rotation speed: Standard or High • Transceiver power: • Aloft Transceiver (UPMAST) or Below Transceiver (DOWNMAST) • X-Band 10kW or 25kW • S-Band 30kW | <p>d. Up to 3 radar stations multi radar integration, and up to five Operation Display and up to 3 display to one operational display</p> <p>e. High level of personalization</p> <p>f. Conning Information Display</p> <p>g. Full support for multiple CCTV connections</p> <p>h. Fixed and moving test targets</p> <p>i. 3rd party application support to run other software within current or dedicated watch modes</p> <p>j. Antenna: 18Ft</p> <p>k. Rotation speed: 20-24rpm</p> <p>l. Transceiver power: 10kW or 25kW or 200W Solid State</p> <p>m. Aloft Transceiver (UPMAST) or Below Transceiver (DOWNMAST)</p> <p>n. X-Band 10kW or 25kW or Solid State</p> <p>2. After careful consideration of the specification, it has been found that the specification was patterned to a specific radar only. Therefore, in the interest of open specification, it is suggested to allow the submission of such equal to or superior radar specifications as long as it is within the ABC.</p> <p>3. An integrated VCS/VTS system means the central feature to the system is a software/application consolidating all data from all sensors and other data sources. In the TOR there is no mention of specifications for the software. As a safeguard to the AFAB, it is suggested that the software used for the integration is COTS, and with a proven track record of deployment in other ports, local or international. At the very least, the software vendor must be an IALA member to ensure that the features and capabilities offered are up to the Standard of IALA.</p> <p>4. Please advise the IALA Target tracking requirements in terms of vessel size and in a defined sea state. This will then determine the requirement for the Radar to be supplied under this project. The current specifications do not mention anything other than a copy and paste from a specific makers' specification. This needs to be amended to make it fair for all parties to select the appropriate Radar to meet the target tracking requirements. With this in mind, please note that the end-user would need to specify the radar cross section of the vessel and/or otherwise define this as a certain IALA target, within a defined sea-state.</p> | <p>Philippines.</p> <p>e. Retain original specifications.</p> <p>f. Retain original specifications, but the proposed specifications may also be accepted</p> <p>g. Retain original specifications.</p> <p>h. Retain original specifications.</p> <p>i. Retain original specifications. The third party is the manufacturer of the software.</p> <p>j. Antenna length was not specified in the specification. The bidder's specification is accepted subject to actual verification of the specifications during the post-qualification.</p> <p>k. Accepted subject to actual verification of the specifications during the post-qualification.</p> <p>l. Accepted subject to actual verification of the specifications during the post-qualification.</p> <p>m. Retain original specifications.</p> <p>n. Retain original specifications, but the proposed specifications is accepted subject to actual verification of the specifications during the post-qualification.</p> <p>2. Substitution is accepted provided of equivalent or higher specification.</p> <p>3. The software must be in accordance with IALA Certified/standards or any equivalent standards for certification.</p> <p>4. The specifications of the equipment NEVER required the Radar to be IALA Certified or similar standard – Only the VMS software which integrates everything.</p> <p>The current specifications shall be retained, but substitution is accepted provided of equivalent or higher specification.</p> <p>If the radar has no capability of determining the cross section of the target, this limitation can still be accepted.</p> |

ANNEX A: CLARIFICATIONS FOR VESSEL MONITORING SYSTEM (VESSEL COMMUNICATION SYSTEM)

| No. | Reference Document | Clause | Question/Clarification | Remarks |
|-----|--------------------|---|---|--|
| 30 | 4. Radar | | <p>1. Please advise proposed location for the Radar (and CCTV, AIS, VHF) systems to be located.</p> <p>2. Does FAB have an existing Radar and Antenna Tower Location?</p> <p>3. Has FAB completed any wind velocity resistances? Note that typical radars can operate in up to 51 m/s (185 km/hr) winds, and survive up to around 77 m/s (277 km/hr) winds when not operating. Bidders would need further information on the Radar Location, and if any works are required for the mounting of the units and/or fabrication of towers and support structures etc.</p> | <p>1. Radar is located on the roofdeck of the AFAB Administration Building about 50 meters above sea level.</p> <p>2. The proposed radar Radar and Antenna Tower Location is the roofdeck of the AFAB Administration Building.</p> <p>3. The radar must have protection against projectiles or debris that may be blown away during storms. The radar must be able to operate on the highest recorded wind speed in Mariveles by the PAG-ASA at a minimum.</p> |
| 31 | 5. CCTV | <p>Specifications</p> <ul style="list-style-type: none"> • Detection & tracking of small boats and swimmers • Automatic classification of maritime and air targets with Artificial Intelligence Alarm editor: smart alarm filtering (speed, trajectory, size...) and automatic response (screenshot, email, video, etc.) • Smart virtual fences • Friend/ Foe discrimination with AIS tracks integration and fusion • Easy integration with other security systems • Multi-layer coastal surveillance with integration and fusion of Radar alarms <ul style="list-style-type: none"> o Long range identification capabilities with interfacing with Pan Tilt Zoom (PTZ) cameras with Thermal imaging system o Integration with Search Lights o Integration with navigational & monitoring software (Vessel Traffic System VTS) o Integration into third part Video Management System (VMS) • Digital Controller • Supports controlling PTZ cameras over TCP/IP • Flat screen monitor 23" • 32 channels • Network Video and Audio Recorder (NVR) 90 days per camera at 1080p and 30 fps • 2 Mega Pixel • 1/2.8-in. 2 CMOS Sensor | <p>For the equal opportunity for all bidder/supplier and all manufacturers and in reference to the Implementing Rules and Regulations of Republic Act No. 9184, it is requested to change the provided specs to the following CCTV Minimal Specifications as follows:</p> <ul style="list-style-type: none"> a. Automatically track Radar/AIS Targets set via VTS Operator Console b. Detection & tracking of small boats and swimmers c. Easy integration with other security systems d. Long range identification capabilities with interfacing with Pan Tilt Zoom (PTZ) cameras e. Integration with Search Lights f. Integration with navigational & monitoring software (Vessel Traffic System VTS) g. Digital Controller h. Supports controlling PTZ cameras over TCP/IP i. Flat screen monitor 23" j. 9 channels minimum k. Network Video and Audio Recorder (NVR) 90 days per camera at 1080p and 30 fps l. 1.3 Mega Pixel m. 1/2.8 MOS Sensor n. Powerful 40x Optical Zoom o. Pan: 0° to 360° endless; p. Tilt: -15° to 90° or -15° – 195° (level – downward – level) q. Supports Multiple Video Formats: HDCVI, CVBS, ALD and TVI or H.265(HEVC), H.264, JPEG r. Color night vision Color : 0.011 lx, BW : 0.005 lx s. 1080p at 30 fps or 720p at 30/60 fps, Maximum Resolution t. Dynamic Range 144 dB u. IP66, IK10 v. Designed for Extreme Temperature Environments | <p>Below are the responses for the suggestions:</p> <ul style="list-style-type: none"> a. Suggestion is similar to the Original Specification b. Suggestion is similar to the Original Specification c. Easy integration with other security systems d. Suggestion is similar to the Original Specification e. Suggestion is similar to the Original Specification f. Change to VTS to VCS. g. Suggestion is similar to the Original Specification h. Supports controlling PTZ cameras over TCP/IP i. Retain original specification, but a bigger monitor is also acceptable at no additional cost j. Retain original specification; channels must be maximized in anticipation for additional CCTV in the future k. Network Video and Audio Recorder (NVR) 90 days per camera at 1080p and 30 fps l. Retain original specification m. Retain original specification n. Retain original specification o. Pan: 0° to 360° endless p. Retain original specification but suggestion is also accepted q. Retain original specification but suggestion is also accepted r. Retain original specification but suggestion is also accepted s. Retain original specification since it is necessary t. Dynamic Range 144 dB u. IP66, IK10 or higher rating is accepted v. Retain original specification since it is necessary w. Retain original specification since it is necessary x. Retain original specification since it is necessary y. Retain original specification since it is necessary z. Retain original specification since it is necessary |

ANNEX A: CLARIFICATIONS FOR VESSEL MONITORING SYSTEM (VESSEL COMMUNICATION SYSTEM)

| No. | Reference Document | Clause | Question/Clarification | Remarks |
|-----|--------------------|---|---|--|
| | | <ul style="list-style-type: none"> • Powerful 60x Optical Zoom • Camera zoom range distance of at least 5 kilometers for people and 14 km for chicle • Pan: 0° to 360° endless; • Tilt: -15° to 90° • Supports Multiple Video Formats: HDCVI, CVBS, ALD and TVI • Ultra-low Light Sensitivity (Color: 0.005Lux@F1.6; B/W:0.0005 Lux@FL.6) • 1080p at 30 fps or 720p at 30/60 fps, Maximum Resolution • True Wide Dynamic Range (120 dB), 3D DNR • Maximum IR Distance up to 150 m (492 ft) • IP68 Ingress Protection • Designed for Extreme Temperature Environments • Wiper/Defog feature • With a built-in heater and a temperature range of -40 °C to +60 °C • Its 6KV lightning rating • Video Resolution 1080p (1920 x 1080) 720p (1280 x720) • Video Frame Rate 1080p at 30 fps or 720p at 30/60 fps • Video Digital Zoom 16x • Five-year Warranty • UL Listed Product | <ul style="list-style-type: none"> w. Operating temperature range of -40 °C to +60 °C x. Video Resolution 1080p (1920 x 1080) 720p (1280 x720) y. Video Digital Zoom 16x z. Five-year Warranty z1. UL Listed Product | <ul style="list-style-type: none"> z1. Retain original specification since it is necessary |
| 31 | 5 CCTV | Detection & tracking of small boats and swimmers | What is the required distance for detection & tracking the swimmers? | <p>As long as the IPCCTV is compliant to the specifications we assume that these small targets will not be a problem. The built in AI will compensate for the distance.</p> <p>Refer to Section IV. TECHNICAL SPECIFICATIONS AND OPERATIONAL REQUIREMENTS of the Technical Specifications: CCTV System 2 Mega Pixel</p> <ul style="list-style-type: none"> • 1/2.8-in. 2 CMOS Sensor • Powerful 60x Optical Zoom |

ANNEX A: CLARIFICATIONS FOR VESSEL MONITORING SYSTEM (VESSEL COMMUNICATION SYSTEM)

| No. | Reference Document | Clause | Question/Clarification | Remarks |
|-----|--------------------|---|--|---|
| 32 | 5 CCTV | Automatic classification of maritime and air targets with Artificial Intelligence | 1. What type of air targets is an interest for a Vessel Monitoring System? 2. Is the Thermal Channel for CCTV required to support Automatic classification with Artificial Intelligence? | 1. The CCTV will compensate for the areas that can't be covered by the Radar. The AI must be able to compensate this by its built in algorithms and distinguish all moving targets from vessels and aircraft or else the Radar will display the aircraft as a vessel. 2. Thermal capability is a must specification so the CCTV can operate in pitch black and poor weather conditions. This CCTV is also used to combat illegal activity as part of our project objectives. |
| 33 | 5 CCTV | With a built-in heater and a temperature range of -40 °C to +60 °C | Please confirm the heater is required for the proposed CCTV location. | Refer to Section IV. TECHNICAL SPECIFICATIONS AND OPERATIONAL REQUIREMENTS of the Technical Specifications • Wiper/Defog feature |
| 34 | 5 CCTV | Location of CCTV and Connectivity of CCTV to AFAB Admin Building for monitoring | 1. As informed during the pre-bid, the CCTV was located on different area away from AFAB Admin Building. The easiest way of interconnecting those CCTV via the IP VPN to be provided by TELCO. Application for this service and recurring charges must be borne by AFAB. 2. Request to provide specific requirement for the link for common reference of the bidders. | 1. AFAB will shoulder the cost of the internet once the system is operational. However, during installation and testing, the internet connectivity must be provided by the supplier due to privacy and data breach concerns of the AFAB IT system. This includes testing the system. 2. The winning bidder will recommend the wireless interconnection |
| 35 | 5 CCTV | General Requirement for CCTV | The requirement for the CCTV must be clarified: a. Who will provide the connectivity from site to Command Center. What is the medium of connectivity, is it point to point, fiber, public network? Is the bandwidth enough to bring the large data from remote CCTV sites? b. Who will build the tower/mast for the CCTV if required c. Power source of the CCTV/NVR on the remote sites d. Do we need to build an equipment room for each site or outdoor cabinet? e. Who will get permits/necessary documents for each site? f. The technical specification for the camera is very high. Such features are available in the market, but with a very hefty price tag. With the restrictions by the ABC, we respectfully suggest features similar to sample technical specs below. | a. A secure internet connection will be applied by the AFAB based on what is available and feasible. This is the same for ALL locations. b. The contractor. c. Tap to the nearest allowable source but provide a panel board. d. For the Administration Building, the contractor has to enclose the room for all the internal equipment. For the CCTV at the ports, a lockable IT cabinet is acceptable. e. The contractor. f. Retain original specifications. |
| 36 | 6. Printer | Scanner type: Continuous Feed | Proposed Specification for the printer: • Scanner type: Continuous Feed or Flatbed colour image scanner | Retain original specifications. |
| 37 | 7. UPS | UL Listed and FM Approved product | For the equal opportunity for all bidder/supplier and all manufacturers and in reference to the Implementing Rules and Regulations of Republic Act No. 9184, it is requested to change the requirement as follows: UL Listed | Accepted. |

ANNEX A: CLARIFICATIONS FOR VESSEL MONITORING SYSTEM (VESSEL COMMUNICATION SYSTEM)

| No. | Reference Document | Clause | Question/Clarification | Remarks |
|-----|---------------------------------------|--|---|--|
| 38 | 10. Fit-out works (minimum 20 sq. m.) | Refer to plan for General Layout in the Bid document | Request to provide General Layout for Fit-out works. | <p>- The basis is an estimated 1.5 hp for the VMS room. 1.0 hp for a data center (if required by the bidder) at cost of the bidder.</p> <p>- Two units each for 24 hours of operation.</p> <p>-The fit-out works include the following:</p> <ol style="list-style-type: none"> 1. Carpeting Works 2. Blinds/Curtains 3. Electrical Work 4. Lighting 5. System Furniture, 6. Repainting 7. Full dry wall and 8. Termination to the Electrical Room. <p>Contractor is expected to conduct a site visit as part of the technical requirements.</p> <p>The building plans shall be provided to the winning bidder.</p> |
| 39 | 12.Other Materials | Any adapter, Junction box,..... All outside poles/pedestals/brackets to be constructed out of marine grade stainless steel only with epoxy paint system. All outside fasteners to be stainless steel only. | It is suggested to consider using the hot-dip galvanized painted with epoxy paint which is usually used in the ports, considering that the stainless steel might have some reaction with the painting chemical. | Outdoor Conduits for wires and cables shall be RSC (Rigid Steel Conduit). For the tower material, it is left to the bidder as long as the tower must be corrosion free for the warranty period. |
| 40 | 13. Training | Operator's Training by a certified IALA trainer for at least ten (10) PSD personnel | <p>This pertains to another kind of training – training on the operation of the ports regulations conducted by another training agency and not by the manufacturer/supplier. Based on the bidder’s understanding, the IALA does not issue a certification to a certain manufacturer’s trainer and only issues IALA membership certificate to a certain manufacturer.</p> <p>The manufacturer/supplier training is limited to the operation and maintenance/troubleshooting/repair of the supplied VMS system.</p> <p>It is suggested that the Operator's training shall be conducted by VMS equipment manufacturer/ supplier for at least ten (10) PSD personnel.</p> | <p>The trainer must be a qualified trainer of an IALA certified manufacturer/supplier.</p> <p>The purpose is to prepare the operators for the system and for VTMS since the VTMS is the standard. This approach guarantees the operators will not be undertrained regardless if the system is a VTMS or VMS.</p> |
| 41 | C. General Requirements | 3. Audit trail must be available in the system | Request to elaborate the audit trail requirements for the system. What are the possible content of audit trail? | There must be a third party auditor of the VCS system on the expense of the contractor and a PERIODIC REPORT shall be sent to the AFAB. |
| | Item V | PROJECT COST AND DURATION | | |
| 42 | Page 12, Item V | <ul style="list-style-type: none"> • Duration of the project is up to Three Hundred Four (304) Calendar Days | Due the recent effect of the COVID 19 pandemic, most of the manufacturer worldwide has been greatly affected and the source of raw materials has been limited. It is suggested that the duration of the project be extended to Fourteen (14) months. | No. The project must be fully operational by 2024. |

ANNEX A: CLARIFICATIONS FOR VESSEL MONITORING SYSTEM (VESSEL COMMUNICATION SYSTEM)

| No. | Reference Document | Clause | Question/Clarification | Remarks |
|-----|--------------------|---|--|---|
| 43 | Bill of Quantity | 5 year Maintenance | <p>1. The 5 year maintenance costs are not included on bill of Quantity. It is requested to add item for 5 Year maintenance. This will be billed separately after the completion of supply, installation and commissioning works during the 5 year maintenance period on Semi-annual scheme after the completion of semi Annual maintenance for each period.</p> <p>2. Is there possibility to lower the maintenance period to 2 or 3 years? As the same entails huge cost to be covered by the contractor.</p> | <p>1. The contractor will issue a Warranty Certificate upon completion hence it is already understood this is part of their cost. This warranty covers each and every item in the VCS.</p> <p>2. No. Retain original specifications.</p> |
| | Item VI | DELIVERABLES AND TERMS OF PAYMENT | | |
| 44 | | Delivery time frames | Due to a worldwide shortage of chips and various other parts for Hardware, the OEM's are not able to meet the delivery time frames for the Hardware. The estimate delivery time frames for Radar, AIS, VHF is approx. 4-8 months from order. | <p>The contractor may execute the project based on their own Gantt chart provided their accomplishment is similar or ahead of the targets in the specification.</p> <p>Refer to the Technical Specifications for the Gantt Chart in Section VI. Deliverables and Equipment.</p> |
| 45 | | 1. Payment shall be made upon delivery of items or services based on the scheduled deliverables subject to the usual Government accounting and auditing requirements: | Pertaining to the indicated scheduled deliverables, it is requested that the bidder shall provide the implementing schedule as long as it shall be within the project duration. | Refer to Section VI. Deliverables and Equipment of the Technical Specifications. The basis of the accomplishment shall be the Gantt Chart to be submitted by the winning bidder prior to commencement of the project. |
| | Item VII | WARRANTIES | | |
| 46 | | Five (5) year warranties on all hardware products including parts and labor on site from the date of acceptance by AFAB. | <p>1. The five (5) year warranties on all hardware products including parts and labor on site seems too long. Requesting to consider the warranty to Two (2) year warranty.</p> <p>2. Does this also include the replacement of magnetrons and service spares replacements and/or does this just cover Equipment defects and breakdowns?</p> | <p>1. No. Retain original Warranty Period.</p> <p>2. Yes. Replacement of Magnetrons and spares is included. The equivalent solid state radar is also accepted hence it is the bidder's discretion which radar system is more suitable for their bid.</p> |
| | | IMPLEMENTATION | | |
| 47 | | Suggestion: | <p>With regard to Implementation, it is suggested that the delivery of software that will integrate the system should be considered to be the first one in the Gantt chart for below reasons:</p> <ol style="list-style-type: none"> The Software is readily available. The best practice is usually to install the software first and configure, then connect the sensors one by one and ensure that they work as they are being integrated, and that issues that may arise are addressed quickly and troubleshooting is efficient. | <p>The contractor may execute the project based on their own Gantt chart provided their accomplishment is similar or ahead of the targets in the specification.</p> <p>Refer to Section VI. Deliverables and Equipment of the Technical Specifications for the Gantt Chart.</p> |