



# MINUTES OF MEETING

Wednesday, July 10, 2019

10:00 AM

CONFERENCE B & C

MEETING CALLED BY	<b>BIDS AND AWARDS COMMITTEE X</b>	
TYPE OF MEETING	<b>Pre-bid Conference</b>	
PROJECT	<b>Procurement of Two (2) Units of approx. 94-meter Multi-Role Response Vessel (approx. 94m MRRV) for the Maritime Safety Capability Improvement Project Phase II for the Philippine Coast Guard (PCG)</b>	
REFERENCE NO.	<b>LOAN NO. PH-P263</b>	
	<b>BIDS AND AWARDS COMMITTEE X</b> Engr. Pablo Roman C. Andres Atty. Divina Gracia A. Bacal Mr. Jayson C. Erquiza Commodore Teotimo R. Borja Jr. LT Jera Decolongon	Chairperson Regular Member Provisional Member Ad Hoc Representative Ad Hoc Alternate
	<b>Procurement Division X</b> Ms. Maricel R. Vergel de Dios Mr. Jack G. Mercado Engr. Chamel Fiji C. Melo Ms. Barby Ann M. Villamor Ms. Jennifer M. Ancheta	Secretariat Head TWG Head TWG Alternate Member Member

**End-User Agency**

ENS Nastasja Gaspar PCG  
 LTJG Jonathan Tariman PCG  
 CDR Jose Ronnie Ong Jr PCG  
 CDR GB Tuvilla PCG  
 LT Ginalyn Padernal PCG  
 Capt Tomas Bains  
 Asec. Lino H. Dabi  
 Atty. Jose Crisanto Pingol

TWG Representative (PCG)  
 TWG Representative (PCG)  
 TWG Representative (PCG)  
 TWG Representative (PCG)  
 Philippine Coast Guard (PCG)  
 Philippine Coast Guard (PCG)  
 Department of Transportation(DOTr)  
 TWG Representative (DOTr)

**Observers**

Ms. Mariebel Dulay  
 Ms. Kaoru Ochi  
 Ms. Princess Joy Flores

JICA Representative  
 JICA Representative  
 Procurement Division 2

**Consultants**

Engr. Samuel Custodio  
 Engr. Camilo Napone  
 Engr. Naomi Yoshida  
 Engr. Yukio Toyoshima  
 Dr. Yasuo Nakajo  
 Mr. Akio Maroyama  
 Mr. Iunichiro Itaba  
 Naval Arch. Shinji Shimada  
 Mr. Kenichi Tsusaka  
 Engr. Kenji Suzuki

JMS-PADECO  
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 PADECO  
 JMSI  
 JMSI  
 JMSI  
 JMSI  
 PADECO  
 PADECO

**Shortlisted Eligible Bidders**

Mr. Mitsuaki Ushiiroda  
 Mr. Masanori Onzuka  
 Mr. Akihisa Kiyotami  
 Mr. Tomoya Takeuchi  
 Mr. Kazunori Yotome  
 Mr. Ryosuke Mitomo  
 Mr. Yuki Uchinono  
 Ms. Susan Tecson  
 Mr. Kazuhiro Ookawara  
 Mr. Naoki Sato  
 Mr. Haroshi Nakata  
 Mr. Kazuari Yoshida  
 Mr. Tamomochi Inomoto  
 Mr. Tomoyuki Kakiuchi

Mitsubishi Shipbuilding Co., Ltd  
 Mitsubishi Shipbuilding Co., Ltd  
 Mitsubishi Shipbuilding Co., Ltd  
 Mitsubishi Shipbuilding Co., Ltd  
 Mitsubishi Shipbuilding Co., Ltd  
 JFE ENG  
 JFE ENG  
 IESRI/JFE  
 Japan Marine United Corporation  
 Japan Marine United Corporation  
 Japan Marine United Corporation  
 Marubeni  
 Marubeni  
 Marubeni

<b>CALL TO ORDER</b>	<ol style="list-style-type: none"> <li>1. The scheduled <b>Pre-bid Conference</b> started at <b>10:00 AM</b> with the CHAIRPERSON presiding.</li> <li>2. The Chairperson acknowledged the presence of the attendees.</li> <li>3. Notice to the Observers was issued within the prescribed period, but only JICA was in attendance with two (2) representatives.</li> <li>4. Having established the required quorum, the BAC proceeded with the Pre-bid Meeting. Commodore Borja, Ad Hoc Representative discussed a brief presentation of the above-mentioned project.</li> </ol>
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## DISCUSSION

<b>I. DOCUMENTATIONS</b>	
<b>DOCUMENTATIONS</b>	<ul style="list-style-type: none"> <li>• The Ad Hoc Representative, discussed the PROJECT DESCRIPTION, SCOPE AND OBJECTIVE OF THE PROJECT, PROJECT COST, TECHNICAL SPECIFICATION, IMPLEMENTATION SCHEDULE, IMPLEMENTING ORGANIZATION and BIDDING SCHEDULE among others.</li> <li>• The Ad Hoc Representative, emphasized the specific dates needed for the procurement.</li> <li>• DOTr Asec. Lino H. Dabi acknowledged the attendees and reminded the Committee regarding the timeline and the budget of the project. He mentioned that the Notice of Award and Notice to Proceed must commence before the year ends, because of the constraints of the budget.</li> </ul>
	<ul style="list-style-type: none"> <li>• LTJG Tariman, the TWG-in-Charge stated that the specific timeline with regard to the submission of the Bidders queries is until July 17, 2019. He presented the timeline of the project, the suggested catch up plan, the actual plan and the expedited catch up plan.</li> <li>• The BAC with the assistance of JMS Consultants answered clarifications from the Bidders. Some of the queries were regarding the extension of the timeline, Technical Specifications, and other relevant matters. The Committee answered the questions and</li> </ul>

	<p>explained that all queries must be in a formal letter and answers thereto shall be posted on the Bid Bulletin, and furnished the Bidders through email.</p> <ul style="list-style-type: none"> <li>Both Bidders asked the BAC Chairman if it is possible to extend the Bid Submission? The BAC Chairman answered that said queries will be for further discussion with the Committee.</li> </ul>
<b>II. OTHER DISCUSSIONS</b>	
ATTACHMENTS	<ul style="list-style-type: none"> <li>OTHER QUERIES ARE INCLUDED IN THE LETTER OF CLARIFICATIONS FROM PROSPECTIVE BIDDERS.</li> </ul>
ADJOURNMENT	Having no other matters for discussion, the meeting was adjourned at <b>12: 25 PM.</b>
CERTIFICATION	We certify that the foregoing is the true account of the <b>Pre-bid Conference</b> conducted on Wednesday, July 10, 2019.
PREPARED BY	<p align="center"><b>(SGD) MS. MARICEL R. VERGEL DE DIOS</b> Secretariat</p>
CERTIFIED CORRECT	<p align="center"><b>THE BIDS AND AWARDS COMMITTEE X:</b></p> <p align="center"><b>(SGD) COMMODORE TEOTIMO BORJA JR PCG</b> Ad Hoc Representative</p> <p align="center"><b>(SGD) MR. JAYSON C. ERQUIZA</b> Provisional Member</p>
	<p align="center"><b>(SGD) ATTY. DIVINA GRACIA A. BACAL</b> Regular Member</p> <p align="center"><i>-not present-</i> <b>MR. WEBSTER M. LAUREÑANA</b> Vice-Chairperson</p> <p align="center"><b>(SGD) ENGR. PABLO ROMAN C. ANDRES</b> Chairperson</p>

Queries and Answer for Bidding Documents - Procurement of Two (2) Units of approx. 94-meter Multi-Role Response Vessel (approx. 94m MRRV)

**JAPAN MARINE UNITED CORPORATION**

No.	Item	Page	Technical Specification	Bidder's Queries	Answer
1	Section Technical Specifications 101 General Descriptions and Arrangement	G-1	<p>The vessel shall be a sea-going vessel that must be capable of operating efficiently in open waters and should be primarily designed to operate in Philippine sea areas in accordance with World Meteorological Organization (WMO) Global Wave Statistics. Although the vessel will not normally engage on international voyage, it may, when contingencies require, should be able to operate in sea areas other than the Philippine sea areas. Hull form shall be designed for a minimum frictional resistance and low angle of water entrance at the bow, and shall allow full ocean-going capability in rough sea and good behavior in open-ocean. The hull of the vessel must be capable to operate at adverse rough sea condition characterize by 4-meters or higher wave height and the vessel should be able to survive at least Sea State 6 or Beaufort Scale 6 or higher. The motion attitude and behavior of the hull must allow safe aviation operations.</p> <p>I. Search and Rescue II. MARITIME SECURITY AND LAW ENFORCEMENT III. ENVIRONMENTAL PROTECTION</p>	<p>We cannot guarantee these items. We understand this description is not guaranteed item.</p> <p>Please delete this description.</p>	<p>The description is provided as a design guidance. The vessel shall be classified as non-international, however, it may, when contingencies require, operate in waters other than the Philippine sea areas such as but not limited to, US (Hawaii), Japan, China, Middle East/Africa. The vessel must be designed to operate at adverse rough sea condition up to Sea State 6 and shall be designed to at least survive at Sea State 7 (in accordance with WMO Sea State Code) for the vessel to seek refuge.</p>
2	Section Technical Specifications 101 General Descriptions and Arrangement	G-2 G-3 G-4	<p>I. Search and Rescue II. MARITIME SECURITY AND LAW ENFORCEMENT III. ENVIRONMENTAL PROTECTION</p>	<p>We cannot guarantee the items in this "TASK, CAPABILITIES and PERFORMANCE" table. We understand this table is not guaranteed item and reference</p>	<p>Task, Capabilities and Performance Table is provided as reference or guidance in designing and equipping the vessel. Design of the vessel must correspond to the stated task, capabilities and performance of the vessel.</p>

No.	Item	Page	Technical Specification	Bidder's Queries	Answer
3	Section Technical Specifications 109. Sea Trials 2. Official Sea Trial	G-14	IV. DISASTER RESPONSE / HUMANITARIAN ASSISTANCE 21) Helicopter Launching and Recovery Tests	purpose only. Please delete this description. We cannot provide helicopter (EC145 or equivalent) and helicopter crew and helicopter operation crew by ourselves. We propose the Launching and Recovery test will be carried out at Manila.	Launching and Recovery Tests of Helicopter will be conducted by PCG in Manila during Final Acceptance Test (FAT). PCG shall provide the helicopter, crew, pilot, mechanic and aviation fuel. However, helicopter/aviation facilities except for actual helicopter launching and recovery shall be tested in Japan prior to the delivery at shipyard.
4	Section Technical Specifications 202. Hull Fittings. 1. Anchoring and Mooring	H-8	4) Towing winch, towing bollard and towing rope Towing capacity design should be able to allow the vessel to provide towing assistance to vessel in distress at high sea (sea state 4) at least equivalent size of 94-meter vessel and higher, with sufficient bollard pull capacity.	We will provide towing winch and related equipment for the vessel to operate in distress at high sea, but we cannot guarantee the towing capacity and bollard pull capacity in such a distress sea condition for any size of vessel.  Please delete this description.	Bollard Pull Test shall be carried out to demonstrate the capacity is satisfied as per the requirement in the technical specifications before delivery of the vessel at shipyard.  Manual related to towing equipment and accessories must be provided. As far as possible, shipbuilder shall adopt proven or improved design of the JCG latest Kunigami-class vessel in designing the towing winch, towing bollard, towing rope and towing capacity.  Actual towing demonstration for the two (2) 94-meter MRRV's will be carried out in the Philippines during the Final Acceptance Tests of the 2 <sup>nd</sup> 94-meter MRRV using the other 94-meter MRRV with the assistance of PCG and JCG or Towing Operator assistance. The PCG shall be responsible for coordinating with the JCG, if in case JCG's assistance would be required. Expenses for the actual towing demonstration including for the towing operator assistance (if required) will be assumed by the shipbuilder.
5	Section Technical Specifications 202. Hull Fittings. 1. Anchoring and	H-8	4) Towing winch, towing bollard and towing rope Contractor/Shipbuilder shall provide valid documentation showing the bollard pull capacity of	We are shipbuilder, unfortunately we have no experience for towing operation. We can provide a bollard pull capacity calculation	Same as above.  In addition, Bollard Pull Capacity Calculation shall also be submitted to be reviewed and checked by the

No.	Item	Page	Technical Specification	Bidder's Queries	Answer
	Mooring		the vessel. Trainings and Manuals for towing operation shall be provided.	only. We consider Trainings and Manuals for towing operation should be requested to Japan Coast Guard or the other towing ship services.  Please delete this description.	Consultant, Consultant and Employer's representatives shall attend the Bollard Pull Tests.
6	Section Technical Specifications 202. Hull Fittings. 14. Rescue Boat and Davit	H-16	Two (2) units of high speed rescue boats with two (2) units of crane type davits with damping control or telescopic overhead type davit (as appropriate) for each boat shall be provided at the port and starboard side for the storage, launching, hoisting and recovery of rescue boats.	We understand the technical specification precede against General Arrangement that attached with bid document, However there are no space in general arrangement to fit the two (2) units of 8m rescue boats and two (2) unit of crane davit in parallel.  We propose to change Two (2) units of 8m rescue boats and two (2) unites of crane davit to One (1) unit of approx. 7.3m rescue boat and One (1) unit of crane davit.	Two (2) rescue boats of about 8m length with two (2) cranes for the rescue boats is a mission essential requirement. Shipbuilder must design a vessel that can accommodate this requirement. General Arrangement provided in the bidding docs is for reference only and is intended to be used as a guide by the shipbuilder in coming-up with their own general arrangement drawings accommodating the required technical specifications. Less than 7-meter rescue boat will be considered non-compliant.
7	Section Technical Specifications 202. Hull Fittings. 15. Water Gun and External Fire Fighting Equipment	H-17	Two(2) sets of water gun for...	We do not recommend to mount the additional one (1) water gun. We propose one (1) water gun. The reason are followings,  1. The vessel has already three (3) sets of water gun. One water gun on F'cl deck and two remote monitor on compass deck. Remote monitor can be operated as water gun. 2. We have no space and cannot arrange the additional water Gun	One (1) Water Gun with minimum stream range of 90m shall be installed on the fore part of F'cl deck. Two (2) Fire Fighting Monitor with minimum stream range of 70m (for water) shall be provided on the compass deck(port and starboard).  As a minimum, one (1) water gun and one (1) fire-fighting monitor (either port or starboard) shall be able to be simultaneously operated with their full capacity.  Shipbuilder shall provide an arrangement that will accommodate this requirement.

No.	Item	Page	Technical Specification	Bidder's Queries	Answer
8	Section Technical Specifications 202. Hull Fittings. 16. Helicopter Hangar, Control Room, Helideck and Helicopter Launching Facilities	H- 18	Operation manuals on ship-helicopter interface including safe helicopter operations at a given sea states shall be provided.	on F/c deck. 3. If necessary simultaneously operation of water gun, pump capacity will be more bigger one. We are shipbuilder, unfortunately we have no experience for helicopter operation. We cannot provide the designated safe helicopter operation at given sea state.	PCG will provide the Operation Manuals on Ship-helicopter interface including safe helicopter operations. However, shipbuilder shall adopt ship-helicopter interface they have designed or provided in the latest JCG Kumigami-class vessel or its improvement.
9	Section Technical Specifications 204. Accommodation 4)Furnishing Schedule- 2a	H- 35	Officer Mess room Dining Chair x 17 Sofa x 2 Refrigerator(about 400L) x1 Ice maker x1	We consider that the required items mentioned on the left side cannot be physically furnished on the officer's mess room. Please change Dining Chair number 17 to 15 and delete the left mentioned items.	Noted by the Committee. Answers will be reflected on the Bid Bulletin.
10	Section Technical Specifications 204. Accommodation 4) Furnishing Schedule- 2a	H- 35	Crew Mess room Dining Chair x 50 Bench type Sofa x 1	We consider that the required items mentioned on the left side cannot be physically furnished on the crew's mess room. Please change Dining Chair number 50 to 42 and delete the sofa.	Noted by the Committee. Answers will be reflected on the Bid Bulletin.
11	Section Technical Specifications 204. Accommodation 5) Furnishing Schedule 2b(Medical Room)	H- 36		There is just one (1) bed is furnished at medical room on General arrangement. There are not enough space to meet your request physically. Please change the specification same as General Arrangement.	Noted by the Committee. Answers will be reflected on the Bid Bulletin.
12	Section Technical Specifications 204. Accommodation	H- 40	5. Detention Room 6. Sport Room (Gym) 7. Diving Gear Room 8. Marine Environmental Protection	There are not enough space adjacent the survivor room to meet your request physically. Please delete the left mentioned	Noted by the Committee. Answers will be reflected on the Bid Bulletin.



No.	Item	Page	Technical Specification	Bidder's Queries	Answer
13	Section Technical Specifications 302. Main Engine 5. Reduction Gear	M-11	Room (MEP Room) Rotating direction of Starboard : Clockwise propeller when going Port : Anticlockwise	descriptions. We propose and proceed our proven design as followings, Rotating direction of Starboard : Anti-clockwise propeller when going Port :Clockwise If the direction of propeller rotation will not be changed from the Employer's Requirement, arrangement of the engine room will not be available.	As far as the performance of the vessel can be guaranteed, rotating direction shall be decided by the bidder. The bidder shall also take into consideration that the operating area of the Philippines has a large amount of debris that may damage or affect the propeller rotation.
14	Section Bid Data Sheet ITB 7.1	1-8	In the fifth line of the paragraph, to read as: "The Employer will respond in writing to any request for clarification no later than 14 days prior to the deadline for submission of Bids, provided that such request is received 35 days before the deadline for submission of Bids".	We would like to request you to extend period for submission of request for clarification. 35 days before bidding means less than 1 month from issuance of Invitation for Bid. We are not able to investigate completely this Bidding Documents. Moreover, we may not be able to request clarification to your answers. Therefore please delete the deadline for request for clarification as same as BIDDING STANDARDS UNDER JAPANESE ODA LOANS issued by JICA.	Noted by the Committee. Answers will be reflected on the Bid Bulletin.
15	Section Particular Conditions PC25.2.4	3-22	4. Method of Acceptance or Rejection The Project Manager or the authorized	Please let us know the difference between "Protocol of Delivery and Acceptance of the Vessel at	Noted by the Committee. Answers will be reflected on the Bid Bulletin.

No.	Item	Page	Technical Specification	Bidder's Queries	Answer
16	Section Particular Conditions PC25.2.4	3-22	<p>representative of the Employer, in coordination with the Employer's consultant, shall evaluate the results of the Final Acceptance Tests.</p> <p>Upon completion of the Final Acceptance Test of the vessel at the Site and with the presentation of the documents accompanying the Protocol of Delivery and Acceptance of the Vessel at Site from the contractor/shipbuilder (except for the Protocol of Personnel Training), the Project Manager in consultation with the Employer and Employer's Consultant shall issue the Operational Acceptance Certificate of the Vessel to the Contractor within three (3) working days after receipt of such documents.</p> <p>5. Effect of Acceptance</p> <p>The Project Manager's issuance of Operational Acceptance Certificate of the vessel to the Contractor as above provided, shall be final and binding so far as conformity of the vessel to the Technical Specifications and Approved Drawings is concerned and shall be deemed as the acceptance of the vessel by the Employer and shall not preclude the Employer from refusing formal delivery of the Vessel at the Site, if the Contractor complies with all the conditions for delivery as herein set forth</p>	<p>"Site" and "Operational Acceptance Certificate" in this bidding.</p> <p>We consider that both documents are similar and it is not necessary to issue both documents.</p> <p>Therefore, we would like to ask you to read "Operational Acceptance Certificate" as "Protocol of Delivery and Acceptance of the Vessel at Site".</p>	<p>Noted by the Committee. Answers will be reflected on the Bid Bulletin.</p>

No.	Item	Page	Technical Specification	Bidder's Queries	Answer
17	Section Technical Specifications 16. Helicopter Hangar, Control Room, Helideck and Helicopter Launching Facilities	H- 19	2) Helicopter control room, landing aids and commanding lights Helicopter control room or aviation room shall be arranged, if possible, at center line aft overlooking the helicopter landing deck.	The delivery and acceptance of the vessel will be completed at the time of issuance of Operational Certificate. Therefore we understand that the sentence of "the Project Manager's issuance of Operational Acceptance Certificate of the vessel shall not preclude the Employer from refusing formal delivery of the Vessel at the Site" will not be applicable since the Vessel has formally been delivered to the Employer. Please confirm.	The Bidder may propose alternative design/ location of the Helicopter Control Room or Aviation room as far as the required function for the helicopter control, communication, and monitoring can be assured, taking into consideration of the rescue boat and boat davit arrangement, etc., subject to finalization and approval of the Employer during the detailed design stage.
				We would like to shift aviation function to aft part of Wheel house, instead of remove the Helicopter control and aviation room. Since the CCTV camera with special controller for Helicopter will be fitted aft of Helicopter Hanger, we think its no problem for Helicopter operation. Because of if the rescue boat will	

No.	Item	Page	Technical Specification	Bidder's Queries	Answer
				be furnished the above the helicopter hanger deck, the room and related antenna will obstruct the smooth boat and crane operation.	

**MITSUBISHI SHIPBUILDING CO., LTD.**

No.	Item	Page	Technical Specification	Bidder's Queries	Answer
18	General Arrangement	G-1	Although the vessel will not normally engage on international voyage, it may, when contingencies require, should be able to operate in sea areas other than the Philippine sea areas.	It is stated that the vessels will go to the sea area other than the Philippine sea area after the service is started, but please tell us if there is a Sea area that is specifically assumed. Also in that case, we would like to confirm that the vessels are a non-international qualification.	Please refer to Item No. 1.
19	General Arrangement	G-1		Do you think that there is no middle stage and flats around the helicopter for maintenance in helicopter hanger? We would like to confirm the necessity. (In reference general arrangement, there seem to be a door in helicopter hanger that goes hollow. Is that door for vertical ladder?)	General Arrangement attached to the bid document is for reference. The bidder may propose possible plan for the middle stage, and flats around the helicopter for maintenances long as bidder can assure the vessel's performance and stability, subject to finalization and Employer's approval during the detailed design stage.  Noted by the Committee. Answers will be reflected on the Bid Bulletin.
20	General Arrangement (Escape root)	G-1		In the current arrangement, for the escape route from the section on the stern side under FCL DECK, it is necessary to go through the inside of the engine room or helicopter hangar up to the bow side section	Noted by the Committee. Answers will be reflected on the Bid Bulletin.

No.	Item	Page	Technical Specification	Bidder's Queries	Answer
21	General Arrangement	G-1		<p>of FGGL DECK, which will be assumed as the convening place for escape from vessel in emergency case, so please let us confirm whether there is a problem with the escape route or not.</p> <p>When comparing the specification and the general arrangement, there is no description in the general arrangement such as a Gym described in the specification. In addition, it is stated that 24 foldable chairs are to be arranged in Prayer Room in specification, but it seems impossible to arrange in the space described in the general arrangement. It is difficult to arrange all the rooms and the equipment described in the specifications, so the specifications and general arrangement submitted at the time of bidding will be modified by the shipyard. For details, please make adjustments later on.</p>	<p>Noted by the Committee. Answers will be reflected on the Bid Bulletin.</p>
22	General Descriptions and Arrangement	G-1		<p>It seems that the specifications of the vessel's main engine and machineries in engine room are different from our JCG 1000 gross-tonnage type vessels. We recommend a specification based on JFE's main engine adopted by our 1000 gross-tonnage type vessel, but the specification</p>	<p>Noted by the Committee. Answers will be reflected on the Bid Bulletin.</p>

No.	Item	Page	Technical Specification	Bidder's Queries	Answer
23	Principal Dimensions	G-5		<p>submitted at the time of bidding is based on the tender spec because it is possible for us to cope with either. For details, please make adjustments later on.</p> <p>Please let us know if there are limits (upper limit values) on main dimensions like as the ship length, breadth, draft, total gross tonnage.</p>	<p>Noted by the Committee. Answers will be reflected on the Bid Bulletin.</p>
24	4. Speed, Power and Endurance	G-6	Endurance based on above-mentioned tank capacity	<p>Should we consider only main engine fuel consumption when calculating the Endurance? Or should we also consider generator consumption? Let us know if there is a specific calculation standard.</p>	<p>Generator consumption is included in calculating endurance, along with main engine fuel consumption. Also water/ fresh water capacity, dry and cold food storage capacity. As far as possible, shipbuilder/ contractor should aim for a higher endurance. Specific calculation standard shall be that of the standard used in the latest JCG Kunigami-class vessel built by the shipbuilder/ contractor.</p>
25	7. Landing On-off Helicopters 1) AIRBUS EC145 T2 2) SIKORSKY 5-76C 3) AGUSTAWESTLAND. AW139 4) BELL 412EP	G-8		<p>We would like to confirm that the helicopter written on the left is outside of the shipyard purchasing.</p> <p>As described below, because there is a description of testing and training of the helicopter, confirmation just in case.</p>	<p>Helicopter will be provided by the Employer, hence outside of shipyard purchasing. Actual helicopter launching and recovery testing will be done in Manila using available PCG helicopter during Final Acceptance Test. However, helicopter facilities/ equipment and machineries including communications and aviation equipment will be tested in the shipyard.</p> <p>All helicopter operational expenses including pilot will be assumed by the PCG. Ship running expenses for the test shall be covered as FAT expenses.</p>
26	103 Classification, Rules and Regulations	G-9	c) Some consideration regulated by Japanese Maritime Rules for this kind of the ship shall be applied, if necessary.	<p>The vessels will be classified by Class-NK, but is it okay for us to understand that the special approval about the specification by Japanese Government to JCG</p>	<p>The vessels shall be designed and constructed under the Class-NK rules. Special approval about the specifications by the Japanese Government (JG) to JCG vessels would also be applied, as appropriate.</p>

No.	Item	Page	Technical Specification	Bidder's Queries	Answer
27	108 Model tank test	G-13	The Contractor/Shipbuilder shall *** in the Philippine Sea Areas of Responsibility.	vessels also could be applied to the plan vessels? The specification document states that the Resistance Test and the Self Propulsion tests will be conducted and in that case, the ship response, taking into account the Philippines' assumed sea area. There is a statement to pay attention to (The motion attitude and behavior), but please tell us about the specific procedure of the test.	Specific Procedures of the Tank tests that explain how to demonstrate or simulate the required conditions shall be submitted as the approval drawing to the Employer and Consultant, and shall be agreed between the Parties prior to the Tank Testing. Shipbuilder/ contractor may adopt specific procedures and tests used in the latest Kunigami-class vessel tank testing subject to discussion between the Parties during the detailed design stage and approval of the Employer. However, as a minimum requirement during tank testing, shipbuilder/ contractor shall simulate Philippine sea conditions as far as possible. Please refer to Item No. 25.
28	2. Official Sea Trial	G-14	(21) Helicopter Launching and Recovery Tests;	It is difficult to confirm the departure and arrival of the helicopter on the vessels in the sea trial or security test in Japan according to the specification. Usually, the JOG patrol vessels will be confirmed by the shipowner after delivery from shipbuilder. We Understand the confirmation should be conducted by the shipowner. We would like to know how to proceed following terms in the planned vessel. (1) Preparation of helicopter (2) Arrangement of the pilot (3) Notification to relevant ministries and agencies (4) Other Needs investigation of procedures.	
29	110. Vibration and Noise	G-	Necessary sound insulation and	The listed IMO rules written in	New IMO Noise Code (MSC 91/22/Add.1 Annex 1)

No.	Item	Page	Technical Specification	Bidder's Queries	Answer
2.	Noise	16	isolation shall be provided so as to keep noise level within the values at normal sea going condition (running at service speed) in accordance with IMO A468 (XII), Code on Noise Level on Board Ships	tender specifications are old IMO code. On the other hand, the 1000 gross ton type of JCG has no application of the noise code, and is designed and built according to the internal regulations of the JCG. Please let us confirm the applicable rules for the noise of the planned ship. - Is the new IMO Noise code (MSC 91/22/Add.1 Annex 1) issued in 2014 unnecessary for the planned vessels? - Is the old code necessary to apply? (The content is different from the new code)	should be adopted with due consideration of the increase of the weight of insulations.
30	111. Trim and Stability	G-16	The vessel shall have sufficient and will float at even keel under all reasonable loading condition	As the vessels are equipped with an auxiliary freshwater tank at the stern side, it seems to be difficult to keep the even keel (even trim) draft in case of full load condition. Please let us confirm that all reasonable loading conditions described in the left specifically mean design load and half load. Also please let us know if there are restrictions on the trim and heel angle in case of full load.	As far as possible, design shall be made so the vessel will float at even keel at all loading condition and should avoid undue trim. If even keel could not be maintained the limit should be less than 2-degree trim by stern.  Trim and heel angle used as a proven design of the latest JCG Kunigami-class vessel may be adopted subject to review of the Consultant and approval of the Employer during the detailed design stage.
31	1. Training at Shipyard	G-22	Helicopter operations demonstration shall be provided	It is stated in specification that helicopter operation demonstration will be conducted as shipyard training. But we think that it should be conducted by the helicopter purchase maker.	Shipyard Training does not include helicopter operations.



No.	Item	Page	Technical Specification	Bidder's Queries	Answer
32	2. Personnel (Crew) Training in Employer's Site 3. Maintenance Training	G-22		About the technical guidance to the crew in the Philippines, are there any regulations or special requirement for the staff provided by the shipyard? We understand the shipowner will be responsible for maneuvering of the vessels in the local area.	Noted by the Committee. Answers will be reflected on the Bid Bulletin.
33	4. Onboard technical familiarization during delivery voyage	G-23		About technical guidance during repatriation, are there any regulations or special requirement for personnel provided by the shipyard? Also, may we be aware that all 27 PCG members trained at the shipyard will be on board during repatriation?	All PCG members trained crew in Japan will be onboard during delivery voyage. Shipyard will provide its own designated crew as the main crew during voyage. Number of shipyard crew shall be in accordance with its own standard in so far as safety of the vessel and crew can be ensured. Shipyard designated crew must be licensed and have experience in navigating waters from Japan to Philippines as much as possible.
34	1. Ship's Manual	G-26	The Deck manual deals with ***Helicopter Operations.***	We believe that the operation manual of the helicopter should be conducted by the helicopter purchase maker.	Helicopter manual is provided by PCG/ helicopter manufacturer.
35	Rudders	H-3	Stabilization Equipment, controlled at the bridge, to reduce the rolling motion of the ship shall be provided.	Since the vessels are equipped with a fin stabilizer, we believe that it is not necessary to use the anti-swing system with steering control for decreasing the ship rolling motion.	Delete "Stabilization Equipment, controlled at the bridge, to reduce the rolling motion of the ship shall be provided."
36	2. Steering Gear	H-10	The electric motor shall be started and stopped in the wheel house, steering gear room and engine room.	We think that only the wheel house and the steering gear room are enough for the motor starting and stop point of the steering pump unit.	The electric motor shall be started and stopped in the wheel house and steering gear room.
37	6. Hydraulic Pump Unit	H-11	For right windlass, 21 MPa x 90 liters/min x 2 sets Electric motor, 37 kW x 1, AC 440 V For left windlass,	We think that the hydraulic pump capacity should be one set for the port side windlass and one set for the starboard side windlass.	Yes. One set for the Port and One set for the Starboard.

No.	Item	Page	Technical Specification	Bidder's Queries	Answer
38	6. Hydraulic Pump Unit	H-11	21 MPa x 90 liters/min x 2 sets Electric motor, 37 kW x 1, AC 440 V For aviation fuel oil transfer equipment 21 MPa x 80 liters/min x 1 set Electric motor, 30 kW x 1, AC 440 V	We think that air fuel transfer devices will not be used simultaneously with stern mooring device and towing winches. Therefore, if there is no simultaneous use, we would like to combine the pump unit for aviation fuel oil transfer equipment with the system of No. 3 pump unit (for stern mooring device and towing winch)	Independent hydraulic pump unit for aviation fuel oil transfer is required.
39	12. Life Saving Appliances	H-15	Life jacket 71 Rigid or inflatable type Cover-all Safety/Protective Uniform 71 International Orange color with reflectorized PCG Logo in front and reflectorized "coast guard" characters at the back	The complement is 67 people, but we would like to confirm that 71 life jackets are necessary.	The Bidder shall provide 71 (67+4 for VIP) lifejackets. In addition, lifejacket for survivors under "Search and Rescue Equipment- Lifejacket for adults- 50" shall be provided.
40	12. Life Saving Appliances	H-15	Immersion suits 6 SOLAS 2010; JCG/USCG-type approved	When we look at the rules of the JG category four(4) vessel, we think that the immersion suits needs a capacity of 67 people.	Immersion Suit- 24 units (in line with passenger capacity of rescue boat)
41	14. Rescue Boat and Davit	H-16	Two (2) units of high speed rescue boats with two (2) units of crane type davits with damping control or telescopic overhead type davit (as appropriate) for each boat shall be provided at the port and starboard side for the storage, launching, hoisting and recovery of rescue boats.	On the reference general arrangement, there seems to be one high-speed rescue boat and one davit. We think that it is difficult to arrange two high-speed rescue boat and davit but please let us know if there is a plan for arranging two of the vessels.	Please refer to Item 6.
42	15. Water Gun and External Fire Fighting Equipment	H-17	Two (2) units of water gun monitor for fire suppression shall be provided as follows.	According to the specification, two water guns will be equipped on the vessels, but on the	Please refer to Item No. 7.

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43	2) External Fire Fighting Equipment	H-17	b) Foam liquid tank Capacity of foam tank: abt. 5,400 liters	reference general arrangement there is only one for F'CL DECK. In case of JCG 1000 gross tonnage patrol vessel, one (1) set is provided. As for the foam liquid tank, please tell us the assumed place or section for the tank location, because the tank capacity is large.	The expected place of the foam tank will be in the fore store on the F'cl deck (Fr. 30) near the FF monitor. General Arrangement provided in the bidding docs is for reference only and is intended to be used as a guide by the shipbuilder in coming-up with their own general arrangement drawings accommodating the required technical specifications.
44	16. Helicopter Hanger, Control Room, Helideck and Helicopter Launching Facilities 3) Helideck fittings	H-18 H-19 H-20		H-18, H-19 in specification, some facilities about helicopter operation for achieving the purpose are abstractly stated as following. Ex.) To ensure the possibility of day and night helicopter operations, the vessel should be equipped with a helideck platform, hanger, landing aids and associated equipment. In H-20 page 3) Helideck fittings, there is no specific description of what kind of equipment we shall provide. Although there is a sentence "the following fittings and equipment shall be provided as a minimum", only 5 items are listed and there is no description for shutters etc. where proper nouns appear on	Helicopter Hanger, Control Room, Helideck and Helicopter Launching Facilities were mainly adopted from the 83.6 Meter Offshore Patrol Vessel from France. We will provide the shipbuilder with access to the OPV, including its general arrangement, hanger design and accessories (landings aids/ lights/ fittings, etc.) during the detailed design stage.  The bidder is allowed to propose an alternative provided it is equivalent or superior and of proven design comparable or similar with the latest JCG vessels with hanger.

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45	16. Helicopter Hanger, Control Room, Helideck and Helicopter Launching Facilities	H-18	Crash landing locker with complete tools and equipment required in case of emergency or crash landing of helicopter due to accident onboard shall be provided.	<p>H18, p.19.”</p> <p>We would like to know the detail specification about the helideck fittings.</p> <p>“Crash landing seems to be fuselage landing in emergency case, but please tell us what “kind of crash landing locker” is. Complete tools and equipment have special equipment and please tell us the detailed specification of them when the shipyard should supply them.</p>	<p>This item refers to Helicopter Crash Rescue Locker Package with standard equipment as follows;</p> <p>Adjustable wrench (1), Large Rescue Axe (non wedge or aircraft type) (1), Bolt Cutters (1), Large Crowbar (1), Grab Hook (1), Heavy Duty Hacksaw with six spare blades (1), fire resistant blanket (1), ladder (two piece) (1), lifeline (15m in length 5 mm circumference) plus rescue harness (1), Side cutting Pliers (Tin Snips) (1), Set of assorted screwdrivers (1), Harness Knife &amp; Sheath (4), Man-made Mineral Fibre (MMMMF) Filter Masks (4), fire resistant gloves (4 sets), Power cutting tool (1). Detailed specifications shall be provided during detailed design stage.</p>
46	16. Helicopter Hanger, Control Room, Helideck and Helicopter Launching Facilities	H-18	Contractor/Shipbuilder should provide details on how the helicopter will be move and traversed from hangar to flight deck (vice-versa) safely at all stages of ship motion (in accordance with Ship Motion Index).	<p>Is it acceptable for you to adopt shipyard's standard design with respect to helicopter transportation between helideck and hanger because there is no transportation rail and winch on GA?</p>	<p>Yes.</p>

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47	16. Helicopter Hanger, Control Room, Helideck and Helicopter Launching Facilities	H-18		There is no maintenance crane for helicopter on deck. Please add specification if rescue boat davit is used for helicopter maintenance as well.	Rescue boat davit can be used not only for boat but general use, including maintenance for helicopter if possible.
48	16. Helicopter Hanger, Control Room, Helideck and Helicopter Launching Facilities	H-18	1) Helicopter Hanger	There is no ceiling crane for helicopter maintenance in hanger. If you need it, please add the specification for it.	Bidder may propose ceiling crane for helicopter maintenance if it could be accommodated in their design, subject to approval of the Employer during the detailed design stage.
49	16. Helicopter Hanger, Control Room, Helideck and Helicopter Launching Facilities	H-18	1) Helicopter Hanger Fixed helicopter hanger shall be provided. Helicopter hanger shall be designed as to safely store and lash the one EC145 Eurocopter through manual operations, with applicable safety regulations.	Please let us know the specification of EC145 - Principal particulars (size, weight) - Is the blade foldable? (if not, it is impossible to store EC145 in hanger)	Blade of EC145 is foldable. <b>DIMENSIONS</b> Length 13.64 m Height 3.95 m Main rotor diameter 11.0 m <b>MAIN CHARACTERISTICS</b> MTOW (within the AWAY light envelope) up to 3,900 kg 3,700 kg Useful load 1,781 kg Sling capacity 1,800 kg Please refer attached table
50	16. Helicopter Hanger, Control Room, Helideck and Helicopter Launching Facilities	H-18	1) Helicopter Hanger Slipping preventing net, rubber mat	With regard to the Slipping Preventing Net, we understand the "Net" is mention as nonslip paint for helicopter landing deck. Is it correct? If not, please let us know the detail. Also, please let us know the purpose of rubber matt in hanger.	Yes, it refers to nonslip paint for helicopter landing deck and hangar which the shipbuilder/ contractor shall provide. This is in addition to helideck guardrails with nets. Rubber Mat shall be used to soak up drips, spills, splatters, and clean-up oil based spills.
51	16. Helicopter Hanger, Control Room, Helideck and Helicopter Launching Facilities	H-19	2) Helicopter Control Room, Landing Aids and Commanding Lights  Deck edge lights, Reference lights, Heading and obstruction lights, Flight deck status lights (stop/go lights), Homing beacon light, Stabilized horizon bar, Glide Slope indicator	Please let us know the overview of the following items: 2) Helicopter control room, landing aids and commanding Deck edge lights, Reference lights, Heading and obstruction lights, Flight lights deck status lights (stop/go lights), Homing beacon light, Stabilized horizon bar, Glide Slope indicator	Please refer to Item No. 44.

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52	4) ROV	H-23	Control System Controller: Joystick Controller at the bridge or as appropriate	Please accept to adopt a portable joystick controller for operation on deck, not in wheel house.	Accepted. But it must also provide live video output at wheelhouse and briefing room in addition to other requirements stated in technical specifications.
53	5) Search and Rescue Equipment, etc.	H-23	Line throwing apparatus	With respect to line throwing apparatus, we understand it as line throwing apparatus for "LIFE - SAVING"	Yes.  However, in addition shipbuilder/ contractor shall provide two (2) units for each vessel pneumatic line thrower/ gun for deployment of lines during berthing operations.
54	1. Painting	H-28	Outside of shell plating and rudder; Below full load waterline EP x 2 SP x 2	Life time of "Below full load waterline" to be two (2) years as same as anode. Is it OK?	Lifetime of below full load waterline painting shall be minimum of three (3) years or as proven used in the latest Kunigami-class vessel built by the shipbuilder, whichever is higher.
55	1. Painting	H-29	Inside of hull: Living spaces, where not lined EP x 1 AR x 2 Living spaces, where lined EP x 1 Engine room, side and deckhead EP x 1 AR x 2 Engine room, bottom EP x 1 Other machinery spaces, side & deck head EP x 1 AR x 2 Other machinery spaces, deck EP x 1 AR x 2 Stores, side & deck head EP x 1 AR x 2 Stores, deck EP x 1 AR x 2 Battery room EP x 2 AR x 2 Inside of rudder EP x 1 Inside of tanks, Fuel oil tanks EP x 2	With respect to the accommodation's walls and ceilings which are not covered by lining or fire insulation, we would like to adopt aqueous coating material as prime/finish coating for environmentally responsible, not EP+AR. Also, where mentioned AR as finish coat, please accept oily coating material instead of AR as finish coat.	We will adopt the latest Kunigami-class proven use coating material applied by the shipbuilder or its improvement.
56	1. Painting	H-29		There is some possibility of peeling of paint which is soaked in oil so that we would like to paint upper wall and ceiling area which are not soaked in oil.	The bidder is requested to paint as per the specifications and find the appropriate paint inside the FO tank. The bidder is allowed to propose alternative provided it is equivalent or superior and proven design adopted from the JCG Kunigami class vessel, subject to Employer's approval during detailed design stage.
57	2. Cathodic Protection	H-	Impressed current cathodic protection	In the Japan Coast Guard patrol	The bidder is allowed to propose alternative

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		30	(ICCP) shall be provided and suitable number of bolted type aluminum anodes shall be fitted to suitable position such as sea chest, bow thruster tunnel, etc.	vessels, the ship's corrosion protection is performed with an aluminum anode. Please replace the installation of impressed current cathodic protection (ICCP) and check if it is possible to Impressed current cathodic protection (ICCP) shall be carry out hull corrosion protection with an aluminum anode. This is because it is thought that the aluminum anode will be advantageous in consideration of the arrangement of consumables after services and the handling in case of trouble.	provided it is equivalent or superior and a proven design adopted from the JCG Kunigami class vessel, with due consideration to the marine environmental condition in the Philippines, subject to Employer's approval during detailed design stage.
58	2. Piping Material	H-42	Sea water/sewage pipe: Stainless Steel Bilge pipe: Stainless steel Foam fire extinguish pipe: Stainless steel	It is mentioned that piping material should be used stainless steel for "sea water/sewage pipe", "Bilge pipe", "Foam fire extinguish pipe". Please let us know the grade of stainless steel, for example, SUS304, SUS316L etc., because we adopt steel + "inner polyethylene lining" for prevention of corrosion of pipe due to sea water.	We prefer SUS316 since the lining may be damage by heat during repair work. The bidder is allowed to propose alternative provided it is equivalent or superior and a proven design adopted from the JCG Kunigami class vessel, with due consideration to the marine environmental condition in the Philippines, subject to Employer's approval during detailed design stage.
59	Marine growth preventor Ultrasonic type	M-7		Please let us know what is "Ultrasonic type" and its specification	The bidder is requested to propose alternative provided it is equivalent or superior and a proven design adopted from the JCG Kunigami class vessel, with due consideration to the marine environmental condition in the Philippines, subject to Employer's approval during detailed design stage.
60	Heat exchangers	M-8		It is not mentioned "heat source. We would like to adopt electrical	Electrical heat will be adopted as heat source.

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61	The speed and power of the vessel shall have a general overall load factor of not greater than 50%	M-10		heat not steam. Is it OK? Please let us know how to calculate "general overall load factor"	In the selection of the main engine, the bidder shall consider the mean time between overhaul (MTBO) of at least 24,000 hours with the average load factor of 50% of MCO in accordance with the calculation of the engine manufacturer/ maker. We advise bidder to coordinate or checked with the engine manufacturer/ maker.
62	7. Stern Tube	M-17		Please let us know the reason why stern tube should be filled with lubricating oil. (in a view of our experience, water lubricating is enough)	Lubricating oil is our proposal however, the bidder is allowed to propose alternative provided it is equivalent or superior and a proven design adopted from the JCG Kumigami class vessel, with due consideration to the marine environmental condition in the Philippines, subject to Employer's approval during detailed design stage.
63	Fuel Oil Service Tank Fuel Oil Settling Tank	M-8 M-27		There is no Fuel oil service tank and Fuel oil settling tank on GA although they are mentioned in machinery part. It is very difficult to allocate fuel oil service tank which is needed abt. 27m <sup>2</sup> if it comply Japan Government rule. Please let us know your basic concept for Fuel oil service tank.	FO service tank in the double bottom is acceptable. The bidder is allowed to propose alternative provided it is equivalent or superior and a proven design adopted from the JCG Kumigami class vessel, subject to Employer's approval during detailed design stage.
64	3. Power Equipment for Aviation	E-6	One (1) Power supply equipment for starting helicopter engine shall be provided as follow. Input A.C., 440 V 60Hz 3ø Output D.C. 24 V. 800A	We understand that output D.C. is not 24V but 28V. Please let us know which is correct.	Battery installed on EC145 is 24V DC, however, please provide the battery as per the specification of the EC145.
65	Charging & Discharging Board For Helicopter Storage Battery	H-18 E-6		Is "Charging & Discharging Board For Helicopter Storage Battery" used for only EC145 Eurocopter?	Yes.
66	4. Television Receiver and DVD Player	E-9	Four (4) sets of 55-inch color television receivers, DVD players, media players, etc. shall be installed in the officer's mess room, crew's mess	What is "etc." meaning? Please clarify it. With respect to video system, is it OK to adopt NTSC type?	Noted by the Committee. Answers will be reflected on the Bid Bulletin.



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			room, survivor's room, and rest space in accordance with the furnishing schedule.		
67	Electric Lighting 1. General	E-10	For lights including projectors at fire deck aft (from Fr. 125 to aft end) shall be of anti-explosive type if they are within 3.0m above maximum draft.	Is this sentence meaning all of electric equipment should be anti-explosive type? It is mentioned only lights	Anti-explosive lighting apparatus is only required for those equipment installed winch deck in after part, under 3 meters height from the water line for the occasion of oil contingency operation. Nonetheless, bidder is allowed to propose alternative provided it is equivalent or superior and a proven design adopted from the JCG Kunigami class vessel, subject to Employer's approval during detailed design stage.
68	Electric Lighting 1. General	E-10	Control system for lightings shall be provided at the bridge	Is this sentence meaning that control system which can turn on/off all light in ship should be applied at the bridge? With respect to Japan Coast Guard Specification, only exposed lights (including search lights) could be control at the bridge.	Exposed lights including search lights shall be controlled at the Bridge.
69	10. Searchlight and Projector	E-11	One (1) 4 kW searchlight of xenon type mounted on stabilizer with remote control at radar mast One (1) 2 kW searchlight of xenon type on bridge deck aft	Is 2 kW searchlight "hand operation" type? It is mentioned 4 kW type is with remote control	One (1) 2kW searchlight of manually controlled xenon type shall be rearranged on higher deck. The bidder is allowed to propose alternative provided it is equivalent or superior and a proven design adopted from the JCG Kunigami class vessel, subject to Employer's approval during detailed design stage.
70	17. Obstruction Lights for Aerial 19. Lighting and Gas Detector for Aviation	E-13		With respect to lights mentioned in 17 & 19, is it acceptable for using same lights which applied with Patrol ship with Helicopter of Japan Coast Guard?	Yes, if it is of proven use or improved design in the latest Kunigami-class vessel.
71	2. Automatic Exchange Telephone System	E-14	One (1) set of automatic exchange telephone system operated on A.C.,	We understand that A.C. is not 240V but 220V (for inboard	AC shall be of 220V.

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72	4. Sound Power Telephone System	E-16	240V and D.C., 24V shall be installed for intercommunication among the following spaces Accommodation Spaces: One each	power source). Please let us know which is correct.  Please let us know the specification of telephone system used in accommodation spaces. (now, only mentioned "one each")	Accommodation Spaces refer to accommodation rooms, survivor room, mess rooms, medical room, diving gear room (drip proof), and galley. Non-waterproof, wall mounting type, calling bell and call flash light.
73	AR Manual push button	E-18		Although it is described as "AR Manual push button" in the item of the engine room, AR" is guessed that a number will be inserted by mistake, so please teach the number.	Noted by the Committee. Answers will be reflected on the Bid Bulletin.
74	13. Day and Night Vision Camera	E-20		It is mentioned that "Capable of Radar and ARPA integration" as its characteristics. Please let us know its function clearly.	Radar and ARPA integration only when associated with other equipment, such as Bridge Management System, if applicable. Employer desire to utilize a day and night vision camera that is equivalent or superior with the day and night vision camera installed in the PCG's 83.6 meter offshore patrol vessel.
75	20. Lightning Protection System	E-20	One (1) set of lightning protection system shall be installed in the vessel to help protect the vessel from the hazards of lightning strike.	Please let us know the name and manufacturer of this device.	Up to the Bidder as long as the equipment is of proven use or currently used in Kunigami-class vessel. If none, the bidder may recommend.
76	Explosion proof specification for electric devices in helicopter hanger			With respect to "Explosion proof specification for electrical devices in helicopter hanger, is it acceptable for applying same rules in case of building patrol vessel with helicopter for Japan Coast Guard?	Yes. As per the requirement of class and JCG regulations applicable.
77	501. Facility Management System	S-1	PC based facility management system (FMS) shall be provided for each vessel for planned maintenance system, inventory management and	How many maintenance manuals and inventory should be prepared as data? With regard to equipment, is it	There are a total of four (4) PC-based FMS System (1 for each vessel, 1 at CG-10 and 1 at CGSSF). PC at CG-10 and CGSSF must have the maintenance manuals and inventory for both vessel, while PC

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			vessel performance data reporting, etc. It shall have an open-architecture,	enough to install "instruction manuals and inventory lists of finished plan" to the PC?	<p>installed at vessel must have its own corresponding manuals and inventory.</p> <p>-The main requirement is for a PC-based FMS that will be used for: 1) planned maintenance system, 2) inventory management (spare parts management), 3) vessel performance data reporting, and 4) Others, that may be incorporated by the shipyard for optimum usage of PC based FMS.</p> <p>-Finished plans or as-built plans, instruction manuals should be installed in the PC.</p> <p>-Inventory (list, name/type, numbers, maker, expiry, etc.) of all items or equipment in the vessel must be provided in the PC.</p>

#### QUERIES AT THE PRE-BID MEETING

No.	Item	Page	Bidder's Queries	Answer
1	ITB7.4	1-8	After the bidder received the clarification to the questions, can bidder again request further clarification? And are there 2 <sup>nd</sup> pre-bid meeting, if necessary?	Yes, bidder may submit further clarificatory questions until 17 July 2019. There will be no 2 <sup>nd</sup> Pre-bid Meeting but the bidder is allowed to provide questions or clarifications until 17 July 2019.
2			If all the costs proposed by bidders exceed the budget, how the bid will proceed?	Bid will proceed in accordance with Guidelines for Procurement under Japanese ODA Loans, April 2012, subject to JICA concurrence.
3			Can the bid date be extended by two weeks' time?	Noted by the Committee. Answers will be reflected on the Bid Bulletin.