



CLARIFICATION 01

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ނަންބަރު No:	TES/2021/G-003		
ފްރޮޖެކްޓް Project:	Procurement of Goods: Three Outer Island Waste Collection Vessels		
އިއުޖިންކް ދިނުމުގެ ތާރީޚު Issued Date	29 th April 2021		
ވަނަވަނަ ދަތުރު No. of Pages: -10	ބޯޖު Boq: -00	ޖަހާފައިވާ ވަނަވަނަ Drawings: -00	

Please include this clarification when submitting the Bid

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Please find attached;

- Answers to the queries received.
- Unofficial translation vessel safety regulation.
- Design environment.



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Signature:

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No.	Tender Clause	Tender Terms	Query / Request	Employers Response
			Important additional precisions: the vessel should be designed as per International Association of classification societies (or similar), specialised service vessel under the following climate and offshore sea conditions (see attached file design environment)	
1	1.3	Classification - ABS Rules will apply	Can we use other IACS Class, where rules are similar.	Yes acceptable.
2	1.3	ICLL (International convention on load lines)	Administration to give partial exemption from Load Line rules as bow height & front ramp arrangement cannot comply with the rules.	National Vessel safety regulation states that every vessel should carry a loadline certificate, (issued by Transport Authority).
3	1.5, 1.25, 1.30,	Exchangeable standard containers of 25 m ³ . Maximum mass of containers in any given location shall be taken as 15 tonnes.	It may be better to specify standard "open top 20 foot marine containers". They are readily available and can be easily replaced at minimum cost and time in the future. Also can have multiple units ashore and on board.	No we would stay with the required containers and specifications as they are more suitable into the overall waste management system.
4	Sec 9, 1.20	Crane specifications	Principals should only specify Crane boom height, outreach from centre of crane and load chart for different operating radius. Bidders should be free to decide on all other specifications. The tender document goes into micro details of only one specific manufacturer, this varies from one maker to another.	Crane requirements have been chosen in such detail in order to guarantee a market availability in the Maldives but the employer accept to leave the details to bidder as long as it can lift <u>15 ton @ 7 m length</u> .
5	1.3	International Code of Safety for <i>High-Speed Craft</i> , 2000 (2000 HSC Code)) or national safety certificates.	The speed of 15 knots does not qualify as High Speed Craft. LCT cannot comply to HSC code.	There is a Vessel safety regulation by Maldives Transport Authority. Unofficial translation of main requirements is attached.



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6	Sec 9; 1.24	Fire extinguishing system: Machinery spaces of major fire hazard shall be protected by a fixed fire extinguishing system.	Fixed fire fighting system is not applicable to this vessel. However if required over and above applicable rules then the type of FFS to be specified (sprikler, Co2 , water mist etc)	Fire fighting appliances should be as per vessel safety regulation of Maldives.
7	Sec 9; 1.24	Lifesaving equipment covered by this sub-section shall be approved by the Society or a national authority in accordance with SOLAS Ch.III, LSA code and IMO Res. MSC.81 (70) or equivalent naval and national standard.	Tender document says that rescue boat is not required. Only life raft is required. This vessel is less than 500GT, hence SOLAS does not apply, Principals need to give exact details of LSA and FFA equipment required with numbers and specification.	See attached unofficial translation.
8	Sec 9, 1.10	Tender has specified 2 x 550KW engines, consumption of 100 Ltrs/ hour and required service speed of 9 Knots.	The specified max fuel consumption of 100 Ltrs/ hour, is it for one engine or both engines together? Please specify if consumption is for each engine or both engines together. It is not possible to obtain this consumption for both engines together. Fuel consumption and engine power would depend on engine model chosen after final design appraisal to meet the tender performance parameters. Principals should only mention minimum engine power (say 2 x 550KW) and minimum guaranteed speed at 85MCR. Remaining details should be left to bidder.	Maximum fuel consumption is per engine. 550 x 2 kW is used during initial design stage. The employer accept to leave other engine related details to bidder as long the speed parameters are respected.
9	Sec 9, 1.20, Construction	The frame spacing vs shell thickness vs the dwt vs the draft vs size of vessel will need to be worked out only at time of detailed design . The builder should be given freedom to decide on shell thickness, size while keeping the draft ,dwt and deck strength as per owner requirement . if owner restricts all design parametrs then builder cannot assure performance of design .	It is not possible that Principal's specify deck, hull, frame thickness. Principal's should only specify deck strength requirements and minimum speed specification and leave it to builders to decide on scantling requirements which are anyway subject to class rules. The specified scantling thickness in the tender document is unrealistic, will make the	OK. Scantling to be done by the builder as per class rules.



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			vessel too heavy, reduce cargo capacity and adversely impact vessel speed.	
10	Sec 6, 1.1	Propeller x 2; D-1300 mm Bronze Shaft diameter- 145 mm	Design data like propellor dia , shaft dia has to be left for builder and will be as per applicable calculations only to decide while achieving the owner requirement of speed .	Ok. As long as it perform as required.
11	Sec 6, 1.1	Winch 2 x 8 Ton	Capacity of winch will be decided by builder based on ramp weight as per deck strength. 8 ton winch will not be applicable, which capacity will depend on ramp weight and anchor weight, will need to meet Class rules.	Ok, accepted.
12	Sec 6, 1.1	Winch 2 x 8 ton winch Anchor 2 x 6,5 ton drag anchor Anchor Chain 2 x Dia: 26 mm, length 35 m	Size of anchor and chain/wire rope will be as per Equipment Number calculated and applicable under class rules and Principal's should not specify these details which may not meet class rules.	Ok. Anchor, Anchor chain and winch should meet classification rules.
13	Sec 4; 1.22; Sec 6; 1.1	At least two power pumps connected to the main bilge system should be provided, one of which may be driven by the propulsion machinery. If the administration is satisfied that the safety of the craft is not impaired, bilge pumping arrangements may be dispensed with in particular compartments. Alternatively, the arrangement may be in accordance with the requirements of 2000 HSC Code 10.3.14. Bilge pumps- 8 (3500 GPH/24 V w auto switch)	HSC Code does not apply to this vessel. The vessel is with manned engine room and 2 x GS pump as per applicable class rule calculations will do all duty (fire/bilge ballast)operations hence auto switch for bilge will not be applicable . Bilge alarm can be installed for vessel safety.	Pumps and fitting should be arranged as per class rule.



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14	Sec 6, 1.1	Cargo hatch watertight hatch openings	Vessel is flat deck design, in such situation separate cargo hold hatch will not be provided.	OK.
15	Sec 6, 1.1	Sprinkler system - Connected to main deck and wheel house	Sprinkler system for accommodation or deck not applicable for this vessel, only fire detection will be applicable. This should be left to Flag and Class requirements, and Maldivian flag should give specific exemptions where required. Tender would spell out Flag requirements for this vessel, as SOLAS rules do not apply to vessels less than 500GT.	Main deck and wheel house should have Fire fighting apparatus as required by vessel safety regulation of Maldives Transport Authority.
16	Sec 6, 1.1	Ramp - Hydraulic cylinders	Ramp operation apparatus to be specified along with operation. Ramp will be operated by sheave and wire rope arrangement with winch (type to be specified by owner). Ramp will not be hydraulic cylinder operated as constant irregular loading (since beaching operation can't be controlled in precise manner) of trucks will cause same to damage.	OK.
17	Sec 6, 1.1. (1.2a)	Crane data: Crane to be powered by 285 bar hydraulic power.	Crane may be powered by AC Power with genset or hydraulic, choice should be left to bidder.	Yes acceptable.
18	Tech Specs, 1.4	On site trial tests	Sea trials and all performance trials will be conducted and accepted by owners ex shipyard. The vessel will be technical accepted prior to leaving shipyard. All crew, other department officer preferred requirements should be included at tender stage itself .any modifications after construction or after reaching Male would not be possible. Any defects /technical snags arising after technical acceptance of vessel and voyage reaching male or while	In principle acceptable, please precise what do you mean by owners ex shipyard. Sea trial should be conducted in presence of the owner or his representative.

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			training will be treated under warranty jobs and should not affect the delivery/taking over of vessel by owners within specified time of training.	
19	Sec 6; Roll packers	Roll packer: • net weight: approx. 8,000 kg	Roller packers of type required weigh just about 3.6MT. Your specification of 8MT is incorrect. Higher weight will impact stability of the vessel, with so much weight on deck. Specification should state only operational requirements and not give technical characteristics of the equipment.	Roll packers (fixed device) : 3,2 t (3,200 kg).
20		Organic coating of exposed elements as per ISO 12944 C5-M and Im2	It is not possible to meet the painting requirements (ISO 12944 C5-M and Im2). Different equipment manufacturers have different standards. However, sandblasting and Two or three epoxy-based coats (>1000 µm in total) can be complied to improve durability.	Sandblasting and epoxy based coats (> 1000 µm in total) are acceptable.
			Due to the sea conditions we recommend a central lubrication system.	OK.
21	Mobile Bin Tipper		A normal tipping device with one movement has a theoretical cycle time of approx. 30 seconds. But in this case the operator has to push in the 80 and 120 litre bins manually. Also in this case the theoretical cycle time is approx. 30 seconds.	OK.
			1. How many times per day (roughly) the tipping device will be used?	Depend on the need at the respective islands, we could assume up to 500 times per day.



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			2. We only build tippers which are electrically driven (neither diesel driven nor by means of a rechargeable battery). Is an electrohydraulic tipping device permitted for use on a ship?	It should be mobile, which means that at respective quawall/harbour, the mobile bin tipper is taken out of the vessel and placed on the quaywall to support the tipping of the bins into the container. In the event the bidder provides electrically driven bin tippers, the bin tipper should be equipped with a sufficiently long power supply mains to allow an off-vessel operations.
			3. Is an oil sump necessary?	No.
			4. Will the power pack need splash-water protection?	If the bidder is referring to the roll packer: Sensitive parts (electrical parts/motor etc.) needs to be protected against water intrusion. For mobile bin tipper as this will be used during vessel stand-by at the harbour, no need to have splash water protection
			5. Into which kind of container will you tip? Perhaps it is provided with a sliding slope?	into the 25 m ³ containers.
			6. How much space will there be on board of the vessel for the tipping devices?	The tipping device should be used as supporting device on the quay wall. In case of use on board sufficient space (depending on the proposed bin tipper by the bidder) should be allocated on the longside of the container (alternatively on the front side of the container). a surface of 8-10 sqm is considered as sufficient.
			7. Is a complete cage required?	No, depending on the model of bin tipper you choose.
			8. Are pockets for the forks of a forklift truck necessary?	Might be an added value.
			9. Will it be necessary to secure the equipment against rough sea?	Yes.

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			10. Are there special painting requirements for the tipping devices?	No.
22			International Code of Safety for High Speed Craft, 2000 (2000 HSC code) or national safety certificate shall not be applicable for the craft as specified in your Technical Specifications, which is of 9 knot speed.	See answer to question N°5.
23			SOLAS (International Convention of the Safety of life at Sea) is not applicable for vessels with less than 500 GT (Gross Tonnage). The vessel as specified in your Technical Specifications shall be of less than 500 GT.	See answer to question N°6 and 7.
24			We understand that the vessel shall be registered with Maldives Transport Authority and not under MS Class with any particular flag. Please confirm the same and specify the statutory requirement of the registration authority viz a viz the LSA, FFA and LSS and other statutory items	Yes this is correct, the vessels shall be registered with Maldives transport authority.
25			Could you please specify the class notation of ABS that you are looking for this vessel? Further would you accept any other equivalent class certificate issued by any full member of the International Association of Classification Society?	See previous answers. Yes acceptable.
26			Could you please specify the shipyard's role in Registration of the vessel with Maldives Transport Authority? We understand that the same is to be done by the owners. All relevant statutory documents as required by the Authority may be furnished by the builder.	The owners will carry out the registration procedure and the contractor will assist by providing supporting documents required for registration.

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27			Since you have stated in the specification sheet requirement of Radar and VHF Handheld, we request you to specify the Radar Specification. Further it is expected that the Radio Licence of the end user shall be shared with us for procurement of VHF and Radar as required.	Radar should have range of 45 nautical miles or more. VHF marine should be as required by Maldives Transport Authority.
28			In your specification sheet we have failed to observe the number of crew/ complement as required for this vessel. Kindly specify the same for our design purpose.	Crew : 6-7 (1 captain, 1 machine engineer, 1 skilled labors (opt), 4 unskilled labors),
29			In your Form Exp-1, Contractual Experience, the contract amount is to be specified in Dollars. However, kindly specify the conversion rate from local currency that is to be taken for such purpose.	As stated in SCC 34.1 The date for the selling exchange rate shall be: The deadline of the submission of the bid.
30			For contracts that are completed before the current financial year a commensurate factor of adjustment towards the rate of inflation is generally provided in international competitive biddings, in order to bring the value at parity to current financial level. Kindly make it convenient to specify the same year wise preceding the last three years respectively.	Sorry we do not understand please clarify further.
31			Allow other Classification Societies like Bureau Veritas / Germanische LLoyd or LLoyd's Register to lead the classification;	Yes this is allowed.



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32			Standards used: Steel (Marine Grade "A"), engines, auxiliary equipment, paint, anchor, gear, welding materials (welders with welding certificates issued by a Classification Society) etc. etc. Pls. confirm that all rules and regulations (next to SOLAS, HSC, ICLL, LSA, IMO, also MARPOL and ISO for shipbuilding, including applicable class certificates) will be adhered to avoid sub-standard workmanship and materials. This to ensure potential bidders that the same evaluation standards will apply	Yes all international recognized rules and standards should be respected, as mentioned in the bid documents.