

**PROCUREMENT OF DESIGN AND DEVELOPMENT OF  
SYSTEMS ON SHIP DESIGN AND ANALYSIS PROGRAMS FOR  
SAFETY COMPLIANCE AND INFORMATION**

**MARITIME INDUSTRY AUTHORITY  
FY 2014**

**TECHNICAL SPECIFICATIONS AND TERMS OF REFERENCE (TOR)**

**12 November 2014**

**Bids and Awards Committee**  
Maritime Industry Authority  
**Parkview Plaza, 984 Taft Avenue cor. T.M. Kalaw Ext. St.**  
Ermita, 1000 Manila

**TERMS OF REFERENCE  
PROCUREMENT OF DESIGN AND DEVELOPMENT OF  
SYSTEMS ON SHIP DESIGN AND ANALYSIS PROGRAMS FOR  
SAFETY COMPLIANCE AND INFORMATION  
FY 2014**

**1. BACKGROUND**

The Shipyards Regulation Service (SRS) of the MARINA is tasked to perform the review and approval of ship plans pursuant to Presidential Decree No. 1059 and issuance of corresponding certifications (i.e. Stability Certificate, Coastwise and International Loadline Certificate, Stability Booklet, etc.) pursuant to Executive Order No. 125/125-A. It is with this mandate that the SRS proposed the design and development of systems on ship design and analysis programs for safety compliance and information in order to improve the frontline services of the office.

The system will allow MARINA offices nationwide access to a database of ships' information, technical designs, 3D CAD/CAM drawings, complete with hydrostatics calculations and corresponding hydrostatic graphs. The system with Naval Architecture program will greatly enhance MARINA's capability to review, analyze and approve/disapprove, ship plans, stability calculations, coastwise and international loadline markings, and tonnage measurement based on internationally and locally established rules and regulations.

**2. OBJECTIVE**

The objective of this project is to enhance greatly the capabilities of the Shipyard Regulations Service through the design, development and implementation of a Ship Design and Analysis Programs for Safety Compliance and Information, in consonance with the Authority's mandates and objectives. Specifically, to:

- Improve the current system of review and evaluation of ships plans;
- Increase efficiency in the processing/issuance of Statutory certificates;
- Improve the existing SBSR database;
- Ensure reliable and accurate ship technical data and information; and
- Develop an IT-enabled Agency.

### 3. SCOPE OF WORKS

The work to be executed and completed by the Developer shall include the following:

- a. Design and Development of a Ship Design Information Systems that will enable MARINA to store ship information including, but not limited to the following:
  - i. Ship Owner Information (Company name, address, name(s) of officers, contact information, etc.)
  - ii. Shipbuilders/Repairers/Ship Designer Information (shipyard name, address, name(s) of officers, contact information, etc.)
  - iii. Ship Information (Ship owner, ship name, type, registration number, etc.)
  - iv. Ship technical information (3d CAD/CAM drawings, hydrostatics information, hydrostatic graphs, compliance with stability rules and regulations, etc.)
- b. Design, Development, Installation, Training and Commissioning of appropriate Naval Architecture Programs with 3D CAD/CAM modeling capabilities, and the capability to perform analyses on vessel hydrostatics, stability, seakeeping, powering, structural strength, and criteria checks with Technical Specifications detailed in Section vi herewith one (1) system for the Shipyards Regulation Service (SRS); one (1) system for MARINA Regional Office IV (MRO IV); and one (1) system for MARINA Regional Office X (MRO X).

### 4. APPROVED BUDGET FOR THE CONTRACT (ABC)

The Maritime Industry Authority (MARINA) shall offer public bidding to all prospective bidders for the procurement of Design and Development of Systems on Ship Design and Analysis Programs for Safety Compliance and Information in the Shipyards Regulation Service (SRS), MARINA Regional Offices IV and X (CO, MRO IV and MRO X) with an Approved Budget for the Contract (ABC) amounting to **Six Million Pesos Php 6,000,000.00**.

### 5. QUALIFICATION OF DEVELOPER

- i. The Developer must have a proven track record on the development, installation and commissioning of Naval Architectures program at least five (5) users within the Philippines.
- ii. The Developer must submit a "Certificate of Performance Evaluation" issued by at least five (5) existing Philippine users of similar programs with a satisfactory evaluation rating on timely delivery, compliance to specifications and performance, and warranty.

- iii. The Developer must have at least ten (10) years of experience as a developer and provider of Naval Architecture programs and services.

## 6. TECHNICAL SPECIFICATIONS

### a. Ship Design Safety Compliance Information System

- i. **User Login.** The system shall have a section that will allow for user administration wherein Administrators may manage system users and their corresponding privileges in accessing the system.
- ii. **Ship Owner Information.** The system shall have a section that will allow authorized users to encode and manage ship owner information. Ship Owner Information shall include the following information:
  - a) Company name
  - b) Address
  - c) Name(s), Designation(s) and Contact Detail(s) of officers
- iii. **Shipyard/ShipBuilder/Ship Designer Information**
  - 1. Company name
  - 2. Address
  - 3. Name(s), Designation(s) and Contact Detail(s) of officers
- iv. **Ship Information.** The system shall have a section that will allow authorized users to encode and manage basic ship information. Ship information shall include the following key information:
  - a) Owner
    - 1. Builder
    - 2. Designer
    - 3. Name
    - 4. Type
    - 5. Registration Number
    - 6. GT
    - 7. Overall Length
    - 8. Hull Length
    - 9. Breadth
    - 10. Draft
    - 11. Maximum Crew
    - 12. Maximum Capacity (in Persons)
- v. **Ship Technical Information.** The system shall have a section that will allow authorized users to upload and manage technical and design information about a ship, which shall include the following:
  - a) 3D CAD/CAM drawings
  - b) Hydrostatics information

- c) Hydrostatic graphs
  - d) Stability Booklet
  - e) Compliance with stability rules and regulations
- vi. **Audit Trail.** The system should have the capability to record user activities and report all actions made by user, to include any historical changes made to any information within the system to include but not limited to:
- a) User name
    - 1. Workstation identification
    - 2. IP Address
    - 3. MAC Address
    - 4. Date and Time
    - 5. Action Performed
    - 6. Old Data
    - 7. New Data

#### **b. Naval Architecture Program Modeling Capabilities**

- i. **Multiple Surface Capabilities.** The program must be capable of modeling any number of 3D surfaces in any given design. This feature will allow for the creation of any type of hull forms.
- ii. In order to allow the user to quickly model ship of standard designs, the program must have the feature to allow the user to quickly create any of the following pre-defined ship types:
  - 1. Hard Chined Hulls
  - 2. Offshore Supply Vessels
  - 3. Yachts
  - 4. RIBS
  - 5. Cargo Vessels
  - 6. Catamarans
- iii. The program must be able to group ship parts into Assemblies for easy grouping and navigation within a ship. The ability to group modelled parts into Assemblies simplifies modeling as design components are grouped together systematically or as desired by the user.
- iv. In order to provide the user with easy access to the 3D model, design raw data, and analytical data, the program must be able to simultaneously display on screen any of the following information:
  - a) Perspective View
  - b) Plan View
  - c) Profile View
  - d) Body Plan
  - e) Calculations Table

- f) Control Points
  - g) Curve Control Points
  - h) Curve of Areas
  - i) Table of Curves
  - j) Table of Markers
  - k) Table of Offsets
  - l) Table of Surfaces
- v. In order to quickly determine basic hydrostatics properties of the ship being modelled, the program should be able to provide instantly the following basic hydrostatics calculations at DWL over any user selected water densities, as a ship design is inputted or modelled:
- a) Displacement
  - b) Volume (displaced)
  - c) Draft Amidships
  - d) Immersed depth
  - e) WL Length
  - f) Beam max extents on WL
  - g) Wetted Area
  - h) Maximum section area
  - i) Waterplane Area
  - j) Prismatic coefficient ( $C_p$ )
  - k) Block coefficient ( $C_b$ )
  - l) Maximum Section Area coefficient ( $C_m$ )
  - m) Waterplane area coefficient ( $C_{wp}$ )
  - n) LCB length
  - o) LCF length
  - p) LCB %
  - q) LCF %
  - r) KB
  - s) KG fluid
  - t) BMt
  - u) BML
  - v) GMt corrected
  - w) GML
  - x) KMt
  - y) KML
  - z) Immersion (TPc)
    - aa) MTc
    - bb)  $RM \text{ at } 1\text{deg} = GMt \cdot \text{Disp} \cdot \sin(1)$
    - cc) Length:Beam ratio
    - dd) Beam:Draft ratio
    - ee) Length: $\text{Vol}^{0.333}$  ratio
    - ff) Precision

- vi. In order to model/simulate a ship's structural design for later analysis, the program should have the following minimum structural design capabilities over Single Plate Parts or Plate Assemblies:
  - a) Defining Structural parts
  - b) Defining Shell stiffeners
  - c) Defining Frames
  - d) Defining Decks
  - e) Defining Stringers
  - f) Defining Plates
  - g) Generating Plate Development
  - h) Generating Plate Plan
  - i) Generating Plate Profile
  - j) Generating Plate Body Plan
  - k) Generating Plate Templates
  - l) Generating Pin Jigs
  - m) Generating Shell Expansion
  - n) Generating Inverse Bending Lines
  
- vii. In order to provide the naval architect access to raw design data for easy verification or to perform custom computations on a spreadsheet if needed, the program should be able to provide data sheets or tables for the following items as ship structural components are inputted or modelled:
  - a) Stringers
  - b) Stringer Points
  - c) Upstands
  - d) Frames
  - e) Decks
  - f) Plates
  - g) Plate Dimensions
  - h) Pin Jigs
  - i) Parts

**c. Naval Architecture Program Input/Output Capabilities**

- i. The program must allow "pasting" of data from any spreadsheet program, word processor, or text editor directly into appropriate data tables (i.e. control points, curve control points, markers, offsets, surfaces, etc). This capability will provide the naval architect access to raw design data for easy verification or to perform custom computations on a spreadsheet or another program if needed
  
- ii. In order to ensure compatibility with generally accepted file format standards, the program must be able to read files from other program applications, including the following file formats:
  - a) IGES Surfaces

- b) Rhino 3D
  - c) IMSA NURBS
  - d) USNA Fastship
  - e) DXF Markers
  - f) DXF Curves
  - g) GHS Markers
  - h) Seaway Markers
  - i) PIAS ASCII Markers
  - j) Wolfson LFH Markers
  - k) nuShalloTrimesh
  - l) WAMIT Trimesh
  - m) StereoLithographyTrimesh
  - n) DXF Background
  - o) Image Background
- iii. The program must have the capability to load images and display them as background images to enable the operator to trace and compare 3D models with scanned images of existing paper plans.
- iv. In order to ensure compatibility with generally accepted file format standards, the program, at a minimum, must be capable to provide highly accurate output in the form of hull lines, comprehensive offsets tables, and transfer files for the following file formats/programs:
- a) DXF and IGES
  - b) Bitmap Image
  - c) Rhino 3D
  - d) Moses
  - e) Wavefront Mesh
  - f) StereoLithography Mesh
  - g) Direct X mesh
  - h) Fredyn

#### **d. Naval Architecture Program Calculation/Analytical Capabilities**

- i. In order to ensure accuracy of calculation results, the program must be able to allow for the calculation of windage groups, specifically for windage drag, shielding factor, or any number of user-defined windage factors.
- ii. **Units of Measure.** The program must have the capability to interpret values in a variety of metric and imperial units. The program must be able to accept any measurement values encoded by the user, converting the encoded values into the default unit of measure defined by the user. This feature will make the program easier to use as the user will no longer need to do unit conversions because the system automatically converts values to default unit.



- iii. **Material Type.** In order to ensure accurate calculations, the program, at a minimum, must be capable to accept ship designs made of the following material types:
- a) Steel (General, High Strength, ASTM, AS1163, AS1594, AS3678, AS3679, JIGS3106, JIGS3136, DIN17100, EN10025, TIS1227)
  - b) Concrete
  - c) Wood
  - d) Aluminum
  - e) Fiberglass

The user should also be able to create User defined materials to ensure greater accuracy. For example, different types of wood could be defined, in order to take into consideration the different densities or strengths of the type of wood used.

- iv. The program must be able to perform the following minimum calculations:
- a) Upright Hydrostatics
  - b) Large Angle Stability
  - c) Equilibrium
  - d) Specified Conditions
  - e) KN Values
  - f) Limiting KG
  - g) Floodable Length
  - h) Longitudinal Strength
  - i) Probabilistic Damage
  - j) Tank Calibrations
  - k) MARPOL Oil Outflow
  - l) Motion Sickness Index
- v. The program must be able to provide the following hydrostatic graphs:
- a) Hydrostatics
  - b) Curves of Form
  - c) Curve of Areas
  - d) Bonjean Curves
  - e) Righting Lever (GZ)
  - f) Maximum Steady Heel Angle
  - g) Large Angle Stability Hydrostatics
  - h) Large Angle Stability Curves of Form
  - i) Dynamic Stability (GZ Area)
  - j) Cross Curves (KN)
  - k) Limiting KG
  - l) Floodable Length
  - m) Longitudinal Strength
  - n) Probabilistic Damage

- vi. The program should be able to perform seakeeping or sea motions analysis on the following user-defined conditions:
  - a) Location (longitudinal position within the ship, offset, height, offset from CG, height from CG, etc)
  - b) Speeds
  - c) Headings
  - d) Wave conditions or Sea states
  
- vii. The program should be capable of producing time series animation on any type of ship design based on any user defined conditions as stipulated in section vi in order to provide the user with graphical outputs that will allow the user to visualize deck wetness, slamming, hogging, sagging, propeller emergence, catamaran roll, etc.
  
- viii. The program should be able to provide seakeeping analysis in the form of graphs for:
  - a) Motion Sickness Index (MSI)
  - b) Center of Gravity RAO
  - c) Center of Gravity Spectra
  - d) Remote Location RAOs
  - e) Remote Spectra
  - f) Global Hydrodynamics
  - g) Section Hydrodynamics
  - h) Added Resistance
  - i) Surge Motion, Surge Velocity, Surge Acceleration
  - j) Sway Motion, Sway Velocity, Sway Acceleration
  - k) Roll Motion, Roll Velocity, Roll Acceleration
  - l) Pitch Motion, Pitch Velocity, Pitch Acceleration
  - m) Yaw Motion, Yaw Velocity, Yaw Acceleration
  
- ix. Basic powering and resistance methods must be included in the program. Thus, the program should be able to provide resistance and powering calculations using the following methods:
  - a) Savitsky (pre-planing and planing)
  - b) Blount and Fox
  - c) Lahtiharju
  - d) Wyman
  - e) Holtrop
  - f) Compton
  - g) Fung
  - h) Van Oortmerssen
  - i) Series 60
  - j) KR Barge Resistance
  - k) Slender Body
  - l) Molland

- x. The program should be able to provide results of resistance and powering calculations in the form of graphs for:
  - a) Resistance vs. Speed
  - b) Power vs. Speed
  - c) Total Bare-Hull Resistance Coefficient vs. Speed
  - d) Residuary Resistance Coefficient vs. Speed
  - e) Wave Resistance Coefficient vs. Speed
  - f) Friction Resistance Coefficient vs. Speed
  - g) Viscous Resistance Coefficient vs. Speed
  - h) Correlation Coefficient vs. Speed
  - i) Running trim vs. Speed
  
- xi. The program should be able to produce time series animation for wake prediction by calculating the wave field generated by the modelled ship.
  
- xii. The program must be capable of performing Finite Element Analysis (FEA) on structural components modelled for calculating and analyzing static or dynamic structural strength on
  - a) 2D or 3D Frame Elements
  - b) 2D or 3D Beam Elements
  - c) 3D Plate Elements
  - d) Scantlings
  
- e. Naval Architecture Program Stability Criteria Checking Capability (Mandatory)**
  - i. The program should be able to check ship designs for compliance with various stability design requirements, to include but not limited to:
    - a) Australian Design Standards
    - b) British Design Standards
    - c) Canadian Coast Guard Rules
    - d) DNV Rules
    - e) EU Rules
    - f) IMO Rules
    - g) IMO MSC Codes
    - h) ISO Rules
    - i) MARPOL Rules
    - j) RAN Criteria
    - k) US Coast Guard Rules
    - l) US Navy Rules
    - m) Japanese JG Code
    - n) Royal Navy Rules
  
  - ii. The program should allow creation of custom criteria from existing rules or new rules as may be needed by the Authority.

**f. Naval Architecture Program Reporting Capability**

- i. The program must be able to generate stability booklets duly recognized and in accordance with MARINA rules and regulations.
- ii. The program must be able to generate customized reports from analysis results generated.

**g. Computer System– Branded**

- i. Core i7 3GHz CPU or higher
- ii. Windows 7 Professional Operating System or Higher
- iii. 4GB RAM or higher
- iv. 1TB Hard Disk or higher
- v. Two (2) High Definition LCD/LED Monitors at 21” diagonal or larger
- vi. 3D Graphics Accelerator with 1GB Memory or Higher
- vii. A3 Size Printer

**h. Training Requirements**

Training shall be provided by a bona fide and PRC registered Naval Architect of good standing. Training shall be for a minimum of ten (10) MARINA Technical personnel (to be determined later) and a minimum duration of eighty (80) hours. Handouts shall be provided to all participants.

**i. Deliverables and Timelines**

| Item No. | Scope of Work                                      | Duration<br>(no. of month) |   |   | Deliverables                             |
|----------|--|----------------------------|---|---|--|
|          |  | 1                          | 2 | 3 |  |
| 1        | Systems Review and Analysis (1 month)              |                            |   |   | Analysis Report                          |
| 2        | Naval Architecture Program Development (2 months)  |                            |   |   | Naval Architecture Program               |
| 3        | Systems Development and Integration (2 months)     |                            |   |   | Ship Technical Data Information Database |
| 4        | Installation, Training and Commissioning (1 month) |                            |   |   | Certificate of Training and Warranty     |

## 7. CONDITIONS OF CONTRACT

### a. Production/Delivery Schedule

The Design and Development of Systems on Ship Design and Analysis Programs for Safety Compliance and Information should be fully operational and accepted by MARINA within ninety (90) days from the date of receipt of the Notice to Proceed (NTP) by the Developer, notwithstanding any delays which may not be under its direct or indirect control.

### b. Payment Terms:

- i. Payment, which shall be in Philippine Currency, shall be made only upon the issuance by the Shipyards Regulation Service of a Certificate of Acceptance.
- ii. No advance payment or mobilization fees shall be paid by MARINA to the Developer. However, progress payments on delivered and accepted items shall be allowed.
- iii. The Developer shall be paid according to the following progress payments schedule:

|  |                |
|--|----------------|
| (a). Upon signing of the contract  | 15% of the ACP |
| (b). Upon delivery and acceptance of all reports such as review, analysis, development and categorization of the system, installation, training and commissioning of appropriate Naval Architecture programs | 65% of the ACP |
| (c). Upon submission of all necessary technical reports and other relevant documents subject to evaluation   | 20% of the ACP |

- iv. Any and all taxes, duties, fees, charges or other imposition of whatever kind and nature due or which may become due to local or national government or any of its instrumentalities in connection with or arising from this Project shall be borne and paid for by the Developer.
- v. Developer shall submit an offer which provides for superior service and/or better terms and conditions advantageous to the MARINA at no extra cost

- vi. All Bids shall be considered as fixed prices and not subject to price escalation during the Contract implementation.

c. Warranty

- i. The warranty period will commence upon formal acceptance of the program. The Developer must provide a maintenance program, which will take effect after the warranty period.
- ii. Information system/application system maintenance should include system support. Developer is also required to correct any error found in the original system for a period of one (1) year from date of acceptance.

d. Maintenance and Support Plan

The Developer must provide its Maintenance and Support Plan, to include both scheduled and preventive maintenance and unscheduled troubleshooting and repair work. The Developer shall provide a comprehensive plan for detailed schedule of maintenance of all programs.

f. Security Controls

Developer must provide Control mechanisms strictly applied to effectively restrict those who are not authorized to access the strategic systems and databases. These system security measures would be accompanied by effective manual procedures.

## **8. SELECTION AND HIRING OF DEVELOPERS**

The Selection of the Developers for the conduct of systems development on ship design and analysis for safety compliance and information project shall be through public/competitive bidding to be conducted in accordance with the pertinent provisions of R.A. 9184, by Primary Bids and Awards Committee (PBAC) to be created by the Head of Procuring Entity (HOPE).

Hiring of Developers shall be in accordance with the required provisions of Revised IRR of RA 9184 specifically Annex "A" Item 4, 4.1 to 4.4, thereof.

## **9. PRE-BID CONFERENCE**

A Pre- Bid Conference shall be conducted on December 11, 2014, 9:00 a.m. at the MARINA Lounge located at the 4<sup>th</sup> Floor, Parkview Plaza, Taft Avenue corner T.M. Kalaw Street, Ermita, Manila, to clarify and address the Bidders' questions on the requirements, terms and conditions and specifications stipulated in the Bidding Documents.

Bidders are encouraged to attend the Pre-Bid Conference but their non-attendance shall in no way prejudice their Bid. The Bidders, however are expected to know the changes and/or amendments to the Bidding Documents discussed during the Pre-Bid Conference.

**10. BID SECURITY**

10.1 All bids shall be accompanied by a bid security, payable to MARINA as a guarantee that the successful bidder shall, within ten (10) calendar days or less, as indicated in the Instructions to Bidders, from the receipt of the notice of award, enter into contract with the MARINA and furnish the performance security required in Section 39 of the revised IRR, except when Section 37.1 of the revised IRR of RA 9184 allows a longer period. Failure to enclose the required bid security in the form and amount prescribed herein shall automatically disqualify the bid concerned.

10.2 The bid security shall be in the amount equal to a percentage of the ABC in accordance with the following schedule:

| <b>Form Bid Security</b>   | <b>Amount of Bid Security<br/>(Equal to Percentage of<br/>ABC)</b> |
|--|--|
| a) Cash or cashier's/manager's check issued by a Universal or Commercial Bank.   | Two percent (2%) of ABC or P 120,000.00                            |
| b) Bank draft/guarantee or irrevocable letter of credit issued by a Universal or Commercial Bank: Provided, However, that it shall be confirmed or authenticated by a Universal or Commercial Bank, if issued by a foreign bank. |  |
| c) Surety Bond callable upon demand issued by a surety or insurance company duly certified by the Insurance Commission as authorized to issue such security.   | Five Percent (5%) of ABC or P300,000.00                            |

However, in lieu of a bid security as mentioned above and pursuant to Section 27.2 of the revised RA No. 9184, the bidder may submit a Bid Securing Declaration that is an undertaking which states, among

other, that the bidder shall enter into contract with the procuring entity and furnish the required performance security within ten (10) calendar days, or less, as indicated in the Bidding Documents, from receipt of the Notice of Award, and committing to pay the corresponding fine and be suspended for a period of time from being qualified to participate in any government procurement activity in the event it violates in any of the conditions stated therein as required in the guidelines issued by the GPPB.

## **11. PERFORMANCE SECURITY**

To guarantee the faithful performance by the winning bidder of its obligations under the contract in accordance with the Bidding Documents, it shall post the performance security prior to the signing of the contract. The performance security shall be denominated in the Philippine Pesos and posted in favor of the procuring entity, which shall be forfeited in the event it is established that the winning bidder is in default in any of its obligations under the contract, pursuant to Items 39.1 up to 39.5, respectively, of the Revised IRR of RA 9184.

## **12. LANGUAGE OF BID**

The Bid, as well as all correspondence and documents relating to the Bid exchanged by the Bidder and the MARINA, shall be written in English.

## **13. ELIGIBILITY CHECK**

Prior to Bid opening the Bidder must first pass an eligibility check. Only after a Bidder has satisfactorily passed this eligibility check will its Bid be included in the Bid opening.

A Bidder shall include its eligibility documents in a separate envelope marked "Eligibility Documents" and shall be submitted together with the Technical and Financial Bid envelope on or before the deadline specified in the PBDs.

## **14. ELIGIBILITY DOCUMENTS**

For purposes of determining the eligibility of bidders using the criteria stated in Section 23.5 of the Revised IRR of RA 9184, only the following documents shall be required by the BAC using forms prescribed in the Bidding documents:

### **9.1 Class "A" Documents**

#### **9.1.1 Legal Documents (ORIGINAL OR CERTIFIED TRUE COPY BY THE ISSUING AGENCY/ENTITY, i.e. SEC, DTI, etc.)**



- (a) Registration certificate from SEC, Department of Trade and Industry (DTI) for sole proprietorship, or CDA for cooperatives, or any proof of such registration as stated in the Bidding Documents.
- (b) Mayor's permit issued by the city or municipality where the principal place of business of the prospective bidder is located.
- (c) Tax clearance per Executive Order No. 398, Series of 2005, as finally reviewed and approved by the BIR.

### **9.1.2 Technical Documents**

Statement of the prospective Bidder of all its ongoing and completed government and private contracts, where applicable, including contracts awarded but not yet started, if any, whether similar or not similar in nature and complexity to the contract to be bid, within the period for the last (5) years. The statement shall include all information required in the PBDs prescribed by the GPPB.

- (a) Name of the contract;
- (b) Date of the contract;
- (c) Kinds of goods;
- (d) Amount of contract and value of outstanding contracts;
- (e) Date of delivery; and
- (f) End user's acceptance or official receipt(s) issued for the contract, if completed.

### **9.1.3 Financial Documents**

- (a) The prospective Bidder's audited financial statements, showing among others, the prospective bidder's total and current assets and liabilities, stamped "received" by the BIR or its duly accredited and authorized institutions, for the preceding calendar year which should not be earlier than two (2) years from the date of bid submission.
- (b) The prospective bidder's computation of its Net Financial Contracting Capacity (NFCC) or a commitment from a Universal or Commercial Bank to extend a credit line in favor of the prospective bidder if awarded the contract to be bid (CLC).

## **9.2 Class "B" documents**

Valid joint venture agreement (JVA), in case the joint venture is already in existence. In the absence of a JVA, a duly notarized statement from all the

potential joint venture partners stating that they will enter into and abide by the provisions of the JVA in the instance that the bid is successful shall be included in the bid. Failure to enter into a joint venture in the event of a contract award shall be ground for the forfeiture of the bid security. Each partner of the joint venture shall submit the legal eligibility documents. The submission of technical and financial eligibility documents by any of the joint venture partners constitutes compliance.

## **15. SUBMISSION OF BIDS**

Bidding documents shall be submitted to the Secretariat, PBAC, Maritime Industry Authority, 4<sup>th</sup> Floor MARINA Central Office, Parkview Plaza, Taft Avenue corner T.M. Kalaw Street, Ermita , Manila

## **16. BIDDING DOCUMENTS**

A complete set of Bidding Documents containing other information and instructions to bidders can be purchased by interested bidders at the **4<sup>th</sup> Floor Supply Section , MARINA Central Office,** Parkview Plaza, Taft Avenue corner T.M. Kalaw Street, Ermita , Manila and upon payment of non-refundable fee in the amount of **P10,000.00.**

The Bidding Documents may also be downloaded at the following websites provided that the bidders shall pay the fee for the bidding documents upon submission of their bids:

1. MARINA Website - [www.marina.gov.ph](http://www.marina.gov.ph)
2. PHILGEPS – [www.philgeps.net](http://www.philgeps.net)

Prepared by:

**BAC- Technical Working Group per Special Order No. 526-14 dated 06 May 2014**

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**NENITA S. ATIENZA**  
Chairperson

**RAMON C. HERNANDEZ**  
End-User

Recommending Approval:

**ATTY. GLORIA J. VICTORIA-BANAS**  
Chairman, PBAC and Deputy Administrator for Operations

**APPROVED/DISAPPROVED:**

**MAXIMO Q MEJIA JR, PhD**  
Administrator

**REVISED TIMELINES FOR THE PROCUREMENT OF DESIGN AND DEVELOPMENT OF SYSTEMS ON SHIP DESIGN AND ANALYSIS PROGRAMS FOR SAFETY COMPLIANCE AND INFORMATION**

| <b>STAGE</b> | <b>ACTIVITIES</b>  | <b>DEADLINE</b>   | <b>REQUIRED NO. OF DAYS</b> | <b>OPR</b>                                   |
|--------------|--|---|-----------------------------|--|
|              | Pre Proc Conference  | <b>November 13, 2014<br/>9:00 AM (MARINA Lounge)</b><br><ul style="list-style-type: none"> <li>o Memo transmittal to SBAC the TOR, PBD and ITB</li> </ul> |                             | PBAC Secretariat and BAC-TWG Secretariat     |
| 1            | Advertisement/<br>Posting of Invitation to Bid/Request for Expression of Interest and Eligibility Docs | <b>December 03, 2014</b>  | 7 cd                        | PBAC Secretariat (MFAS)                      |
| 2            | PRE QUALIFICATION CONFERENCE   | <b>December 11, 2014<br/>9:00 am (MARINA Lounge)</b>  |                             | PBAC Secretariat and BAC-TWG Secretariat     |
| 3            | Submission of Eligibility Docs (3.1) and Eligibility Check (3.2)<br><br>Opening of Eligibility Docs    | <b>December 12, 2014<br/>9:00am<br/>MARINA Lounge</b><br><br><b>December 12, 2014<br/>10:00am<br/>MARINA Lounge</b>                                       |                             | BAC TWG, Secretariat and Prospective Bidders |
| 4            | Evaluation and Short Listing   | <b>December 15, 2014</b>  | 3 cd                        | PBAC Secretariat and BAC-TWG Secretariat     |
|              | Issuance of Notice of Eligibility and Short Listing  | <b>December 15, 2014</b>  |                             | PBAC Secretariat and BAC-TWG Secretariat     |
| 5            | Issuance and availability of Bidding Documents   | <b>December 16, 2014</b><br>Note: Only those who have been shortlisted will be issued with the Bidding Docs   | -                           | PBAC Secretariat and BAC-TWG Secretariat     |
|              | Request for Clarification  | <b>December 17, 2014</b>  | 1 cd                        | PBAC Secretariat and BAC-TWG Secretariat     |
|              | Deliberation on the clarification requested  |   |                             | PBAC Secretariat and BAC-TWG Secretariat     |
|              | Supplemental/Bid Bulletin  | (if applicable)   |                             | PBAC Secretariat and BAC-TWG                 |

|       |  |   |  |   |
|-------|--|---|--|---|
|       |  |   |  | Secretariat                               |
| 6     | Submission and receipt of Bids                     | <b>December 22, 2014<br/>9:00 am (MARINA Lounge)</b>  | 1 day  | PBAC Secretariat and BAC-TWG Secretariat  |
|       | Opening of Bids                                    | <b>December 22, 2014<br/>10:00 am (MARINA Lounge)</b> |  |   |
|       | Submission of additional requirements              | (if applicable)                                       |  |   |
| 7     | Bid Evaluation                                     | <b>December 22-23, 2014</b>                           | 1 cd + 1 cd for approval of ranking                                | PBAC Secretariat and BAC-TWG Secretariat  |
| 8     | Post-qualification                                 | <b>December 23, 2014</b>                              | 1 cd   |   |
| 9     | Approval of resolution/Issuance of Notice of Award | <b>December 26 &amp; 27, 2014</b>                     | 2 cd (1 cd for BAC resolution and 1 cd for NOA)                    |   |
| 10    | Contract preparation and signing                   | <b>December 27 &amp; 28, 2014</b>                     | 2 cd (1 cd for contract preparation and 1 cd for contract signing) | PBAC Secretariat, BAC-TWG Secretariat, LS |
| 11    | Approval of contract by higher authority           | <b>December 29, 2014</b>                              | 1 cd   |   |
| 12    | Issuance of Notice to Proceed                      | <b>December 29, 2014</b>                              | 1 cd   |   |
| TOTAL |  |   | 34cd   |   |