PHILIPPINE BIDDING DOCUMENTS

Republic of the Philippines

Procurement of CONSULTING SERVICES

First Edition
May 2025

Preface

These Philippine Bidding Documents (PBD) for the Government of the Philippines (GoP) for the procurement of Consulting Services through *[Competitive Bidding, Limited Source Bidding, Competitive Dialogue,[1] or Unsolicited Offer with Bid Matching[2]]* have been prepared by GoP for use by all branches, agencies, departments, bureaus, offices, or instrumentalities of the government, including government-owned and/or -controlled corporations (GOCC), government financial institutions (GFI), state universities and colleges (SUC), and local government units (LGU) and autonomous regional government[3] use in projects that are financed in whole or in part by the GoP or any foreign government/foreign or international financing institution in accordance with the provisions of the Implementing Rules and Regulations (IRR) of Republic Act (RA) No. 12009.

The Bidding Documents shall clearly and adequately define, among others: (a) the objectives, scope, and expected outputs and/or results of the proposed contract; (b) the eligibility requirements of bidders, such as track record to be determined by the Head of the Procuring Entity (HoPE); (c) the expected contract duration, delivery schedule and/or time frame; and (d) the obligations, duties, and/or functions of the winning bidder.

In order to simplify the preparation of the Bidding Documents for each procurement, the PBD group the provisions that are intended to be used unchanged in Section II. Short-Listing Documents of Part I; and Section II. Instructions to Bidders (ITB) and Section IV. General Conditions of Contract (GCC) of Part II. Data and provisions specific to each procurement and contract should be included in Section III. Short-listing Data Sheet (SDS) of Part I, Section III. Bid Data Sheet (BDS), and Section V. Special Conditions of Contract (SCC) of Part II. The forms to be used are provided in Section VII. PBD Related Forms.

Prudence must be exercised to check the relevance of the provisions of the PBD against the requirements of the specific Consulting Services to be procured. In addition, each section is prepared with notes intended only as information for the Procuring Entity or the person drafting the Bidding Documents. They shall not be included in the final documents, except for the notes introducing Section VII. PBD Related Forms where the information is useful for the Bidder. The following general directions should be observed when using the documents:

a) All the documents listed in the Table of Contents are normally required for the procurement of Consulting Services. However, they should be adapted as necessary to the circumstances of the particular Project.

b) These PBD are divided into Part I and Part II, which shall be both made available from the time the Request for Expression of Interest is first published until the deadline for the submission and receipt of bids.

c) Specific details, such as the “name of the Procuring Entity” and “address for bid submission,” should be furnished in the ITB, BDS, and SCC. The final documents should contain neither blank spaces nor options.

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[1] For Second Stage of Competitive Dialogue under Section 29.4.2 of IRR of RA No. 12009.

[2] For Comparative or Competitive Bidding for Unsolicited Offer under Section 30.7 of IRR of RA No. 12009.

[3] Unless the Treaty or International or Executive Agreement expressly provides use of foreign government/foreign or international financing institution procurement guidelines.

d) This Preface and the footnotes or notes in italics included in the Request for Expression of Interest, SDS, BDS, SCC, Terms of Reference, and Appendices are not part of the text of the final document, although they contain instructions that the Procuring Entity should strictly follow. The Bidding Documents should not contain footnotes except Section VII. Philippine Bidding Document since these provide important guidance to Bidders.

e) The criteria for evaluation and the various methods of evaluation in the ITB should be carefully reviewed. Only those that are selected to be used for the procurement in question should be retained and expanded, as required in the BDS. The criteria that are not applicable should be deleted from the BDS.

f) The cover page should be modified as required to identify the Bidding Documents and date of issue.

g) The Project Title page should be modified as required to identify the Project title and number, name, and address of the Procuring Entity.

h) If modifications must be made in bidding procedures, they can be presented in the BDS. Modifications for specific Project or Contract details should be provided in the SCC as amendments to the Conditions of Contract. For easy reference and completion, clauses from the SDS, BDS, or SCC shall appear in bold type face on Section II. Short-listing Documents of Part I, Section II. Instructions to Bidders, and Section IV. General Conditions of Contract of Part II, respectively

MARITIME INDUSTRY AUTHORITY

MARINA Building, 20th Street corner Bonifacio Drive
1018 Port Area (South), Manila, Philippines

Procurement of CONSULTING SERVICES

FOR THE PROCUREMENT OF THE SOLUTION PROVIDER TO DEVELOP AND TEST IN A PILOT TEST BED A WEB-BASED E-NAVIGATION SERVICE

Public Bidding No. 2026-02

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Glossary of Acronyms, Terms, and Abbreviations

ABC – Approved Budget for the Contract.

BAC – Bids and Awards Committee.

BIR – Bureau of Internal Revenue.

BSP – Bangko Sentral ng Pilipinas.

CDA - Cooperative Development Authority.

DOLE – Department of Labor and Employment.

GCC - General Conditions of Contract.

GFI – Government Financial Institution.

GOCC – Government-Owned and/or –Controlled Corporation.

GoP – Government of the Philippines.

GPPB – Government Procurement Policy Board.

HoPE – Head of Procuring Entity.

HRRB – Highest Rated Responsive Bid.

IRR – Implementing Rules and Regulations of Republic Act No. 12009.

ITB – Instructions to Bidders.

LGUs – Local Government Units.

LoC – Letter of Credit.

MYCA – Multi-Year Contracting Authority.

NGA – National Government Agency.

PhilGEPS - Philippine Government Electronic Procurement System.

Procuring Entity - the organization purchasing Consulting Services, as named in the SCC

RA No. – Republic Act Number.

SCC - Special Conditions of Contract.

SEC – Securities and Exchange Commission.

UN – United Nations.

WB – World Bank.

Definition of Terms

Bid – a signed offer, proposal, or quotation submitted by a supplier, manufacturer, distributor, contractor, consultant, or service provider in response to the requirements of the Procuring Entity as stated in the Bidding Documents. (IRR of RA No. 12009, Section 5[c]).

Bidder – a supplier, manufacturer, distributor, contractor, consultant, and service provider, whether public or private, who submits a Bid in response to the requirements of the Procuring Entity as stated in the Bidding Documents. (IRR of RA No. 12009, Section 5[d]).

Bidding Documents – the documents issued by the Procuring Entity as the basis for Bids, furnishing all information necessary to prospective bidder to prepare a Bid for the Goods, Infrastructure Projects, and Consulting Services required by the Procuring Entity. (IRR of RA No. 12009, Section 5[e]).

Consultant - refers to a citizen, or any corporate body or commercial company duly organized and registered under the laws where it is established, habitually established in business and engaged in providing Consulting Services.

Consulting Services – refer to services for Infrastructure Projects and other types of projects or activities of the government requiring adequate external technical and professional expertise that are beyond the capability or capacity of the government to undertake such as, but not limited to: (i) advisory and review services; (ii) pre-investment or feasibility studies; (iii) design; (iv) construction supervision; (v) management and related services; and (vi) other technical services or special studies. (IRR of RA No. 12009, Section 5[i])

Contract – refers to the agreement entered into between the Procuring Entity and the Supplier or Manufacturer or Distributor or Service Provider for procurement of Goods and Services; Contractor for Procurement of Infrastructure Projects; or Consultant or Consulting Firm for Procurement of Consulting Services; as the case may be, as recorded in the Contract Form signed by the parties, including all attachments and appendices thereto and all documents incorporated by reference therein.

Contract Price - the price payable to the Supplier under the Contract for the full and proper performance of its contractual obligations.

Effective Date of the Contract – the date indicated in the contract. However, the Consultant shall commence performance of its obligations only upon receipt of the Notice to Proceed.

Framework Agreement – is a procurement strategy which shall be in the nature of an option contract between the Procuring Entity and the bidder that stipulates the terms and conditions to be applied in subsequent contracts for the procurement of Goods, Infrastructure Projects, and Consulting Services with a single or multiple contractor, manufacturer, supplier, distributor, consultant, and service provider to expand the pool of prospective bidders, take advantage of economies of scale, minimize the administrative burden of conducting separate procurement activities, and generate time and money savings. (IRR, Sections 16.1 and 16.2).

Foreign-funded Procurement or Foreign-Assisted Project– refers to the acquisition of Goods, Consulting Services, and the contracting for Infrastructure Projects by the Government of the Philippines which are wholly or partly funded by foreign loans or grants pursuant to a Treaty or International or Executive Agreement.

Goods – refer to (i) all items, supplies, and materials, whether in the nature of equipment, furniture, stationery, materials for construction, or personal property of any kind, needed in the

transaction of public businesses or in the pursuit of any government undertaking, project or activity; or (ii) general support services which pertain to all types of services except Consulting Services and Infrastructure Projects, such as the repair and maintenance of equipment and furniture, as well as trucking, hauling, janitorial, security, and related or analogous services. (IRR of RA No. 12009, Section 5[n])

Infrastructure Projects – include the construction, improvement, rehabilitation, demolition, repair, restoration, or maintenance of roads and bridges, railways, airports, seaports, communication facilities, civil works components of information technology projects, irrigation, flood control and drainage, water supply, sanitation, sewerage and solid waste management systems, shore protection, energy/power and electrification facilities, national buildings, school buildings, hospital buildings, and other related construction projects of the government. Also referred to as “civil works” or “works;” (IRR of RA No. 12009, Section 5[r])

Online submission – pertains to the submission of the short-listing documents and bids for Consulting Services through electronic means or through the e-bidding facility of the PhilGEPS.

Project – refers to a specific or identified procurement covering Goods, Infrastructure Projects or Consulting Services. A Procurement Project shall be described, detailed, and scheduled in the Project Procurement Management Plan prepared by the agency which shall be consolidated in the procuring entity's Annual Procurement Plan.

Supplier – refers to a citizen, or any corporate body or commercial company duly organized and registered under the laws where it is established, habitually established in business and engaged in the manufacture or sale of the merchandise or performance of the general services covered by his bid. Supplier as used in these Bidding Documents may likewise refer to a manufacturer, distributor, contractor, consultant, or service provider.

Verified Report – refers to the report submitted by the Implementing Unit to the HoPE setting forth its findings as to the existence of grounds or causes for termination and explicitly stating its recommendation for the issuance of a Notice to Terminate.

Part I

Section I. Request for Expression of Interest

Notes on the Request for Expression of Interest

The Request for Expression of Interest provides information that enables potential Bidders to decide whether to participate in the procurement at hand. The Request for Expression of Interest shall be:

a) In line with the principle of transparency and competitiveness and to ensure the widest possible dissemination thereof, all requests for expression of interest shall be published continuously by the Procuring Entity, for seven (7) calendar days in the Philippine Government Electronic Procurement System (PhilGEPS), on any conspicuous place in the premises of the Procuring Entity, and in the website or social media platforms of the Procuring Entity, if available, or such other channels as may be authorized by the Government Procurement Policy Board (GPPB), and the website prescribed by the foreign government/foreign or international financing institution, if applicable.

b) For justifiable reasons, a Procuring Entity that cannot publish procurement opportunities in its website, social media platform, or such other channels authorized by the GPPB shall publish its invitation to bid, at least once, in a newspaper of general nationwide circulation.

Apart from the essential items listed in the Bidding Documents, the Request for Expression of Interest should also indicate the following:

a) The date of availability of the Bidding Documents, the place where it may be secured and the deadline for submission of the Expression of Interest (EOI) together with the application for eligibility;

b) The procurement strategy/ies;

c) The set of criteria and rating system for short-listing of prospective bidders to be used for the particular contract to be Bid, which shall consider the following, among others:

    i) Applicable experience of the consultant and members in case of joint ventures, considering both the overall experiences of the firms or, in the case of new firms, the individual experiences of the principal and key staff, including the times when employed by other consultants;

    ii) Qualification of personnel who may be assigned to the job vis-à-vis extent and complexity of the undertaking; and

    iii) Current workload relative to capacity.

d) The number of consultants to be short-listed and the procedure to be used in the evaluation of Bids of short-listed consultants, *i.e.*, QBE or QCBE; and if QCBE, the weights to be allocated for Technical and Financial Proposals; and

e) The contract duration.

In the case of World Bank funded projects, the Request for Expression of Interest shall be sent to all who have expressed an interest in undertaking the services as a result of any General Procurement Notice issued. In addition, it shall also be sent to all heads of associations of consultants within the area where the project will be undertaken.

REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY

REQUEST FOR EXPRESSION OF INTEREST FOR

PROCUREMENT OF THE SOLUTION PROVIDER TO DEVELOP AND TEST IN A PILOT TEST BED A WEB-BASED E-NAVIGATION SERVICE

1) The Government of the Philippines (GoP) has received a Thirty Million Pesos only (Php30,000,000.00) grant from the International Maritime Organization (IMO) toward the cost of **PROCUREMENT OF THE SOLUTION PROVIDER TO DEVELOP AND TEST IN A PILOT TEST BED A WEB-BASED E-NAVIGATION SERVICE**, and it intends to apply part of the proceeds of this Grant to payments under the contract for SMART-C Project Activities.

2) The MARINA now calls for the submission of eligibility documents for Procurement of the Solution Provider to Develop and Test in a Pilot Test Bed a Web-Based E-Navigation Service. Short-listing documents of interested consultants must be duly received by the Bids and Awards Committee (BAC) Secretariat on or before **22 July 2026, 11:00AM** at **10th Floor MARINA Central Office, Port Area, Manila**. Applications for eligibility will be evaluated based on a non-discretionary "pass/fail" criterion.

3) Interested bidders may obtain further information from MARINA and inspect the Bidding Documents at the address given below from **09:00 A.M. to 05:00 P.M., Monday to Thursday.**

4) A complete set of Bidding Documents may be acquired by interested Bidders after the shortlisting process from the given address below and upon payment of the applicable fee for the Bidding Documents, pursuant to the latest Guidelines issued by the GPPB, in the amount of Twenty-Five Thousand Pesos (Php 25,000.00).

   It may also be downloaded free of charge from the website of the Philippine Government Electronic Procurement System (PhilGEPS) and the website of the Maritime Industry Authority (MARINA), provided that the short-listed Consultants shall pay the applicable fee for the Bidding Documents not later than the submission of their bids.

5) The BAC shall draw up the short-list of consultants from those who have submitted Expression of Interest, including the short-listing documents, and have been determined as eligible in accordance with the provisions of Republic Act (RA) No. 12009, otherwise known as the "New Government Procurement Act", and its Implementing Rules and Regulations (IRR). The short-list shall consist of **five (5) eligible bidders**, *which should not be fewer than three (3) but not more than seven (7) prospective bidders; in case of one (1) or less than the required number apply for eligibility and short-listing, pass the eligibility check, and/or the minimum score required in the short-listing, the BAC shall consider the same who will be* who will be entitled to submit bids *manually*. The criteria and rating system for short-listing are:

Criteria	Minimum Qualification	Weight (%)
Experience and Capability of the Bidder	Years of experience related to S-100, AIS, and data integration • More than 3 years - 10% • At least 2 years but not to exceed 3 years – 5% • At least 1 year but not to exceed 2 years - 3% • Less than 1 year - 0%	**10%**
Quality of the Core Members of the Project team to be assigned to the Project	Key personnel with experience in S-100, maritime data, and data integration (CV submission is required) • 5 or more key personnel - 15% • 4 key personnel - 10% • 3 key personnel - 5% • Less than 3 key personnel - 3%	**15%**

Overall Work commitment	• Submission of a dedicated staffing plan
	• Work Breakdown Structure (WBS) schedule, clarity of role allocation
	• Sea Trial Preparation Plan
	  ○ Compliant - 10%
	  ○ Partially compliant or No submission - 0%
		10%

Technical Capability	• S-100 data application plan
	• Data integration architecture (documents/diagrams)
	• System architecture and data flow
	  ○ Compliant - 20%
	  ○ Partially compliant or No submission - 0%
		20%

Pilot Execution Plan	• Sea Trial plan (mandatory)
	• Number of voyages (18-22)
	• Target regions, scenario design
	• Risk management plan
	• User participation and training plan
	  ○ Compliant - 25%
	  ○ Not compliant - 0%
		25%

Financial Proposal Computation: Lowest Bid/Bidder's Bid x 20%		**20%**
Total		**100%**

1. Interested Bidders must have at least a total rating of 60% of the evaluation criteria.
2. Submit documentary evidence as reference to evaluate the evaluation criteria.

A maximum of five (5) eligible bidders that will get at least sixty percent (60%) based on the criteria above shall be invited to offer technical and financial proposals. A rating system for the shortlisting of prospective bidders is provided in Annex A for reference.

6) Bidding will be conducted in accordance with relevant procedures for competitive selection as specified in the IRR with some amendments, as stated in these bidding documents and is open to all bidders from eligible source countries as defined in the applicable guidelines of the International Maritime Organization.

7) The Procuring Entity shall evaluate bids to determine the Highest Rated Responsive Bidder (HRRB) procedure, utilizing a Quality-Cost Based Evaluation (QCBE) framework. The Procuring Entity shall indicate the weights to be allocated for the Technical and Financial Proposals. The criteria and rating system for the evaluation of bids shall be provided in the Instructions to Bidders.

8) Short-Listing Documents must be received by the Procuring Entity's BAC at the address indicated in the Request for Expression of Interest or through online submission on or before the date and time indicated in the **SDS.**

9) The contract shall be completed within one (1) year, including days of preparation upon receipt of the Notice to Proceed (NTP).

10) All Bids must be accompanied by a bid security in any of the acceptable forms and in the amount stated in **ITB** Clause 16.

11) The certification as to the current workload relative to capacity shall be made in accordance with the Instructions to Bidders in relation to TPF 5 therein.

12) Bid opening of the short-listing documents shall be on **22 July 2026, 1:30PM** at 10th floor, MARINA Central Office, Port Area, Manila. Bids will be opened in the presence of the Bidders' representatives who choose to attend the activity.

13) The *MARINA* reserves the right to reject any and all bids, declare a failure of bidding, or not award the contract at any time prior to contract award in accordance with Section 70 of RA No. 12009 and its IRR, without thereby incurring any liability to the affected bidder or bidders.

14) For further information, please refer to:

MARINA BAC Secretariat
10th floor MARINA Building, Bonifacio Drive
corner 20th Street Port Area (South), Manila, 1018
bacsec@marina.gov.ph
(02) 8523-2950
www.marina.gov.ph

15 July 2026

[redacted]

MR. JOSE LOUIE B. BANUA
Chairperson Bids and Awards Committee

Section II. Short-Listing Documents

Notes on the Short-Listing Documents

This Section provides the information necessary for prospective bidders to prepare responsive Short-listing Documents, in accordance with the requirement of the Procuring Entity.

No changes shall be made to the provisions contained in this Section. Additional information or requirements specific to each procurement shall be specified in the Short-listing Data Sheet (SDS).

1) Short-listing Criteria

1.1 The following persons/entities shall be allowed to participate in the bidding for Consulting Services:

a) Duly licensed Filipino citizens/sole proprietorships;

b) Partnerships duly organized under the laws of the Philippines and of which at least sixty percent (60%) of the interest belongs to citizens of the Philippines;

c) Corporations duly organized under the laws of the Philippines and of which at least sixty percent (60%) of the outstanding capital stock belongs to citizens of the Philippines;

d) Cooperatives duly organized under the laws of the Philippines; or

e) Persons or entities forming themselves into a joint venture, *i.e.,* a group of two (2) or more persons/entities that intend to be jointly and severally responsible or liable for a particular contract: Provided, however, That Filipino ownership or interest thereof shall be at least sixty percent (60%), **subject to the latest foreign investment negative list.** For this purpose, Filipino ownership or interest shall be based on the contributions of each of the members of the joint venture as specified in their Joint Venture Agreement (JVA).

1.2 When the types and fields of Consulting Services involve the practice of professions regulated by law, those who will actually perform the services shall be Filipino citizens and registered professionals authorized by the appropriate regulatory body to practice those professions and allied professions specified in the **SDS**.

1.3 If the Request for Expression of Interest allows participation of foreign consultants, prospective foreign bidders may be eligible subject to the conditions stated in the **SDS**.

1.4 Government Owned or - Controlled corporations (GOCCs) may be eligible to participate only if they can establish that they (a) are legally and financially autonomous, (b) operate under commercial law, and (c) are not attached agencies of the Procuring Entity.

2) Eligibility Requirements

2.1 The eligibility requirements or statements, the bids, and all other documents to be submitted to the BAC must be in English. The following eligibility requirements, together with the Short-listing Documents Submission Form, shall be submitted on or before the date of the eligibility check specified in the Request for Expression of Interest and Clause 5 of this Section for purposes of determining eligibility of prospective bidders:

a) PhilGEPS Certificate of Registration (Platinum Membership) in accordance with Section 20 of the IRR.

b) Statement of all its ongoing and completed government and private contracts, including contracts awarded but not yet started, if any, whether similar or not similar in nature and complexity to the procurement project, within the relevant

period provided in the **SDS which shall not exceed ten (10) years.** The statement shall include, for each contract, the following:

i) the name and location of the contract;
ii) date of award of the contract;
iii) type and brief description of Consulting Services;
iv) consultant's role (whether main consultant, or partner in a JV)
v) amount of contract;
vi) contract duration; and
vii) certificate of satisfactory completion or equivalent specified in the **SDS** issued by the client, in the case of a completed contract.

c) Statement of the consultant specifying its nationality and confirming that those who will actually perform the service are registered professionals authorized by the appropriate regulatory body to practice those professions and allied professions in accordance with Clause 1.2, including their respective curriculum vitae.

d) [*If applicable*] the JVA in case the joint venture is already in existence, or 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 event that the bid is successful.

2.2 The eligibility requirements or statements, the bids, and all other documents to be submitted to the BAC must be in English. If the eligibility requirements or statements, the bids, and all other documents submitted to the BAC are in foreign language other than English, it must be accompanied by a translation of the documents in English. The documents shall be translated by the relevant foreign government agency, the foreign government agency authorized to translate documents, or a registered translator in the foreign bidder's country; and shall be authenticated by the appropriate Philippine foreign service establishment or post, or the equivalent office having jurisdiction over the foreign bidder's affairs in the Philippines. However, for Contracting Parties to the Apostille Convention, the documents shall be authenticated through an apostille by the Competent Authority, as defined in Section 20.9.2 of the IRR, except for countries identified by the Department of Foreign Affairs (DFA) that will still require legalization (red ribbon) by the relevant Embassy or Consulate.

2.3 Prospective bidders may obtain a full range of expertise by associating with individual consultant/s and/or other consultants or entities through a JV. Foreign Consultants shall seek the participation of Filipino Consultants by entering into a JV with Filipino Consultants.

2.4 To facilitate the determination of eligibility, the BAC shall use the contents of the PhilGEPS electronic registry of manufacturers, suppliers, distributors, contractors, or consultants, in accordance with Section 20 of the IRR.

3) **Format and Signing of Short-listing Documents**

3.1 Prospective bidders shall submit their short-listing documents through their duly authorized representative on or before the deadline specified in Clause 5 of this Section.

3.2 The Short-listing Documents Submission Form shall be signed by the duly authorized representative/s of the Bidder. Failure to do so shall be a ground for the rejection of the short-listing documents.

3.3 Any insertions, erasures, or overwriting shall be valid only if they are signed or initialed by the duly authorized representative/s of the prospective bidder.

4) **Sealing and Marking of Short-listing Documents**

4.1 Prospective bidders shall enclose their short-listing documents described in Clause 2.1, in a sealed envelope marked "SHORT-LISTING DOCUMENTS."

4.2 The short-listing documents as indicated in the **SDS** shall be signed by the prospective bidder or its duly authorized representative/s.

4.3 All envelopes shall:

a) contain the name of the contract to be bid in capital letters;
b) bear the name and address of the prospective bidder in capital letters;
c) be addressed to the Procuring Entity's BAC specified in the **SDS**;
d) bear the specific identification of this Project indicated in the **SDS**; and
e) bear a warning "DO NOT OPEN BEFORE…" the date and time for the opening of short-listing documents, in accordance with Clause 5.

4.4 Unsealed or unmarked envelopes or short-listing documents that cannot be opened or corrupted in case of online submission, as required in the Bidding Documents, shall be rejected. However, for manually submitted envelopes that are not properly sealed and marked as required in the Bidding Documents, the same shall be accepted; Provided, that the bidder or its duly authorized representative shall acknowledge such condition of the documents as submitted. The BAC shall assume no responsibility for misplacement of the contents of the short-listing documents, or for its premature opening.

5) **Deadline for Submission of Short-listing Documents**

Short-listing documents must be received by the Procuring Entity's BAC at the address indicated in the Request for Expression of Interest or through online submission on or before the date and time indicated in the **SDS.**

6) **Late Submission of Short-listing Documents**

Any short-listing documents submitted after the deadline for submission and receipt prescribed in Clause 5 of this Section shall be declared "Late" and shall not be accepted by the Procuring Entity. The BAC shall record in the minutes of submission and opening of short-listing documents, the Bidder's name, its representative and the time the short-listing documents were submitted late.

7) **Modification and Withdrawal of Short-listing Documents**

7.1 The prospective bidder may modify its short-listing documents before the deadline for the submission and receipt of short-listing documents. For manual submission and receipt of short-listing documents, the prospective bidder shall not be allowed to retrieve its short-listing documents but shall be allowed to submit the modification to the short-listing documents equally sealed, properly identified, linked to its bid marked

as “SHORT-LISTING MODIFICATION” and stamped “received” by the BAC. Modifications received after the applicable deadline shall not be considered and shall be returned to the prospective bidder unopened. For online submission, where bidders modify their short-listing documents, they shall not be allowed to retrieve their short-listing documents but shall only be allowed to submit the short-listing modification equally secured and properly identified, and it shall be labelled as a “modification” of the one previously submitted. The time indicated in the latest short-listing receipt page generated shall be the official time of submission. Short-listing documents submitted after the deadline shall not be accepted.

7.2 A prospective bidder may, in writing, withdraw its short-listing documents before the deadline for the submission and receipt of short-listing documents.

7.3 Short-listing documents requested to be withdrawn in accordance with this Clause shall be returned unopened to the prospective bidder concerned. A prospective bidder that withdraws its short-listing documents shall not be permitted to submit another set, directly or indirectly, for the same project. A prospective bidder that acquired the short-listing documents may also express its intention not to participate in the bidding through a letter which should reach and be stamped by the BAC before the deadline for submission and receipt of short-listing documents.

8) Opening and Preliminary Examination of Short-listing Documents

8.1 The BAC will open the envelopes containing the short-listing documents in the presence of the prospective bidders’ representatives who choose to attend, at the time, on the date, and at the place specified in the **SDS**. The prospective bidders’ representatives who are present shall sign a register evidencing their attendance.

8.2 In case the submitted eligibility envelopes cannot be opened as scheduled due to justifiable reasons, the BAC shall take custody of the said envelopes and reschedule the opening on the next working day or at the soonest possible time through the issuance of a Notice of Postponement to be posted on the PhilGEPS website and the website of the Procuring Entity concerned.

8.3 Letters of withdrawal shall be read out and recorded during the opening of short-listing documents and the envelope containing the corresponding withdrawn short-listing documents shall be returned unopened to the withdrawing prospective bidder.

8.4 The short-listing documents envelopes and modifications, if any, shall be opened one at a time, and the following read out and recorded:

a) the name of the prospective bidder;
b) whether there is a modification or substitution; and
c) the presence or absence of each document comprising the short-listing documents vis-à-vis a check of the required documents.

8.5 The eligibility of each prospective bidder shall be determined by examining each bidder’s eligibility requirements or statements against a checklist of requirements, using non-discretionary “pass/fail” criterion, as stated in the Request for Expression of Interest, and shall be determined as either “eligible” or “ineligible.” If a prospective bidder submits the specific short-listing document required, it shall be rated “passed” for that particular requirement. In this regard, failure to submit a requirement, or an incomplete or patently insufficient submission, shall be considered “failed” for the particular eligibility requirement concerned. If a prospective bidder is rated “passed”

for all the eligibility requirements, it shall be considered eligible to participate in the bidding, and the BAC shall mark the set of short-listing documents of the prospective bidder concerned as “eligible.” If a prospective bidder is rated “failed” in any of the eligibility requirements, he shall be considered ineligible to participate in the bidding, and the BAC shall mark the set of short-listing documents of the prospective bidder concerned as “ineligible.” In either case, the BAC chairperson or his duly designated authority shall countersign the markings.

9) Short-Listing of Consultants

9.1 Only prospective bidders whose submitted contracts are similar in nature and complexity to the contract to be bid as provided in the **SDS** shall be considered for short-listing.

9.2 The BAC shall draw up the short-list of prospective bidders from those declared eligible using the detailed set of criteria and rating system to be used specified in the **SDS**.

9.3 Short-listed consultants shall be invited to participate in the bidding for this project through a Notice of Eligibility and Short-Listing issued by the BAC.

10) Protest Mechanism

Decisions of the Procuring Entity at any stage of the procurement process may be protested to the HoPE; Provided, That a prior request for reconsideration should have been filed by the party concerned to the BAC and the same has been resolved.

Section III. Short-listing Data Sheet

Notes on the Short-listing Data Sheet

This Section is intended to assist the Procuring Entity in providing the specific information and requirements in relation to corresponding clauses in the short-listing documents, and has to be prepared for each specific procurement.

The Procuring Entity should specify in this Section the information and requirements specific to the circumstances of the Procuring Entity, the processing of the eligibility, and the rules that will apply in the determination and evaluation of eligibility.

In preparing this Section, the following aspects should be checked:

a) Information that specifies and complements the provisions of the short-listing documents must be incorporated.

b) Amendments and/or supplements, if any, to the provisions of the short-listing documents as necessitated by the circumstances of the specific procurement, must also be incorporated.

Short-listing Data Sheet

Short-listing Documents	
1.2	Highly Technical Consultant - Maritime e-Navigation - To provide technical advice on the development and implementation of S-100 based e-Navigation services.
1.3	Foreign consultants may be eligible to participate in this Project, subject to the following conditions to be complied within ten (10) calendar days upon receipt of the Notice of Award: a) must be registered with the SEC and/or any agency authorized by the laws of the Philippines; b) when the types and fields of Consulting Services in which the foreign consultant wishes to engage involve the practice of regulated professions, the foreign consultant must be authorized by the appropriate GoP professional regulatory body specified in Clause 1.2 to engage in the practice of those professions and allied professions: *Provided, however*, that the limits of such authority shall be strictly observed.
2	Foreign bidders shall be allowed to participate in this procurement process provided they fulfill any of the following criteria pursuant to Section 52.4.1.2 of IRR RA 12009: a) The bidder's home country background grants reciprocal rights or privileges to Filipino citizens, corporations, or associations to participate in its government procurement activities for similar information technology or maritime services. b) The Procuring Entity recognizes that the deployment, integration of S-100 standards, and pilot testbed implementation of web-based e-navigation engines require highly specialized technical expertise not readily available from domestic suppliers. c) Foreign participation is authorized to foster global competitiveness, ensure technological innovation, and prevent market monopoly.
2.1 (b)	The statement of all ongoing and completed government and private contracts shall include all such contracts within five (5) years prior to the deadline for the submission and receipt of short-listing documents.
2.1 (b) (vii)	The following are the acceptable proofs of satisfactory completion of completed contracts: Certificate of Completion Certificate of Satisfactory Performance or Performance Evaluation Report Certification from the Client Letter of Commendation from the Client Certificate of Final Acceptance Or any equivalent certification
4.2	Please refer to Section II.2 Eligibility Requirements of the Short-listing Documents

<table>
<tr><td>4.3 (c)</td><td>JOSE LOUIE B. BANUA
BAC Chairperson
Maritime Industry Authority
10th floor MARINA Building, Bonifacio Drive corner 20th Street, Port Area (South), Manila, 1018
bacsec@marina.gov.ph
(02) 8523-2950</td></tr>
<tr><td>4.3 (d)</td><td>The name of the Project is Procurement of the Solution Provider to Develop and Test in a Pilot Test Bed a Web-Based E-Navigation Service.

The identification number of the Contract is Public Bidding No. 2026-02</td></tr>
<tr><td>5</td><td>The address for submission of short-listing documents is

<u>10th floor MARINA Building, Bonifacio Drive corner 20th Street, Port Area (South), Manila, 1018</u>

The deadline for submission of short-listing documents is 22 July 2026, 11:00 AM.</td></tr>
<tr><td>8.1</td><td>The place of opening of the short-listing documents is

Maritime Industry Authority (MARINA)
10th floor MARINA Building, Bonifacio Drive corner 20th Street, Port Area (South), Manila, 1018

The date and time of opening of short-listing documents is 22 July 2026, 1:30 PM</td></tr>
<tr><td>9.1</td><td>Similar contracts shall refer to a contract involving the development, coding, deployment, or pilot testing of web-based maritime information systems, Vessel Traffic Services (VTS) software modules, e-Navigation applications (aligned with International Hydrographic Organization (IHO) or IALA standards), or cloud-based geospatial marine tracking platforms.</td></tr>
<tr><td>9.2</td><td>
<table>
<tr><th>Criteria</th><th>Minimum Qualification</th><th>Weight (%)</th></tr>
<tr><td>Experience and Capability of the Bidder</td><td>Years of experience related to S-100, AIS, data integration
● More than 3 years - 10%
● At least 2 years but not to exceed 3 years – 5%
● At least 1 year but not to exceed 2 years - 3%
● Less than 1 year - 0%</td><td>10%</td></tr>
<tr><td>Quality of the Core Members of the Project team to be assigned to</td><td>Key personnel with experience in S-100, maritime data, and data integration (CV submission is required)
● 5 or more key personnel - 15%
● 4 key personnel - 10%</td><td>15%</td></tr>
</table>
</td></tr>
</table>

	the Project	● 3 key personnel - 5% ● Less than 3 key personnel - 3%	
	Overall Work commitment	● Submission of a dedicated staffing plan ● Work Breakdown Structure (WBS) schedule, clarity of role allocation ● Sea Trial Preparation Plan ○ Compliant - 10% ○ Partially compliant or No submission - 0%	**10%**
	Technical Capability	● S-100 data application plan ● Data integration architecture (documents/diagrams) ● System architecture and data flow ○ Compliant - 20% ○ Partially compliant or No submission - 0%	**20%**
	Pilot Execution Plan	● Sea Trial plan (mandatory) ● Number of voyages (18-22) ● Target regions, scenario design ● Risk management plan ● User participation and training plan ○ Compliant - 25% ○ Not compliant - 0%	**25%**
	Financial Proposal Computation: Lowest Bid/Bidder's Bid x 20%		**20%**
	Total		**100%**
	3. Interested Bidders must have at least a total rating of 60% of the evaluation criteria. 4. Submit documentary evidence as reference to evaluate the evaluation criteria.		

Section VI. Terms of Reference

[Terms of Reference normally contain the following sections: (a) Background; (b) Objectives; (c) Scope of the Services; (d) Training (when appropriate); (e) Reports and Time Schedule; and (f) Data, Local Services, Personnel, and Facilities to be provided by the Procuring Entity.]

TERMS OF REFERENCE (TOR) FOR THE PROCUREMENT OF THE SOLUTION PROVIDER TO DEVELOP AND TEST IN A PILOT TEST BED A WEB-BASED E-NAVIGATION SERVICE

I. PURPOSE AND CONTEXT

This document is a Request for Proposal (RFP) for the procurement of a contracted solution provider to design, develop, implement, and evaluate a pilot web-based e-Navigation service platform, to trial S-100-based digital maritime services in the Philippines.

It is intended to provide prospective bidders with a clear understanding of the scope of work, expected deliverables, implementation, training, and evaluation requirements, and the project's overall objectives. This work aims to enable the market to submit appropriate and competitive proposals.

This document should be read in conjunction with the high-level Project Charter document (attached).

This RFP forms part of the IMO-led SMART-C Traffic Project and represents a key step in moving from concept to operational reality through a structured pilot trial.

The outcomes of this procurement and pilot project are expected to generate evidence-based insights to support potential future national deployment and scaling of digital maritime services.

II. INTRODUCTION AND BACKGROUND

A. About the Maritime Industry Authority

The Republic of the Philippines, through the Maritime Industry Authority (MARINA), is a beneficiary country of the SMART-C Traffic Project, an initiative aimed at promoting the development and testing of S-100-based digital maritime services (i.e., e-navigation), to enhance maritime safety, operational efficiency, and information exchange within the maritime sector.

As the country's flag administration, MARINA is responsible for the implementation and enforcement of international maritime conventions and plays a central role under the IMO Member State Audit Scheme (IMSAS), ensuring compliance with global standards and best practices in fulfilling this mandate, MARINA coordinates closely with various national agencies and industry stakeholders to effectively fulfill its obligations as a flag, port, and coastal State.

In line with these initiatives, MARINA is seeking suitable solution providers with demonstrated experience in digital maritime services or similar e-Navigation-related projects.

B. Background of the SMART-C Traffic Project

The International Maritime Organization (IMO) and the Ministry of Ocean and Fisheries (MOF) of the Republic of Korea established the SMART-C Programme through a framework agreement signed on 28 November 2023.

The SMART-C Programme is an Official Development Assistance (ODA) initiative aimed at strengthening maritime safety and environmental protection through capacity-building and the adoption of innovative technologies.

Within this framework, the SMART-C Traffic Project is a country-specific initiative focused on the Philippines.

The project aims to enhance maritime operational capabilities through the pilot implementation of digital maritime services, while also strengthening institutional and technical capacities among relevant stakeholders.

The Philippines, as an archipelagic State comprising over 7,000 islands, is highly dependent on maritime transport for domestic connectivity and economic activity. This geographical reality requires a robust maritime safety infrastructure capable of managing information across vast, complex sea areas. In this context, the adoption of S-100-based digital maritime services can significantly enhance situational awareness, enable real-time chart and weather updates, and support dynamic route planning in congested and high-traffic shipping lanes.

C. Purpose of the Request for Proposal (RFP)

The purpose of this procurement is to engage a suitable solution provider to develop and test web-based e-Navigation services. The provider must have

proven prior experience in S-100-based trials, as further outlined in the evaluation criteria. The selected provider will establish a test platform that enables the integration and exchange of navigational and operational information between shipboard systems and shore-based authorities.

This pilot initiative will be undertaken in collaboration with the National Mapping and Resource Information Authority (NAMRIA), the Philippine Coast Guard (PCG), and other relevant agencies and stakeholders to evaluate the functionality, interoperability, and operational benefits of S-100-based digital maritime services. The ultimate goal is to enhance situational awareness, navigational safety, and overall efficiency of maritime operations in the Philippines

D. Link to the SMART-C Traffic Project Charter and IMO's E-Navigation Strategy Implementation Plan

This TOR builds on the SMART-C Traffic Project Charter (attached), which serves as the conceptual and operational basis for the proposed pilot implementation of web-based e-Navigation services in the Philippines. The Project Charter outlines the rationale, scope, governance structure, timing, and implementation phases for testing digital maritime services in selected Philippine ports.

In line with the Project Charter, the proposed pilot initiative will focus on testing digital maritime services within a defined operational environment involving selected Philippine ports and participating vessels. The Charter identifies trial locations in major domestic maritime hubs, including Manila, Batangas, Iloilo, and Cebu, with Cebu designated as a priority trial area due to its operational characteristics and maritime traffic profile.

This initiative is also aligned with the International Maritime Organization (IMO) E-Navigation Strategy Implementation Plan (SIP), as set out in IMO Circular MSC.1/Circ. 1595. The SIP promotes the harmonized collection, integration, exchange, presentation, and analysis of maritime information between shipboard and shore-based systems. It further defines key user needs, identifies existing gaps in maritime navigation and communication systems, and establishes a set of prioritized e-Navigation solutions (S1 to S5) to address these gaps, with particular relevance to this pilot being Solution S4, which focuses on the integration and presentation of available information in graphical displays received via communication equipment.

By establishing a pilot testbed for digital maritime services, MARINA will contribute to global efforts to advance e-Navigation while ensuring that Philippine maritime operations remain aligned with international standards and best practices.

E. Link to the Maritime Industry Development Plan (MIDP) 2028

At the national level, the project supports the objectives of the Maritime Industry Development Plan (MIDP) 2028, which identifies digitalization, innovation, and modernization as key strategic priorities for strengthening the Philippine maritime sector. The MIDP emphasizes adopting modern technologies and digital systems to improve maritime governance, enhance operational efficiency, and ensure the Philippine maritime industry remains competitive and aligned with global maritime developments, including advancing national digitalization targets such as achieving measurable efficiency gains (e.g. up to 20% improvement in operational efficiency) and strengthening data-driven maritime decision-making capabilities across key institutions.

III. PROJECT DESCRIPTION

The SMART-C Traffic Project involves the development and pilot implementation of web-based e-Navigation services within a controlled operational environment. It introduces digital tools designed to support the harmonized exchange of digital maritime information and improve coordination among relevant public and private stakeholders.

The project will establish a testbed for selected S-100-based digital maritime services, enabling participating agencies to observe system performance, data integration processes, and user interaction with realistic operational scenarios. The pilot test will also provide an opportunity to assess institutional readiness, identify operational considerations, and generate practical insights to inform future scaling and implementation strategies.

A. Scope of the Trial (geographical areas, services, users)

The pilot trial shall be conducted at major ports in the Philippines, with Cebu and Batangas as the priority, followed by Iloilo and Manila, time and resources permitting. The selection of trial areas considered the availability of relevant S-100 and hydrographic data products (test datasets), the availability of Automatic Identification System (AIS) data, the reliability of communication networks,

including potential 5G / satellite connectivity, suitable ships, and the operational readiness of participating stakeholders.

The pilot project shall comply with relevant international standards and guidance, including those issued by the International Hydrographic Organization (IHO), the International Maritime Organization (IMO), the World Meteorological Organization (WMO), and the International Organization for Marine Aids to Navigation (IALA). The system shall support recognized data exchange formats and mechanisms consistent with S-100-based digital maritime services and e-Navigation principles. Appropriate provisions shall also be made to ensure secure data transmission, data integrity, and interoperability between shipboard systems, shore-based platforms, and participating maritime information services.

The practical scope is to test whether an S-100-capable system can ingest, display, update, and support mariner decision-making using a limited but representative set of products, such as the Phase 1 products, where available.

They are:

- S-101 (ENC).
- S-102 (Bathymetry)
- S-104 (Water Level)
- S-111 (Surface currents)
- S-124 (Navigational warnings)
- S-129 (UKC Management)

Note: Only IHO S-100 Edition 5.2.0 and above compliant products to be trialled

Phase 2 products in advanced stages of development, such as S-125 Marine Aids to Navigation, S-201 Aids to Navigation (AtoN) Information, and S-412 Marine Weather Warnings, may also be included in the trial, depending on the maturity of the product specifications.

The S-100 products will be tested aboard a range of vessels, participation of which will allow the project to capture both technical system performance and human-factor considerations related to operational use.

MARINA will lead the project in collaboration with several government agencies and maritime stakeholders, including the following:

- Philippine Coast Guard (PCG)
- National Mapping and Resource Information Authority (NAMRIA)

- Philippine Atmospheric, Geophysical and Astronomical Services Administration (PAGASA)
- Philippine Ports Authority (PPA)
- Cebu Port Authority (CPA)
- National Telecommunications Commission (NTC)
- Bureau of Fisheries and Aquatic Resources (BFAR).

Industry stakeholders, including ship operators, bridge watch-keeping teams, port pilots, Vessel Traffic Service Operators, port authorities, S-100 data providers, and ENC providers, will also participate in the sea trials and provide feedback on system usability and operational effectiveness.

B. Objectives and success criteria

The primary objective of the trial is to implement and operationalize a pilot environment that enables the deployment and evaluation of a web-based e-navigation service. This includes establishing an interoperable digital platform capable of supporting S-100-based products across selected ports and onboard participating vessels, in alignment with emerging international e-navigation standards.

An associated objective is to generate evidence of the effectiveness[1] of some digital maritime services (IHO's S-100-based product specifications) when used by mariners and shore authorities.

Specifically, the trials aim to determine whether these digital maritime services enhance navigational safety and efficiency, and environmental protection, when compared with legacy S-57 ENCs, paper charts and nautical publications, and legacy methods of providing navigational services (e.g., maritime safety information and chart updates).

The trial will provide an opportunity to explore available S-100 products and test equipment and software. It will also explore the combination of data layers, integration with onboard ECDIS units, and the impact on the bridge team. Additionally, it will also identify issues of concern and areas for enhancement.

[1] Effectiveness will be taken to mean, among other things, achieving 90% user acceptance (survey score >4/5); demonstrating near real-time exchange of info (less than 20/30seconds latency) and other criteria to be developed and agreed with the solution provider

The project's success will be evaluated based on operational, technical, and user-experience indicators. Operational success will be measured by improvements in maritime situational awareness and the level of acceptance among maritime users participating in the trial. Technical success will be assessed based on system reliability, uptime, latency, and the platform's ability to support interoperable data exchange.

User-experience indicators will focus on whether the system reduces navigators' workload and improves the usability of maritime information services. The project will also consider the level of engagement and positive feedback generated among industry stakeholders and the broader maritime community.

IV. SCOPE OF SERVICES

The testbed will:

- Establish a designated test area with the necessary infrastructure for safe, secure, and environmentally responsible trial of digital maritime services.
- Enable near real-time data collection, processing, and dissemination to support navigational safety, operational efficiency, and service reliability.
- Validate the interoperability and compliance of digital maritime services and systems with IHO S-100 standards and other applicable regulations.
- Support operator training, stakeholder collaboration, and knowledge exchange to grow local capacity.
- Facilitate iterative testing and feedback to continuously improve services and system robustness, including safety and resilience against environmental and operational challenges.

The testbed will not:

- Establish any permanent navigation or communications infrastructure
- Deal with maritime security or environmental protection matters

V. PHASES OF THE PROJECT

A. Phase 1 – Preparation and Data Readiness

The Solution Provider shall develop a concept of operations (CONOPS) and a detailed project plan and work plan, and ensure that all required datasets, systems, and operational arrangements are ready before any testing begins.

The Solution Provider shall undertake the system design and integration necessary to establish the pilot platform. This includes developing the web-based architecture, linking shipboard and shore-based data systems, and ensuring compatibility with existing maritime technologies such as Electronic Chart Display and Information Systems (ECDIS) and Automatic Identification System (AIS) data.

Activities include compiling and validating Phase 1 S-100 trial datasets and any Phase 2 products previously identified in the *Scope of the Trial*. Data packaging, exchange set preparation, and compatibility with the test ECDIS or navigation system are verified.

The configuration of onboard and shore-based systems is also performed, including the installation of S-100-capable software, communication links, monitoring tools, and instructions to masters and watch-keepers. The web-based platform shall support the visualization and delivery of selected S-100-based maritime information services in a secure, interoperable environment accessible to participating users during the trial.

B. Phase 2 - Controlled Simulation and Bench Testing

The Solutions Provider must evaluate the technical performance of the S-100 datasets and their impact on shipboard navigation systems in a controlled environment.

Initial testing should be conducted ashore, using ship bridge simulators, laboratory workstations, or test shipboard navigation systems.

The following aspects are examined:

- Data loading and exchange set installation
- Correct portrayal of products
- Interaction between different layers
- Transition between S-57 and S-101 (dual-fuel operation)
- Update application and data refresh
- System response and display behaviour

The service provider shall facilitate the necessary technical training of industry partners participating in the controlled simulation and bench testing.

Controlled testing allows issues to be identified and corrected before conducting live sea trials. A **pass rate of 90% is required before proceeding to Phase 3.**

C. Phase 3 - Live Sea Trials

The Solutions Provider must facilitate operational testing of the S-100 environment under real navigation conditions within the designated trial area.

Participating vessels operate using the identified maritime datasets while navigating predefined routes.

The objectives are to observe:

- Real-time system performance
- Usability during navigation
- Integration of multiple products
- System stability and reliability
- Practical value for situational awareness, route planning, and route monitoring

Operational feedback from bridge teams and pilots is collected by the solution provider during this phase.

The MARINA will identify the participating vessels, which will include, but are not limited to: SOLAS vessels, domestic ferries, PCG patrol vessels, and NAMRIA hydrographic vessels.

The Solution Provider shall arrange for temporary internet connectivity in areas not covered by 4G/5G to ensure testing within the identified range during the sea trial.

The Solution Provider shall facilitate the technical training of industry partners participating in the sea trials.

D. Phase 4 - Human-factors and operational analysis

Following the sea trials, the solution provider must evaluate the interaction between users and the system. This phase focuses on understanding how mariners interpret and use S-100 information during navigation and the reliability of shore-to-ship communication.

Assessment topics may include:

- Clarity of information presentation
- Ease of system operation
- Situational awareness improvements

- Potential information overload
- Training requirements for operational use

Feedback must be collected through interviews, surveys, and debriefing sessions with participating personnel.

E. Phase 5 - System and Data Performance Evaluation

A technical assessment is conducted to evaluate the performance of the datasets and systems during the trial.

This includes:

- Data integrity and consistency
- Portrayal accuracy
- System reliability and response time
- Data update performance
- Interoperability between products and systems

Any technical issues encountered during the trials are documented and analyzed.

F. Phase 6 - Synthesis, reporting, and recommendations

The final phase consolidates the results of the sea trials and prepares recommendations for future implementation.

Outputs include:

- Summary of findings from operational and technical assessments
- Identification of technical and operational issues
- Lessons learned from the trial
- Recommendations for system improvements, data production workflows, and training needs

The final report may also guide the future deployment of e-navigation services.

Throughout the pilot trial period, the provider shall monitor system performance, collect operational data, and document observations related to system usability and operational effectiveness. The provider shall also perform technical and operational analyses of the collected data to assess the overall performance of the pilot system.

At the conclusion of the project, the provider shall submit comprehensive reports presenting the pilot trial findings, including recommendations for potential system improvements and considerations for future national implementation.

VI. TECHNICAL SPECIFICATIONS

See attached **Annex A** for the Technical Specifications

VII. PROJECT DELIVERABLES, TIMELINE, AND REPORTING

A. Overall project work plan and timelines

Phases	Deliverables	Timeline
Phase 1 - Preparation and data readiness	Inception Report	Month 1 - 3
Phase 2 - Controlled Simulation and Bench Testing	Training and Familiarization; Simulation/Test Report	Month 5 - 6
Phase 3 - Live Sea Trials	Training and Familiarization; Sea Trial Report	Month 7 - 9
Phase 4 - Human-factors and operational analysis	Analysis Report	Month 10 - 11
Phase 5 - System and Data Performance Evaluation	Evaluation Report	Month 10 - 11
Phase 6 - Synthesis, reporting, and recommendations	Final Report	Month 12

Project progress is managed through defined milestones corresponding to the major phases of the project lifecycle, including planning and design, system setup, development, simulation and sea trials, and final deployment and turnover. Each milestone represents the completion of a specific phase, with corresponding deliverables submitted for review and formal acceptance by the procuring entity before proceeding to the next stage.

Progress reporting shall be conducted monthly to provide updates on project activities, accomplishments, issues encountered, and planned actions. In addition, milestone reports shall be submitted upon completion of each phase, including relevant documentation, technical results, and user feedback, in a clear written format, preferably in electronic form, for efficient review and monitoring.

VIII. EVALUATION CRITERIA

Proposals shall be evaluated based on the following:

CRITERIA	QUALIFICATION	WEIGHT (%)
Experience and Capability of the Bidder	Years of experience related to S-100, AIS, data integration • More than 3 years - 10% • At least 2 years but not to exceed 3 years – 5% • At least 1 year but not to exceed 2 years - 3% • Less than 1 year - 0%	**10%**
Quality of the Core Members of the Project team to be assigned to the Project	Key personnel with experience in S-100, maritime data, and data integration (CV submission is required) • 5 or more key personnel - 15% • 4 key personnel - 10% • 3 key personnel - 5% • Less than 3 key personnel - 3%	**15%**
Overall Work commitment	• Submission of a dedicated staffing plan • Work Breakdown Structure (WBS) schedule, clarity of role allocation • Sea Trial Preparation Plan o Compliant - 10% o Partially compliant or No submission - 0%	**10%**

Technical Capability	• S-100 data application plan
	• Data integration architecture (documents/diagrams)
	• System architecture and data flow
	  ○ Compliant - 20%
	  ○ Partially compliant or No submission - 0%
		20%

Pilot Execution Plan	• Sea Trial plan (mandatory)
	• Number of voyages (18-22)
	• Target regions, scenario design
	• Risk management plan
	• User participation and training plan
	  ○ Compliant - 25%
	  ○ Not compliant - 0%
		25%

Financial Proposal *Computation: Lowest Bid/Bidder's Bid x 20%*		**20%**
TOTAL		**100%**
1. Interested Bidders must have at least a total rating of 60% of the evaluation criteria. 2. Submit documentary evidence as reference to evaluate the evaluation criteria.		

In accordance with RA 12009, the contract shall be awarded to the bidder with the Highest Rated Responsive Bidder (HRRB), utilizing a Quality-Cost Based Evaluation (QCBE) framework.

IX. COMMERCIAL AND CONTRACT TERMS

- Fixed price format/time and material format

The project will be implemented under a fixed-price contract, with the total contract value stated in item XVI. Payment shall be made on a staggered basis, tied to the successful completion and acceptance of each of the six project phases. Each phase represents a distinct set of deliverables and project milestones, ensuring transparency, accountability, and progress monitoring throughout the project lifecycle.

The payment will be transferred on a staggered basis, as follows:

Activities Completed	Amount
Phase 1 and Phase 2 (Report)	**Php 12,000,000.00** (40% of the total contract)
Phase 3 (Report)	**Php 9,000,000.00** (30% of the total contract)
Phase 4, Phase 5 and Phase 6 (Reports)	**Php 9,000,000.00** (30% of the total contract)

- Contract duration, IP, data ownership, liability, and determination

The contract shall be for a period of one (1) year, including days of preparation, effective upon receipt of the Notice to Proceed (NTP) by the Solution Provider. Intellectual property developed under the project will belong to the procuring entity upon completion and full payment, while pre-existing tools of the solution provider remain their property. All data generated by the system shall be owned by the procuring entity and handled securely by the bidder.

X. SUBMISSION INSTRUCTIONS

- Format, page limit, language, deadline, and contract details

Interested bidders shall submit their proposals in accordance with the requirements specified in the procurement documents. Proposals shall include a technical proposal, a financial proposal, a corporate profile, and documentation demonstrating relevant project experience.

All submissions must be prepared in English and submitted in electronic format within the deadline specified in the official procurement notice.

The submission should include a sample CONOPS.

XI. QUALIFICATION AND RESPONSIBILITY OF THE BIDDER

The bidder must possess the following qualifications:

1. Demonstrate substantial experience in the design, development, or implementation of digital maritime services or e-Navigation information systems that support international maritime data exchange, preferably including prior delivery of similar systems for government agencies, maritime administrations, or international maritime projects.
2. Prior experience in the development or deployment of e-Navigation platforms, maritime information systems, or digital maritime services for maritime administrations, port authorities, or Vessel Traffic Services (VTS).
3. Technical capability and experience in handling hydrographic and maritime data standards, including S-100 and/or S-57 data models developed under the framework of the International Hydrographic Organization (IHO).
4. Familiarity with international standards and guidance relevant to e-Navigation services and maritime digitalization, including those developed by the IMO, the IHO, and the International Organization for Marine Aids to Navigation (IALA).
5. Demonstrate experience in the integration of maritime data sources, such as hydrographic information, navigational warnings, meteorological data, AIS data, or port information systems.
6. Experience in the development of web-based or cloud-based maritime service platforms accessible to multiple stakeholders, including maritime authorities and vessel operators.
7. Must be able to prove compliance with the following international standards:
   - ISO/IEC 27001: Information Security Management System (ISMS). This is the baseline for protecting sensitive maritime transit data.
   - IMO MSC-FAL.1/Circ.3/Rev.2: Compliance with Guidelines on Maritime Cyber Risk Management.
   - Cyber Essentials / Maritime Cyber Baseline: Specific certification proving that the provider's software development lifecycle (SDLC) is protected against maritime-specific cyber threats (e.g., AIS spoofing or GPS interference)
   - ISO 9001:2015: Quality Management System to ensure consistent development standards.
   - ISO/IEC 25010: (Formerly ISO 9126) Software Quality Requirements and Evaluation (SQuaRE) to ensure functional suitability, performance efficiency, and usability.
   - MSC.1/Circ.1512: IMO Guideline on Software Quality Assurance (SQA) and Human-Centred Design (HCD) for e-navigation.
   - IMO MSC.1/Circ. 1609: Since the service is web-based, it must meet international web accessibility standards to ensure ease of use for operators in high-stress bridge environments.

The selected bidder shall undertake the following tasks in relation to the project:

1. Develop a detailed project plan and associated timetable, as well as develop a Concept of Operations (CONOPS) describing how digital maritime services will be used during the pilot.

2. **System Design and Test**: Design and test the digital maritime information or e-Navigation service platform in accordance with the project requirements and applicable international standards.

3. **Compliance with International Standards**: Ensure that the system architecture, data structure, and services comply with relevant standards and guidance issued by the International Maritime Organization (IMO), the International Hydrographic Organization (IHO), the World Meteorological Organization (WMO), and the International Organization for Marine Aids to Navigation (IALA).

4. **Integration of Maritime Data Sources:** Develop mechanisms for the integration and management of multiple maritime data sources, including hydrographic data, navigational warnings, meteorological warnings and forecasts, Automatic Identification System (AIS) data, and port or maritime administration information systems.

5. **Implementation of Hydrographic Data Standards:** Ensure that the system supports recognized hydrographic and maritime data standards, including the S-100 Universal Hydrographic Data Model and/or the S-57 IHO Transfer Standard for Digital Hydrographic Data, to enable interoperability with other maritime systems.

6. **System Deployment and Configuration:** Install, configure, and deploy the system infrastructure, including web-based or cloud-based service platforms, ensuring accessibility for authorized stakeholders such as maritime authorities, port operators, and vessel operators.

7. **Testing and Quality Assurance:** Conduct comprehensive system testing, validation, and quality assurance to ensure reliability, security, functionality, and performance before operational deployment.

8. **Documentation and Knowledge Transfer:** Provide complete technical documentation, user manuals, and operational guidelines, and conduct training

sessions or workshops for designated personnel to ensure proper system use and maintenance.

9. **Technical Support and Maintenance:** Provide technical support, troubleshooting, and maintenance services during the implementation period and any agreed post-deployment support period.

10. **Non-Disclosure Agreement:** Ensure the protection, integrity, and confidentiality of all project-related data and information, in compliance with applicable data governance and cybersecurity policies. The NDA must extend beyond the contract termination.

11. **Project Management and Reporting:** Manage project activities effectively, meet agreed timelines and milestones, and submit regular progress reports to the implementing authority.

12. **Media and PR**: Support media and public relations activities related to the project by providing technical inputs for communication materials, assisting in the documentation of key activities such as simulations and sea trials, and coordinating any public information or media engagement with the prior approval of the procuring entity.

13. **Sustainability:** Facilitate the seamless transition of the e-Navigation platform to MARINA by providing all administrative credentials, source codes, and technical architectures, if any, necessary for independent governance; this includes the delivery of comprehensive final system documents and the verification that designated personnel possess the technical proficiency to manage, update, and maintain the service without further reliance on the provider.

14. **Data Security Architecture:** The system shall implement encryption for S-100 master files; enforce Role-Based Access Control (RBAC) such that only authorized users can initiate data transfers; ensure all web-based feeds use TLS 1.3; enable digital signing of S-100 Exchange Sets; and secure web-based APIs through user authentication and IP whitelisting, allowing access only from authorized servers.

15. **Testing and Assurance:** The system must be audited by a Department of Information and Communications Technology (DICT) accredited VAPT service provider and must be passed and certified with a risk level deemed acceptable

in accordance with ISO/IEC 27001, NIST, or IMO Guidelines, which will be validated by this command prior to launching.

The Solution Provider warrants 99% uptime; penalties will apply for <95% availability.

The Solution Provider shall implement a health check endpoint to enable continuous monitoring of system availability and service status. The endpoint shall provide real-time indication of system health and key service components to support uptime measurement and incident validation.

The required system uptime shall exclude periods of unavailability arising from factors beyond the Solution Provider's control, including, but not limited to, internet connectivity issues, telecommunications failures, power outages, and force majeure events (i.e., natural disasters, acts of government, or other unforeseen circumstances).

XII. ELIGIBILITY REQUIREMENTS

1. Objective and Scope of Eligibility

To ensure the selection of a highly competent, legally compliant, and financially stable Solution Provider for the *Development and Pilot Testbed Testing of the Web-Based E-Navigation Service*, all prospective bidders must satisfy the legal, technical, and financial requirements set forth herein.

Pursuant to Republic Act No. 12009 (The New Government Procurement Act - NGPA) and its Implementing Rules and Regulations (IRR), foreign companies are explicitly permitted to participate and bid for this highly specialized information technology and maritime safety solution under the conditions specified in Section 1.1.

1.1. Legal Eligibility & Foreign Participation Rules

Prospective bidders, whether domestic or foreign, must establish their legal capacity to contract under Philippine laws and the specific provisions of RA 12009.

A. Conditions for Foreign Eligibility

Foreign bidders shall be allowed to participate in this procurement process provided they fulfill any of the following criteria pursuant to Section 52.4.1.2 of IRR RA 12009:

1. The bidder's home country background grants reciprocal rights or privileges to Filipino citizens, corporations, or associations to participate in its government procurement activities for similar information technology or maritime services.
2. The Procuring Entity recognizes that the deployment, integration of S-100 standards, and pilot testbed implementation of web-based e-navigation engines require highly specialized technical expertise not readily available from domestic suppliers.
3. Foreign participation is authorized to foster global competitiveness, ensure technological innovation, and prevent market monopoly.

B. Documentary Matrix for Legal Eligibility

Document Category	**Domestic Bidders**	**Foreign Bidders (Equivalent Compliance)**
Corporate Registration	SEC or DTI Registration Certificate.	Equivalent registration certificate issued by the appropriate government registry in the country of origin.
Operating Permits	Valid Mayor's / Business Permit.	Equivalent commercial license or operational permit issued by the bidder's home city or state.
Tax Clearance	Tax Clearance Certificate issued by the Bureau of Internal Revenue (BIR).	Valid tax delinquency-free clearance or its equivalent issued by the foreign country's tax authority, duly Apostilled or authenticated.
PhilGEPS Registration	Valid PhilGEPS Platinum Certificate of Membership.	Valid PhilGEPS Platinum Certificate. *Note: Foreign bidders may submit their equivalent home-country legal documents during eligibility check, with a mandatory undertaking to register and secure Platinum status prior to contract award.*
Proof of Reciprocity	*Not Applicable*	A notarized/authenticated Sworn Statement by the bidder confirming reciprocal bidding privileges

1.2. Technical Capability Requirements

The solution provider must possess proven, verifiable experience in deploying operational maritime software systems and managing simulated or live test environments.

A. Single Largest Completed Contract (SLCC)

• The bidder must have completed, within the last five (5) years prior to the deadline for submission of bids, at least one (1) single contract that is "similar" to the project.
• Definition of "Similar Contract": A contract involving the development, coding, deployment, or pilot testing of web-based maritime information systems, Vessel Traffic Services (VTS) software modules, e-Navigation applications (aligned with International Hydrographic Organization [IHO] or IALA standards), or cloud-based geospatial marine tracking platforms.
• SLCC Value: The value of the completed similar contract must be at least fifty percent (50%) of the Approved Budget for the Contract (ABC).

1.3. Financial Standing and Capacity

Bidders must demonstrate the financial capacity to absorb the upfront development costs and infrastructure investments necessary for the pilot testbed.

A. Net Financial Contracting Capacity (NFCC)

The bidder must have an NFCC score at least equal to the ABC of the project. The NFCC computation, based on the audited financial data submitted, follows the formula:

$$\text{NFCC} = [(\text{Current Assets} - \text{Current Liabilities}) \times 15] - \text{Value of All Outstanding Contracts}$$

- Bidders must submit their AFS for the preceding calendar year. For foreign bidders, the AFS must be audited and certified by an independent certified public accountant (CPA) or equivalent entity in their country of origin, properly Apostilled or authenticated by the Philippine Foreign Service Post (PFSP).
- If the bidder cannot meet the target NFCC, they may submit a Committed Line of Credit (CLC) specifically earmarked for this project from a Universal or Commercial Bank in the Philippines. For foreign bidders, a CLC from a foreign bank authorized and licensed by the Bangko Sentral ng Pilipinas (BSP) to operate within the Philippines is acceptable, valued at a minimum of ten percent (10%) of the ABC.

1.4. Rules for Joint Ventures and Consortiums

Bidders may form a Joint Venture (JV) or consortium to combine technical expertise and meet eligibility thresholds, subject to the following guidelines:

1. In the absence of an active JVA, all parties must submit a duly notarized (or Apostilled, if foreign) statement declaring that they will enter into and abide by the provisions of a JVA in the event that the contract is awarded to them.

2. The JVA must explicitly state that all partners (local and foreign) shall be held jointly and severally liable to the Procuring Entity for the entire duration of the software development, pilot testing, and warranty periods.

3. The technical experience (SLCC) and financial resources (NFCC) of any of the JV partners can be pooled to satisfy the minimum qualification parameters of this TOR.

4. Since this procurement falls under the classification of "Goods/Consulting Services" for a pure digital technology and software application, no constitutional ownership restrictions apply. Foreign entities may hold up to 100% equity in the bidding joint venture, provided all other RA 12009 legal criteria are fulfilled.

XIII. TERMINATION OF THE CONTRACT

MARINA reserves the right to terminate the contract, upon thirty (30) calendar days' written notice, in the event of non-performance, breach of contractual obligations, or failure of the service provider to comply with agreed project deliverables, timelines, and technical requirements.

XIV. CONFIDENTIALITY OF THE CONTRACT

All information, data, records, reports, and documentation obtained or generated related to the project shall be treated as confidential and shall not be disclosed to any third party without the prior written consent of MARINA. The NDA must extend beyond the contract termination.

XV. MODE OF PROCUREMENT

The procurement of the Solution Provider shall be undertaken through Competitive Bidding pursuant to Republic Act No. 12009 (New Government Procurement Act) and its Implementing Rules and Regulations (IRR).

XVI. APPROVED BUDGET FOR THE CONTRACT (ABC)

1. Fund for this engagement shall be charged against the transferred funds from the IMO.

2. The ABC for the project is Thirty Million Pesos (P30,000,000.00) inclusive of all applicable taxes and charges;
3. Note that this contract shall be a fixed price contract. Any extension of contract time shall not involve any additional cost to MARINA except due to the fault of the latter.

XVII. DOCUMENTARY REQUIREMENTS

The prospective bidder shall submit the following documents:

1. Organizational Profile
2. Curriculum Vitae of the Core members of the Project Team
3. Documentary evidence based on item VIII of this document
4. Proof of qualification based on item XI of this document
5. Proof of eligibility based on item XII of this document
6. PhilGEPS Platinum Registration and Membership (online registration: https://philgeps.gov.ph/)
7. Audited Financial Statement

Prepared by:

[redacted]

JUDY L. HONRADO
Chief, CSMID

RCH/JLH/CPN/JRS

Recommending Approval:

[redacted]

ENGR. RAMON C. HERNANDEZ
Director, OSS

ANNEX A

TECHNICAL SPECIFICATIONS

1. Concept of Operations (CONOPS)

The Solution Provider shall develop a Concept of Operations (CONOPS) describing how digital maritime services will be used during the pilot.

The CONOPS shall describe:

- vessel participation
- bridge team interactions
- VTS monitoring
- data flows between ship and shore systems
- operational procedures for test scenarios

2. Sea Trials Operational Requirements

A. Proposed Vessel Types for the Trial

The sea trials shall involve **two or more vessel types** to ensure that the digital maritime services are tested under different operational conditions.

Participating vessels may include:

Vessel Type	Role in Trial
Fishing Vessels	Testing of accessibility, usability, and situational awareness.
Domestic passenger ferry or inter-island vessel	Primary operational platform for repeated voyages and port approach testing
Government vessel (e.g., Philippine Coast Guard or NAMRIA vessel)	Controlled testing platform for technical scenarios and data collection

B. Estimated Number of Voyages

To ensure adequate testing and comparison of operational conditions, the live sea trial phase is expected to include:

- 18–22 operational test voyages

The voyages will be distributed across the participating vessel types and test scenarios.

C. Scenario-to-Voyage Allocation

Test Scenario	Preferred Vessel Type	Estimated Voyages	Purpose
Dual-Fuel transition (S-57 to S-101 and reverse)	Domestic ferry	3–4	Evaluate ECDIS transition behaviour and safety functions
S-124 Navigational Warning transmission and receipt	Domestic ferry / Government vessel / Fishing	2-3	Test real-time MSI delivery and alert prioritisation
Overlay of multiple S-100 layers	Domestic ferry/ Government vessel	2-3	Assess integration, Evaluate portrayal clarity, clutter and alert behaviour
Water Level / Current impact (S-104 / S-111)	Domestic/ Government vessel / Fishing	2	Test tidal or current influence on navigation decisions
S-129 UKCM integration and safety contour assessment If available	Government vessel / Domestic Ferry	2	Evaluate under-keel clearance management and safety contour behaviour
Route monitoring with UKCM considerations	Government vessel / domestic ferry	2	Test route monitoring and traffic interaction scenarios
Validation / repeat voyages	Any participating vessel	3–4	Confirm system stability after adjustments

Total Estimated Voyages:

- 18–22 voyages

D. Voyage Types

The sea trial program may include several types of voyages to capture different operational contexts. The Solution Provider must facilitate live sea trials within designated trial areas, such as Cebu, Batangas, Iloilo, and Manila, to observe real-time system performance.

Voyage Type	***Description***
Port approach voyage	Entry or departure from Cebu or other participating port
Coastal transit voyage	Short coastal navigation segment to test route Monitoring
Pilotage voyage	Voyage conducted with a pilot on board
Controlled technical voyage	Dedicated trial run conducted with observers and instrumentation
Validation voyage	Repeated run following system adjustments
Fishing operation scenario	Near-shore navigation with limited equipment Scenario, usability of simplified S-100 services

E. Voyage Scheduling

The live sea trials will be conducted during Phase 3 of the project (Months 7–9).

An indicative schedule will include:

Period	***Activity***
Week 1	System installation verification and baseline voyage
Weeks 2–3	Dual-Fuel and S-124 testing scenarios
Weeks 4–5	Data integration scenarios
Weeks 6–7	Multi-layer overlays
Weeks 8–9	Validation voyages and repeat testing

3. System Architecture Design

3.1. Data Source Layer

Data sources will include:

- Hydrographic datasets

- AIS vessel traffic data
- maritime safety information (navigational warnings, meteorological warnings and forecasts, and other urgent safety-related messages)
- Other meteorological and oceanographic data and information
- port operational data

If available and practical, data shall be in S-100 format, see also Section 7.

3.2. Data Integration Layer

This layer shall process, integrate, and distribute maritime data.

Components will include:
- S-100 data repository
- data transformation services
- secure API gateway
- data validation services
- interoperability management services

The system shall support:
- ingestion of S-100 datasets
- S-100 exchange sets
- metadata management
- secure data distribution

3.3 Application Layer

The application layer shall provide operational access to users through a web-based platform.

Key functions may include:
- maritime GIS visualization
- AIS vessel tracking
- multi-layer display of S-100 datasets
- operational dashboards
- system monitoring tools

Users shall be able to access the platform through standard web browsers.

4. Infrastructure Requirements

The Solution Provider shall provide a ***three-year cloud-based infrastructure***.

Permanent infrastructure installation is not included in the scope.

Infrastructure will include:

Component	*Description*
Temporary application server	hosting of the e-Navigation platform
data processing environment	processing of S-100 datasets
temporary data storage	storage of trial datasets
backup systems	data redundancy
secure network gateway	secure data communication

Communication may utilize:

- existing AIS networks
- cellular networks (4G/5G)
- broadband internet connectivity
- satellite communication where required

5. Software Requirements

The Solution Provider shall develop or configure software capable of supporting digital maritime services.

Software capabilities will include:

- S-100 dataset ingestion and management
- maritime GIS visualization
- AIS data integration
- maritime data analytics
- operational monitoring dashboards

The platform shall support:

- multi-layer S-100 visualization
- route monitoring
- alert management
- real-time data updates

6. Supported S-100 Product Specifications

The testbed shall support selected S-100 products, if available and practical at the time of simulations and trials.

Product	**Description**
S-101	Electronic Navigational Chart
S-102	Bathymetric Surface
S-104	Water Level Information
S-111	Surface Currents
S-124	Navigational Warnings

S-129	Under-Keel Clearance Management
S-128	Catalogue of Nautical Products
S-125	Marine Aids to Navigation
S-131	Marine Harbour Infrastructure
S-412	Marine Weather Warnings

Interoperability shall follow the S-98 Interoperability Specification.

7. Data Management

The Solution Provider shall develop a Data Management Plan covering:

- dataset catalogues
- data storage and access control
- anonymization of human-factor data
- metadata management
- long-term data archiving

8. Risk Management

The Solution Provider shall prepare a Risk Management Plan covering:

- operational safety risks
- system failure scenarios
- cybersecurity risks
- communication disruptions
- contingency procedures during sea trials

9. List of Participating Industry Partners

The Solution Provider shall facilitate the technical training of industry partners participating in the sea trial, including but not limited to the following:

- Ship operators and bridge teams
- VTS Operators
- ENC Service Provider (e.g., NAMRIA)
- S-100 Data Providers (e.g., NAMRIA, PAGASA)
- Port authority/ies (e.g., Cebu Port Authority)
- Harbour pilots
- Industry Partners (e.g., data validators)
- Academe (MAAP and PMMA)

10. List of trainings to be provided

The Solution Provider shall facilitate the conduct of the following trainings to ensure efficient conduct of the trials and the required analysis/evaluation.

- Data and Services Training
  - Data ingestion and loading of datasets
  - Visualization of multiple layers
  - Interaction between datasets and existing navigation systems
  - Interpretation of dynamic maritime information

- System User Training (Operational Use)
  - System login and access procedures
  - Navigation and operation of the web-based platform
  - Visualization of maritime information layers
  - AIS integration and vessel traffic display
  - Use of services in operational decision-making
  - System alerts and situational awareness tools

- Technical Administration and System Management Training
  - System configuration and management
  - Loading and updating S-100 datasets
  - Monitoring system performance
  - Troubleshooting common operational issues
  - Data security and system access control

- User Feedback and Evaluation Orientation
  - User observation procedures
  - Reporting of operational issues
  - Evaluation of system usability and effectiveness
  - Documentation of human-factor observations

The current list of trainings may be retained as presented. However, it should be noted that, subject to mutual agreement, these may be streamlined, reduced, or consolidated into a single comprehensive training programme. Certain components may also be incorporated into a user manual where appropriate.

Furthermore, the scope of the training and the identification of participants are not limited to the items currently listed and may be adjusted as necessary based on evolving requirements and priorities.

11. Other Requirements

The Solution Provider must meet the following additional requirements:

- MSC.1/Circ.1494: IMO Guidelines on Harmonization of Testbed Reporting
- Simulation Integration: Capability to interface with maritime simulators (e.g., Kongsberg, Wärtsilä) for dry-run testing.
- Connectivity Testing: Ability to test under varied bandwidth conditions (Satellite Communications (SATCOM) (e.g. Starlink), 4G/5G)

- HCD Verification: documented evidence of Human-Centred Design testing with actual mariners or VTS operators.

Section VII. Philippine Bidding Document Related Forms

Short-listing Documents Submission Form 26

SHORT-LISTING DOCUMENTS SUBMISSION FORM

[Date]

[Name and address of the Procuring Entity]

Ladies/Gentlemen:

In connection with your Request for Expression of Interest dated *[insert date]* for *[Title of Project]*, *[Name of Consultant]* hereby expresses interest in participating in the eligibility and short-listing for said Project and submits the attached short-listing documents in compliance with the Short-listing Documents therefor.

In line with this submission, we certify that:

a) *[Name of Consultant*] is not blacklisted or barred from bidding by the GoP or any of its agencies, offices, corporations, LGUs, or autonomous regional government, including foreign government or foreign or international financing institution; and

b) Each of the documents submitted herewith is an authentic copy of the original, complete, and all statements and information provided therein are true and correct.

We acknowledge and accept the Procuring Entity's right to inspect and audit all records relating to our submission irrespective of whether we are declared eligible and short-listed or not.

We further acknowledge that failure to sign this Short-listing Documents Submission Form shall be a ground for our disqualification.

Yours sincerely,
Signature
Name and Title of Authorized Signatory
Name of Consultant
Address

Republic of the Philippines

gppb

Government Procurement Policy Board

ANNEX A

RATING CRITERIA FOR SHORTLISTING ELIGIBLE BIDDER/S PROPOSAL

Criteria	Minimum Qualification	Weight (%)
Experience and Capability of the Bidder	Years of experience related to S-100, AIS, data integration ● More than 3 years - 10% ● At least 2 years but not to exceed 3 years – 5% ● At least 1 year but not to exceed 2 years - 3% ● Less than 1 year - 0%	**10%**
Quality of the Core Members of the Project team to be assigned to the Project	Key personnel with experience in S-100, maritime data, and data integration (CV submission is required) ● 5 or more key personnel - 15% ● 4 key personnel - 10% ● 3 key personnel - 5% ● Less than 3 key personnel - 3%	**15%**
Overall Work commitment	● Submission of a dedicated staffing plan ● Work Breakdown Structure (WBS) schedule, clarity of role allocation ● Sea Trial Preparation Plan ○ Compliant - 10% ○ Partially compliant or No submission - 0%	**10%**
Technical Capability	● S-100 data application plan ● Data integration architecture (documents/diagrams) ● System architecture and data flow ○ Compliant - 20% ○ Partially compliant or No submission - 0%	**20%**
Pilot Execution Plan	● Sea Trial plan (mandatory) ● Number of voyages (18-22) ● Target regions, scenario design ● Risk management plan ● User participation and training plan ○ Compliant - 25% ○ Not compliant - 0%	**25%**
Financial Proposal Computation: Lowest Bid/Bidder's Bid x 20%		**20%**
Total		**100%**

1. Interested Bidders must have at least a total rating of 60% of the evaluation criteria.
2. Submit documentary evidence as reference to evaluate the evaluation criteria.