

## XIX PRV-PMCC: Invitation of Expression of Interest (Eoi) : Pre-bid meeting clarifications

S No	Eoi Clause	Queries	Clarifications	
1	<b>Eoi - General</b>	There have been requests to consider the Eoi as only within India and not Global.	No change in Eoi is envisaged. Being a specialized vessel, the Eoi shall be global.	
2		If it is acceptable to participate/submit the EOI through 2 separate channels based on 2 separate scope/role.	Same bidder (shipyard) cannot give more than one bid. A shipyard may submit offer either on its own or as a lead bidder with a collaborator. Thus, one shipyard can participate through one channel only. It was clarified that an Indian shipyard cannot have multiple tie-ups with foreign shipyards.  The shipyard which ties-up with the designer who meets the criteria 4.2.b must ensure that the designer is not offering services to any other shipyard for this same PRV project. Thus, the designer can provide services to this PRV project through one channel only. And, consortium between designers is not allowed.	
3		Please clarify whether the bid documents for Eoi signed by an authorised person is acceptable, submitted with authorization letter from CEO/CMD.	Yes. Acceptable. Any document submitted in any language other than English, same should be accompanied by certified English copy.	
4		Eoi to be opened in the presence of representatives. Will the pre-qualification be decided on the same day?	Received offers will be opened on specified date and time. Representatives of shipyards are welcome to attend the opening of Eoi, so desire. Scrutiny of documents and evaluation of offer will be carried out subsequently and not on the same day.	
5		<b>3.1.8 : Scope:</b> Delivery of the vessel after completion of all works as per Contract.	Will foreign collaborator need to guarantee timely delivery in case of JV with Indian Shipyard? Delivery will be ex shipyard?	Timely delivery of vessel to Owner is paramount. Guarantee and Delivery details will be provided in RFP. Lead bidder (shipbuilder) is responsible for timely delivery.
6		<b>Tech criteria 4.2.a) (i)</b>	There are requests for amending the criteria for wider participation.	Amended criteria shall be: a) The bidder should have designed, built, commissioned and delivered in the last 20 years

			<p>(i) an ice class vessel (minimum class notation PC7 or equivalent); and a research vessel with documented URN standard with noise levels as specified in DNV Silent-A notation, both these vessels with a minimum LoA of 80m.</p> <p>OR</p> <p>a Polar Research Vessel with a minimum LoA of 80m with minimum class notation PC7 or equivalent and documented URN standard with noise levels as specified in DNV Silent-A notation.</p>
7	<b>Tech criteria 4.2.b)</b>	There are requests for amending the criteria for wider participation.	<p>Amended criteria shall be:</p> <p>b) The bidder should have in-house design and engineering capability for ice breakers and research vessel of its own and they should have designed and delivered similar type of vessels as mentioned in the above clauses 4.2.(a) in the last 20 years.</p> <p>OR</p> <p>It may use the services of reputed and capable designer(s) with proven experience who (the details of the designer to be engaged to be provided) should have done basic design and detailed engineering, in last 20 years, of below vessel successfully delivered.</p> <p>(i) At least one ice class vessel (minimum class notation PC7 or equivalent) of minimum 80m long and one research vessel of 80m long;</p> <p>OR</p> <p>(ii) At least one iceclass cum research vessel (minimum class notation PC7 or equivalent) of minimum 80m long.</p>
			30 <sup>th</sup> Nov 2017 shall be considered as cut-off date for the last 20-years window i.e. the vessels referred by

			the bidders for shipbuilding and design experience should have been delivered on or before 30 <sup>th</sup> Nov 2017.
8	<b>Tech criteria 4.2.c)</b>	Reference to the Clause 4.2 ( c), mentioning the availability of experienced workforce	The manpower requirements are now provided at Annexure as part of willingness/undertaking format.
9		Indicates (for Indian Shipyards) need to have a tie up with an experienced shipyard meeting the criteria at Para 4.2(a) or by hiring experienced work force for execution of the Project. Would hiring adequate experienced workforce for planning, supervision and integration meet the criteria.	Yes. Experienced manpower required is provided in the Annexure.
10		Should Indian shipyards submit the experience of the designer(s) (with whom intended to be tied-up) as per Annexure A (1B) along with the EOI proposal?	Yes.
11		Please clarify whether any MoU agreement with the designer is envisaged from the Indian Shipyard while submitting the Eoi proposal	Willingness for compliance to be provided as per format enclosed. MoU to be submitted with RFP.
12		Kindly confirm that this will be the only qualifying criteria for Indian bidders provided they meet requirements at para 4.3 & 4.4 of Chapter 4.	Yes.
13		The proposed PRV being a specialized ice breaker research vessel, Indian shipyards interested in this project should have a suitable tie-up with ship designer meeting the criteria at 4.2(b). Also, the Indian shipyards should ensure availability of experienced workforce for execution of the critical construction jobs pertaining to ice breaking capability, sub-zero temperature operations and research facilities and monitoring of vessel construction through a tie-up with an experienced shipyard meeting the criteria at 4.2(a) or by hiring experienced work force for this project. The prospective Indian shipyards will be required to submit formal MoU fulfilling this criteria alongwith the RFP document. Willingness to comply with the	4.2.c para1 may be amended as : The proposed PRV being a specialized ice breaker research vessel, Indian shipyards interested in this project should have a suitable tie-up with ship designer meeting the criteria at 4.2(b). Also, the Indian shipyards should ensure availability of experienced workforce for execution of the critical construction jobs pertaining to ice breaking capability, sub-zero temperature operations and research facilities and monitoring of vessel construction through a tie-up with an experienced shipyard meeting the criteria at 4.2(a) or by hiring experienced work force (details at Annexure) for this project. The prospective Indian shipyards will be required to submit formal MoU fulfilling these criteria along with the RFP document. Willingness to comply

		above should be submitted alongwith the Eol.	with the above should be submitted (format Annexure) along with the Eol.
14		The term 'research vessel' for in the technical criteria	Research Vessel may be defined for evaluation purpose as follows : The vessels falling under the category of Research Vessels, Hydrographic Survey Vessels, Seafloor Mapping and Survey Vessels. Seismic Survey Vessels and having atleast 6 facilities out of (i) Multibeam Echosounder, (ii) CTD including CTD winch, (iii) A-frame capable of facilitating deep-towed instruments and sampling systems at 6000m water depth, (iv) Seabed samplers and associated winch systems operable at 6000m water depth, (v) Automatic Weather Station, (vi) Min 250 sq.m. lab area, (vii) DP system, (viii) Gravimeter and (ix) Analytical Instruments like Autoanalyser etc.
15	<b>Commercial Criteria 4.3 a,b,c</b>	Kindly mention in Para 4.3, <b>a</b> and <b>b</b> that it is for 'Foreign shipyards' (in the start of Para). Para 4.3, c clearly states the criteria for Indian shipyards	No change in Eol is envisaged. Clause 4.3.c) is applicable to Indian shipyards which is clear in the Eol.
16		Does providing Letter of Comfort will qualify clauses 4.3.a & 4.3.c	4.3 (c) is sufficient for Indian shipyards.
17		Can annual reports filed with stock exchange can be submitted instead of CA certificate or similar?	As per Eol, CA certificate is required for Indian bidders. For foreign bidders, CA certificate or equivalent is acceptable. In case this is in language other than English, a certified translated copy in English to be provided.
18		<b>Annexure A Tables - 1A, 1B &amp; 1C</b>	Please indicate whether the Indian shipyards that have not constructed PRV/Ice class of vessels in the past need to furnish the details of other types of constructed ships in tables 1A, B & C and submit as part of EOI.
19		Is Annexure-A (1A) should be filled by Indian Shipyards, or is only applicable to Foreign Shipyards. If the Annexure-A Table 1A is not applicable for Indian Shipyards, please clarify any specific format is applicable to Indian Shipyards.	Annexure-A is required if Indian yard ties-up with experienced shipyard.  Also Annexure C and D for Indian shipyards.
20		As per Annexure-A Table 1B, 1C, it is mentioned	Specifications, GA plan and Owners certificate of

		that the proof shall be Specs / GA/ Owner references. Please clarify whether i) brief specification similar to the Annexure-B of Eol is the requirement. ii) Regarding the Owner reference (mentioned as proof), please clarify whether Owner details will suffice the requirement.	satisfactory service / Protocol of Delivery are to be submitted. As per the table format.  Document from owners in proof of satisfactory delivery/ Protocol of Delivery from shipyard.
21	<b>Annexure-B</b> Outline specifications	There were several suggestions and queries related to outline specifications of the vessel.	The outline specifications were provided only to have the general information of the vessel. All details will be provided in the RFP.
22	<b>Annexure B - 3 CLASS</b>	Is second class should be only from these listed 4?	Yes
23	<b>Annexure-C</b> : To be certified/verified by an RO of the Government of India who is an IACS member and to be submitted along with the bid.	Indicates that the “Technical Qualification Template” need to be certified / verified by an RO of the Govt. of India who is an IACS member. Will certification by IACS member like ABS, DNV, BV etc. also suffice?	Only by RO of GoI who is IACS member, as per Eol.
24	Annexures	Please provide format of all annexes in Excel format and Integrity Pact in Word to allow ease of filling data.	Word format file will be placed in NCAOR website.
25	Queries pertaining to RFP & Technical Specifications	There have been several questions pertaining to RFP term, contract terms and technical specifications, ERV/Taxes/duties, currency, Bank Guarantees, Payment stages, specifications, scientific equipment, makers list, RFP evaluation details, trials, delivery etc.	Pertaining to RFP and all details will be provided in RFP.
26		What is the expected date of issuance of RFP?	After Eol evaluation. Approx in 1 -3 months.
27		Will NCAOR provide standard MoU wordings in case of collaboration with Indian Shipyard? This will allow foreign collaborators to understand liabilities(to us) if any; with respect to delivery and performance of vsl	Essential guidelines will be provided in RFP
28	Submission date 13 <sup>th</sup> Nov 2017	Request Extension for Eol submission by 2 weeks	Extended upto 30 <sup>th</sup> November, 2017.

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