SUBIC BAY
METROPOLITAN AUTHORITY

013-01152481

January 15, 2024

BID BULLETIN NO. 1

REHABILITATION OF SEAPORT FACILITIES: UPGRADING OF FENDER SYSTEM AT MARINE TERMINAL
(SBMA-BAC-INFRA-IB-07-24)

I. Relative to queries after the Pre-Bid Conference held last January 8, 2024, at the Subic Bay Freeport Zone and formal inquiries regarding the subject Project, please be guided by the following:

Queries: Bidder No. 1	1. The term used in the bidding documents of the 49 units rubber dock fenders is "Hyper Omega" Fender, which is a commercial term used by Sumitomo Rubber Industries, much like Trelleborg has a "Super Cone" Fender. Both of these are a Cone Fender System. Cone Fender Systems are the generic term for this type of fender applications of which there are numerous manufacturers globally. Can you confirm that we can supply any brand of Cone Fender System as long as it meets the requirements in the set of Bidding Documents? ***Answer:*** **Yes. Any brands are allowed provided it complies with the requirements in the Bidding Documents.** 2. In the case that upon removal of the existing fenders, it is found that the existing anchors are not fit for use due to the extended corrosion that may cause the anchor threads to strip off or are found already damaged prior to removal, will SBMA permit a change order for the additional cost and time for installing new anchors and removing existing, damages ones? ***Answer:*** **The contractor should replace the anchor bolts that are not fit to use. Please refer to the Description "Pay Item B.2 and B.3."** 3. What are the restrictions or working windows on the working hours, days and working areas for the project? As we understand from the site visit, the pier will continue operations with docked vessels during the duration of the project. ***Answer:*** **The terminal is open 24 hours a day. Sectional scheduling will be observed during the project implementation.** 4. For Tab H3, "Past or Sample Test Result", what is the requirement of the fender to be presented? If it we opt to submit a past result, can it be of a similar sized fender (for example a 400mm height V fender)? As the Energy Absorption and Reaction Force and other parameters can vary between projects due to the rubber grades even with the same size, the passing results for a previous project might not be applicable for this project. Can you elaborate how the presented information will be used to confirm compliance with the bidding requirements? ***Answer:*** **Past or Sample Test Result pertains to the physical properties of the rubber compound tested.** 5. For Tab H3, "Past or Sample Test Result", if we opt to submit a Sample Test Result, our submission should include sample test certificates with passing

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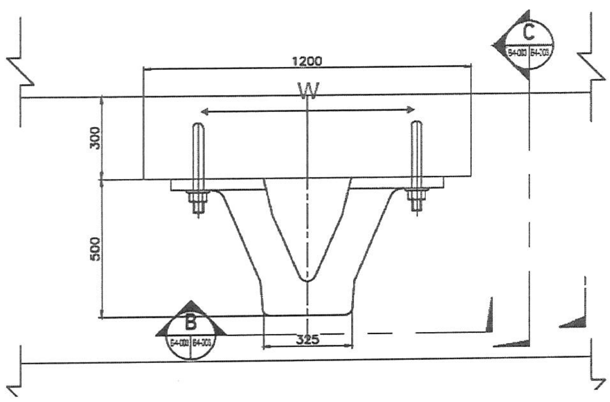
	values for all the tests listed in the Specifications for the Hyper Omega and V Fender? *Answer:* **Values of the test results should pass the minimum requirement.** 6. For the Performance Security, we are supposed to declare we will commit to obtain one but at a percentage specified by Bidder. From our inspection of documents we cannot find a specific percentage. Can we clarify what percentage of Performance Security is expected by the BAC to comply with the Bid Requirements for this Project? *Answer:* **Performance Security either in the form of cash, manager's check, cashier's check issued by a Universal or Commercial bank or a surety bond callable on demand issued by the GSIS or by surety or insurance companies duly certified by the Insurance Commission as authorized to issue such security or a combination thereof with the following schedules and amounts:** ***a. Cash, certified check, cashier's check, Manager's check, in the amount of [ten percent (10%) of the contract price; or*** ***b. Surety Bond in the amount of [thirty percent (30%) of the contract price]*** ***c. In case of the Irrevocable Letter of Credit or Bank Guarantee, use the prescribed form (Form SF23- PerformanceSec_IrrevLetterCredit or SF24-Performance Sec_BankGuarantee);*** **The Performance Security shall be executed complying with the following conditions:** ***a. It shall be executed in accordance with the form prescribed in the Instructions to Bidders;*** ***b. It shall be at least co-terminus with the Final Acceptance of the project; and*** ***c. The following provisions shall form part of the Performance Security:*** **"The right to institute action on the penal bond pursuant to Act No. 3688 of any individual firm, partnership, corporation and association supplying the contractor with labor and material for the prosecution of the work is hereby acknowledged and confirmed."** 7. It is stated "*Seven (7) days upon receipt of the Notice to Proceed (NTP), The Contractor or his duly authorized materials engineer together with the Materials Engineer of SBMA shall jointly undertake sampling and testing of all material requirements of the Contract for the purposes of this project.*" However since the fenders are made to order, the samples can only be extracted once the fenders are either ongoing production or completely produced. This might take between anywhere between 30-90 days, so we believe this requirement might not be feasible. Will SBMA accept a 60 day sampling. *Answer:* **Testing may be conducted after 60 days provided it will be conducted prior delivery.** 8. The manufacturing facility we would select is able to conduct the tests, is in China and is ISO 9001 certified. Can you confirm if we can do all the tests there without having to do a test in the Philippines, provided Bidder shoulders the travel expenses of the 7 SBMA representatives stated in the Bidding Documents? Is there any other criteria for the China test facility other than being ISO certified?

Answer: **Yes. Testing of materials shall be carried out, conducted or be performed at a testing laboratory accredited by the Bureau of Research and Standard (BRS) of the Department of Public Works and Highways (DPWH), Department of Science and Technology (DOST) or at Manufacturers Testing Center (ISO certified). *The* testing equipment and must have a quality management system administered according to ISO and testing protocol compliant with the PIANC 2022 guidelines.**

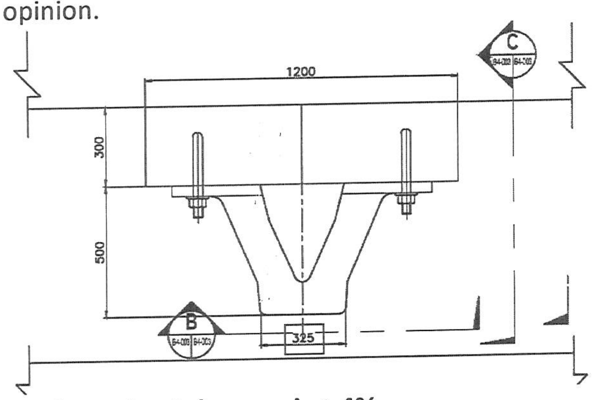
9. As we understand, the new V fender (16pcs) will have to match against the existing anchor bolts. However the dimension W (center-to-centre horiztonal spacing between anchor bolts) is not in the drawing. Can you confirm what the value for W is?



From our site inspection we believe the value for W is 800mm based on Sumitomo Rubber's catalogue for LMD-500H which is an older design. However this is specific to one manufacturer and other manufacturers have different dimensions (typically around 820-850mm). Can Bidder at their own expense install anchors to match their supplier's bolt spacings?

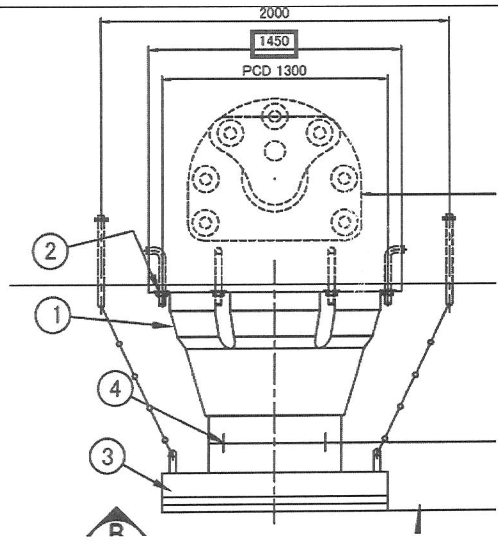
Answer: **No. However, other manufacturers/ supplier can supply fenders provided it will fit the existing anchor bolts. Value of W is 800mm. Dimension tolerance is ± 4%.**

10. The width of the contact area for the existing V fender shown below is 325mm, however this can vary between manufacturers. Can we supply one with a contact face greater than 325mm? As its greater, it should lower the hull pressure between the fender and the hull upon contact so it's a positive feature and be superior to the existing fenders in our opinion.



Answer: **Dimension tolerance is ± 4%.**

11. On the Drawing for the Hyper Omega Fender, as we understand the PCD1300 of the fender that we will install must followed so it matches the existing anchor bolts for the rubber fender body. However, the dimension labelled below of 1450mm which looks like it refers to the Outer Diameter of the existing Sumitomo Hyper Omega Fender flange. Is the bidder required to supply a replacement fender body with this dimension as well? For reference, most other Cone Fender manufacturers have a smaller flange diameter (varies between 1300-1400mm).



Answer: **Yes. Dimension tolerance is ± 4%.**

12. This query is with regards to the Reaction Force (RF) requirements of max. 1100kNm for the Hyper Omega Fenders and max. 500kN for the V Fenders for performance testing. In line with both standard practice in PIANC and Philippine Port Authority to have a manufacturing tolerance of +10% for RF to be considered passing. In this case it would then be a minimum of 1210kNm for Hyper Omega and 550kN for the V Fender. Can you confirm this is correct?

Answer: **Performance tolerance is 10%.**

13. This query is with regards to the Energy Absorption (EA) requirements of min 440kNm for the Hyper Omega Fenders and min. 90kNm for the V Fenders for performance testing. In line with both standard practice in PIANC and Philippine Port Authority to have a manufacturing tolerance of -10% for EA to be considered passing. In this case it would then be a minimum of 396kNm for Hyper Omega and 81kN for the V Fender. Can you confirm this is correct?

Answer: **Performance tolerance is 10%.**

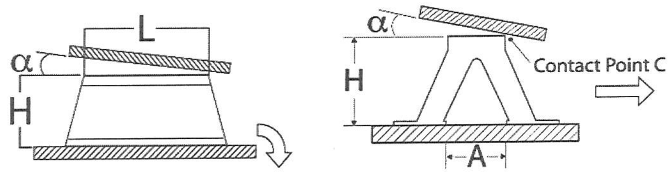
14. The Steel Frame specification shows "Rolled Steel SS400 painted with coal tar epoxy paint, 450 micron thick". In many places around the world especially in the last 10 years, Coal Tar Epoxy Paint has been banned due to potential carcinogenic effects to sealife and to human paint applicators. Will the BAC accept other marine coating systems, such as Glass Flake Epoxy or other Marine Epoxy coatings?

Answer: **Alternative marine coatings may be allowed subject to the approval of project engineer. This item shall be covered by the warranty period.**

15. For the Berthing Velocities tests (0.001, 0.05, 0.10, 0.20, 0.25, 0.30m/s) of the Hyper Omega Fender, will there be a passing criteria on the EA and RF? If yes, what will be criteria?

Answer: **The energy absorption and reaction force for velocities 0.001, 0.05, 0.10, 0.20 and 0.30 m/s are subject to manufacturers/ suppliers rated data sheet but should not exceed performance tolerance of 10%.**

16. For the Berthing Velocities tests (0.001, 0.05, 0.10, 0.20, 0.25, 0.30m/s) of the V Fender, will there be a passing criteria on the EA and RF? If yes, what will be criteria?

	Answer: **The energy absorption and reaction force for velocities 0.001, 0.05, 0.10, 0.20 and 0.30 m/s are subject to manufacturers/ suppliers rated data sheet but should not exceed performance tolerance of 10%.** 17. For the Angular Compression Test of the Hyper Omega Fender for 3, 5, 8, 10, 15 and 20 degrees, will there be passing criteria on the EA and RF? If yes, what will be the criteria? ***Answer:*** **The energy absorption and reaction force for angular compression of 3, 5, 8, 10, 15 and 20 are subject to manufacturers/ suppliers rated data sheet but should not exceed performance tolerance of 10%.** 18. For the Angular Compression Test of the V Fender for 3, 5, 8, 10, 15 and 20 degrees, will there be passing criteria on the EA and RF? If yes, what will be the criteria? Will the angular compression test be required in both Transverse and Longitudinal Load angles (hence two sets of tests)?  ***Answer:*** **The energy absorption and reaction force for angular compression of 3, 5, 8, 10, 15 and 20 are subject to manufacturers/ suppliers rated data sheet but should not exceed performance tolerance of 10%.** 19. There is a Durability Test for the fender body mentioned (3000 cycles if following PIANC, approximately 125 hours). Will the SBMA representative be required to personally witness the tests for the whole duration of the test? It would likely be impractical as the test would take a long time. Will a video recording suffice, with the representative being present for the set up and start of the test and inspection at the end of the test? ***Answer:*** **The SBMA representatives will witness the integrity of the test and its results as necessary directed by the project engineer.** 20. For the Abrasion Resistance Test (3000 cycles), will the SBMA representative be required to personally witness the tests for the whole duration of the test? It would likely be impractical as the test would take a long time. Will a video recording suffice, with the representative being present for the set up and start of the test? ***Answer:*** **The SBMA representatives will witness the integrity of the test and its results as necessary directed by the project engineer.**
Queries: Bidder No. 2	1. With reference to Sheets A-2 and A-3 (Anchor Bolt Details), the required anchor bolt is Lshaped. Whereas, in our understanding and experience, the L-shaped is customarily used for installation of new fender wherein such anchor bolt is embedded in the structure. For replacement of fender on the other hand, we were advised that straight-shaped or wedged anchor bolt made of resin must be applied. Since we understand that the above project involves the replacement of old worn-out fenders, we therefore request clarification and enlightenment on the matter. ***Answer: The proposed fenders should fit the existing anchor bolt location. However, if during the removal it was found that the anchor bolt is not fit to use, the contractor shall replace it with drilled anchor bolt without additional cost subject to the approval of project engineer.***

II. Deadline of Submission and Opening of Bids is scheduled on January 22, 2024 (Monday), 2:00 PM. at Room 218, Engineering Conference Room, Bldg. 255, Barryman Rd., Subic Bay

Freeport Zone. Bidders may still purchase the Bidding Documents of the Project until 12:00 noon of January 22, 2024.

III. Please be reminded that all Bid Bulletins including this Bid Bulletin No.1 shall form part of the Bid Documents and shall be included as one of the documents under the Technical Component envelope when the bidder submits its Bid Documents for the Project.

For the information and guidance of all concerned.

for

ENGR. MARCO A. ESTABILLO
Chairman, BAC for Infrastructure