

CLARIFICATIONS No. 2 TO THE QUESTIONS RECEIVED FROM PROSPECTIVE BIDDERS

Date: 31 May 2017

Country : MYANMAR
Project : Ayeyarwady Integrated River Basin Management (AIRBM) Project
Credit No. : IDA 55590
Contract Title : Supply and Installation Support of Aids to Navigation
Reference No : G3.3
Clarifications : No. 2, questions 1 to 5

Question 1: Reference Section VII Schedule of Requirements - 2. List of Related Services and Completion Schedule - RS 1. TRAINING, AND INSTALLATION, Pages 67 and 103.

For the first 10 buoys that are to be deployed by the contractor, are the locations of these buoys near to Mandalay? During the deployment of the first 10 buoys by the contractor, can the Bidder assume that all the necessary equipment, boats, barge cranes, gears, accessories and sufficient manpower will be provided?

Reply to Question 1: Location of the first 10 buoys will be between Mingun and Myinmu, which is close to Mandalay, and DWIR will be responsible for deployment of those buoys to installation place. The answer to the second part of the question is already detailed on the same page in the Bidding Documents: *"DWIR will be responsible to supply 6 labourers to provide manpower and to assist in the initial assembly. DWIR will provide adequate crane, forklift, slings and tools conduct assembly and bring the buoys and moorings from the warehouse to the barge. For installation, DWIR will also be responsible to provide the barge with crane, and crew."*

Question 2: Reference Section VII Schedule of Requirements - 4. Drawings, Calculations and Certifications - Page 89, CAA4, CAA7a and Page 90, CAA7b and Page 125, CAA1, CRA1, CAA6b and Page 126, CAA6c and Page 165, CAA1, CRA1, CAA5b and Page 166, CAA5c.

Considering the same buoy and lantern model is used on Lot 1 and Lot 2 with only difference shape of the tower and also the top mark, can the Bidder then get the relevant certification for the Naval Architecture for the worst case to prove compliance and hence infer that the rest of the model will also comply with these requirements.

Reply to Question 2: Compliance will be verified for each Lot separately so relevant documentation is to be provided as requested in the bidding documents.

Question 3: Reference Section VII. Schedule of Requirements, 1. List of Goods and Delivery Schedule for each Lot (Page 63, L1.10 and Page 100, L2.9).

For each moorings the provision should be 3 shackles and 2 swivels, not 4 shackles?

Reply to Question 3:

Three shackles is correct: each chain will have common links and kenter (detachable) links. The kenter link with tapered pin can be unfastened and as such attached to the swivel.

Question 4: Reference Section VII. Schedule of Requirements - 4. Drawings, Calculations and Certifications - Page 89, CAA7a, Page 125, CAA6b, Page 73, TSA8 and Page 109, TSA7

The requirements for the tests are different for the lots. Shall the Bidder provide information on what is requested for each Lot?

Reply to Question 4:

Yes, the bidders shall provide complementary information for the tests required.

Question 5: Reference Section VII. Schedule of Requirements - Page 74, TSA10 and Page 109, TSA10

Does the list angle of 6 degrees is given in this paragraph applies only for this paragraph or does it apply for all requirements that calls for verification of stability? And what means vertical roll?

Reply to Question 5:

The list angle of 6 degrees should be maintained for Lot 1 and Lot 2, but for the Data Buoy (Lot 3) the angle can be 10 degrees (as indicated on page 148, TS A11).

Vertical Roll: a vertical roll stabilization system includes hydromechanical actuating means for positioning the fins of a floating body (like a ship or a buoy) according to roll angle and rate of roll, in both high and low frequency waves. Assuming a stable design, i.e., wherein the buoy's metacenter is above the center of gravity, a buoy at a moderate roll angle is inherently subject to a righting or restoring couple, depending in magnitude on the instant position of the center of buoyancy and the roll angle.