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**REPLY TO PRE-BID QUERIES TO RFP FOR PROCUREMENT OF 98 SKIMMERS**  
**FOR MARINE POLLUTION RESPONSE FOR ICG**

Ser.	Para Ref.	Query	Reply	Firm
1.	Para 12 / Part I / Page no. 9	Date of acceptance will be the date of Joint Receipt Inspection (JRI) or Date of installation at the location specified by CG?	Bidders to comply as per RFP. {Refer Annexure IV to Appendix F, Para 1(e), page 76}	Potential Engineering
2.	Para 33 / Part II / Page no. 14	<p>Kindly clarify:-</p> <p>(a) NCNC trials will be conducted in any one location only.</p> <p>(b) For NCNC trials, one set of common deliverables will be acceptable.</p> <p>(c) NABL accredited certificates shall be</p>	<p>(a) Bidders to comply as per Sl. (n) / Para 1 / Appendix A, Sl. (p) / Para 2 / Appendix A, Para 2 / Appendix E, &amp; Sl. (d) / 2 / Annexure I / Appendix E to the RFP.</p> <p>(b) Bidders to comply as per Para 4 / Appendix E to the RFP.</p> <p>(c) Bidders to comply as per Para</p>	Desmi

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		acceptable.	39(b) / Part II, Para 5 / Appendix E & Para 18 / Appendix E to the RFP.	
3.	Para 33 / Part II / Page no. 14 & Para 39 / Part II / Page no. 15	We propose a minimum time frame of four months from the declaration of Technical Bid qualification to the offering of goods for NCNC FET, as all products must be in current production in accordance with Para 8 of the RFP.	Bidders to comply as per Para 4 / Appendix E to the RFP.	Lamor
4.	Para 36 / Part II / Page no. 14 & Para 10 / Appendix D / Page no. 43	We have our internal system integrated inventory management with predefined material codes assigned to the components with which we can provide Order history. A dedicated Online inventory management system only for Coast Guard will require a huge investment, and training which will not be economically viable for this Tender.	Bidders to comply as per RFP.	Potential Engineering



		We request the Coast Guard to provide additional details regarding the required OIMS. Lamor offers a cloud-based inventory and maintenance management system to its customers.	Bidders to comply as per RFP.	Lamor
5.	Para 39(b) / Part II / Page no. 15 & Para 41 / Part II / Page no. 16	Para 39(b) and 41 both refer ATP. The ATP mentioned in Para 39(b) pertains to the technical trials during FET, whereas the ATP mentioned in Para 41 pertains to the PDI/JRI. ICG is asking both ATPs to be submitted with the technical bid. We propose that the ATP for Para 39(b) be submitted with the technical bid, but that the ATP for Para 41 be submitted once the successful bidder has been selected.	Bidders to comply as per RFP.	Lamor
6.	Para 41 / Part II / Page no. 16	As per our understanding, there is no involvement of TPI in this tender – as the quality aspects & inspection, JRI &	Comply as per RFP.  (As per Para 41 / Part II of the RFP - <b>In</b>	Desmi

		<p>PDI is directly handled by DGQA-WP (appointed through ICG) &amp; Indian Coast Guard, respectively. Kindly clarify.</p>	<p><b>case</b> PDI/JRI are planned to be conducted by authorized Third party Inspection (TPI) Agencies, the same will be spelt out in the QA instructions and the details included in the finalized ATP.)</p>	
		<p>It is mentioned that "For technical trials by Coast Guard Headquarters the bidder will arrange for requisite test facilities at OEM premises /accredited laboratories for establishing conformance. The successful bidder would also be required to provide those test facilities at OEM premises/accredited laboratories for quality assurance, which are not available with QA agencies". We kindly request ICG to provide clarification on the requisite test facilities to be</p>	<p>Bidders to comply as per RFP.</p>	<p>Lamor</p>

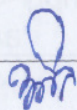
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		arranged at OEM premises.		
7.	Para 41(a) / Part II / Page no. 16	The DQA(WP) lacks experience with skimmers and does not have a specific standard QAP for them. Additionally, the drawing and documentation approval process at DGQA is time-consuming, taking a minimum of 3-4 months, particularly when standard drawings are not available for reference. Furthermore, DQA(WP) processes are geared towards inspecting mission-critical components for Warship Projects, whereas the items mentioned under the specified CG RFP fall under the COTS or Bought Out category as per QAD-2. The DQA(WP) inspection approval process involves significant involvement from the professional directorate of Naval HQ, which may not be relevant in this case.	Bidders to comply as per RFP.	Lamor



		Therefore, we propose undertaking Third Party Inspection (TPI) through Class or authorized TPIs, as is currently done for all other equipment onboard CG ships.		
8.	Para 44 / Part II / Page no. 17	Since the equipment are sought in an ISO container, it will be secured inside the container as per OEM STD. Is separate packaging of individual equipment required?	Bidders to comply as per RFP.	Potential Engineering
9.	Para 56(a) / Part IV / Page no. 20, Sl. (n) / Para 1 / Appendix A / Page no. 24 & Sl. (p) / Para 2 / Appendix A / Page no. 32	Please clarify if the NCNC equipment needs to be sent to all the different locations for FET, or if the FET will be conducted at a single site?	Bidders to comply as per Sl. (n) / Para 1 / Appendix A, Sl. (p) / Para 2 / Appendix A, Para 2 / Appendix E, & Sl. (d) / 2 / Annexure I / Appendix E to the RFP.	Lamor
10.	Sl. (b) / Para 1 / Appendix A / Page no. 21 & Sl. (c) / Para 2 / Appendix A / Page no. 28	The materials specified for Weir and Brush Skimmers are marine-grade Aluminum, Stainless Steel, and FRP with	Bidders to comply as per RFP.	Lamor

		powder coating. However, Lamor and majority of all other suppliers will make the floats from PE (Polyethylene) as the floats have to be in a particular shape. We request that along with FRP the material of PE may also be included in the specifications.		
11.	Sl. (d) / Para 1 / Appendix A / Page no. 22 & Sl. (e) / Para 2 / Appendix A / Page no. 29	It is specified that skimmers should be capable of processing many types of debris. Kindly clarify the types and sizes of debris.	Bidders to comply as per RFP.	Lamor
12.	Sl. (e) / Para 1 / Appendix A / Page no. 22 & Sl. (f) / Para 2 / Appendix A / Page no. 29	It is specified that Weir Skimmers and Brush Skimmers must be compatible for use in skimming all types of oil slick, ranging from light to heavy viscous oil or weathered oil. However, the viscosity of the oil is not clearly defined. This ambiguity may result in vendors selecting pumps that are only suitable for oil with low	Bidders to comply as per Para 1(c) / Appendix A to the RFP. Capacity test is to be undertaken for all five categories of oil as per ASTM F2709-19.	Lamor



		viscosities ranging from 1000 to 2000 cst. We kindly request clarification regarding the viscosity range in cst to ensure the selection of suitable oil transfer pump.		
13.	Sl. (e) & (h) / Para 1 / Appendix A / Page no. 22	For 20 TPH Weir Skimmer, Compatibility clause mentions light to medium viscous oil & Operational Utility mentions light to heavy. We shall consider the skimmer for light to medium viscous oils.	Bidders to comply as per compatibility clause in the RFP.	Desmi
14.	Sl. (j) / Para 1 / Appendix A / Page no. 22 & Sl. (k) / Para 2 / Appendix A / Page no. 30	It is mentioned that adequate length of hoses and wires be provided so that the skimmer shall be extendable up to 25 meters. Please clarify the purpose and length of the wire, whether this wire is used to hold the skimmer in the water or to guide the skimmer?	Bidders to comply as per RFP.	Lamor
15.	Sl. (i) / (k) / Para 1 / Appendix A / Page no. 23	The maximum capacity of Air cooled engine available in the	Bidders to comply as per RFP and	Potential Engineering





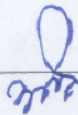
	& Sl. (i) / (l) / Para 2 / Page no. 30	market is 7.5kW which may not suffice the power requirement of the proposed equipment. Engine capacity and type of engine shall be as per OEM's design STD.	Corrigendum issued to the RFP.	
16.	Sl. (k) / Para 1 / Appendix A / Page no. 23 & Sl. (l) / Para 2 / Appendix A / Page no. 30	The specifications specify that the power pack shall be fitted with suitable diesel engine (air cooled) with compatible capacity and power and hand start. Engine should be low noise, air cooled with electric and hand start mode. However, the power requirement of the power pack depends on the selected pump, which is in turn determined by oil viscosity. For pumps handling high viscosity, the power demand increases. It may not be feasible to obtain air-cooled engines with higher kW ratings. Therefore, we recommend including water-cooled engines as an	Bidders to comply as per RFP and Corrigendum issued to the RFP.	Lamor



		alternative alongside the air-cooled option. Additionally, hand-start options are not commonly available for higher-rated engines, typically for those exceeding 10 kW.	
17.	Sl. (l) / Para 1 / Appendix A / Page no. 23 & Sl. (m) / Para 2 / Appendix A / Page no. 30	<p>Request you to please clarify whether the pump should be provided onboard the skimmer, or the pump can be provided on the power pack which is kept on the deck. We suggest that both options may be considered depending upon the design of the skimmers.</p> <p>The capacity of the pump is specified as 30 TPH and 20 TPH respectively, but the discharge pressure is not provided. This lack of specification may lead vendors to supply pumps of their choice simply by meeting the recovery rate requirement. We kindly</p>	<p>Bidders to comply as per Sl. (l) / Para 1 and Sl. (m) / Para 2 along with Sl. (h) / Para 1 and Sl. (j) / Para 2 of Appendix A to the RFP.</p> <p>Bidders to comply as per RFP.</p> <p>Lamor</p>

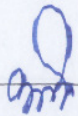
		request clarification on the discharge pressure for the pumps.		
18.	Sl. (i) / (m) / Para 1 / Appendix A / Page no. 23 & Sl. (i) / (n) / Para 2 / Appendix A / Page no. 31	Please provide additional details about the pumping/decanting arrangements.	Bidders to comply as per RFP.	Lamor
19.	Sl. (ii) / (m) / Para 1 / Appendix A / Page no. 23 & Sl. (ii) / (n) / Para 2 / Appendix A / Page no. 31	Please confirm the length of hydraulic & oil transfer hose sets.	Bidders to comply as per RFP.	Lamor
20.	Sl. (iv) / (p) / Para 1 / Appendix A / Page no. 25 & Sl. (v) / (q) / Para 2 / Appendix A / Page no. 33	The Performance test as per this clause corresponds to Oil containment booms, and not skimmers.	Bidders are to comply with RFP and the test certificates as applicable are to be provided as per RFP.	Potential Engineering
		We understand that this is a typo error as the same is applicable for oil booms. We suggest OEM certificate of conformance for skimmer capacity.		Desmi

		Performance & Capacity Test Certificates for Buoyancy to Weight Ratio, Safe Towing Speed are not applicable for the skimmers. We kindly request that these tests be removed.		Lamor
21.	Sl. (b) / Para 2 / Appendix A / Page no. 28	The specifications request a Brush type Skimmer (Minimum 30 TPH & 20 TPH capacity) with a minimum of two modules. Could you please clarify the requirement for two modules? If a single advanced brush module is capable of achieving recovery capacities of 30 TPH & 20 TPH, would it be acceptable to supply a Brush Skimmer with just one brush module that meets these recovery capacities?	Bidders to comply as per RFP.	Lamor
22.	Sl. 1 & 2 / Annexure I / Appendix A / Page no. 36	Containers are not included in the list of deliverables. We kindly request that containers be added to the list.	Bidders to comply as per Sl. (q) / Para 1 / Appendix A & Sl. (r) / Para 2 / Appendix A to	Lamor



			the RFP.	
23.	Annexure III / Appendix D / Page no. 47	Do we need to provide sectionised equipment like engine, pump, skimmer etc. for training and are they required to be provided at all locations. Typically OSR training on equipment is provided with the equipment available with the respective unit and there is no requirement of sectionised equipment. This requirement is not clear. If sectionised equipment is mandatory, then it should be included in the list of mandatory deliverables.	Bidders to comply as per RFP.	Lamor
24.	Para 4 / Appendix E / Page no. 48	It is specified that bidders must deposit one set of each type of skimmer (i.e., 30 TPH Weir, 20 TPH Weir, 30 TPH Brush, and 20 TPH Brush) with complete accessories for field evaluation trials. If a bidder offers the same skimmer and pump model for	Bidders to comply as per RFP.	Lamor


		both 30 TPH and 20 TPH recovery capacities, please confirm whether they can provide only one set of Weir Skimmer and one set of Brush Skimmer for the field evaluation trials.		
25.	Para 10 / Appendix E / Page no. 49	Arranging tests at DGQA labs can be administratively challenging due to their preoccupation and unscheduled downtime of test equipment, or the unavailability of test consumables. We may require assistance from the CG to conduct such tests at DGQA/DRDO labs.	Bidders to comply as per RFP.	Lamor
26.	Para 12 / Appendix E / Page no. 49	Any additional tests should be as per the approved ATP. Once the ATP is approved, no further tests should be added.	Bidders to comply as per RFP.	Lamor
27.	Sl. 1(c) / Annexure I / Appendix E / Page nos. 51 & 57	There is no dedicated test facility available in India to test the oil recovery rates of skimmers. Please clarify	Bidders to comply as per RFP.	Lamor



		whether the ICG intends to create a test tank filled with oil for measuring the skimmers recovery rate during FET, or is it the bidder's responsibility to provide the test tanks for FET?		
28.	Para 5 / Appendix F / Page no. 67	The timely delivery by the supplier is linked with the approval of drawings by the buyer/DGQA. Additionally, if DGQA conducts inspections/tests, the availability of inspectors/trial completion is unpredictable. The contract does not specify any timelines for the approval of drawings and inspections by the customer/customer-nominated agencies. The delivery periods are highly compressed, and any delays caused by customer-nominated trial/inspection agencies would result in significant financial losses for the supplier. Therefore, it is	Bidders to comply as per Para 11 / Part I of the RFP.	Lamor



		<p>proposed that the RFP should clearly state that any delays not attributable to the supplier but due to such factors will be taken into consideration when calculating the delivery period.</p>	
29.	<p>Para 2 / Annexure IV / Appendix F / Page no. 77 - 78</p>	<p>Please confirm whether <math>T_0</math> refers to the date of signing of contract or date of receipt of advance payment or the date of approval of drawings from DQA (WP).</p> <p>In view of the involvement of multiple government agencies such as DGQA for various approvals, etc., and considering clause 8 of the RFP, it is proposed that the delivery period for Lot-1 be considered as <math>T + 30</math> weeks and Lot-2 as <math>T + 42</math> weeks. No changes are proposed for Lot-3. Whereas <math>T</math> is the date of drawing/QAP approval by</p>	<p>Bidders to comply as per Para 1.4.1 / Appendix F to the RFP.</p> <p>Bidders to comply as per RFP.</p> <p>Lamor</p>

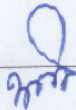




		DGQA.		
30.	Para 1.4 / Appendix G / Page no. 79	Under the current notifications, no goods are exempted from paying Customs if imported by the bidder. Only goods directly imported by the Coast Guard are exempted. Could you please confirm whether the CG will provide CD exemption certificates for this specific tender?	Bidders to comply as per RFP.	Lamor
31.	Para 1.2 / Appendix G / Page no. 79 & Para 3 / Appendix G / Page no. 92	As per the terms of payment outlined in the tender, payment is either made against BG or upon the delivery of goods. In this RFP, please clarify whether the DCF is applicable only for the CMC cost or for the entire contract value. Notably, there is no advance for CMC, and payments for CMC are made half yearly against a BG of 5% of the total CMC amount. Therefore, it's necessary to	Bidders to comply as per RFP.	Lamor



		<p>understand how DCF would be applied in this scenario. In shipbuilding tenders, NPV is applicable when stage payment advances exceed the value of goods delivered to the client, especially over an extended shipbuilding duration. However, in this tender, payments are made solely upon the delivery of goods, and even then, only to the extent of 60%. In essence, the supplier is making an investment in this case. Hence, clarification is needed on how DCF would be applied in this context.</p>		
32.	Para 2 / Appendix G / Page no. 79-80	<p>In many cases, GST authorities do not approve a 5% GST rate applicable for goods supplied for ships and vessels. In this specific tender, where the goods are not intended for use onboard ships, could you please confirm if the CG will issue a</p>	Bidders to comply as per RFP.	Lamor



		certificate for availing the 5% GST rate?		
33.	Sl. (K <sub>1</sub> ) / Para 2 / Appendix G / Page no. 82	Can we add sub rows in the sr. no. K <sub>1</sub> to provide year wise breakup of CMC cost?	Bidders to comply as per RFP.	Potential Engineering
34.	Sl. 2b / Para 1 / Appendix J / Page no. 108	Reference list can be provided for <b>SIMILAR</b> supply of equipment to Oil handing agencies, as these equipment are custom built as per Tender requirements. There are no Standard specifications for skimmers followed by Oil & Gas industries.	Bidders to comply as per RFP.	Potential Engineering
35.	Desmi's suggestion	Canvas covers for skimmers and power packs are suggested to protect the items from marine environment. If needed, the same to be added in tender deliverables.	Bidders to comply as per RFP.	Desmi