

## Clarifications to Bidding Documents

### Accumulative sheet of responses to requests for clarifications

**Country:** Sint Maarten

**Name of Project:** Emergency Debris Management Project.

**Contract Title:** Ship Recovery, Salvaging, Decommissioning, Cleaning Lagoon Shorelines

**Grant No.:** TF-A9261

**RFB Reference No.:** SX-NRPB-140867-CW-RFB

Question/ Request for Clarification	Date received	Answer/ Amendment	Date of Publication
<p>1. a) Please be advised that the links for the vessel location spreadsheet, shoreline maps etc is not opening on your website, please test and advise</p>	20/11/2019	<p>The three attachments referred to in the bidding documents are provided as follows:</p> <ol style="list-style-type: none"> <li>1. Vessel Inventory List as of August 2019 is provided as a download link. This can be accessed via <a href="https://www.dropbox.com/sh/qdw37rvwhfmebwq/AABVaUcpYiq9YS158NQbVuNMa?dl=0">https://www.dropbox.com/sh/qdw37rvwhfmebwq/AABVaUcpYiq9YS158NQbVuNMa?dl=0</a></li> <li>2. Vessel Inventory Map as of August 2018 is provided in a PDF referred to as Attachment 2 found here: <a href="https://nrpbxm.org/wp-content/uploads/2019/11/attachment-2-ship-locations.pdf">https://nrpbxm.org/wp-content/uploads/2019/11/attachment-2-ship-locations.pdf</a></li> <li>3. Shoreline Debris Map is provided in a PDF referred to as attachment 3 found here: <a href="https://nrpbxm.org/wp-">https://nrpbxm.org/wp-</a></li> </ol>	27/11/2019
<p>b) Again please note I have attempted to access the links on your website on page# 127 section 23</p>	21/11/2019		

<p>Attachment numbers 1:2/3 are not opening up. Access to this information is vital to the bid.</p>		<p><a href="content/uploads/2019/11/Attachment-3-shoreline-map.pdf">content/uploads/2019/11/Attachment-3-shoreline-map.pdf</a></p> <p>Note that the first two attachments are subject to change and final determination of location for some of the vessels can only be confirmed at the time of implementation. Location and potential cost implications will be confirmed with the supervising firm.</p> <p>This is also stated on page 114 of the bidding documents: <i>“The status of the vessels listed in the VIS are subject to change due to ongoing salvage, owner reclamation and other conditions”</i></p> <p>Hyperlinks to point 1, 2 and 3 are also included in the tender documents.</p>	
<p>2. During the study we noticed a contradiction with regard to the submission date.</p> <p>The second page of the document is stating the following: <i>“Bids must be delivered to the address below on or before December 5, 2019 at 14:00 local time Sint Maarten.”</i></p> <p>But on page 36 of the document is stating the following: <i>The deadline for Bid submission is: Date: January 7, 2020 Time: 14:00 pm</i></p>	<p>20/11/2019</p>	<p>Correct closing date is January 7<sup>th</sup>, 2020</p> <p>Amendment published on 21/11/2019</p>	<p>27/11/2019</p>

Can you please inform us with the correct bid submission date?			
3. Hyperlink on page 125 is not working	22/11/2019	The line referred to is not a hyperlink and was accidentally blue. The text has been made black to avoid confusion.	27/11/2019
4. Hyperlinks on page 126 are not working	22/11/2019	The lines referred to are not hyperlinks and were accidentally blue. The text has been made black to avoid confusion.	27/11/2019
5. Hyperlink on page 131 is not working	22/11/2019	The line referred to is removed. Note that the Environmental, Social, Health and Safety requirements are part of the Environmental and Social Management Plan.	27/11/2019
<b>Pre-Bid meeting specific clarifications</b>			
6. What should be done if a contractor encounters asbestos?	03/12/2019	<p>Generally, the ESMP for the project refers to operational practices under chapter 3.2.</p> <p>In addition: If in the event salvaging or decommissioning requires the stabilization or removal of asbestos construction materials, the contractor shall immediately contact and inform the Supervision Consultant, the NRPB, the Inspectorate of Public Health, Social Services and Labor of the Ministry of Public Health, Social Development and Labour (VSA) and The Inspection Department of the Ministry of Public Housing, Spatial Planning, Environment and Infrastructure (VROMI) (VROMI) and work towards implementing an asbestos management (removal and disposal) plan with appropriate experts and authorities</p>	22/01/2020

<p>7. Is a contractor responsible for work permits, etc?</p>	<p>03/12/2019</p>	<p>Everybody working on St. Maarten will need to comply with national legislation. This includes that the relevant work permits, immigration papers, etc. will need to be in place. The NRPB recommends foreign contractors to reach out to the local Chamber Of Commerce for more information.</p> <p><b>Foreign labor:</b> Generally, contractors bringing in foreign labor will need to request work permits for their staff via the Department of Labor Affairs (<a href="http://www.sintmaartengov.org/government/VSA/Department-of-Labor-Affairs/Pages/default.aspx">http://www.sintmaartengov.org/government/VSA/Department-of-Labor-Affairs/Pages/default.aspx</a>). Work permits can only be requested by a company that is registered on Sint Maarten. With a work permit, if necessary, a residency permit can be requested at the Immigration Department (more information can be found here: <a href="http://www.sintmaartengov.org/government/JUS/Immigrationdepartment/Pages/Brochures-and-Forms.aspx">http://www.sintmaartengov.org/government/JUS/Immigrationdepartment/Pages/Brochures-and-Forms.aspx</a>).</p> <p>Dutch and United States Nationals do not need to request a work permit, but can get a 'Verklaring van Rechtswege' at the department of Immigration.</p> <p><b>Tax:</b> A foreign company, not registered on Sint Maarten will need to declare profits to the Tax Administration. For more information, we recommend to contact the Tax Department (<a href="http://www.sintmaartengov.org/government/FIN/Pages/Tax-Administration.aspx">http://www.sintmaartengov.org/government/FIN/Pages/Tax-Administration.aspx</a>).</p>	<p>22/01/2020</p>
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<p>8. What are the evaluation criteria?</p>	<p>03/12/2019</p>	<p>Evaluation criteria are clearly detailed in the Request for Bids. ITB 40 specifies:  <i>“Having compared the evaluated costs of Bids, the Employer shall determine the Most Advantageous Bid. The Most Advantageous Bid is the Bid of the Bidder that meets the Qualification Criteria and whose Bid has been determined to be:</i>  <i>(a) substantially responsive to the bidding document; and</i>  <i>(b) the lowest evaluated cost.”</i>            Responsiveness to the bidding documents is determined based on various aspects one of the most important being the quality of the Technical Proposal, including how this section addresses the environmental aspects set forth in the ESMP. Minor deviations in the technical proposal may be voided by the Employer, but overall the Technical Proposal is evaluated on a pass/fail basis. Obviously, if the bid is declared nonresponsive it does not pass to the stage of evaluation of cost. Accordingly, properly addressing environmental aspects in the technical proposal is important.            Price is also important as only the bid determined responsive to the bidding document and offering the lowest evaluated cost will be proposed for award. Procedures for evaluating cost are clearly defined in the BD.            Finally, once a bidder meets (a) and (b) above, a determination on its qualification shall be made. And only a bidder that meets the qualification</p>	<p>22/01/2020</p>
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		<p>criteria, assessed as set forth in the BD, can be awarded the contract.</p> <p>In conclusion, both technical (including environmental) and price factors are very important in evaluation.</p>	
<p>9.</p> <p>Is there an updates Excel sheet that correlates to the Google Earth files?</p>	03/12/2019	<p>Updated files are published on:</p> <ol style="list-style-type: none"> <li>1. VIS with Photos link <a href="https://www.dropbox.com/s/5mxxftrax4znd5/VIS%20with%20Photos%20-%2009.20%20%28version%201%29-12162019.xlsb.xlsm?dl=0">https://www.dropbox.com/s/5mxxftrax4znd5/VIS%20with%20Photos%20-%2009.20%20%28version%201%29-12162019.xlsb.xlsm?dl=0</a></li> <li>2. Shipwrecks List link <a href="https://www.dropbox.com/s/vdl2dwhoep4jh9f/Shipwrecks%20List%2012162019.kmz?dl=0">https://www.dropbox.com/s/vdl2dwhoep4jh9f/Shipwrecks%20List%2012162019.kmz?dl=0</a></li> <li>3. Shoreline Areas link <a href="https://www.dropbox.com/s/xmr7dqu4op3pw89/Shoreline%20Areas%2012162019.kmz?dl=0">https://www.dropbox.com/s/xmr7dqu4op3pw89/Shoreline%20Areas%2012162019.kmz?dl=0</a></li> </ol>	22/01/2020
<b>Questions via <a href="mailto:procurement@nrpbxm.org">procurement@nrpbxm.org</a> continued</b>			
<p>10.</p> <p>We have been using the spreadsheet provided in Addendum 3 for our guidance, however the Ship location links in same addendum do not work therefore we cannot access that data, where can we</p>	06/01/2020	See answer to question 9 above.	01/02/2020

<p>obtain the updated Google Maps ? The links on the webpage do not work either and have been a problem to access from the inception</p>			
<p>11. The spreadsheet has lines highlighted in red without any keynote advising the meaning of same, what does the red highlight signify or classify ?</p>	06/01/2020	<p>The new inventory spreadsheet does not have red marked lines. It does includes Orange lines, which are ships that are identified to be moving around and location may still change. There is a chance these ships will still be claimed prior to contracting of the works and will therefore not be part of the contract. This is determined upon awarding of the contract.</p>	01/02/2020
<p>12. The line item descriptions in the Activity schedule (PG61) BDS does not correspond to the spreadsheet provided, it is not easy to submit pricing in the format given, the format should be as per spreadsheet with GPS location, name description, photograph, whether to be re processed (de commissioned for dive site etc) and unit price. The norm in the industry to calculate the bid is based on daily equipment cost X time required to recover, transport, de commission, scrap etc.</p>	06/01/2020	<p>The Activity Schedule has been modified and made consistent with the Vessel Inventory Spreadsheet (VIS). All activities are Lump Sum (LS). Corresponding Addendum to the BD is and integrated into Amendment 5.</p> <p>The Addendum is attached to this clarification sheet as well.</p>	01/02/2020

<p>This provides a build up of the costing for the bid, however asking to bid as per description on Activity schedule, Page 62</p> <p>Line item “2.13 Wrecks at Contractor Mr. Steve Coetzer’s location. Most of those were salvaged and bundled up as a pile. Qty 27” Does not give the bidder a proper basis upon which to quote as there may be items in the bundle that require different processes.</p> <p>Can this format be looked at and adjusted ?.</p> <p>Will a lumpsum bid be acceptable?</p>			
<p>13.</p> <p>We are not able to determine from the following paragraph located in “Works Requirements” Pg 114 Section VII Description of services I, who is responsible for what ?</p> <p>Metal hull boats were selected by the Nature Foundation of St. Maarten to be decommissioned and submerged at designated locations as recreational dive</p>	<p>06/01/2020</p>	<p>The clear definitions is as follows:</p> <p><u>The wording (Works Requirements, Page 114) shall read as follows</u></p> <p>“The vessels selected to be used as dive sites are indicated on the VIS. The responsibility of the Contractor will be only decommissioning and transporting vessels to the indicated location. Preparing the boats for recreational purposes as well as sinking them is the responsibility of the Nature Foundation of St. Maarten.”</p> <p>Corresponding Addendum to the BD is issued.</p>	<p>01/02/2020</p>



<p>sites shown on the Dive Site Locations Map.</p> <p>The vessels selected to be used as dive sites are indicated on the VIS. The responsibility of the Contractor will be only decommissioning and transporting vessels to the indicated location and preparing the boats for recreational purposes as well as sinking them is the responsibility of the Nature Foundation of St. Maarten.</p> <p>There is some punctuation missing in that paragraph that will spell out clearly who is responsible for what and as mentioned before there is no indication on the VIS as to what is scrap and what is to be re purposed.</p>		<p>The Addendum is attached to this clarification sheet as well.</p>	
<p>14.</p> <p>The following needs clarification as it reads in the contract:</p> <p><i>13. PAYMENT</i></p> <p><i>The Employer will pay the mobilization lump sum price when the Contractor has mobilized and arrived at the</i></p>	<p>06/01/2020</p>	<p>Vessels completed means: Vessels for which all processing required from the Contractor has been completed, all costs included. Payment for partial completion is not envisioned as this will extremely complicate measurement and accounting. Payment every two weeks assures that contractors are soon paid for work completed. There are no alternative payment methods and bidders shall bid as per payment method proposed. Slight modifications to this payment schedule requested by the contractor</p>	<p>01/02/2020</p>

<p><i>work site with the necessary plant and equipment to perform the work.</i></p> <p><i>Section VII – Works’ Requirements 120</i></p> <p><i>The Contractor shall submit percent completion invoices twice a month, broken down accordingly: (a) 1 to 15 and (b) 16 to last day of the month.</i></p> <p><i>Each payment request shall include the following:</i></p> <ul style="list-style-type: none"> <li><i>- Percent complete of shipwreck salvage determined as follows:</i></li> </ul> <p><i>3.1.2</i></p> <p><i>Number of vessels completed during the time periodx 100% total of vessels in the project</i></p> <p><i>The percent complete will be multiplied by the lump sum amount for the shipwreck decommissioning to determine the amount due for that invoice period.</i></p> <ul style="list-style-type: none"> <li><i>- Percent complete of shoreline cleaned determined as follows:</i></li> </ul> <p><i>We need to know what is considered “vessels completed”.</i></p>		<p>may be agreed with the winning contractor at the time of signature of the contract</p>	
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<p>The scope of works and methods will not be carried out in a way where it would be easy to determine as there will be vessels hauled and being transferred to the yard, vessels being decommissioned for scrapping, vessels scrapped but not shipped out, vessels being de commissioned for dive site etc.</p> <p>Each phase of the process has its respective cost attached and not proportionately as the barge operations cost the most.</p> <p>We require a formula to determine percentage completed to be outlined.</p>			
<p>15.</p> <p><i>At no time will debris or recyclables from this project be allowed to accumulate or 'stack up' anywhere, at the decommissioning yard, vendor yard or alternate location.</i></p> <p>Due to the nature of salvage operations, this is an inevitable event, please clarify further or suggest alternative</p>	<p>06/01/2020</p>	<p>The wording in 16. Removal and Disposal, i. Shipwrecks, shall read as follows</p> <p><i>At no time will debris or recyclables from this project be allowed to accumulate or 'stack up' <b>for permanent storage</b> anywhere, at the decommissioning yard, vendor yard or alternate location.</i></p> <p>Corresponding Addendum to the BD is issued.</p> <p>The Addendum is attached to this clarification sheet as well.</p>	<p>01/02/2020</p>

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measures acceptable for staging.			
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**Country:** Sint Maarten

**Name of Project:** Emergency Debris Management Project.

**Contract Title:** Ship Recovery, Salvaging, Decommissioning, Cleaning Lagoon Shorelines **Grant No.:** TF-A9261

**RFB Reference No.:** AN-IRC-NRPB-87069-NC-RFP

### ADDENDUM No. 1

#### To the Bidding Documents for Ship Recovery, Salvaging, Decommissioning, Cleaning Lagoon Shorelines.

In connection with the responses issued on 1 February 2020 to the clarifications to the Bidding Documents requested by several bidders it is necessary to issue this Addendum No. 1 to the Bidding Documents:

Question No. 9: The new Vessel Inventory Spreadsheet to refer to in the BD is the one provided by the link <https://www.dropbox.com/s/5mxxfxtrax4znd5/VIS%20with%20Photos%20-%202009.20%20%28version%201%29-12162019.xlsb.xlsm?dl=0>.

Question No. 12: The new Activity Schedule to refer to in the BD is the following:

1. ACTIVITY SCHEDULE					
This activity schedule is correlated with the Vessel Inventory Spreadsheet (VIS) and would the VIS change, the activities in the Schedule would be increased or decreased accordingly. For more details on activities refer to the VIS.					
Shipwreck ID No..	Location	Unit	Quantity	Rate US\$	Amount US\$
1. MOBILIZATION-DEMobilIZATION, DECOMMISSIONING YARD RESTORATION					
1.1	Mobilization	LS	1		
1.2	Demobilization	LS	1		
1.3	Decommissioning Yard Restoration (if applicable)	LS	1		
					Total
2. SHIPWRECK SALVAGE SERVICES					
1A	18° 02.073'; 63° 05.509'	LS	1		
5	18° 02.626'; 63° 06.153'	LS	1		
7	18° 02.612'; 63° 06.400'	LS	1		
	18° 02.625'; 63° 06.494'	LS	1		
7A					
	18° 02.632'; 63° 06.632'	LS	1		
8					
	18° 02.742'; 63° 06.640'	LS	1		
9					
	18° 02.571'; 63° 05.448'	LS	1		
23					
	18° 02.556'; 63° 05.428'	LS	1		
24					
	18° 02.537'; 63° 05.449'	LS	1		
25					
	18° 02.532'; 63° 05.430'	LS	1		
28					

29	18° 02.504'; 63° 05.412'	LS	1	
30	18° 02.504'; 63° 05.412'	LS	1	
30A	18° 02.504'; 63° 05.412'	LS	1	
42	18° 02.734'; 63° 06.167'	LS	1	
45B	18° 02.957'; 63° 07.446'	LS	1	
47	18° 02.903'; 63° 06.739'	LS	1	
48A	18° 02.579'; 63° 06.474'	LS	1	
48B	18° 02.579'; 63° 06.474'	LS	1	
48C	18° 02.579'; 63° 06.474'	LS	1	
49	18° 02.607'; 63° 06.248'	LS	1	
50A	18° 02.622'; 63° 06.114'	LS	1	
50B	18° 02.622'; 63° 06.114'	LS	1	
50C	18° 02.622'; 63° 06.114'	LS	1	
52A	18° 02.632'; 63° 05.899'	LS	1	
52B	18° 02.632'; 63° 05.899'	LS	1	
53	18° 02.634'; 63° 05.878'	LS	1	
54A	18° 02.688'; 63° 05.833'	LS	1	
54B	18° 02.688'; 63° 05.833'	LS	1	
55A	18° 02.641'; 63° 05.756'	LS	1	
55B	18° 02'40.77"N, 63° 05'49.94"W	LS	1	
58A	18° 02.153'; 63° 05.300'	LS	1	
58B	18° 02.153'; 63° 05.300'	LS	1	
58C	18° 02.153'; 63° 05.300'	LS	1	
60	18° 02.042'; 63° 05.259'	LS	1	
62A	18° 02.010'; 63° 05.196'	LS	1	
62B	19° 02.010'; 63° 05.196'	LS	1	
67	18° 01.906'; 63° 05.221'	LS	1	
69A	18° 01.843'; 63° 05.170'	LS	1	
69B	18° 01.843'; 63° 05.170'	LS	1	
71A	18° 01.832'; 63° 05.146'	LS	1	
73	18° 1'49.69"N, 63° 5'9.11"W	LS	1	
80A	18 02.965'; 63° 06.894'	LS	1	

80B	18° 2'52.25"N, 63° 6'49.30"W	LS	1	
81	18° 02.964'; 63° 06.896'	LS	1	
82A	18° 02.924'; 63° 06.864'	LS	1	
82B	18° 02.924'; 63° 06.864'	LS	1	
82C	18° 02.924'; 63° 06.864'	LS	1	
83A	18° 02.895'; 63° 06.828'	LS	1	
83B	18 02.895'; 63° 06.828'	LS	1	
83C	18 02.895'; 63° 06.828'	LS	1	
83D	18 02.895'; 63° 06.828'	LS	1	
86A	18° 2'52.25"N, 63° 6'49.30"W	LS	1	
86B	18° 2'52.25"N, 63° 6'49.30"W	LS	1	
86E	18° 2'52.25"N, 63° 6'49.30"W	LS	1	
86F	18° 2'52.25"N, 63° 6'49.30"W	LS	1	
86H	18° 2'52.25"N, 63° 6'49.30"W	LS	1	
86I	18° 2'52.25"N, 63° 6'49.30"W	LS	1	
86J	18° 2'52.25"N, 63° 6'49.30"W	LS	1	
86K	18° 2'52.25"N, 63° 6'49.30"W	LS	1	
86M	18° 2'52.25"N, 63° 6'49.30"W	LS	1	
86N	18° 2'52.25"N, 63° 6'49.30"W	LS	1	
86P	18° 2'52.25"N, 63° 6'49.30"W	LS	1	
87	18° 02.779'; 63° 06.728'	LS	1	
88	18° 02.582'; 63° 06.429'	LS	1	
89	18° 02.579'; 63° 06.416'	LS	1	
90	18° 02.733'; 63° 05.314'	LS	1	
91	18° 02.720'; 63° 05.356'	LS	1	
93A	18° 01.801'; 63°05.060'	LS	1	
93B	18° 01.801'; 63° 05.060'	LS	1	
94A	18° 02.504'; 63° 05.412'	LS	1	
94B	18° 1'48.36"N, 63° 5'2.74"W	LS	1	
95	18° 02.444'; 63° 05.800'	LS	1	
96	18 02.781'; 63° 06.060'	LS	1	
97	18° 2'38.98"N, 63° 5'59.90"W	LS	1	

99M	18° 2'30.96"N, 63° 5'26.13"W	LS	1	
100	18° 02.779'; 63° 06.728'	LS	1	
102	18° 02.593'; 63° 06.224'	LS	1	
103	18° 03.033'; 63° 06.630'	LS	1	
103A	18° 03.033'; 63° 06.630'	LS	1	
103B	18° 03.033'; 63° 06.630'	LS	1	
108	18° 02.640'; 63° 05.952'	LS	1	
110	18° 04.333'; 63° 10.833'	LS	1	
111	18° 04.333'; 63° 11.083'	LS	1	
112	18° 2'13.89"N, 63° 5'39.38"W	LS	1	
113	18° 2'30.51"N, 63° 5'25.37"W	LS	1	
114	18° 2'30.31"N, 63° 5'24.98"W	LS	1	
115	18° 2'45.00"N, 63° 5'29.92"W	LS	1	
116	18° 2'39.30"N, 63° 6'0.08"W	LS	1	
117	18° 2'38.42"N, 63° 6'1.41"W	LS	1	
118	18° 1'56.47"N, 63° 5'13.99"W	LS	1	
119	18° 2'36.37"N, 63° 5'59.81"W	LS	1	
120	18° 2'36.11"N, 63° 6'0.71"W	LS	1	
121	18° 2'36.11"N, 63° 6'1.16"W	LS	1	
123	18° 2'47.67"N, 63° 6'37.08"W	LS	1	
125	18° 2'54.71"N, 63° 6'34.45"W	LS	1	
126	18° 2'52.49"N, 63° 6'46.43"W	LS	1	
127	18° 2'44.84"N, 63° 7'20.71"W	LS	1	
128	18° 2'50.75"N, 63° 6'46.66"W	LS	1	
129	18° 2'50.13"N, 63° 6'46.01"W	LS	1	
130	18° 2'10.26"N, 63° 5'8.61"W	LS	1	
131	18° 2'10.16"N, 63° 5'9.65"W	LS	1	
132	18° 2'27.30"N, 63° 5'50.11"W	LS	1	
133	18° 2'53.98"N, 63° 6'49.46"W	LS	1	
134	18° 2'53.98"N, 63° 6'49.46"W	LS	1	
135	18° 2'53.98"N, 63° 6'49.46"W	LS	1	
136	18° 2'53.98"N, 63° 6'49.46"W	LS	1	



137	18° 2'37.44"N, 63° 5'56.90"W	LS	1	
138	18° 2'38.45"N, 63° 6'0.30"W	LS	1	
139	18° 2'36.33"N, 63° 5'59.33"W	LS	1	
				Total
3. SHORELINE DEBRIS REMOVAL				
3.1	Debris removal along 10.53 km of shoreline	LS	1	
				Total
				Grand Total

Question No. 14: Referred to responsibilities of the Contractor and National Nature Foundation for the vessels to be used for dive sites. The wording (Works Requirements, Page 114) shall read as follows:

“The vessels selected to be used as dive sites are indicated on the VIS. The responsibility of the Contractor will be only decommissioning and transporting vessels to the indicated location. Preparing the boats for recreational purposes as well as sinking them is the responsibility of the Nature Foundation of St. Maarten.”

Question No. 15: Referred to Removal and Disposal of shipwreck. The wording in 16. Removal and Disposal, i. Shipwrecks, shall read as follows:

*“At no time will debris or recyclables from this project be allowed to accumulate or ‘stack up’ for permanent storage anywhere, at the decommissioning yard, vendor yard or alternate location.”*

All other provision of the BD as may be previously amended remain unchanged