

Part V - Schedules

Table of Contents

1. Schedule 1 Price Schedule
2. Schedule 2 Delivery Schedule
3. Schedule 3 Payment Schedule and Retention Money
4. Schedule 4 Liquidated Damages for Certain Breaches of Contract
5. Schedule 5 Statement of Compliance
6. Schedule 6 List of Major Equipment to be Supplied
7. Schedule 7 List of Drawings and Information to be Submitted with the Tender
8. Schedule 8 Tenderer's Information
9. Schedule 9 Proposed Recognised Organisation
10. Schedule 10 Claim of Tenderer's Experience and Accreditations
11. Schedule 11 Excess Proposals
12. Schedule 12 Non-collusive Tendering Certificate

Schedule 1 – Price Schedule

Supply of One (1) Fire Boat for the Fire Services Department

To: The Government of the Hong Kong Special Administrative Region of the People's Republic of China

1. This tender is submitted by or on behalf of _____
(hereinafter referred to as "Tenderer").
2. This Invitation to Tender relates to the procurement of the Vessel as per the Contract.

Part 1 – Vessel				
Description	Item (See Notes 1 to 3)	Quantity	Unit Price (HKD/USD)* (See Note 7)	Sub-Total Price
One (1) Vessel (including one (1) Daughter Boats) in Ready for Use condition together with all Equipment in the quantities specified in Part VII which are to be installed on board of the Vessel and the Daughter Boat in compliance the Offered Specifications, and all Work in respect of such Vessel to be performed in accordance with the Contract, and all Documentation including the As-Fitted Plans and Drawings, and Training.	Item 1 – Vessel	1 Vessel	Vessel Unit Price A =	A x 1 =
	Sub-Total: Item 1 A (i.e. Vessel Unit Price) x 1 =			
Part 2 – Spare Parts				
Description	Item (See Note 4)	Quantity (See Note 5 and 6)	Unit Price (HKD/USD)* (See Note 7)	Sub-Total Price
Spare Parts for the Vessel complying with the Offered Specifications (apart from item 21 which is for the Daughter Boat) .	Item 2 – main propulsion wing engine (as specified in Schedule 6)	1 Unit	B ₁ =	B ₁ x 1 =
	Item 3 – reduction gearbox for Item 2 (as specified in Schedule 6)	1 Unit	B ₂ =	B ₂ x 1 =
	Item 4 – electric generator (as specified in Schedule 6)	1 Unit	B ₃ =	B ₃ x 1 =

	Item 5 – bow thruster, including power pack, gearing and coupling (as specified in Schedule 6)	1 Shipset	B ₄ =	B ₄ x 1 =
	Item 6 – centreline engine (applicable only if the triple engines configuration is adopted) (as specified in Schedule 6)	1 Unit	B ₅ =	B ₅ x 1 =
	Item 7 – reduction gearbox for Item 6 (applicable only if the triple engines configuration is adopted)	1 Unit	B ₆ =	B ₆ x 1 =
	Item 8 – propeller shaft (port)	1 Unit	B ₇ =	B ₇ x 1 =
	Item 9 – propeller shaft (Mid) (only applicable if the triple engines configuration with centerline propeller propulsion is adopted)	1 Unit	B ₈ =	B ₈ x 1 =
	Item 10 – propeller shaft (Starboard)	1 Unit	B ₉ =	B ₉ x 1 =
	Item 11 – propeller (Port)	1 Unit	B ₁₀ =	B ₁₀ x 1 =
	Item 12 –propeller (Mid) (applicable only if the triple engines configuration with centerline propeller propulsion is adopted)	1 Unit	B ₁₁ =	B ₁₁ x 1 =

	<p>Item 13 – water Jet complete with pump, gearing, casing and power pack (Mid) (applicable only if the triple engines configuration with centerline water jet propulsion is adopted)</p> <p>(as specified in Schedule 6)</p>	1 Shipset	$B_{12} =$	$B_{12} \times 1 =$
	<p>Item 14 – propeller (Starboard)</p>	1 Unit	$B_{13} =$	$B_{13} \times 1 =$
	<p>Item 15 – power take-off fire pump (only applicable if the triple engines configuration is adopted)</p> <p>(as specified in Schedule 6)</p>	1 Unit	$B_{14} =$	$B_{14} \times 1 =$
	<p>Item 16 – power take-off gearbox for Item 15 (applicable only if triple engines configuration is adopted)</p>	1 Unit	$B_{15} =$	$B_{15} \times 1 =$
	<p>Item 17 – independent marine diesel engine for the EFFS external fire pump</p> <p>(as specified in Schedule 6)</p>	1 Unit	$B_{16} =$	$B_{16} \times 1 =$
	<p>Item 18 – external fire pump for Item 17</p> <p>(as specified in Schedule 6)</p>	1 Unit	$B_{17} =$	$B_{17} \times 1 =$
	<p>Item 19 – gearbox for Item 17</p>	1 Unit	$B_{18} =$	$B_{18} \times 1 =$

	Item 20 – Power Pack and Operating Mechanism for Stern Launching System for the Daughter Boat (as specified in Schedule 6)	1 Shipset	B ₁₉ =	B ₁₉ x 1=
	Item 21 – One spare Daughter Boat together with all equipment which are required to be installed on the Daughter Boat as per the Offered Specifications (as specified in Schedule 6)	1 Shipset	B ₂₀ =	B ₂₀ x 1=
	Sub-Total: Items 2 to 21 B ₁ x 1+B ₂ x 1+B ₃ x 1+B ₄ x 1+B ₅ x 1+ B ₆ x 1+B ₇ x 1+B ₈ x 1+B ₉ x 1+B ₁₀ x 1+ B ₁₁ x 1+B ₁₂ x 1+B ₁₃ x 1+ B ₁₄ x 1+ B ₁₅ x 1+ B ₁₆ x 1+B ₁₇ x 1+ B ₁₈ x 1+B ₁₉ x 1+B ₂₀ x 1=			
Part 3 - Ship Model				
Description	Item (See Note 7)	Quantity	Unit Price (HKD/USD)* (See Note 7 and 8)	Sub-Total Price
Ship Model in compliance with the requirements in Paragraph 11.2.6 of the Technical Specifications.	Item 22 – Ship Model	4 Units	C =	C x 4 =
	Sub-Total: Item 22 C x 4 =			
Total Purchase Price (i.e. The sum of the Sub-Total for Items 1 to 22 specified above):	(See Notes 4, 5 and 6) A x 1 + B ₁ x 1 + B ₂ x 1 + B ₃ x 1 + B ₄ x 1 + B ₅ x 1 + B ₆ x 1 + B ₇ x 1 + B ₈ x 1 + B ₉ x 1 + B ₁₀ x 1 + B ₁₁ x 1 + B ₁₂ x 1 + B ₁₃ x 1 + B ₁₄ x 1 + B ₁₅ x 1 + B ₁₆ x 1 + B ₁₇ x 1 + B ₁₈ x 1+ B ₁₉ x 1+ B ₂₀ x 1 + C x 4 =			

- Note 1: **A tender must offer to supply all the Items 1 to 22 at least complying with the Offered Specifications in this Schedule.** The Tenderer may not propose two or more different designs and/or models of the Vessel in the same tender in response to this Invitation to Tender with different pricing (viz., different Total Purchase Prices and/or different Vessel Unit Prices). If the Tenderer fails to comply with the foregoing, **the Tenderer's tender will not be considered further.** Whilst the Tenderer is neither required nor encouraged to propose two or more different designs and/or models of the Vessel, a Tenderer wishing to do so shall submit two or more tenders, each tender with its own set of Technical Proposal and Price Proposal (comprising one single quotation of the Total Purchase Price and Vessel Unit Price) and covering just one design and model of the offered Vessel to which the tender relates. In regard to the alternative configuration of two engines or three engines, the Tenderer must choose between the two configurations but not offering both configurations in the same tender. If the Tenderer has submitted offers for both configurations in the same tender, to the extent evaluation is still possible (because the Tenderer has only submitted one single Total Purchase Price and one single Vessel Unit Price), the Government has the discretion to select either one offer for evaluation. If evaluation is no longer possible in the aforesaid manner, **the Tenderer's tender will be disqualified and will not be considered further. A partial tender for some but not all items specified in this Schedule will not be considered.** Please refer to Clause 12.1 of the Conditions of Tender for details.
- Note 2: The Sub-Total for Item 1 in Part 1 is the price of the requested number of Vessel, and Equipment including the Daughter Boat for such Vessel in Ready for Use condition complying with the Offered Specifications and all Work in respect of such Vessel to be performed, all Documentation including the As-Fitted Plans and Drawings, and Training.
- Note 3: The term "Offered Specifications" is defined as (a) the specifications in Part VII – Technical Specifications which are (i) the Essential Requirements, (ii) the Specifications without Label, and (iii) those Desirable Specifications which the Tenderer has confirmed compliance in Schedule 11 of Part V; and (b) to the extent not inconsistent with the foregoing, those specifications set out in the Tenderer's tender (including (i) those in the Schedules of Part V, and (ii) any Excess Proposals set out in Schedule 11 (Excess Proposals) of Part V).
- Note 4: Spare Parts in Part 2 are additional parts complying with the Offered Specifications to be procured by the Government separate from the Vessel. For items comprised in the Equipment forming part of the Vessel in Part 1 as well as for each of these Spare Parts, the Tenderer may not propose different models or versions of different product series and/or from different manufacturers for the same item (or its Spare Part). Except for those items where it is expressly stated that they are only applicable if the three engines configuration is adopted, for all other items in Part 2, the Tenderer must submit offer for such items regardless of whether two engines or three engines configuration is adopted.
- Note 5: For each of these Spare Parts, the Tenderer shall not propose different models or versions of different product series and/or from different manufacturers.
- Note 6: One "Shipset" comprises the number of units of that item which are required to be installed onboard of one Vessel as per the Offered Specifications (or in the case of the Daughter Boat, onboard of one Daughter Boat). In the case of item 21, it shall mean one spare Daughter Boat which has the same specifications and on board equipment as the Daughter Boat to offered as part of Item 1 in compliance with the Offered Specifications.
- Note 7: Please refer to Clause 12.2 of the Conditions of Tender and specify the currency quoted.
- Note 8: A Tenderer should enter "no charge" or other equivalent expression for the ship model where it is offered on a "free of charge" basis.

* Delete as appropriate

Schedule 2 - Delivery Schedule

Item	Description	Delivery Date	Remarks
Item 1	Vessel (including the Daughter Boats and all Equipment) as specified in Part 1 of Schedule 1, all in Ready for Use condition and delivered to the Government Dockyard.	Within twenty-four (24) months from the Contract Date	See the Notes below.
Items 2 to 21	All Spare Parts as specified in Part 2 of Schedule 1 in Ready for Use condition and delivered to the Government Dockyard.	To be delivered to the Government together with the Vessel (i.e. Item 1) stated above.	
Item 22	Ship Models as specified in Part 3 of Schedule 1 delivered to the Government Dockyard.	To be delivered to the Government together with the Vessel (i.e. Item 1) stated above.	

Note 1: The Delivery Date for Items 1 to 22 are essential requirements and are not subject to any counter-proposal.

Note 2: The Contractor shall provide the Government with fourteen (14) days advance notice in writing of Vessel's delivery.

Note 3: All the items described in Items 1 to 22 above shall be delivered to the Government Dockyard.

Schedule 3 - Payment Schedule and Retention Money

No.	Stages	Instalment Payment in Percentage	A portion of the Instalment Payment to be Retained by the Government
1.	This instalment shall be payable on the Contract Date upon satisfaction of all of the following: (a) receipt by the Government of (i) an Advance Payment Bond in the form set out in Annex A to the Conditions of Contract in the same amount as this instalment, and (ii) the Contract Deposit equal to 2% of the Total Purchase Price in the form set out in Annex A to the Conditions of Contract; and (b) at the option of the Contractor, it has elected to receive this instalment upon the fulfilment of the aforementioned (a)(i) and (a)(ii) by issuing an invoice to the Government for the same after fulfilment of (a)(i) and (a)(ii).	Ten percent (10%) of the Sub-total for Item 1 as specified in Schedule 1	Not Applicable
2.	This instalment shall only be payable upon satisfaction of all of the following: (a) completion of hull structure of the Vessel and (b) receipt by the Government of an Advance Payment Bond in the form set out in Annex A to the Conditions of Contract in the same amount as this instalment; and (c) at the option of the Contractor, it has elected to receive this instalment upon fulfilment of (a) and (b) by issuing an invoice to the Government for the same after fulfilment of (a) and (b).	Twenty percent (20%) of the Sub-total for Item 1 as specified in Schedule 1	Not Applicable
3.	This instalment shall only be payable upon satisfaction of all of the following: (a) completion of installation of the main propulsion engines (viz., the two wing engines and where applicable the centreline engine), reduction gearboxes, propellers and propeller shafts, and if the three engine configuration is adopted, the waterjet system as specified in paragraph 8.10 of Part VII or the centreline engine propeller system as specified in paragraph 8.11 of Part VII (where applicable); and (b) upon receipt by the Government of an Advance Payment Bond in the form set out in Annex A to the Conditions of Contract in the same amount as this instalment; and (c) at the option of the Contractor, it has elected to receive this instalment upon fulfilment of (a) and (b) by issuing an invoice to the Government for the same after fulfilment of (a) and (b).	Twenty percent (20%) of the Sub-total for Item 1 as specified in Schedule 1	Not Applicable

4.	This instalment shall be payable on issuance of the Acceptance Certificate of the Vessel;	Fifty percent (50%) of the Sub-total for Item 1 as specified in Schedule 1	Five percent (5%) of the Total Purchase Price
5.	If and to the extent the Contractor has not elected to receive any of the Optional Instalments, such Optional Instalment(s) shall also be payable upon the issuance of the Acceptance Certificate of the Vessel.	The amount of the Optional Instalment(s) which is payable as specified opposite (if any)	Not applicable
6.	Each instalment below shall be payable upon the written confirmation for acceptance by the Government on receipt from the Contractor the following Items: (a) Spare Parts (Schedule 1 - Items 2 to 21) (b) Ship Model of the Vessel (Schedule 1 - Item 22)	One hundred percent (100%) of the Sub-total price of each relevant items as specified in Parts 2 and 3 in Schedule 1	Not Applicable

Note 1: Each of Instalments No. 1, No. 2 and No. 3 are “Optional Instalments”. Each of them is only payable where the Contractor has elected to receive the same by issuing an invoice to the Government upon the fulfilment of the other conditions specified in the second column of the relevant instalment. If the Contractor does not elect to receive an Optional Instalment by issuing an invoice within one month upon such fulfilment, such Optional Instalment will only become payable when the Acceptance Certificate for the Vessel has been issued.

Note 2: In relation to each instalment No. 2 and No. 3 specified above, the event specified in (a) of the second column shall only be treated as to have apparently taken place if the Government confirms to this effect in writing based on the evidence available to the Government.

Note 3: In relation to each instalment No. 1, No. 2 and No. 3, in addition to the event specified in (a) in the second column which is required to trigger its payment, an Advance Payment Bond in the form set out in Annex A to the Conditions of Contract shall be provided before such instalment is payable. For instalment No. 1, the Contract Deposit equal to 2% of the Total Purchase Price shall also be provided before such instalment is payable.

Note 4: If, at the Contractor’s request, payment is to be made to the Contractor’s overseas bank account, the overseas bank charges shall be borne by the Contractor.

Note 5: Each Advance Payment Bond to be delivered before an instalment is payable shall cover the amount of that instalment.

Note 6: The total retention money withheld by the Government shall be equal to 5% of the Total Purchase Price as specified in Schedule 1 (“Retention Money”). The Retention Money so retained (or the balance thereof, if any, after any deductions as the Government may make) shall be released as follows:

- (a) The entire Retention Money shall be released after satisfactory completion of the Warranty Period (or if there are more than one Vessel being acquired, the last of the Warranty Periods) (including any extension) unless (b) below applies;
- (b) If any defect in one or more Warranty Item is not fixed upon expiry of the Warranty Period (or if there are more than one Vessel being acquired, the last of the Warranty Periods) (including any extension), without prejudice to the other rights and claims of the Government, the entire Retention Money or such part thereof (as determined by the Government at its absolute discretion) shall continue to be retained and shall not be released until (i) if the Government requires the Contractor to continue to fix the defect, the Contractor has fixed such defect to the satisfaction of the Government, or (ii) if the Government has on its own or appointed a third party contractor to fix the defect, the amount incurred thereby has been arrived at and deducted from the Retention Money.

Note 7: For the avoidance of doubt, no payment to the Contractor shall be construed as or implying acceptance of any Work or Vessel, Equipment or Deliverables, or that any Work or Vessel, Equipment or Deliverables are in accordance with the Contract or relieve, limit or diminish any of the Contractor's obligations or liabilities under the Contract or otherwise or limit or prejudice any rights or remedies of the Government under the Contract or otherwise.

Schedule 4 - Liquidated Damages for Certain Breaches of Contract

Part	Item	Liquidated Damages Applicable
Part 1	A Vessel (Item 1) as specified in Part 1 of Schedule 1	<p>If the Contractor fails to deliver to the Delivery Location a Vessel and all Equipment thereon (including without limitation the EFFS, the Daughter Boats and all ENE), by the Delivery Date stipulated in Schedule 2, all in Ready for Use condition, whether because of the Vessel or of any Equipment (including without limitation the EFFS, the Daughter Boat or any ENE)'s failure to pass any part of the inspection, tests and trials in the Technical Acceptance or failure to comply with any requirement of the Contract (including without limitation the Offered Specifications, the Warranties or the Schedules), or even if such delivery has been made, but fails to procure and ensure that Vessel and all Equipment (including the EFFS, Daughter Boats and all ENE) thereon pass the Delivery Acceptance to the satisfaction of the Government by the same Delivery Date (a "Delayed Vessel"), the Contractor shall pay to the Government for each day or part thereof of delay for that Delayed Vessel an amount equal to 0.116% of the Vessel Unit Price.</p> <p>The aggregate amount payable by the Contractor in respect of each Delayed Vessel shall be capped at a maximum of 13.92% of the Vessel Unit Price.</p>
Part 2	The Spare Parts complying with the Offered Specifications (Items 2 to 21) as specified in Part 2 of Schedule 1	Not applicable
Part 3	The Ship Models (Item 22) as specified in Part 3 of Schedule 1	Not applicable

Schedule 5 – Statement of Compliance

Item	Tender Reference	Essential Requirements in Part VII	Compliance Statement (State here Yes or No)										
1	Paragraph 2.4.1 of Part VII of the Tender Documents	The Contract Speed shall be not less than 25 knots when all the propulsion engines running (viz., the two main propulsion wing engines, and if the three engines' configuration is proposed, also the main propulsion centreline engine) with the output power at 100% of Maximum Continuous Rating (MCR) in the manner further specified in paragraph 2.4.2 under Official Speed Trial Conditions as stated in Annex 5 to Part VII under the heading of "Conditions for Official Speed Trial".	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.										
2	Paragraph 2.5 of Part VII of the Tender Documents	<p>Principal Dimensions</p> <table><tr><th colspan="2">Description</th></tr><tr><td>Length Overall (LOA)[#]</td><td>29.0 – 32.0 metres (Both figures inclusive and fenders included)</td></tr><tr><td>Breadth Overall</td><td>Not less than 6.5 metres (Fenders included)</td></tr><tr><td>Maximum Draught</td><td>Not exceed 2.5 metres</td></tr><tr><td>Air Draught</td><td>Must not exceed 11.7 metres and shall be capable of lowering to 7.8 metres</td></tr></table> <p><i># - "Length Overall" means the distance between the foreside of the foremost fixed permanent structure and the aftside of the aftermost fixed permanent structure of the Vessel (transom), including any out-fittings (including fendering). The Tenderer shall indicate the length overall of the Vessel in dimension scale in General Arrangement Plan submitted according to Schedule 7 of Part V.</i></p>	Description		Length Overall (LOA) [#]	29.0 – 32.0 metres (Both figures inclusive and fenders included)	Breadth Overall	Not less than 6.5 metres (Fenders included)	Maximum Draught	Not exceed 2.5 metres	Air Draught	Must not exceed 11.7 metres and shall be capable of lowering to 7.8 metres	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
Description													
Length Overall (LOA) [#]	29.0 – 32.0 metres (Both figures inclusive and fenders included)												
Breadth Overall	Not less than 6.5 metres (Fenders included)												
Maximum Draught	Not exceed 2.5 metres												
Air Draught	Must not exceed 11.7 metres and shall be capable of lowering to 7.8 metres												
3	Paragraph 2.6 of Part VII of the Tender Documents	<p>Material of the Structure</p> <table><tr><td>Hull Structure</td><td>Marine Grade Steel</td></tr><tr><td>Main Deck:</td><td>Marine Grade Steel</td></tr><tr><td>Superstructure</td><td>Marine Grade Steel or Aluminium Alloy</td></tr></table>	Hull Structure	Marine Grade Steel	Main Deck:	Marine Grade Steel	Superstructure	Marine Grade Steel or Aluminium Alloy	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.				
Hull Structure	Marine Grade Steel												
Main Deck:	Marine Grade Steel												
Superstructure	Marine Grade Steel or Aluminium Alloy												

4	Paragraph 2.7 of Part VII of the Tender Documents	<p>2.7.1 The propulsion system shall comprise two or three marine diesel engines and the Tenderer must choose between the two configurations but not offering both configurations at the same time, failing which the Government will choose either at its option as the Tenderer's offer to the extent possible. If not possible, the Tenderer's tender will not be considered further.</p> <p>2.7.2 In twin marine engines configuration, the following requirements shall be met:</p> <ul style="list-style-type: none"> (a) Fixed pitch propellers propulsion shall be adopted for the port (P) and starboard (S) marine diesel engines (main propulsion wing engines). (b) Each engine of the main propulsion wing engines shall be from the same manufacturer, same model and deliver same horsepower. (c) Power-take-off (PTO) from the main propulsion wing engines to drive the fire pump(s) of EFFE is not allowed. (d) Whether during firefighting mode or otherwise, both main propulsion wing engines shall be solely used for manoeuvring of the Vessel. (e) Two separate marine diesel engines shall be used to drive the fire pump of the EFFE during the firefighting mode <p>2.7.3 In triple main engines configuration, the following requirements shall be met:</p> <ul style="list-style-type: none"> (a) Fixed pitch propellers propulsion shall be adopted for the port (P) and starboard (S) marine diesel engines (main propulsion wing engines). (b) Each engine of the main propulsion wing engines shall be from the same manufacturer, same model and deliver same horsepower. (c) Centreline engine propulsion can either be water jet or propeller driven by another independent marine diesel engine (main propulsion centreline engine) different from the main propulsion wing engines. (d) Main propulsion centreline engine is capable to be used to drive one fire pump via power-take-off (PTO) device. (e) During firefighting mode, both main propulsion wing engines shall be solely used for manoeuvring of the Vessel and the centreline engine may be used for driving external fire pump or manoeuvring mode. Other than firefighting mode, all wing and centreline engine may be used for manoeuvring of the Vessel or the centreline engine may be switched to idle mode. 	<p>Yes/No *</p> <p>If Yes, please identify the relevant part of the tender to support this compliance.</p>
---	---	--	--

5	Paragraph 2.8.1 of Part VII of the Tender Documents	<p>Summary of Operational Hours / Range:</p> <p>Number of hours/day : 10 hours/day</p> <p>Number of days/year : 300 days/year</p> <p>Endurance for fuel : 12 hours at cruising speed of 20 knots plus 24 hours with both external fire pumps operating at maximum water output</p>	<p>Yes/No *</p> <p>If Yes, please identify the relevant part of the tender to support this compliance.</p>
6	Paragraph 2.8.2 of Part VII of the Tender Documents	<p>The proposed Vessel shall take on board:</p> <p>(i) 9 crew members;</p> <p>(ii) 18 land crew for fire-fighting; and</p> <p>(iii) Life Rafts Rescue Capacity not less than 80 persons not boarding the Vessel.</p>	<p>Yes/No *</p> <p>If Yes, please identify the relevant part of the tender to support this compliance.</p>
7	Paragraph 3.5 (a) of Part VII of the Tender Documents	<p>The preliminary lines plan and the preliminary calculations for intact and damaged stability information of the Vessel must be submitted with the tender before the Tender Closing Date. The calculations shall be carried out using a proven computer system (viz. recognised by a government authority of the place of origin of the Vessel or the Recognized Organizations ("RO")).</p>	<p>Yes/No *</p> <p>If Yes, please identify the relevant part of the tender to support this compliance.</p>
8	Paragraph 4.18.1 of Part VII of the Tender Documents	<p>One 6 to 7 metres in length (LOA) rigid hull aluminium boat (RHB) ("Daughter Boat") shall be provided complete with one inboard diesel engine of waterjet propulsion.</p>	<p>Yes/No *</p> <p>If Yes, please identify the relevant part of the tender to support this compliance.</p>
9	Paragraphs 5.1.6 (a), (b), (c) and (d) of Part VII of the Tender Documents	<p>The EFFS shall meet the following requirements:</p> <p>(a) Two (2) external fire pumps shall be provided ("external fire pumps" or "fire pumps" or (just in this Chapter) "pumps"). At least one of them shall be independently driven by a marine diesel engine which is not the main propulsion wing engine specified in paragraphs 8.2 and 8.3. The other one shall be either power-take-off driven (PTO) from main propulsion centreline engine where the triple engines configuration is adopted or driven by another independent marine diesel engine in twin engines configuration which is not the main propulsion wing engine specified in paragraphs 8.2 and 8.3.</p>	<p>Yes/No *</p> <p>If Yes, please identify the relevant part of the tender to support this compliance.</p>

		(b) The two external fire pumps shall altogether have a minimum total water capacity not less than 40,000 L/min. Each external fire pump shall be capable to pump water at least 20,000 L/min for water/foam monitors at a discharge pressure of 10 to 14 bar according to RO and NFPA requirements and also capable to supply water to the fixed self-protection water spray system and fire hydrants for external fire-fighting (half of the total number of hydrants) on board simultaneously. The external fire pumps shall comply with the requirements more particularly specified in paragraph 5.4.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
		(c) Each of the external fire pumps shall serve to supply water to the water/foam monitor system, fire hydrant outlets for external fire-fighting and self-protecting water spray system whilst all these systems shall be operated at the same time drawing water supply from each of these external fire pumps concurrently. These systems shall comply with the requirements more particularly described in paragraphs 5.9, 5.10 and 5.12.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
		(d) Two remote water /foam monitors and one manual water/foam monitor shall be provided. The two remote water/foam monitors shall be positioned both on the main deck in front of deckhouse and one manual water/foam monitor shall be positioned at the aft of the upper deck. The water/foam monitors (remote and manual) shall comply with the requirements specified in paragraph 5.15.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.
10	Paragraph 8.2.5 of the Part VII Tender Documents	The Tenderer is required to submit the estimated propulsive power and characteristic curves of the main propulsion engines for the Vessel to support its claim for the achievable 25 knots Contract Speed with all two or all three main propulsion engines running at 100% MCR.	Yes/No * If Yes, please identify the relevant part of the tender to support this compliance.

Item	Tender Reference	Specifications without Label in Part VII	Compliance Statement (State here Yes or No)
11	Part VII of the Tender Documents	The Tenderer shall also confirm that it will comply with all other specifications set out in the Technical Specifications which are without any label (viz., [E] or [D]) if the Contract is awarded to it.	Yes/No *

*Please delete the inapplicable part.

Note:

1. The Tenderer shall confirm compliance by stating “Yes” in the last column of the above table for each Item under the heading “Essential Requirements in Part VII” and “Specifications without Label in Part VII” in the table above, otherwise, subject to any clarification request which may be made by the Government, **its tender will not be considered**. In addition to identify the relevant parts of the Tender to support the compliance with the Essential Requirements in Part VII, the Tenderer should also provide a separate folder to contain supporting documents, data/information, brochure, etc. in sequence of the item numbers. Such supporting documents, data/information, brochure, etc. may be copied from the Technical Proposal submitted by the Tenderer.

Schedule 6 - List of Major Equipment to be Supplied

(Please refer to Clauses 6.1 and 9.1 of Part II - Conditions of Tender)

Major Equipment complying with the Offered Specifications to be installed on the Vessel to be delivered	Information (Please provide details)
1. Main propulsion wing engines complying with all requirements of Part VII including paragraphs 8.2 and 8.3 of Part VII (two are required regardless of whether two or three engines configuration is adopted).	Name of Manufacturer:
	Place of origin:
	Model or Version name or No. as advertised by the Manufacturer:
	Manufacturer specifications including Rated Power/Rated rpm :
2. Reduction gearboxes for the main propulsion wing engines (one for each of the main propulsion wing engines) complying with all requirements of Part VII including paragraph 8.6	Name of Manufacturer:
	Place of origin:
	Model or Version name or No. as advertised by the Manufacturer:
	Manufacturer specifications including Rated Power/Rated rpm :
3. Two electric generators complying with all requirements of Part VII including paragraphs 8.13 and 8.14.	Name of Manufacturer:
	Place of origin:
	Model or Version name or No. as advertised by the Manufacturer:
	Manufacturer specifications including Rated Power/Rated rpm :
4. One bow thruster system including power pack, gearing and coupling	Name of Manufacturer:

Major Equipment complying with the Offered Specifications to be installed on the Vessel to be delivered	Information (Please provide details)
complying with all requirements of Part VII including paragraph 8.12	Place of origin:
	Model or Version name or No. as advertised by the Manufacturer:
	Manufacturer specifications including Rated Power/Rated rpm :
5. One centreline engine complying with all requirements of Part VII including paragraph 8.9 (this is applicable only if the three engines' configuration is proposed)	Name of Manufacturer:
	Place of origin:
	Model or Version name or No. as advertised by the Manufacturer:
	Manufacturer specifications
6. One reduction gearbox for the centreline engine complying with all requirements of Part VII including paragraph 8.6	Name of Manufacturer:
	Place of origin:
	Model or Version name or No. as advertised by the Manufacturer:
	Manufacturer specifications

Major Equipment complying with the Offered Specifications to be installed on the Vessel to be delivered	Information (Please provide details)
7. One waterjet system for the centreline engine complying with all requirements of Part VII including paragraph 8.10 (this is applicable only if the Tenderer proposes waterjet propulsion for triple engines configuration)	Name of Manufacturer:
	Place of origin:
	Model or Version name or No. as advertised by the Manufacturer:
	Manufacturer specifications
8. Independent marine diesel engine(s) for driving one or two the external fire pump(s) complying with all requirements of Part VII including paragraph 8.2 (two independent marine diesel engines are required if two engines configuration is adopted and one independent marine diesel engine is required if three engines configuration is adopted)	Name of Manufacturer:
	Place of origin:
	Model or Version name or No. as advertised by the Manufacturer:
	Manufacturer specifications
9. External fire pump(s) for the EFFE complying with all requirements of Part VII including paragraphs 5.1.6(a), (b) (c) and 5.4 to be driven by independent marine diesel engine(s) (two are required for two engines configuration and one is required for three engines configuration).	Name of Manufacturer:
	Place of origin:
	Model or Version name or No. as advertised by the Manufacturer:
	Manufacturer specifications
10. One external fire pump for the EFFE complying with all requirements of Part	Name of Manufacturer:

Major Equipment complying with the Offered Specifications to be installed on the Vessel to be delivered	Information (Please provide details)
<p>VII including paragraphs 5.1.6(a), (b) (c) and 5.4 to be driven by the centreline engine (this is only applicable if the three engines' configuration is adopted) (alternatively referred to as power take off fire pump).</p>	Place of origin:
	Model or Version name or No. as advertised by the Manufacturer:
	Manufacturer specifications
<p>11. One Daughter Boat complying with all applicable requirements of all requirements of Part VII including paragraphs 4.18 and 4.19.</p>	Name of Manufacturer:
	Place of origin:
	Model or Version name or No. as advertised by the Manufacturer:
	Manufacturer specifications
<p>12. One stern launching system for the Daughter Boat complying all requirements of Part VII including paragraph 4.19</p>	Name of Manufacturer:
	Place of origin:
	Model or Version name or No. as advertised by the Manufacturer:
	Manufacturer specifications
<p>13. Additional items, if any, to be used in conjunction with any of the above-mentioned Equipment in order to ensure that the above-mentioned Equipment will comply with the Offered Specifications (please specify details).</p>	

Notes:

- (a) **A Tenderer's failure to submit the name of the manufacturer, place of origin, model or version (name or No.) and manufacturer specification of each items 1 to 12 (where applicable) in this Schedule 6 will lead to disqualification.**
- (b) Only one single model or version of a product series from the same manufacturer shall be proposed for each of items 1 to 13 in this Schedule 6 but not two or more models or versions of different product series and/or from different manufacturers, failing which the Tenderer's tender may not be considered further.
- (c) The Tenderer may not propose two or more different designs and/or models of the Vessel in the same tender in response to this Invitation to Tender with different pricing (viz., different Total Purchase Prices and/or different Vessel Unit Prices). If the Tenderer fails to comply with the foregoing, **the Tenderer's tender will not be considered further.** Whilst the Tenderer is neither required nor encouraged to propose two or more different designs and/or models of the Vessel, **a Tenderer wishing to do so shall submit two or more tenders, each tender with its own set of Technical Proposal and Price Proposal (comprising one single quotation of the Total Purchase Price and Vessel Unit Price) and covering just one design and model of the offered Vessel to which the tender relates.** Please refer to the clause 3.2 of the Condition of Tender.
- (d) In regard to the alternative configuration of two engines (i.e., two main propulsion wing engines) or three engines (i.e., two main propulsion wing engines plus a main propulsion centreline engine), the Tenderer must choose between the two but not offering both configurations. If the Tenderer has submitted offers for both configurations, to the extent evaluation is possible (because the Tenderer has only submitted one single Total Purchase Price and one single Vessel Unit Price in Schedule 1 of Part V), the Government has the discretion to select either one offer for evaluation. If the evaluation is no longer possible in the aforesaid manner, the Tenderer's tender will be disqualified. In this connection, the Government reserves the power to seek clarification with the Tenderer as to whether it has submitted only one single Total Purchase Price and one single Vessel Unit Price in Schedule 1 of Part V any time before the price evaluation.
- (e) Except for those items where it is expressly stated that they are only applicable if the two or three engines configuration is adopted, for all other items, the Tenderer must submit offer for such items regardless of whether two engines or three engines configuration is adopted.
- (f) "all requirements of Part VII" mean all specifications stated in Part VII regardless of their designation as essential requirements or specifications without label but in the case of the desirable specifications, only if the Tenderer has committed to comply with them and in the case of desirable specifications which are Excess Proposals by submitting or referring to the relevant proposals in Schedule 11 (Excess Proposals) of Part V.
- (g) all product literature published by the manufacturer for each of the items above shall be attached to this Schedule.
- (h) The quantities of a piece of major Equipment specified in the first column of this Schedule (or otherwise as specified in the relevant paragraphs of Part VII) refers to the quantities to be installed on board of the Vessel. It does not cover the quantities required to be delivered as spare parts as specified in Schedule 1 to Part V.

Schedule 7 - List of Drawings and Information to be Submitted with the Tender

- (a) The Tenderer shall submit the following documents for the proposed Vessel and proposed Daughter Boat, as part of the tender submission. **A Tenderer's tender will not be considered further if the Tenderer fails to submit any of the plans and information listed in Paragraphs (1) (other than items 1.3 and 1.7), Paragraph (2) (other than item 2.4), Paragraph (3) to Paragraph (5) below before the Tender Closing Date (excluding any product literature and brochures as mentioned therein which may be resubmitted after the Tender Closing Date upon request by the Government (if any)).**
- (b) The Tenderer shall provide the name(s) and contact information of the person(s) who will answer Government any technical questions regarding the design and construction of the Vessel. **The Tenderer should note that the plans and information listed in Paragraphs (1) to (5) below are preliminary and for tender evaluation purpose only.** The plans and information to be submitted by the Contractor shall be further refined and developed, and subject to confirmation and approval by the Government after the Contract award in accordance with the requirements of the Contract.

(1) Hull of the Proposed Vessel

- 1.1 Preliminary general arrangement plan of the proposed Vessel ("Preliminary General Arrangement Plan") to show compliance at least with the essential requirement in paragraph 2.5 of Part VII;
- 1.2 Preliminary lines plan of the proposed Vessel ("Preliminary Lines Plan") as required under paragraph 3.5(a) of Part VII;
- 1.3 Preliminary construction plans – covering midship, deckhouse, profile and deck, bulkhead of the proposed Vessel;
- 1.4 Weight and centre of gravity prediction calculation with breakdowns for the proposed Vessel;
- 1.5 Power/speed predictions for the Contract Speed(s) at its sea trial conditions, together with a descriptive account of the philosophy and methodology employed for such speed;
- 1.6 The estimated propulsive power and characteristic curves of the main propulsion engines for the Vessel to support that the Vessel has a Contract Speed of at least 25 knots all two or all three main propulsion engines (depending on the engine configuration adopted) running at 100% MCR to show compliance with at least the essential requirement in paragraph 2.4.1 of Part VII and as required under paragraph 8.2.5 of Part VII;
- 1.7 Preliminary calculations for intact and damaged stability information of the Vessel as required under paragraph 3.5(a) of Part VII; and
- 1.8 A preliminary estimate of the fore and aft draught and the position of the centre of gravity (longitudinal, transverse and vertical) of the proposed Vessel design in its lightship, sea trial and fully loaded condition.

(2) Machinery of the Proposed Vessel

- 2.1 Preliminary engine room layout plans;
- 2.2 Preliminary control console design containing the layout drawings for the control/display consoles including the disposition of the gauges and instruments, and the console height, width and shape;
- 2.3 Fuel oil tanks capacity calculations with respect to requirements under the Technical Specifications to show compliance with the essential requirement concerning endurance for fuel capacity stated in paragraph 2.8.1 of Part VII; and
- 2.4 The type approval certificate of the main propulsion engines (viz.. the two wing engines and where applicable also the centerline engine) to be issued by any one of the classification societies within the definition of “Recognised Organisations” in Clause 1.1 of Part IV that the emission level of each of such offered main propulsion engines of the proposed Vessel complies with a standard equal to or higher than the International Maritime Organization (IMO) Tier II emission requirements.

(3) External Fire-fighting System of the Proposed Vessel

- 3.1 General system layout plan, preliminary schematic diagram with the hydraulic calculations, system piping diagram of the external fire-fighting system as specified in Chapter 5 of Part VII (“EFFS”) to show compliance with the essential requirements in paragraph 2.7 and paragraph 5.1.6 of Part VII;
- 3.2 Electrical circuit and control schematic diagram of the EFFS;
- 3.3 Brochure containing technical information of equipment of the EFFS including all components described in Chapter 5 of Part VII; and
- 3.4 Drawing of self-protecting water spray coverage area.

(4) Rescue Equipment

- 4.1 General Arrangement of the life saving appliances as required in Chapter 7 of Part VII on board the Vessel; and
- 4.2 Brochure and Technical Information of the rescue life raft.

(5) Information for the Daughter Boat

- 5.1 General arrangement of the stern launching and recovery system of the Daughter Boat as specified in paragraph 4.19 of Part VII and offered by the Tenderer in Schedule 6 of Part V; and
- 5.2 For the Daughter Boat, information and a detailed descriptive account about the preliminary choice of waterjets with respect to the speed capability of the Daughter Boat.

Schedule 8 - Tenderer's Information

1. Particulars of Tenderer:

(a)	Name of the Tenderer	
(b)	Principal place of business of the Tenderer (in address form)	
(c)	Type of business entity of the Tenderer	company / sole proprietorship / partnership / incorporated joint venture / unincorporated joint venture / other* (*Please delete whichever is not applicable.)
(d)	Shareholders/partners/proprietor/parties of the Tenderer and their percentage of ownership/voting power/financial contribution	
(e)	Length of business operation	
(f)	Names of the following officers of the Tenderer: (i) <i>managing director/partners/JV party;</i> (ii) <i>other directors; and</i> (iii) <i>sole proprietor</i>	
(g)	Place and date of incorporation or formation	
(h)	Business profile information of the Tenderer including the number and location of full time/contract employees, core business strategies and strength, and industry expertise	
(i)	Names and addresses of banks which are prepared to provide references or other relevant financial data which indicate the financial viability of the Tenderer	
(j)	A copy of a valid Business Registration Certificate issued under the Business Registration Ordinance (Chapter 310 of the Laws of Hong Kong) (or documentary evidence showing that the Tenderer is exempted from business registration under the Business Registration Ordinance (Chapter 310 of the Laws of Hong Kong)); or if the Tenderer does not carry on business in Hong Kong, the equivalent documents issued by the place of business of the Tenderer	Please attach if applicable.

(k)	(whether the Tenderer is a company) a copy of the Memorandum (if any) and Articles of Association, Certificate of Incorporation, Certificate of Change of Name (if any) or equivalent documents issued by the authority of the place of incorporation of the Tenderer	Please attach if applicable.
(l)	(if the Tenderer is a company incorporated in Hong Kong or is registered as a non-Hong Kong company under the Companies Ordinance, Chapter 622 of the Laws of Hong Kong) a copy of the latest annual return filed with the Companies Registry and all subsequent filings since the latest annual return; or (if not) the equivalent documents issued by the authority of the place of incorporation of the Tenderer	Please attach if applicable.
(m)	if the Tenderer is a subsidiary, the name(s) and place(s) and date(s) of incorporation of its immediate and ultimate holding companies;	
(n)	A copy of the relevant document proving that the authorised person(s) who sign(s) the Offer to be Bound has/have the authority to sign it for and on behalf of the Tenderer	Please attach if applicable.
(o)	If the Tenderer is a joint venture, a copy of joint venture agreement	Please attach if applicable.

2. Particulars of Tenderer's Process Agent in Hong Kong (if the Tenderer does not have an address in Hong Kong)

- (a) Name of Company:
- (b) Address:
- (c) Telephone No.:
- (d) Fax No.:
- (e) Name of Person in Charge:

3. Tenderer's Shipyard Facilities

The Tenderer shall provide the following information regarding the shipyard and workshop facilities which will be used for performing the Contract. The shipyard and workshop facilities may belong to the Tenderer or to a proposed sub-contractor for the Contract or a joint venture party of the Tenderer.

- (a) Owner of the shipyard and workshop facilities.
- (b) Shipyard address and proposed construction site address for the Vessel if not same as the shipyard.
- (c) List of the workshop facilities such as lifting gear, hull construction and calibration equipment, machinery installation and calibration equipment and vessel launching or slipping facilities intended to be used for the construction of the Vessel, with detailed description and photographs.

The Tenderer shall also provide further information as necessary when requested by the Government at the tender evaluation stage.

4. Particulars of Tenderer's Sub-contractor (if any)

- (a) Name of Sub-contractor:
- (b) Address:
- (c) Telephone No.:
- (d) Fax No.:
- (e) Name of Person in Charge:
- (f) Brief Description of the Sub-contract Work:

5. Particulars of the Tenderer's Key Personnel

- (a) The Tenderer shall provide an organisational chart of the Tenderer's company organisation and the proposed members of the project team for the Contract. The Tenderer shall identify and briefly describe the responsibilities of the key leadership positions in the Tenderer's company and the aforesaid team.
- (b) For all the key staff positions identified, Tenderers shall provide a person and position specification.
- (c) The person specification shall include qualifications, training, essential experience and other attributes required of the person filling the position.
- (d) The position specification shall include position title, reporting relationships, delegated authority levels, duties and responsibilities.

Schedule 9 - Proposed Recognised Organisation

The Tenderer shall provide details of the proposed Recognised Organisation which will be deployed for performing supervisory work in relation to the design and construction of certain parts of the Vessel as specified in the Technical Specifications:

(Note: Please refer to Clause 9.2 of Part II - Conditions of Tender and Paragraphs 1.5.2 and 1.5.3 of Part VII - Technical Specifications)

A) The Vessel – the Mother Boat

For Certificate of Classification with Class Notation

Name of the Recognised Organisation:	<i>[Please state the name of the Recognised Organisation here]</i>
Rules and regulations to be followed by the Contractor in performing the design and construction of the Vessel:	<i>[Please state the Rules, guidance, and standards issued by the RO named above for governing the design and construction of the Vessel.]</i>
Class notation:	<i>[Please state your proposed Notations, which shall meet the Offered Specifications.]</i>

The Tenderer's tender will not be considered if the Tenderer fails to submit and complete this Schedule in its tender before the Tender Closing Date.

B) The Daughter Boat

Name of the Recognised Organisation:	<i>[Please stated the name of the Recognised Organisation here.]</i>
Rules and regulations to be followed by the Contractor in performing the design and construction of the Daughter Boat:	<i>[Please state the Rules, guidance, and standards issued by the RO named above for governing the design and construction of the Daughter Boat.]</i>
Hull Construction Certificate:	<i>[Please state your proposed equivalent Notations covering the hull structure which shall meet the applicable Offered Specifications.]</i>

The Tenderer's tender will not be considered if the Tenderer fails to submit and complete this Schedule in its tender before the Tender Closing Date.

Schedule 10 – Claim of Tenderer’s Experience and Accreditations

The Tenderer shall provide in the relevant table below information of its past experience of the different types of Vessel Project(s) and Accreditation(s) as further defined in the Marking Scheme in Annex D (Marking Scheme) to Part II – Conditions to Tender together with the supporting documents.

For each Vessel Project to be evaluated under assessment criteria in (B)(1) of the Marking Scheme, the supporting documents shall include relevant contracts and acceptance documents or other documents evidencing acceptance by the purchaser of the vessel to which the Vessel Project relates to the satisfaction of the Government. Acceptance documents or other documents evidencing acceptance must have been signed by the relevant purchaser of the vessel or a classification society. Acceptance documents issued or signed solely by the Tenderer are not acceptable.

For each Accreditation to be evaluated under the assessment criterion in (B)(2) of the Marking Scheme, the supporting document shall be a copy of the certificate evidencing the Accreditation issued in the name of the Tenderer (or in the case of a Tenderer which is an incorporated or unincorporated joint venture, in the name of the lead partner of that joint venture).

If the Tenderer fails to provide the information in relation to a Vessel Project or Accreditation before the Tender Closing Date or fails to provide supporting documents as mentioned above before the Tender Closing Date or by the time stipulated by the Government after the Tender Closing Date; or if the supporting documents do not prove the claimed experience or Accreditation, no mark will be given to the Tenderer for the relevant Assessment Criterion.

Where it is a party to a joint venture which has performed a Vessel Project, the name of the joint venture party shall be identified clearly and references herein to “Tenderer” or “I/we” shall mean such party.

1. Tenderer's Experience

- (a) Experience in the Vessel Project(s) (A) specified in Assessment Criterion (B)(1)(a) of the Marking Scheme.

I/We confirm that I/we have _____ years of experience in the completion of the design and construction of one or more vessel each with Length Overall ("LOA") not less than 30 meters (each a "Vessel Project (A)") in the past ten (10) years prior to the Original Tender Closing Date. LOA shall have the meaning given to the term in paragraph 2.5 of the Technical Specifications. The details of each of the Vessel Project (A) are set out below.

	Project name	Purchaser's name	Hull materials	Government law enforcement, rescue and/or military agency (Yes / No)	Contract Date (dd/mm/yy)	Date of acceptance of the completed vessel by the purchaser (dd/mm/yy)	Remarks
1							
2							
...							
.							
...							
.							
...							
.							
...							
.							

- (b) Experience in the Vessel Project(s) (B) specified in Assessment Criterion (B)(1)(b) of the Marking Scheme.

I/We declare that I/we have completed_____ numbers of Vessel Project (B) each in relation to the design and construction of one or more vessel each with steel hull and aluminium superstructure, an LOA of not less than 20 meters and a maximum speed of not less than 20 knots and was completed by the Tenderer any time within the 5-year period preceding the Original Tender Closing Date (each a “Vessel Project (B)” and one vessel meeting with the aforesaid criteria shall be taken as on Vessel Project (B)). LOA shall have the meaning given to the term in paragraph 2.5 of the Technical Specifications. The details of each of the Vessel Project (B) are set out below.

	Project name	Purchaser's name	Contract Date (dd/mm/yy)	Date of acceptance of the completed vessel by the purchaser (dd/mm/yy)	LOA	Speed	Material (Hull)	Material (Superstructure)	No. of Vessels Built
1									
2									
...									
.									
...									
.									
...									
.									
...									
.									
...									
.									

- (c) Experience in the Vessel Project(s) (C) specified in Assessment Criterion (B)(1)(c) of the Marking Scheme.

I/We declare that I/we have completed_____ numbers of Vessel Project (C) each in relation to the design and construction of one or more fire-fighting vessel and each vessel was completed by the Tenderer any time within the 10-year period preceding the Original Tender Closing Date (“Vessel Project (C)” and one vessel meeting with the aforesaid criteria shall be taken as one Vessel Project(C)). The details of each of the Vessel Project (C) are set out below.

	Project name	Purchaser's name	Contract Date (dd/mm/yy)	Date of acceptance of the completed vessel by the purchaser (dd/mm/yy)	Material	No. of Vessels Built	Remarks
1							
2							
...							
.							
...							
.							
...							
.							
...							
.							
...							
.							

2. Accreditation

Accreditation	The name of the organisation in which the certificate of the relevant accreditation specified opposite is issued	Please attach a copy of the certificate to this Schedule
ISO 9001		
ISO 14001		
OHSAS 18001		

- Notes:
- (1) Please use separate sheet(s) if the space above is inadequate.
 - (2) Please refer to the applicable Notes at the end of the Marking Scheme (Part II – Conditions of Tender Annex D concerning the restrictions on the experience to be taken into account and the accreditation requirements.

Schedule 11 – Excess Proposals

Item	Assessment Criteria	Guidelines	Conformity Statement (state here Yes or No)
A(1) Functional Aspects			
Contract Speed	<p>It is desirable that the Tenderer has committed to a higher Contract Speed for the Vessel than that as specified in paragraph 2.4.1 of the Technical Specifications based on the estimated propulsive power and characteristic curves of the main propulsion engines for the Vessel with all two or all three main propulsion engines (depending on the engine configuration adopted) running at 100% Maximum Continuous Rating MCR (“Power Estimate”) as submitted in Schedule 7.</p> <p>(Paragraph 2.4.3 of the Technical Specifications)</p>	Contract Speed \geq 27 knots @100% MCR	<p>Yes/No *</p> <p>If Yes, please submit the relevant Power Estimate in Schedule 7 of Part V.</p>
		26 knots \leq Contract Speed < 27 knots @100% MCR	<p>Yes/No *</p> <p>If Yes, please submit the relevant Power Estimate in Schedule 7 of Part V.</p>
		25 knots \leq Contract Speed < 26 knots @100% MCR	<p>Yes/No *</p> <p>If Yes, please submit the relevant Power Estimate in Schedule 7 of Part V.</p>

A(2) Operational Aspects

(a) Preliminary General Arrangement Plan	It is desirable that the Preliminary General Arrangement Plan of the proposed Vessel submitted by the Tenderer in Schedule 7 (List of Drawings and Information) of Part V improves the Conceptual General Arrangement Plan as shown in paragraph 2.1 of the Technical Specifications on those features specified in the third column:	(i) Arrangement of machineries and equipment to facilitate even better access for monitoring and servicing;	Yes/No * If Yes, please identify the part of the Preliminary General Arrangement Plan achieving the feature specified in the third column opposite with annotation.
		(ii) Fenders arrangement to give even better protection to the hull structure;	Yes/No * If Yes, please identify the part of the Preliminary General Arrangement Plan achieving the feature specified in the third column opposite with annotation.
		(iii) Even better protection arrangement for the crew onboard during daily operation;	Yes/No * If Yes, identify the part of the Preliminary General Arrangement Plan achieving the feature specified in the third column opposite with annotation.
		(iv) Even better access to passageway on the deck;	Yes/No * If Yes, please identify the part of the Preliminary General Arrangement Plan achieving the feature specified in the third column opposite with annotation.
		(v) Even better effective arrangement of all of the following: the search lights or flood lights, mooring and anchoring arrangement.	Yes/No * If Yes, please identify the part of the Preliminary General Arrangement Plan achieving the feature specified in the third column opposite with annotation.

(b) Control Console Design	It is desirable that the Preliminary Control Console Design of the proposed Vessel submitted by the Tenderer in Schedule 7 (List of Drawings and Information) of Part V fulfils the features specified in the third column:	(i) There is one or more design feature(s) which facilitate the officer in charge to control and receive information of the external fire-fighting system of the Vessel more easily;	Yes/No * If Yes, please identify the part of the Preliminary Control Console Design achieving the feature specified in the third column opposite with annotation.
		(ii) There is one or more design feature(s) which facilitates the coxswain and other crew to control the offered Vessel more easily;	Yes/No * If Yes, please identify the part of the Preliminary Control Console Design achieving the feature(s) specified in the third column opposite with annotation.
		(iii) There is one or more design feature(s) which facilitates the coxswain to monitor on all necessary data for the control of the proposed Vessel and safe navigation more effectively;	Yes/No * If Yes, please identify the part of the Preliminary Control Console Design achieving the feature(s) specified in the third column opposite with annotation.
		(iv) There is one or more design feature(s) which allows the coxswain to have a better visibility outside the wheelhouse with no blockage around.	Yes/No * If Yes, please identify the part of the Preliminary Control Console Design achieving the feature(s) specified in the third column opposite with annotation.

A(3) Environmental Aspects

Emission Level of Main Engines	<p>It is desirable that based on the type approval certificate issued by any one classification society within the definition of “Recognised Organisations” in Clause 1.1 of Part IV and submitted by the Tenderer in paragraph 2.3 of Schedule 7 of Part V, the emission level of each of the offered main propulsion engines (two wing engines and if the Tenderer proposes the three engines’ configuration, also the centreline engine) of the proposed Vessel complies with a standard higher than the International Maritime Organization (IMO) Tier II emission requirements.</p> <p>(Paragraph 8.2.7 of the Technical Specifications)</p>	IMO Tier III emission requirements	<p>Yes/No *</p> <p>If Yes, please submit and attach the type approval certificate in Schedule 7.</p>
		USEPA Tier 3 or CCS Stage 2 or equivalent standard of emission	<p>Yes/No *</p> <p>If Yes, please submit and attach the type approval certificate in Schedule 7.</p>
		IMO Tier II emission requirements	<p>Yes/No *</p> <p>If Yes, please submit and attach the type approval certificate in Schedule 7.</p>

A(4) Innovative Suggestions : Tenderers are encouraged to provide Innovative Suggestions which are directly relevant to the procurement of the Vessel and will bring benefits in the second column:

Item	Benefits achieved by the proposed Innovative Suggestions	Description, specifications and details of the offered Innovative Suggestions including those more specifically specified below:	Index of relevant page of the supporting documents attached
-			
(a)	The Tenderer is encouraged to offer an effective and practicable Innovative Suggestions in providing special equipment which is capable to hold automatically the Vessel in a predetermined position and heading by controlling the propulsion engine (viz., the two wing engines) and bow thruster (The centreline main engine has to be reserved for the external fire pump and shall not be used for the aforesaid purpose). The system shall also be capable to be manually controlled by using a joystick control head, or by selecting the position (longitude & latitude) and required heading, via a navigation display/control panel located at the Wheelhouse Control Station. (Paragraph 8.25.1 of the Technical Specifications)	The same information as required in Schedule 6 of Part for a major Equipment shall also be provided in this box together with the product literature.	
(b)	The Tenderer is encouraged to offer effective and practicable Innovative Suggestions in the use of automation technology which can save the use of manual manpower in the construction of the offered Vessel. The automation technology is possessed by the shipyard as at the Original Tender Closing Date.	Evidence of the automation technology possessed by the shipyard specified in Schedule 8 of Part V shall be provided in this box.	
(c)	The Tenderer has provided effective and practicable equipment to commit longer service life of the offered Vessel of more than 20 years under	Design proposals on how to ensure a longer service life shall be submitted in this box.	

	reasonable maintenance. The proven data and a manufacturer's letter stating or the valid document proof that the equipment can commit the service life of the offered vessel more than 20 years, should be submitted in details before tender closing date.		
--	---	--	--

* Please delete the inapplicable part.

Note:

1. If the Tenderer confirms compliance by stating "Yes" in the last column of the above table, in addition to identifying the relevant parts of the Tender to support the compliance, the Tenderer should also provide a separate folder to contain supporting documents, data/information, brochure, etc. in sequence of the item numbers in this Schedule. Such supporting documents, data/information, brochure, etc. may be copied from the Technical Proposal submitted by the Tenderer.

Schedule 12 - Non-collusive Tendering Certificate

One (1) Fire Boat for the Fire Services Department

To: The Government of the Hong Kong Special Administrative Region of the People's Republic of China

Dear Sir / Madam,

1. I/We, (name of the Tenderer) _____ of
(address(es) of the Tenderer(s)) _____
_____ refer to
the Government's invitation to tender for the Contract ("Invitation to Tender") and my/our
Tender in response to the Invitation to Tender.

Non-collusion

2. I/We represent and warrant that in relation to the Invitation to Tender:
- (a) My/Our Tender was prepared genuinely, independently and made with the intention to accept the Contract if awarded;
 - (b) My/Our Tender was not prepared with any agreement, arrangement, communication, understanding, promise or undertaking with any person (including any other Tenderer or competitor) regarding:
 - (i) prices;
 - (ii) methods, factors or formulas used to calculate prices;
 - (iii) an intention or decision to submit, or not submit, any Tender;
 - (iv) an intention or decision to withdraw any Tender;
 - (v) the submission of any Tender that does not conform with the requirements of the Invitation to Tender;
 - (vi) the quality, quantity, specifications or delivery particulars of the products or services to which the Invitation to Tender relates; and
 - (vii) the terms of my/our Tender,

and I/we undertake that I/we will not, whether before or after the award of the Contract, enter into or engage in any of the foregoing.

3. Paragraph 2(b) of this certificate shall not apply to agreements, arrangements, communications, understandings, promises or undertakings with:
- (a) the Government;
 - (b) a joint venture partner with which I/we have submitted my/our Tender, and such joint venture arrangement has already been notified to the Government in my/our Tender;
 - (c) my/our consultants or sub-contractors, provided that the communications are held in strict confidence and limited to the information required to facilitate that particular consultancy arrangement or sub-contract;
 - (d) my/our professional advisers, provided that the communications are held in strict confidence and limited to the information required for the adviser to render their professional advice in relation to my/our Tender;
 - (e) insurers or brokers for the purpose of obtaining an insurance quote, provided that the communications are held in strict confidence and limited to the information required to facilitate that particular insurance arrangement;
 - (f) banks for the purpose of obtaining financing for the Contract, provided that the communications are held in strict confidence and limited to the information required to facilitate that financing; and
 - (g) any person other than the Government, provided that the Government has given prior written consent.

Disclosure of subcontracting

4. Without prejudice to other requirements set out in the Tender Documents concerning sub-contracting arrangement, in particular, the requirement to seek the Government's prior written approval before sub-contracting, I/We understand that I/we are required to disclose all proposed sub-contracting arrangements for the Contract to the Government in my/our Tender, including those which will be entered into after the Contract is awarded. I/We warrant that I/we have duly disclosed and will continue to disclose such arrangements to the Government.

Consequences of breach or non-compliance

5. I/We understand that in the event of any breach or non-compliance with any representations, warranties and/or undertakings in this certificate or in Clause 34.1 of the Conditions of Tender in Part II, the Government may exercise any of the rights under Clauses 34.3 to 34.5 of the Conditions of Tender in Part II, in addition to and without prejudice to any other rights or remedies available to it against me/us.

6. Under the Competition Ordinance (Chapter 619 of the Laws of Hong Kong), bid-rigging is serious anti-competitive conduct. I/We understand that the Government may, at its discretion, report all suspected instances of bid-rigging to the Competition Commission (the “Commission”) and provide the Commission with any relevant information, including but not limited to information on my/our Tender and my/our personal information.

Signed by the Tenderer /

Signed by an authorised signatory :
for and on behalf of the Tenderer

Name of the authorised signatory :
(where applicable)

Title of the authorised signatory :
(where applicable)

Date :
