

Date: 2 Feb 2016
Ref.: Proc./269/0116

Bid no.: **BID-088-GOO-ICB/15**
Bid Name: Procurement of Heavy Equipment and Trucks

Subject: **Tender Clarification Letter #2**

To whom it may concern

Please find below questions received from one of the suppliers & our reply:

Question No. Page No. Section No.	Question	Clarification
Q: 1 Page: 31 - 32 Section: Bidding Date Sheets D. Submission and Opening of Bids ITB.23.1 ITB.23.1(b)	Considering the very short deadlines, can we submit the bid via email? All files would be standard PDF files. Which email can we submit them to?	Bidders shall not have the option of submitting their bids electronically.
Q: 2 Page: 30 Section: Bidding Date Sheets C. Preparation of Bids ITB.11.1 (h)	One of the requirements (ITB 11.1h, par h) in the tender is a document showing capability for local service. If we are awarded the contract, we plan to execute an agreement with a local qualified shop for the service and maintenance of the equipment. Such a shop can be identified by you, or with the help of Canadian trade commissioner. What is needed from us at this stage to fulfil this requirement? Just a simple undertaking?	No suggestions could be given during an ongoing tender process. However, any bidder who is intended to participate in the tender should decide how they would execute maintenance or testing services so it could be considered during evaluation process and they should provide a proof on the matter.
Q: 3 Page: 95 -102 Section: Technical	Lot 7: tractors. Do you require a cab on a tractor or nothing ? If cab, do you need heat ? Air Condition ?	No, We do not require a cab nor do we require heater or air conditioner.

Specification and Compatibility Table LOT 7		However, We prefer to have a Roll Over Protection (ROP) system.
Q: 4 Page: 95, 99 Section: Technical Specification and Compatibility Table LOT 7 A 1.10	Lot 7: tractors. Line A 1.10 – emissions standard. You are asking for Tier III. We strongly recommend you to consider lower emission standards as well for the following reasons: - We could not find any off road emissions regulations in Syria, so it's safe to assume that lower emissions level would be ok. - Tier 3 fuel pumps and sensors are very sensitive to diesel quality, and usually require low sulphur diesel, which is not guaranteed to be available in Syria. Using Tier 3 engines with lower quality domestic diesel will cause frequent stoppage and expensive repairs/service instances. - Tier 0 / Tier 1 are cheaper to run and maintain, and are easier and faster to repair, especially if the equipment is used with regular (not low sulphur) diesel.	Tier 0 and/or Tier1 are OK and accepted as well. Tender Addendum No. 1 was issued to cover this change in the technical specifications.

We are looking forward to receive your offers before the deadline of submission.

Best Regards,



Hani Khabbaz
Director General