

GABINETE DO DIRECTOR GERAL

DEPARTAMENTO
DE
AQUISIÇÕES

To:

Your Reference

Your Communication of

Our Reference

Our Communication

31~~th~~ / ANE/669/DG/DEA/2024

24/09/2024

SUBJECT: RFB No: 47A003041/CP/77/2024

Project: *Climate Resilient Roads for the North (CRRN)*

Procurement of: Acquisition of 1950 m of Metallic Bridges for Cabo Delgado, Niassa and Nampula provinces

- Clarifications Nr. 1-

Dear Sirs,

With regard to the captioned project and in accordance with Instructions to the Bidders (ITB) - Clause 7.1, please find attached the Clarifications Nr. 1.

ACKNOWLEDGEMENT OF RECEIPT OF CLARIFICATIONS Nr. 1

I, the undersigned acknowledge that I received the Letter and all information contained in the Clarifications Nr. 1 for the RFB N° 47A003041/CP/77/2024 will be considered and incorporated in the Proposal.

COMPANY:.....

TELEPHONE NUMBER:.....

EMAIL:.....

AUTHORIZED REPRESENTATIVE:.....

SIGNATURE:.....

DATE:.....

Yours Sincerely,


Elias Anlaue Paulo
/Director General



MS

S. No.	RFB/Tender		Query	Clarification Nr. 1 Client's Response
	Clause/Reference/Description			
Section 2. Instructions to Bidders- Data Sheet				
1.	Section / Clause	Page		
2.	ITB 14.8 (b)(i) and (a)(iii),(b)(ii) and (c)(v)	36	<p>The supplier is to deliver the Goods inland to ANE's Nampula facility, with ANE being responsible for clearing the Goods through Nacala Port and paying any applicable taxes and duties.</p> <p>Please confirm that any costs (demurrage, shipping container rental fees, etc.) shall be paid by the Purchaser and the supplier is in no way responsible for any delays or fees due to the failure of the Purchaser to clear the Goods in a timely and efficient manner.</p>	<p>The Supplier will be responsible for clearing the goods. All costs related to delays on the clearance of the goods will be paid by the supplier.</p>
3.	ITB 17.2 (a)	36	<p>Please confirm that for bidders that are not the manufacturer of the Goods, the bidder will present a manufacturer's authorisation clearly identifying the manufacturer of the Goods, and please further confirm that the documentation representing the</p>	<p>Confirmed</p>

			manufacturer is duly legalized and apostilled.	
4.	ITB 17.2 (a)	36	Please confirm that where the bidder is also the manufacturer of the Goods that a manufacturer's authorization form is not required, and that a declaration that the bidder is also the manufacturer of the Goods is sufficient.	Confirmed
5.	ITB 22.1	37	We respectfully request an extension to the bid submission deadline to 24 th October 2024.	The extension to the submission deadline will be postponed to 8 th October 2024.
6.	ITB 34.2 (a)	37	Bid Data Sheet states: "Evaluation will be done for one Lot (Contract). Bids will be evaluated for each item and the Contract will comprise the item(s) to be awarded to the successful Bidder." Please confirm that Bids will be evaluated for one single Lot, as per ITB 1.1, and a single contract for all of the bridges, bridging equipment and related services.	Yes. The bids will be evaluated as one single lot.
Evaluation and Qualification Criteria				
7.	3.1(d)	41	To ensure that suppliers can meet the delivery deadline, please confirm that bidders must own and operate their own manufacturing facilities and cannot subcontract manufacture to third parties.	It is not the objective of this bid to be limited only to the manufacturers of the bridges.
Schedule of Requirements				
8.	3.1.2	73	Please confirm that the main load-bearing trusses must comprise Bailey-type prefabricated panels that are connected solely	The bearing trusses can be either connected by pins or bolts.

9.	3.1.4	73	by pins, and that trusses formed from multiple components connected solely by bolts are not permitted. Please confirm that the length of each bridge bay must be the standard Bailey-type bridge length of 3.048 meters.	3.1.4 is related to steel deck and not the length of the bridge bay and there is no reference to bailey type.
10.	3.1.5 3.2.17	73 77	Please confirm that bridges must include cantilever 1.5m wide walkways on each side, separated from the vehicular route, to accommodate and protect pedestrians and cyclists.	The bridge must include a walkway with the minimum of 1.0 m width both sides
11.	3.2.1	74	Please confirm that bidders are requested to include in their proposal a full set of calculations, General Arrangement drawings (clearly indicating the length of the bridge panels) for each bridge specified, and detailed technical specifications of the proposed bridges offered, similar as requested in the past tenders RFB Nº 17/GE-ANE/324/2020 & A155/GE-ANE/324/2019.	The bidders must provide all detailed information related to the proposed bridges
12.	3.2.1 and 3.2.5	74	Please confirm bridges must be designed to comply with a minimum of 1,000,000 cycles of live load in accordance with section 6 of the AASHTO LRFD (2017) as requested in 3.2.1.	Confirmed.
13.	3.2.6 and 3.2.10.4	74	Please confirm that where bolts are required, they need not be tightened to a specific torque and are not pre-load bolts (which cannot be reused). Please confirm that bolts must be installed without the need for specialist torquing	Please consider only the requirements indicated in the bidding documents.

			equipment, e.g. air compressors and impact wrenches.	
14.	3.2.4	74	As per clause 10.32.2 of the AASHTO standards the Safety Factor must be 2.12, since the AASHTO standards govern the design of the bridges of this tender, please confirm that the maximum working properties shall have a minimum factor of safety of 2.12. Please further confirm that this must be demonstrated in the structural calculations provided by the Bidders as part of their bid submissions.	The 1.7 factor indicated in the bid shall be consider as the minimum acceptable.
15.	3.2.5	74	Please confirm bridges must be designed to comply with a minimum of 1,000,000 cycles of live load as requested in 3.2.1	Please see clarification No. 12 above.
16.	3.2.6	74	Since these bridges must be 100% reusable, please confirm that bolts and screws need not be supplied with a "factory applied anti vibration security device". Anti-vibration features of this type are single-use, meaning the bolts and screws must be discarded / thrown away after their initial use.	The bolts and screws shall be reused after dismantling
17.	3.2.9	75	Please confirm that all components of the bridges must be capable of being reused once dismantled without having to discard and replace any bolts, so the use of preloaded bolts are not permitted.	All components of the bridges shall be reused after dismantling.
18.	3.2.10.3	75	Please confirm that parapets are not required as a supply item on this tender.	Parapets are required. Please ensure that all requirements indicated in 3.2.10.3 are met.
19.	3.2.13	76	Please confirm that bidders must submit	Please follow the requirements indicated in 3.2.13.

20.	3.2.14 3.2.15	77	with their proposals a copy of the welding certificate of the manufacturer. Clauses 3.1.14 and 3.2.15 specify Corrosion Protection and Finishing, respectively. Corrosion Protection and Finishing refer to the same aspect of the bridge components, but different standards are stated in each clause. Please confirm that the specifications in 3.2.14 prevail.	The bridge elements shall meet both specifications.
21.	3.2.17	77	Please confirm that bridges with overhead bracing are not permitted. This type of bridge cannot be 100% reusable, do not comply with the specified in 3.1.1.	Please consider the requirement indicated in 3.2.17.
22.	3.2.18	78	Please confirm that one set of launching equipment per bridge length is required, i.e. one set for 30m bridges, one set for 45m bridges and one set for 60m bridges.	3 sets of launching equipment shall be provided as indicated in 3.4.3.
23.	3.2.18	78	For ease of installation of the bridges, please confirm that components of the launching nose must be similar and interchangeable with others within the bridges themselves.	Please see the clarification 22 above.
24.	3.2.19	78	This clause states: "All components shall be of brand-new manufacture and shall be certified as such by the manufacturer". To ensure the Goods are manufactured to the required standard, please confirm the Bidder must provide manufacturer certifications (AISC / AWS, ISO9001, CE certification, etc.) as part of their proposals.	The supplier must provide all manufacturer certificates of the bridges.
			Please confirm that Bidders must include in	

3.2.21	78		<p>their bid submissions appropriate quality certificates such as steel material certificates samples, ISO9001, AISC, AWS, specific to the manufacture of steel bridging.</p>	<p>Please provide the certificates as the requirements indicated in 3.2.21.</p>
26. 3.2.22	79		<p>Please confirm that Itemized Unit Prices are required under the same incoterms specified in the SCC. Please confirm that itemised prices are only required for references purposes and not for future purchases, since the unit prices reflect consolidated loads in full 40ft shipping containers.</p>	<p>Please consider only the information requested in 3.2.22.</p>
27. 3.2.25	79		<p>Please advise if all expenses, including airfares, meals and lodging, related to the training in the factory must be included in the bids.</p>	<p>Yes. All expenses for training must be included in the bids. These will be reimbursable expenses.</p>
28. 3.4.1	80		<p>The supplier is to deliver the Goods inland to ANE's Nampula facility, with ANE being responsible for clearing the Goods through Nacala Port and paying any applicable taxes and duties. Please confirm that any costs (demurrage, shipping container rental fees, etc.) shall be paid by the Purchaser and the Supplier is in no way responsible for any delays or fees due to the failure of the Purchaser to clear the Goods in a timely and efficient manner.</p>	<p>Please see clarification No 2.</p>
29. 3.4.2	80		<p>Please confirm that: 1. All 20 of the 30-meter bridges must be clear-span bridges that require no</p>	<p>The 30 meter bridges shall not consider any intermediate pier. The 45 meter bridges shall consider either no</p>

			intermediate supports (piers). 2. All 10 of the 45-meter bridges must comprise three spans, each 15 metres long, supported by two intermediate piers*. 3. All 15 of the 60-meter bridges must comprise four spans, each 15 metres long, supported by three intermediate piers*. * intermediate piers are supplied by others and are not a supply item under this tender.	intermediate pier or 2 intermediate piers The 60 meter bridges shall consider 2 intermediate piers The intermediate piers are not part of this bid.
30.	3.4.2	80	The specifications call for Metallic bridges to be unloaded in appropriate containers at Nacala Port and transported to the ANE Campsite at Nacala. Please confirm that you require the bridging to be delivered in shipping containers that ANE will purchase and retain Shipper's Own Containers (SOC).	The metallic bridges will be shipped to Nacala Port and then transported by road to ANE campsite in Nampula (Namaita), about 235 km from Nacala Port. Is the responsibility of the supplier to transport and offload the bridges at ANE Campsite in Nampula Only 3 containers shall be retained by ANE. The cost of the 3 containers shall be included in the bids. The other containers shall be returned to the shipping company
31.	3. List of Goods and Delivery Schedule	81	The List of Goods of Delivery Schedule mentions a Term on Delivery of 90 days. Please confirm that the 90 days delivery period commences from the date the awardee receives an irrevocable confirmed letter of credit under mutually acceptable terms.	Yes, confirmed.
General Condition of Contract (GCC) and Special Condition of Contract (SCC)				
32.	GCC 16 SCC 16.1	94 110	Goods will be inspected prior to shipment via a reputable global inspection agency	The schedule of payment will be discussed and agreed with the successful supplier during Contract

			<p>(SGS, Bureau Veritas, etc.) with the report provided to the Purchaser for review and scrutiny prior to shipment.</p> <p>Acceptance of Goods can therefore be executed prior to shipment removing the need for an Advance Payment Guarantee, a 10% post-delivery payment and a performance security.</p> <p>Please confirm that 100% payment via an irrevocable confirmed letter of credit is acceptable.</p>	<p>negotiations. Please note that inspection of the goods by a third party agency prior to shipment cannot be treated as acceptance and all guarantees shall remain in force until acceptance of the goods in-country.</p>
33.	<p>GCC 17</p> <p>GCC 18.1</p>	<p>94</p> <p>111</p>	<p>The supplier is to deliver the Goods inland to ANE's Nampula facility, with ANE being responsible for clearing the Goods through Nacala Port and paying any applicable taxes and duties.</p> <p>Please confirm that any costs (demurrage, shipping container rental fees, etc.) shall be paid by the Purchaser and the supplier is in no way responsible for any delays or fees due to the failure of the Purchaser to clear the Goods in a timely and efficient manner.</p>	<p>Please see clarification No 2.</p>
34.	<p>GCC 26</p> <p>SCC 26.1</p>	<p>98</p> <p>112</p>	<p>Please confirm that any tests and inspections carried out after shipment are at the expense of the Purchaser.</p>	<p>Yes, confirmed.</p>
35.	<p>GCC 26</p> <p>SCC 26.1</p>	<p>98</p> <p>112</p>	<p>Please provide details of the Inspections and Tests that shall be conducted at the Place of Manufacture of Goods and the Inspections and Tests that shall be conducted at Laboratório de Engenharia de Moçambique (LEM).</p>	<p>The inspections and tests to be conducted will depend on the information provided by the bidders.</p> <p>The bidders shall make sure that the bridges comply with all specifications.</p>
36.				<p>Under this tender the bidders are free to propose any</p>

37.			<p>Bridge type - Model</p> <p>Within the scope of a previous tender No. 17IGE-ANE/324/2020, equally financed by World Bank through International Development Association (IDA), named "Integrated Feeder Road Development Project (IFRDP)", were successfully delivered to ANE 50 bridge spans, that correspond to a bridge system that qualify as modular metallic bridge and respect all the usual requirement of this type of product, such as functionality, load capacity, fatigue, deflection, easy and fast assembly, etc., despite not having the same panel geometry as Bailey bridge system. Bridges supplied under this contract are in all terms equivalent to Bailey system. Moreover, is declared that the previous contract, which was carried out successfully, obtained an "Act of acceptance and conformity" for the compliance of the received goods, issued by ANE.</p> <p>Please confirm this understanding.</p>	<p>bridge type or model that comply with the specifications indicated in the bidding documents.</p>
	73		<p>Bridge type - Modules</p> <p>In order to open the tender to a major number of providers and to other bridge models (that not Bailey), that can bring higher quality, robustness and extended life cycle, and fully comply with specifications, please confirm that:</p> <p>i) instead of the name "Extra Wide Bailey style Panel" in page 73 of the tender specification, it was intended to be written "Extra Wide metallic modular panel bridges";</p> <p>ii) the expression "Extra Wide Bailey style</p>	<p>Please see the clarification No 36.</p>

38.		<p>Panel" include the MBPanelMZ model delivered in (IFRDP project)</p> <p>iii) consequently, the text "Extra Wide Bailey style Panel" should be substituted by "Extra Wide metallic modular panel bridges".</p>	
	77	<p>Geometry - Modules Taking into account that:</p> <p>i) Under point 3.2.1.6 of the Technical Specifications (Pag.77)</p> <p>"The Bridge system shall permit the construction of various spans in which the distance between centers of bearings is a multiple of 3.048 meters (10 ft)."</p> <p>ii) Under point 3.4.2-Quantities Table of the Technical Specifications (Pag80),</p> <p>"The total length of the required bridges is about 1-,950 linear meters divided as shown in Table 1</p> <p>below: (...)</p> <p>* the number of spans and length can be modified based on the bridges type to be supplied"</p> <p>There is a clear contradiction between point 3.2.1.6 and point 3.4.2 of the Technical Specifications.</p> <p>Should the contradiction be resolved in the sense that point 3.4.2 of the Technical Specifications prevails? Please note that all references to "3.048m" must then be deleted in all technical specifications, as it refers to a characteristic of a specific product (product</p>	<p>Bridges with centres of bearing not multiple of 3.048 meters will also be accepted.</p>

			Bailey) and not to a characteristic of a more general category of bridges, namely Extra Wide metallic modular panel bridges.	
39.			<p>Geometry - Footwalk Width</p> <p>In Technical specification 3.1.5 Carriageway width, states that "the proposed bridge should accommodate the needs of pedestrians and cyclists by providing a dedicated route, separated from the vehicular route, that is sufficient in size".</p> <p>Please confirm that a 1.0m wide platform will be accepted.</p>	The minimum walkways width shall be 1.0 m.
40.			<p>Geometry - Carriageway Width</p> <p>Please confirm that the information of 3.1.5 "3.2.17 Carriageway widths. The carriageway width shall not be less than 4.20 m between curbs and not less than 4.70 m between inner panels." prevails over 3.2.17. in terms of clearance between inner panels.</p>	The carriageway width shall not be less than 4.20 m between curbs and not less than 4.70 m between inner panels.
41.			<p>Design requirements - Deflection</p> <p>AASHTO LRFD requires that bridges with pedestrian footwalks must have a maximum deflection of L/1000 under live load (2.5.2.6.2). Please correct technical specification in order to comply with the American standard AASHTO LRFD.</p>	Please consider the information provided in 3.2.1.
42.	74		<p>Design requirements - Safety factor</p> <p>In 3.2.L Loads (Pag. 74) is said that "The bridges must be designed to accommodate the HL-93 loads of the latest version of the</p>	Please see clarification No. 14 above

	<p>AASHTO LRFD (2017) standard...". In 3.2.4 Truss Bracing (Pag. 7q is stated that "The maximum working properties of the truss construction shall have a minimum factor of safety of 1.7".</p> <p>These 2 requirements are not coherent. The first requirement indicate that the methodology of calculation must be LRFD (Load Resistance Factor Design) that implies specific safety factors for loads, combinations, and resistance factor for material and the verification of each element is done between forces due to factored load combinations and forces that each element can resist affected by safety coefficients. This methodology consists of the direct comparison: resistant force greater than applied force.</p> <p>On the other hand, the indication of minimum safety factor of 1.7 is the approach established in old and obsolete versions of AASHTO. This method is not permitted in AASHTO, and also in Mozambican bridge standard.</p> <p>Please confirm that AASHTO LRFD (2017) must be complied with, and the indication of the safety factor value must be deleted.</p>	<p>Please see clarification No. 12 above.</p>
43.	<p>Design requirements - Fatigue Please confirm that the request for 100.000 fatigue cycles in 3.2.5 Fatigue is wrongly written and that the value to be considered is 1.000.000 cycles as stated in 3.2.1 Loads</p>	<p>The connections shall be capable work perfectly under vibration environment.</p>
44.	<p>Design requirements - Site Connections (3.2.6) Please clarify what is a "factory applied</p>	

		antivibration security device"	
45.	<p>Design requirements - Design Requirements</p> <p>In 3.2.10.3 is stated that "The decking shall be comprised of steel deck units ... shall not weigh more than 350 kgs.". This information is not coherent with 3.2.7 [t/an-Hand Ability where is requested that "No individual component shall weigh more than 700 kgs." The definition of a maximum weight relates with the capacity of auxiliary cranes in the construction site and if it is defined that 700kg is the maximum weight obliging to have an equipment for that, is not rational to have a lower limit specifically for decks. Even because bigger deck modules have greater stability and load capacity than smaller ones.</p> <p>According to the public tender No. 17IGE-AN E/324 /2020 (IFRDP) for the supply of 50 metallic modular bridges, that where successfully supplied, the maximum limit was 700kg, so there is no technical issue that justifies this new limitation (quite the contrary, as already explained) we request that the same criteria be now applied. Please confirm that maximum deck weight is 700kg according to 3.2.7 of the present technical specification and also coherently with the previous tender.</p>	<p>The requirement indicated in 3.2.10.3 is specific for the deck while the 3.2.7 is applicable for other elements of the bridge.</p>	
46.	<p>Experience</p> <p><i>In Section III - Evaluation and Qualification Criteria -3.1 Qualification Criteria is stated that "(b) Specific Experience: The Bidder shall demonstrate that it has successfully completed at least (3) three contracts within the last 5 five_ years prior to bid submission deadline, each with a value of at least USD 5,500,00.00 that have been successfully and substantially completed and that are similar in nature and complexity to the Goods and Related Services under the Contract. "</i></p> <p><i>Please confirm that will be acceptable to present the 2 following hypotheses:</i></p> <p><i>i) 3 contracts within the last 5 years, each with a value above USD 5,500,000.00, which mean a total minimum experience 3x5,500,000.00= USD 15,500,000.00, OR</i></p> <p><i>ii) 2 contracts that together have a value of at least the same amount of USD 15,500,000.00.</i></p> <p><i>The two options are Equivalent in terms of experience demonstration and adding a second alternative allows the bidders to present bigger contracts, proving the capacity of managing a greater number of bridges at once.</i></p>		<p>The Qualification Criteria is clear, the Bidder must be comply with the requirement.</p>
47.	<p>Delivery / Place</p> <p>Taking into account that:</p> <p>i) Section VII - Schedule of requirements - 3.4.1- Place of delivery of materials and equipment), 'All materials and equipment to be supplied must be shipped to the Nacala Port in Mozambique, after ANE pays Duties, the supplier will unload and transport by road, at the</p>		<p>The final destination of the goods is Nampula (Namatita) about 235 km from Nacala Port. Taxes is the responsibility of the supplier.</p>

	<p>expense of the supplier, to ANE's Campsite in Nacala, in a distance of 35 Kilometers approximately from the Nacala Port."</p> <p>ii) Section VII - Schedule of requirements - 3. List of Goods and Delivery Schedule (Pag 81) and also Section IX-Special conditions of contract 0, refers that "Final destination is ANE Construction Site in Nampula (Namaita)".</p> <p>There is a contradiction about the place of delivery. Please clarify which place must be considered as it has impact in the offer price.</p>	
48.	<p><i>Delivery – Unloading</i></p> <p><i>if the delivery must be done by the supplier up to the final destination, please confirm if the cost of unloading is part of the bidder offer. This may include equipments (like cranes or forklifts) and personnel costs and has impact in the offer price.</i></p>	<p>The cost of unloading will be covered by the supplier.</p>
49.	<p><i>Delivery Time</i></p> <p><i>Regarding the 90-day delivery timeframe, defined in Section VII - Schedule of Requirements - List of Goods and delivery Schedule (Pag.81), this seems like a very short timeframe for bidders from World Bank-eligible countries located in any geography. Firstly, the buyer requests brand new goods, which means that bridges cannot be in stock and must be fabricated only after tender Award. The period for material procurement is usually at least 20 days. The time for maritime transportation is at least 45 days from Europe, USA or Asia. Then the time for customs procedures adding to inland transportation both in origin and destination is at least 10 days plus 10 days. All these conditions together imply that provider had at maximum 5 days to fabricate 60 bridge spans, which is obviously an impossible scenario.</i></p> <p><i>For these reasons, we request that delivery date can be extended to at least 180 days and that partial deliveries can be allowed as they are being manufactured and shipped.</i></p>	<p>The delivery time remain the same.</p>
50.	<p>Please confirm that Payment for Goods supplied from abroad are all in US American Dollar</p>	<p>The payment currency shall be proposed by the bidders in a freely convertible currency.</p>
51.	<p>Once the responsibility of Customs Clearance is from ANE, please confirm that any costs arose by delays during this process, is to be supported by ANE, namely the financial impact related with freight forwarders additional costs, payments of extra container rental, all extra costs at the destination Port, etc.</p>	<p>Please see clarification No 2.</p>
52.	<p>Please confirm that all payment events, as described in GCC 16.1 (pag 110) are under an</p>	<p>Please see clarification No 32.</p>

	irrevocable letter of credit.	
53.	<p>Bridge Span Definition <i>In Section VII - Schedule of requirements, 3.4-Quantities table, the meaning of the column Span/ Ne is not clear. Please clarify what that means.</i> <i>As an example, can we consider that in the 3'd line, can be delivered bridges with 60m total length, constituted by 4 spans of 15m each? Can we consider that in the second line can be delivered a 45m bridge with 3 spans of 15m?</i></p>	Please see clarification No 29.
54.	<p>Section VII - Schedule of requirements - 3.2.25 Training For the benefit of the client's personnel, and the optimization of knowledge sharing, the Training sessions, defined in 3.2.25 of the Technical Specifications, should be held in Portuguese, the official language of the country. Please consider adding this requirement to the specification.</p>	Yes. The training shall be in Portuguese.
55.	<p>Clarifications For clarification purposes, could you please provide an email address, in order to have a more swift and efficient process comparing to traditional post mail.</p>	Yes. Please consider the following e-mail: aneconsultant21@gmail.com
56.	<p>Please consider the postponement of the Bid Opening Date, defined in Section II- Bid Data Sheet (BDS). The fact that an email address is not shared to easily interact with the Purchaser, turn the process quite slow, comparing to other Bids from World Bank that have approximately the same number of days between publication and bid presentation, but indicate an email for fast communication.</p>	Please see clarification No. 5 and 55.
57.	<p>After the metallic bridges arrive at the ANE construction site in Nampula, does the supplier need to be responsible for unloading and stacking the goods? If so, please specify the standards for stacking the metallic bridges. If the unloading and stacking are the Purchaser's responsibility, please indicate the time required for unloading and stacking, so that the supplier can consider the container detention fees.</p>	Please see clarification No. 48
58.	<p>On page 86 of Tender Documents-3.4.2 Metallic Bridges "<i>Metallic bridges must be unloaded in appropriate containers at Nacala Port and transported to ANE Campsite at Nacala</i>". Please clarify whether the containers are provided by the supplier or if the purchaser is responsible for providing them.</p>	The containers are provided by the supplier.

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	Please specify when the contract commencement date is calculated from.	The contract commencement date start from 30 days from signature date
60.	<p>According to the Tender documents, page 36-ITB 14.8 (b)(i) Place of destination: CIP Nacala</p> <p>The purchaser is responsible for customs clearance and the payment of various taxes and fees in port Nacala. Please clarify whether the time occupied by customs clearance is included in the contract period. If it is included, please indicate the time required for customs clearance so that the supplier can reasonably prepare the project schedule.</p>	Please see clarification No 2
61.	<p>According to the Tender documents, page 79- 3.1.5 Carriageway Width The proposed bridge should accommodate the needs of pedestrians and cyclists by providing a dedicated route, separated from the vehicular route, that is sufficient in size.</p> <p>Please clarify the specific requirements for this dedicated route, including the exact dimensions, and whether it shares the same bridge deck as the vehicular route or requires a cantilever or support structure independent of the vehicular route.</p>	Please see clarification No 39
62.	<p>According to the Tender documents, page 98-Section VIII, General Conditions of Contract, Clause 11.1 The Supplier shall keep, and shall make all reasonable efforts to cause its Subcontractors to keep, accurate and systematic accounts and records in respect of the Goods in such form and details as will clearly identify relevant time changes and costs.</p> <p>Please provide relevant forms or templates.</p>	The Supplier must provide itself an accurate and systematic accounts and records in respect of the Goods in such form and details as will clearly identify relevant time changes and costs.
63.	<p>Despite the tender intend to refer to the acquisition of metallic modular bridges, it is mentioned in point 3.1.1. of the technical specifications (Page 73), that the requirement is for bridges "Extra Wide Bailey style Panel Bridges", while in the specifications of the previous tender there was no such mention. In a restrictive and literal understanding, this reference could be understood as more restrictive in the sense that it can only be provided by just a few suppliers and refer to a product that has not undergone any type of evolution in recent decades. It should be noted that the Bailey type bridges, referred to in the tender specification, are only a particular case of metallic modular bridges.</p>	Please see clarification No 38

64.	<p>There is a contradiction between points 3.2.16 and 3.4.2. of the technical specifications: (Page.77) “3.2.16 Spans - The Bridge system shall allow the construction of various spans in which the distance between centers of bearings is a multiple of 3,048 meters (10 ft).”</p> <p>“3.4.2 Metallic Bridges – Metallic bridges must be unloaded in appropriate containers.... The total length of the required bridges is about 1,950 linear meters divided as shown in Table 1 below: (...)</p> <p>* the number of spans and length can be modified based on the bridges type to be supplied”</p> <p>3.2.16 refers to a specific Bailey bridge requirement that we request to be removed, so as to be consistent with point 3.4.2.</p>	Please see clarification No 38
65.	<p>Having in consideration the above exposed, it is our understanding and belief that the fact that the specification of the new tender (CRRN) is more restrictive and less rational at several levels (performance and price) according the developments in the sector, relates with a writing lapse of the text, especially because ANE itself has already successfully received metallic modular bridges different from the so-called Bailey geometry in a project with exactly the same objectives/technical requirements as the current tender. The product previously received by ANE fully complies with all the requirements of the specifications, both in terms of design and quality, and has demonstrated good acceptance in the field. We emphasize that the goods required in this new tender are in every way the same as those requested in the previous one (in terms of geometry, load capacity, deformation, fatigue, etc.).</p> <p>Therefore, in order to encourage the participation of more suppliers and encourage competition and the consequent cost reduction for ANE, this issue must be clarified, and the term “Bailey” must be deleted, as well as all specific references to this product.</p>	Please see clarification No 38
66.	<p>We take this opportunity to inform you that this communication is sent without prejudice to the “request for clarifications” that we will formalize according to the tender procedure above mentioned (CRRN - P500488).</p> <p>This communication is sent to ANE (National Roads Administration), in accordance with ITB7 of the specification, as well as to others involved in the process, within the defined period for clarification. All recipients are listed below.</p>	Please see clarification No. 55.