

REQUEST FOR QUOTATION

December 06, 2018

RFQ No.: NFA R-02-BAC-L-02-2018

Name of Company: _____

Address: _____

Name of Owner: _____

Address: _____

TIN: _____

PhilGEPS Registration Number (required): _____

The **NATIONAL FOOD AUTHORITY Region 02 (NFA R-02)**, through its Bids and Awards Committee (BAC), intends to procure **2019 SHIPPING SERVICES FOR THE DISPERSAL OF SIX HUNDRED (600) BAGS RICE FROM NFA GONZAGA, CAGAYAN VIA SAN VICENTE PORT, STA. ANA, CAGAYAN TO NFA WAREHOUSE, PALANAN, ISABELA** in accordance with Section 53.9 (Small Value Procurement) of the Revised Implementing Rules and Regulations of Republic Act No. 9184:

LOT NO.	DESCRIPTION	ABC (PHP)
1	PROCUREMENT OF 2019 SHIPPING SERVICES FOR THE DISPERSAL OF SIX HUNDRED (600) BAGS RICE FROM NFA GONZAGA, CAGAYAN VIA SAN VICENTE PORT, STA. ANA, CAGAYAN TO NFA WAREHOUSE, PALANAN, ISABELA	184,800.00

Please quote your best offer for the item described herein, subject to the Terms and Conditions provided. Submit your quotation duly signed by you or your duly authorized representative together with the following documentary requirements not later than **17 December 2018, 10:00 AM at the NFA Regional Office, Mabini, Santiago City**:

1. Recent and Valid Mayor's/Business Permit;

2. Notarized Omnibus Sworn Statement (GPPB-Prescribed Form);
3. Certificate issued by Maritime Industry Authority (MARINA) or the Philippines Coast Guard (PCG), whichever is applicable:
 - 3.1 Vessel Certificate of Ownership;
 - 3.2 Vessel Certificate of Philippine Registry;
 - 3.3 Latest Certificate of Inspection/Cargo Ship Safety;
 - 3.4 Coastwise or Baywise license;
 - 3.5 Sworn Statement of owned/leased truck supported by the following documents:
 - 3.5.1 LTO's Official Receipt and Confirmation Receipt or Registration Certificate (OR/CR)
 - 3.5.2 Lease Contract supported by the following documents:
 - 3.5.2.1 LTO's Official Receipt and Confirmation Receipt or Registration Certificate (OR/CR).

For any clarification, you may contact the undersigned at telephone no. (078) 305-1195 or email address at nfaregionaloffice@yahoo.com.



ANTONIO M. MACATO
Vice-Chairperson/Presiding Officer

TERMS AND CONDITIONS

PROCUREMENT OF 2019 SHIPPING SERVICES FOR THE DISPERSAL OF SIX HUNDRED (600) BAGS RICE FROM NFA GONZAGA, CAGAYAN VIA SAN VICENTE PORT, STA. ANA, CAGAYAN TO NFA WAREHOUSE, PALANAN, ISABELA

I. BID OFFER AND VALIDITY

1. Bid offers must be up to two (2) decimal places only, and shall be inclusive of VAT. These taxes shall be presented in detail and in summarized figures in the bid form.
2. Bid offers exceeding the total Approved Budget for the Contract (ABC) shall be rejected outright. Only the bid equal to or less than the ABC shall be considered for post-qualification.
2. Bids will be valid for one hundred twenty (120) calendar days from the date of the opening of bids.

II. POST-QUALIFICATION

The Lowest Calculated Bid shall undergo post-qualification in order to determine whether the bidder concerned complies with and is responsive to all the requirements and conditions as specified in the Bidding Documents.

III. PERFORMANCE SECURITY

1. To guarantee the faithful performance of the successful bidder of its obligation under the contract in accordance with the Bidding Documents, it shall post a Performance Security within ten (10) calendar days upon the receipt of Notice of Award which shall answer for any liability arising from the following, among others:
 - a. Pilferages/damages on NFA stocks being handled by the contractor.
 - b. Damages sustained by the NFA for contractor's refusal or failure to perform his obligations under this Contract.
 - c. For litigation expenses, attorney's fees and liquidated damages that NFA may have suffered/incurred as a result of the breach of obligations by the contractor under the terms and conditions of the contract as well as other sanctions provided for by existing laws, Presidential Decrees, Executive Orders, Letter of Instruction and other applicable rules and regulations.
2. The performance security shall be in an amount equal to a percentage of the total contract price in accordance with the following schedule:

Form of Performance Security	Amount of Performance Security (Equal to Percentage of the Total Contract Price)
Cash or cashier's/manager's check issued by a Universal or Commercial Bank	Five percent (5%)
Bank draft/guarantee or irrevocable letter of credit issued by a Universal or Commercial Bank: Provided, however, that it shall be confirmed or authenticated by a Universal or Commercial Bank, if issued by a foreign bank.	
Surety Bond callable upon demand issued by a surety or insurance company duly certified by the Insurance Commission as authorized to issue such security.	Thirty percent (30%)

3. The performance security shall remain valid until the issuance of final Certificate of Acceptance by the NFA Regional Office, Mabini, Santiago City.

IV. SCHEDULE OF REQUIREMENTS

The schedule of rice delivery/shipment shall be as follows:

MONTH	SOURCE	DESTINATION	BAGS
January 01-May 2019	NFA Gonzaga , Cagayan via San Vicente Port, Sta. Ana, Cagayan	NFA Warehouse, Palanan, Isabela	300
June –December 31, 2019	NFA Gonzaga , Cagayan via San Vicente Port, Sta. Ana, Cagayan	NFA Warehouse, Palanan, Isabela	300
TOTAL			600

The above schedule maybe modified/alterd by the Head of the Procuring Entity (HoPE) as to date of shipment and volume of rice to be delivered considering NFA Cagayan's available rice inventory, Palanan's food security stock requirements for a certain period and the prevalence of good weather condition.

The schedule of shipment/delivery of NFA stocks from San Vicente Port, Sta Ana, Cagayan to NFA Warehouse, Palanan, Isabela shall be coordinated accordingly by the NFA and the contractor/vessel owner thru proper notifications.

Travel time of vessel per load from San Vicente Port to Palanan, Isabela shall be from 12 to 20 hours under normal weather circumstances. Travel time shall be extended in case of abnormal weather conditions, provided that the Contractor shall immediately notify NFA accordingly.

V. RESPONSIBILITIES OF THE CONTRACTOR/VESSEL OWNER

- a. The CONTRACTOR shall provide the vessel/motorized boat at the load port within the required date of vessel availability as stated in the Notice to Load from NFA San Vicente Port, Sta. Ana, Cagayan. The vessel to be provided must be sea-worthy, clean and dry and free from live insects, objectionable odors, droppings, contaminants, spillages and residues of previous cargoes and must be in accordance with NFA

standards and shall conform to the operating requirements of NFA, to carry out the provisions of the Contract.

- b. The CONTRACTOR shall provide the designated vessel/s at the load port within the required dates of loading period. In case the contractor fails to provide designated vessel/s, a penalty in the amount equivalent to one percent (1%) of the cost of the unperformed portion (contracted volume x the freight rate as stipulated in the Notice to Load) shall be charged to the CONTRACTOR on a daily basis until such time that an acceptable designated vessel/s or substitute vessel/s, shall have been provided by the CONTRACTOR.
- c. The CONTRACTOR shall provide the necessary dunnage inside the vessel for cargo stowage to secure the stocks. The CONTRACTOR shall also be responsible for cargo stowage and trimming and shall provide the necessary equipment for normal cargo work in case of rain.
- d. The CONTRACTOR shall provide its own vessel checker(s) during the loading and unloading of stocks to conduct cargo tally on board/shore.
- e. The CONTRACTOR shall provide a representative to witness the weighing of stocks for loading whether at NFA's warehouse or shipside or wherever final weighing will be undertaken before loading and unloading. The witness shall sign the pertinent documents relative thereto.
- f. The CONTRACTOR shall require the master or any officer of the vessel to be present to receive/deliver NFA's cargo during loading/unloading and, upon completion, to acknowledge receipt/delivery of the cargo, the weight and number of bags loaded, and the condition of the cargo on the Bill of Lading. The master or his authorized agent shall sign all pertinent documents such as Warehouse Stocks Issue (WSI), Warehouse Stocks Receipts (WSR) and Bill of Lading. Otherwise, the CONTRACTOR shall be deemed to have waived the freight, to raise any issue as to receipt, quantity and condition of the cargo.
- g. The CONTRACTOR/vessel owner has the right to reject cargoes in busted bags.
- h. The vessel has liberty to call at any port or ports in any order, for any purpose, to sail without pilots, to tow and/or assist vessels in all situations, and also to deviate for the purpose of saving life and/or property. However, the master shall advise the discharge port immediately as possible thru any fastest available means.
- i. The CONTRACTOR shall provide truck/s or any vehicle/s, owned or leased, for the hauling of rice stocks from the discharging port to the designated receiving NFA Warehouse, Palanan, Isabela, provided that such vehicle/s is/are suited for grains cargo transport, do not have holes on the flooring to avoid pilferage and spillages, free from objectionable odor, toxic and or/ hazardous substances, and foreign matters/dirt that may cause damage and/ or adulteration/contamination of the rice stocks.
- j. The CONTRACTOR shall provide trucks with drivers and/or representative who are authorized to sign documents and constituted as agent or attorney-in-fact of the contractor.
- k. The CONTRACTOR shall provide sufficient tarpaulin covers for truck/s to protect the cargoes from the elements as well as the necessary logistics to ensure continuity of the hauling operations. Tarpaulin covers should be long enough to protect the cargo.
- l. The CONTRACTOR shall provide a truck helper at his own account.

- m. The CONTRACTOR shall be responsible for the hiring and payment of arrastre and stevedores at the loading and discharging ports.
- n. The cargo shall be loaded, stowed and discharged by stevedores appointed by and for account of the CONTRACTOR/vessel owner. Stevedores shall work under the supervision of the master who will be responsible for proper and diligent stowage. Any damage made by stevedores to the vessel shall be settled directly between the CONTRACTOR and the stevedores.
- o. Stevedores shall work under the supervision of the CONTRACTOR thru the vessel master. NFA is not responsible for any negligence, default or errors on judgment of the stevedores. Any damages to vessel by stevedores, however, NFA shall assist CONTRACTOR/vessel owner in its best ability to obtain a reasonable settlement from stevedores if any damage so happened. If stevedores fail to comply with master's instruction/direction, the master shall immediately report the matter to NFA requiring the correction of stowage, etc., or whatever without delay.
- p. The CONTRACTOR shall be liable for any loss in bags and/or damage to the grains/cargoes/containers of NFA under its custody for any cause whatsoever not imputable against NFA. Such grain/cargoes/containers are considered under the custody of the CONTRACTOR reckoned immediately from the time of loading of same to the vessel at the port of origin up to the time said cargoes are completely unloaded at the discharge port, delivered at NFA receiving warehouse and duly acknowledged as received by the NFA stock accountable officer at the receiving warehouse.
- q. The CONTRACTOR shall secure Marine Open Policy (MOP) from GSIS to cover the cargo consisting of more or less 400 bags of rice and the corresponding Empty Sacks Containers per shipment in favor of NFA.

VI. RESPONSIBILITIES OF NFA

- a. After receipt by the CONTRACTOR of the Notice to Proceed, NFA Cagayan shall issue the Notice to Load on a per trip/volume basis, as coordinated with NFA Isabela and the CONTRACTOR.
- b. The NFA shall always load each nominated vessel a full cargo provided however, that short loading by ten percent (10%) or less of vessel's full cargo capacity shall be allowed and deemed as full loading and no dead freight therefore shall be charged.
- c. The NFA authorized personnel shall conduct inspection of the vessel prior to the loading and accomplish the pro forma Vessel Inspection Report. Vessel Master/Captain and the NFA Provincial Managers of Cagayan and Isabela shall be furnished with a copy of said report. No loading shall be undertaken until the findings as contained in the inspection report if any, are complied with.
- d. The NFA shall issue the corresponding documents covering the loading/unloading and shipment of stocks such as Warehouse Stocks Issue (WSI), Warehouse Stocks Receipts (WSR) and the Bill of Lading.
- e. NFA shall inspect the sealed condition of stocks upon opening of hatches at unloading port.
- f. The NFA shall provide checkers and spillage collectors under NFA's own account.
- g. The NFA shall have the option to provide military escort, security guards or civilian escorts, but this shall not however be interpreted as exempting, diminishing or mitigating the liabilities of the CONTRACTOR on any shortage that may be incurred while the cargoes/grains/containers of NFA are under the CONTRACTOR's custody.

- h. For services rendered, the NFA shall pay the CONTRACTOR the rate per bag inclusive of VAT based on the actual volume transported to destination and shall not be subject to increase, as follows:
- i) The intake weight as per Bill of Lading, Free-In-Out-Stowed and Trimmed (FIOT) after deducting the losses, shortages and damages, if any shall be the basis for computing the freight which is payable at NFA Provincial Office, Tuguegarao City.
 - ii) Payment shall be made on a per trip/voyage basis within fifteen days upon presentation of complete documents subject to usual accounting and auditing requirements, as follows:

First billing - Notice of Award, Contract Agreement, Notice to Proceed, Notice to Load and Statement of Billing supported by the Bill of Lading, Warehouse Stocks Issues (WSIs) and Warehouse Stocks Receipts (WSRs).

Succeeding billing - Notice to Load and Statement of Billing supported by the Bill of Lading, Warehouse Stocks Issues (WSIs) and Warehouse Stocks Receipts (WSRs).

VII. SPECIAL PROVISIONS

1. The NFA may reduce or increase the volume contracted based on any revision of the operational plan.
2. Only those vessels enumerated in the submitted list of vessels of the Contract shall be allowed to be loaded with stocks for shipment. However, subject to the approval of the NFA's Regional Director, substitution of vessels may be allowed; in which case, the CONTRACTOR, within three (3) days from receipt of the Notice to Load, shall submit to NFA a formal request for substitution, citing the reasons for the substitution, and attaching the following documents/certificates issued by the Maritime Industry Authority (Marina) or the Philippine Coast Guard (PCG), whichever is applicable:
 - i) Vessel Certificate of Ownership
 - ii) Vessel Certificate of Philippine Registry
 - iii) Latest Certificate of Inspection/Cargo Ship Safety Certificate
 - iv) Coastwise or Baywise license, whichever is applicable
3. The NFA shall not be responsible for delays in loading and unloading on account of force majeure, typhoons, and inclement weather, labor disputes, port congestion, and other factors beyond its control.
4. The vessel(s) shall be sealed in the presence of the NFA's representative(s) and CONTRACTOR's representative(s). Upon unloading at the receiving port, the authorized personnel of the receiving NFA Provincial Office shall inspect the seals and condition of the stocks.
5. The seals shall be broken only at the port of destination also in the presence of the authorized personnel of the receiving NFA Provincial Office and the CONTRACTOR's representative.
6. The CONTRACTOR's truck(s) shall also be sealed in the presence of the NFA's representative(s) and CONTRACTOR's representative(s). Upon unloading at the receiving NFA warehouse, the authorized personnel of the receiving NFA Provincial Office shall inspect the seals and condition of the stocks. The truck seals shall also be broken only at the receiving NFA warehouse in the presence of the authorized personnel of the receiving NFA Provincial Office and the CONTRACTOR's representative.
7. The CONTRACTOR shall be responsible/liable for any shortages in the number of bags whether or not the seals are broken/tampered upon receipt of the stocks at the port of destination and/or at the NFA receiving

warehouse. However, if the seals are broken or tampered with, the CONTRACTOR is liable for any shortage both in the number of bags and in weight.

Payment of losses (lost cargo) shall be based on the NFA's replacement cost and shall be made through the following schemes and prioritization:

- a. Deduction from freight claim voucher;
 - b. Cash Payment
 - c. Payment-In-Kind (PIK) or replacement with good or better quality stocks of the same type and specifications based on the NFA's consumer's price or replacement cost, whichever is applicable.
8. While under the vessel owner's/contractor's custody, any losses or damages to any of the grains cargoes/containers not attributed to the NFA's fault shall be deemed the vessel owner's/contractor's liability.
9. The NFA claims for losses shall be determined on the number of bags intake at loadport less the number of bags received at receiving NFA warehouse (original good bags plus the original MTS recovered during the rebagging of busted bags). The number of MTS issued and utilized for the replacement of busted bags should be closely and strictly monitored/accounted by the NFA disport personnel.
10. In the case of damaged stocks:
 - a. If the cause of damage is determined to be the CONTRACTOR's liability and acknowledged as such, the CONTRACTOR shall pay the damages and the subject damaged stocks shall be turned over to the CONTRACTOR upon settlement and/or payment.
 - b. If the liability for the cause of damage is disputed by the CONTRACTOR, freight claims equivalent to the estimated amount of damaged stocks based on book value or the NFA's consumer's price, whichever is higher shall be withheld by the NFA until liability for the damaged stocks has been settled by the GSIS.
11. In the case of excess number of bags:
 - a. Any excess in the number of bags loaded in the vessel shall be understood to remain to be the property of the NFA.
 - b. The CONTRACTOR or its authorized representative shall be obliged to deliver or turnover the same to the receiving NFA Provincial Office.
 - c. Failure on the part of the CONTRACTOR or its authorized representative to deliver or turn over the excess number of bags to the receiving NFA Provincial Office shall subject the CONTRACTOR or its representative to criminal or civil liability or both as the NFA may deem proper to protect its interest.
12. Should the vessel nominated/substituted by the CONTRACTOR is not ready to load (whether in berth or not) on or before the date scheduled, or if the vessel is expected to be delayed for more than two (2) days after the date she is stated to be ready to load a scheduled cargo, NFA shall issue a written notice to the CONTRACTOR that NFA has opted to cancel the CONTRACTOR's nominated vessels and plans to substitute another vessel not belonging to the CONTRACTOR to ship such scheduled cargo.

Should the hiring of substitute vessel materialized, the CONTRACTOR shall pay the difference in freight rate plus a penalty of 15% of the freight of the cargo not loaded by the substitute vessel. If the rate is lower or the same as the CONTRACTOR's rate, only the penalty shall be imposed.

13. The NFA reserves the right to enter into an agreement with other persons/entities for the same voyage(s), if the NFA later finds the CONTRACTOR to be incapable of undertaking its obligations under the Contract or when public interest so requires.
14. The CONTRACTOR shall be responsible for loss of or damage to the rice cargo in case the loss, damage or delay has been caused by the improper or negligent stowage of rice cargo, or by personal want of due diligence on the part of the CONTRACTOR to make the vessel in all respects seaworthy and to ensure that she is properly cleaned, manned, equipped and supplied, or by the personal act or default of the CONTRACTOR or their manager. And the CONTRACTOR/vessel owner shall be responsible for loss or damage or delay arising from the neglect or default of the Master or crew or some other persons employed by the CONTRACTOR/vessel owner on board or ashore, or from unseaworthiness of the vessel on loading or commencement of the voyage or at anytime whatsoever. Damage caused by contact with or leakage, smell or evaporation from other goods or by the inflammable or explosive nature or insufficient package of other goods shall be considered as caused by improper or negligent stowage for which the CONTRACTOR is responsible.

VIII. LAYDAYS (Loading/Unloading Time)

1. Customary Quick Despatch (CQD)
2. No Demurrage/Despatch

IX. NOTICES

In order to ensure proper coordination and timely shipment of the cargo, issuance of notices shall be required as follows:

1. NFA Region 2 to issue the Notice to Proceed upon CONTRACTOR'S filing of the required Performance Security and signing of the Contract for Shipping Services for the CY 2019 shipment of rice from the ports of San Vicente, Sta. Ana, Cagayan to NFA Warehouse, Palanan, Isabela. The Notice to Proceed shall indicate the total contracted volume and amount; and the effectivity of the Contract.
2. NFA Cagayan to issue Notice to Load on a per vessel per cargo/volume basis to the CONTRACTOR based on planned or unplanned schedule of shipment. The Notice to Load shall indicate among other details, the required time of arrival of the vessel at the loading port and the volume/quantity and description of stocks to be loaded as cargo.
3. The CONTRACTOR shall then notify NFA in writing of the vessel's ETA at load port, stating actual time/date of last sail at discharge port and declaring the quantity of cargo loadable, at least 72 hours prior to vessel's arrival. Upon arrival of vessel at port, the CONTRACTOR/vessel owner shall give NFA 12 hours to ready the cargoes.
4. NFA Cagayan to immediately issue pro-forma Notice of Stocks Dispersal to NFA Isabela upon loading of the vessel, including the actual time of departure from load port and ETA of the vessel at unloading port.
4. Upon arrival at the discharge port, the CONTRACTOR shall within 12 hours notify the NFA personnel in Palanan, either in writing or by telephone or any fastest means, of the vessel's actual arrival.

X. INSURANCE AND CLAIMS

1. Insurance of cargo shall be secured by the CONTRACTOR in favor of NFA without prejudice to the obligations and liabilities of the CONTRACTOR under this Contract.
2. Equivalent amount of claims from insurance shall be withheld from the freight payable to the CONTRACTOR, pending receipt of indemnity from the insurance agency.

XI. FORCE MAJEURE

1. Neither the NFA nor the CONTRACTOR shall be responsible for the consequences of any strikes, lock-outs and other industrial disturbances, war or warlike operations, fire, earthquake, explosion, flood, storm, perils of the sea, acts of God, accident, rules or orders issued by any government authority or other similar situation preventing or delaying the fulfillment of any obligations under this Contract. However, the determination of force majeure shall be subject to certification/determination of the appropriate agencies or NFA office nearest to load/disport where such force majeure exists.
2. If there is a force majeure situation affecting the discharge of the cargo on or after the vessel's arrival at or off the discharge port and the same has not been removed within 48 hours, NFA shall have the option of ordering the vessel to a safe port where she can safely discharge without risk of being detained by such force majeure situation affecting discharge. On delivery of the cargo at such port, all conditions of the Contract and of the Bill of Lading shall apply, and the vessel shall receive the same freight as if she had discharged at the original port. If the distance of the substituted port exceeds 100 nautical miles, the freight on the cargo delivered at the substituted port shall be increased in proportion.
3. The Master shall not be required to load cargo or to continue loading or to proceed or to sign Bill(s) of Lading for any venture or any port at which it appears that the vessel, her master and crew, or her cargo will be subjected to any of the above-mentioned force majeure situations or to war risks (the meaning of which includes by any organized body, sabotage, piracy and any actual or threat of war, hostilities, warlike operations, civil war, civil commotion, or revolution).

XII. DURATION OF THE CONTRACT

The Contract for the Shipping Services for the CY 2019 shipment of rice from the port of San Vicente, Sta. Ana, Cagayan to NFA Palanan Warehouse, Palanan, Isabela shall be in full force and effect on upon receipt of Notice to Proceed by the CONTRACTOR from January -December 2019, or upon completion of the shipment and delivery of the awarded volume depending on actual operational requirements for the contract period, **whichever comes first**.

XIII. CONTRACT IMPLEMENTATION AND TERMINATION

The contract implementation and termination shall be subject to the provisions of Section 42 of the Revised IRR of RA 9184, prescribing the rules and guidelines for the implementation and termination of government procurement contracts.

XIV. ENTIRETY CLAUSE

1. This General Guidelines are deemed integral part of the contract and shall be understood to contain all the agreements between the NFA and the CONTRACTOR.

2. All submitted bid documents shall also be considered integral part of the contract.
3. No alterations, amendments, and/or modifications to the contract shall be considered valid unless contained in a duly notarized document as agreed upon and signed by the parties therein.

XV. NON WAIVER

The failure of NFA to insist upon the contractor a strict performance of any of the terms and conditions, and covenants thereof, shall not be deemed a relinquishment of any right that NFA may have, nor shall it be construed as a waiver of the terms and conditions and covenants thereof, which shall continue to be in full force and effect. No waiver by the NFA of any of its rights under this agreement shall be deemed to have been made unless expressly reduced in writing and signed by NFA's duly authorized representative/s.

XVI. VENUE OF ACTIONS

Legal actions arising out of, or relating to this contract shall be filed only with any of the competent courts of Santiago City, Philippines.

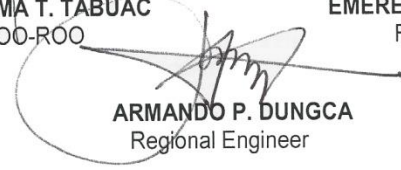
PREPARED BY:

NFA R-02 EVALUATION COMMITTEE


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RECOMMENDING ADOPTION AND APPROVAL:

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Member


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Member


CORAZON C. PANGAN
Member


ANTONIO M. MACATO
Vice-Chairperson/Presiding Officer

(on leave)
LESLIE A. MARTINEZ
Asst. Regional Manager II/Chairperson

APPROVED:


ROCKY L. VALDEZ
Regional Manager II/HoPE
Date _____

TECHNICAL SPECIFICATIONS

Date: December 17, 2018

RFQ: NFA R-02 BAC-L-02-2018

Mr. ANTONIO M. MACATO

BAC Vice-Chairman/Presiding Officer

NATIONAL FOOD AUTHORITY R-02

Santiago City

Gentlemen:

After having carefully read and accepted the Terms and Conditions, I/we submit our compliance to the Technical Specifications for the Procurement of 2019 Shipping Services for the Dispersal of Six Hundred (600) bags Rice from NFA Gonzaga, Cagayan via San Vicente Port, Sta. Anan, Cagayan to NFA Warehouse, Palanan, Isabela:

ITEM	TECHNICAL SPECIFICATIONS	Statement of compliance
I	HAS A MINIMUM CAPACITY OF 400 BAGS AT 50 KG PER BAG	
II	COMMERCIAL VESSEL AND OR MOTORIZED BOAT FOR INTER-ISLAND SHIPMENTS MUST BE IN GOOD SAILING CONDITION AND APPROPRIATE FOR LOADING AND UNLOADING OPERATION AT THE NFA DESIGNATED PORTS/PIERS	
III	THE VESSEL MUST BE SEAWORTHY	
IV	THE VESSEL MUST BE FREE FROM:	
	1. LIVE INSECTS/PESTS	
	2. OBJECTIONABLE ODORS, DROPPINGS, SPILLAGE OR RESIDUES OF THE PREVIOUSLY TRANSPORTED CARGOES	
	3. WATER AND OIL LEAKAGES	
V	4. PROTRUDING OBJECTS WHICH COULD DAMAGE THE CONTAINERS/SACKS (e.g. nails, wires or any pointed metal or wooden objects)	
	THE VESSELS MUST HAVE EFFICIENT GASKET/TARPAULINS, AND DUNNAGE FOR CARGO STOWAGE	
VI	VESSEL/S MUST BE SUITABLE AND SAFE FOR NFA CARGOES (RICE AND PALAY)	

Submitted by:

Name and Signature of Authorized Sinatory

Position

Name of the Bidder