

Clarification # 3

RFP # 2011/L002 - LNG Floating Storage & Regasification Terminal

October 27, 2011

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1	BOD Section 5.3 notes that a geotechnical subcontractor was slated to perform marine geotechnical investigation work in 2006. Please advise name of the subcontractor.	The geotechnical report that was prepared by Jentech Consultants Ltd. in 2006 for the proposed onshore LNG terminal in Port Esquivel is available for downloading from the website: www.cabinet.gov.jm/procurement/lng .
2	BOD Section 5.4 refers to a recent survey carried out on behalf of WINDALCO. Please provide this survey.	This is a private report developed for WINDALCO and is not publicly available at this time.
3	The minimum size of QRH being specified (180 tonne) is not common. Typically QRH SWL is 150 tonnes. Please clarify.	This is correct. Therefore, the specification for the Quick Release Hooks (QRH) from Section 3.4.4 of the Basis of Design, which was included in the RFP as Attachment 2, is modified as follows: <i>The quick release hooks shall have as a minimum, a Safe Working Load (SWL) equal to or greater than the Minimum Breaking Load (MBL) of the mooring lines used onboard the FSRU and range of supply LNGCs but not less than <u>150</u>-tonnes.</i>
4	BOD Section 12.4.a.i requires pipeline cover of 1 m. Attachment 04 'Pipeline & ORF Scope' Section 8.2.8 requires 2 m cover. Please clarify.	The requirement of 1 m cover on top of the pipeline shown in Section 12.4 Basis of Design, which was included as Attachment 2 of the RFP, is correct. All other references to minimum pipeline cover should conform to specifications listed in

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		the Basis of Design.
5	<p>Please make available the reports referenced in the BOD, in particular:</p> <p>[1] "JEP Power Barge Final EIA" by CL Environmental Co. Ltd. Dated April 2005</p> <p>[2] Ref: 2006/585/A "Mustang Engineering LNG Import Plant Port Esquivel, St. Catherine-Geotechnical Investigation" by Jentech Consultants Ltd. Dated 2006</p> <p>[3] Document CD*PRJ 1032/05 "EIA for the Construction and Operation of a Temporary Barge Unloading Facility at Rocky Point, Clarendon by Jamalco" by Conrad Douglas and Associates, Ltd. Dated January 2007.</p> <p>[4] "LNG-MUSTANG FEED Environmental Impact Assessment" by Smith Warner International Ltd. Dated January 2007.</p>	<p>The requested reports are available as follows:</p> <p>[1] "JEP Power Barge Final EIA" by CL Environmental Co. Ltd. Dated April 2005 http://www.clenvironmental.com/attachments/032_JEP_New_Barge_Draft_EIA_April_202005_.pdf)</p> <p>[2] Ref: 2006/585/A "Mustang Engineering LNG Import Plant Port Esquivel, St. Catherine-Geotechnical Investigation" by Jentech Consultants Ltd. Dated 2006 This report is available for download at www.cabinet.gov.jm/procurement/lng.</p> <p>[3] Document CD*PRJ 1032/05 "EIA for the Construction and Operation of a Temporary Barge Unloading Facility at Rocky Point, Clarendon by Jamalco" by Conrad Douglas and Associates, Ltd. Dated January 2007. http://www.nepa.gov.jm/eias/Clarendon/Rocky_Point/Jamalco-Barge/Jamalco-Temporary-Barge.pdf)</p> <p>[4] "LNG-MUSTANG FEED Environmental Impact Assessment" by Smith Warner International Ltd. Dated January 2007. This report is available for download at www.cabinet.gov.jm/procurement/lng.</p>
6	For bidders originating in the U.S., the bid date is two days after the	Please refer to Addendum # 2 issued on Friday, October 21, 2011 and posted on the

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	Thanksgiving holiday. Request 10 day extension.	website at: www.cabinet.gov.jm/procurement/lng for specifics of the revised bid submission schedule and RFP process.
7	For the purposes of the infrastructure construction (dock, pipelines, dolphins, etc.), please clarify that the bid price is to exclude all customs, duties, GCT, taxes, fees, etc.	<p>As referenced in BDS 14.7:</p> <p><i>Bid Prices should be presented as net of all custom duties or fees, transfer taxes stamp duties and general consumption taxes. If any custom duties or fees, transfer taxes, stamp duties or general consumption taxes or similar imposts are levied during the term of the TUA, then Bid Prices shall be adjusted to compensate for such customs duties or fees, transfer taxes stamp duties or general consumption taxes or similar imposts imposed.</i></p> <p><i>The Bidder is responsible for all corporate taxes and withholding taxes with respect to earnings from and operations of the Project and services provided throughout the term of the TUA.</i></p>
8	Timely issuance of the Permits for the project is critical. Please confirm that the Procuring Entity will assist the successful Bidder with the Permit process.	The Ministry of Energy & Mining (MEM) will provide assistance to the selected bidder in coordinating with the other relevant departments, regulatory bodies or agencies of the GOJ, to assist in the procurement of the required permits related to this project, as allowed under the laws of Jamaica.

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9	In the event of a delay of the Permit approvals, through no fault of the Contractor/Bidder who will be responsible for costs incurred or loss of revenue.	This situation should be covered in the Terminal Use Agreement between the bidder and the Jamaica Gas Trust (JGT).
10	Can the Procuring Entity assure Bidders that Permits will be approved/granted for the type of work to be undertaken – example: trenching for pipelines, dredging of submerged reefs in the main channel?	Please see response to Item # 8 above.
11	Were there any approved permits for the originally proposed LNG terminal. Please provide.	No permits were obtained for the previously planned onshore LNG terminal.
12	Was there a completed EIA for the originally proposed LNG terminal. Please provide?	The EIA prepared for the previously planned onshore LNG terminal at Port Esquivel is available for download at : www.cabinet.gov.jm/procurement/lng
13	Is there any existing information on the pipeline that runs from the spread mooring to the power plant?	Any information for this facility and pipeline was developed by Jamaica Energy Partners, a privately-held Independent Power Producer (IPP) which operates the two power barges at Old Harbour. This information is not publicly available.
14	Are there any as-built drawings of that installation?	Please see response to question # 13 above.
15	What size is that existing pipeline?	Please see response to question # 13 above.
16	Is the existing pipeline buried?	Please see response to question # 13

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		above.
17	Who was the installation contractor at that time?	Please see response to question # 13 above.
18	<p>In item 4.5 of the Instruction To Bidders (ITB) document, it is stated that the process is open only to pre-qualified bidders. Therefore, I would like to kindly request you for the following pre-qualification information:</p> <ul style="list-style-type: none"> • Pre-qualification criteria: which are the technical and commercial points that our company must comply with in order to be pre-qualified? What documentation is requested to be presented within the pre-qualification dossier? • What is the pre-qualification dossier delivery deadline? • What are your sealing and marking requirements for this pre-qualification dossier? 	<p>There are no pre-qualification requirements as clarified in BDS 4.5, which amended ITB 4.5.</p> <p>The RFP documents which are available on the website: www.cabinet.gov.im/procurement/lng describes all of the requirements for the bidders to submit a compliant bid submission.</p>
19	<p>Attachment 02 – Basis of Design makes reference to Geophysical and Geotechnical Data In particular References [1], [2], and [14].</p> <p>Can you send (or publish on the GOJ website) these reports, even if the available information is limited.</p> <p>Any soils information can be useful for estimating a price for the regas</p>	<p>[1] refers to an EIA conducted for the JEP Power Barge at Old Harbour in 2005. This document can be located at: http://www.clenvironmental.com/attachments/032_JEP_New_Barge_Draft_EIA.April_202005_.pdf</p> <p>[2] and [14] refers to a geotechnical survey and an EIA carried out for the proposed onshore LNG Terminal at Port Esquivel.</p>

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	<p>terminal.</p> <p>As you know, the type and cost of the foundations, dredging costs, the pipeline trenching costs and all dependent on the type and properties of the existing soils.</p>	<p>Both of these last two items can be located on the website at:</p> <p>www.cabinet.gov.jm/procurement/lng</p>
20	<p>I would like to know if the pre-bid meetings attendance is mandatory for proposal submittal?</p>	<p>As noted in the announcements for the Pre-Bid meetings, attendance at the Pre-Bid meeting is not a pre-requisite to submitting a proposal for this RFP.</p>
21	<p>Confirm that only one subsea pipeline is required from the SRT to the JPS facility.</p>	<p>The current plan is for a single pipeline to be installed from the LNG Storage & Regasification Terminal (SRT) berth to an Onshore Receiving Facility (ORF) to be located on JPS' property located in Old Harbour. From this ORF, the natural gas will be distributed to the end-users through an onshore natural gas pipeline network which will be the subject for a separate RFP.</p>
22	<p>Is there preliminary size available (diameter and wall thickness) for the subsea pipeline, so that Bidders base their proposal on a common criteria.</p>	<p>It is the responsibility of the potential bidders to propose a design of the subsea pipeline (i.e. line size, wall thickness, etc.) based on their proposed location of the LNG Storage & Regasification Terminal (SRT) berth in relation to the location of the Onshore Receiving Facility (ORF) on JPS' property at Old Harbour. The design conditions for this subsea pipeline are outlined in Section 12 of the Basis of Design document.</p>

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23	<p>Is it envisioned that there will be an even split, down the middle or otherwise, of the USD 100 million cash collateral and the letters of credit for the Jamaica Gas Trust company between the gas supplier and the infrastructure (FSRU) service provider?</p>	<p>Each of the LNG Supplier and the Infrastructure Provider will be provided with USD 100 million in credit support from the JGT. The composition of credit support provided to the LNG Seller and the Infrastructure Provider (i.e., % Letter of Credit vs. % cash collateral) is under consideration by the LNG Steering Committee.</p>
24	<p>Attachment 8, Section 2.11 requires that FSRU “shall be capable of” receiving 157,000 m3 at one continuous loading.</p> <p>This implies that the FSRU shall be 157,000 m3 or larger</p> <p>Bid Evaluation Criteria 4.2 allows storage volumes less than 145,000 m3.</p> <p>Please clarify the intent.</p>	<p>The referenced sentence comprising the second paragraph of Section 2.11 of the Jetty Design Philosophy, which was included as Attachment 8 of the RFP document, is to be deleted in its entirety as it is inconsistent with the design parameters listed in the Basis of Design and other technical specifications included in the RFP.</p>
25	<p>With reference to Section III of Part 1, Bidding Procedures, for a specific criterion, will the Procuring Entity interpolate the scores between each sub-category?</p> <p>In particular will interpolations be made for Categories 2.1, 2.2, and 2.3?</p>	<p>The Government of Jamaica Procurement Guidelines allow Evaluation Teams the flexibility to score anywhere between the minimum and the maximum values shown for some individual evaluation criterion depending upon their assessment of the material presented the bidder’s proposal.</p>