MINISTÉRIO DO PLANEAMENTO
E INVESTIMENTO ESTRATÉGICO
IX GOVERNO CONSTITUCIONAL

CNA
Comissão Nacional de Aprovisionamento

DESIGN, BUILD AND FINANCE (DBF) OF SUAI SUPPLY BASE (SSB)
TENDER/039/MPRM-2025
CLARIFICATION NO. 5
27 June 2025

S.N.	Questions/Queries	Answers/ Responses
1.	Section II – Proposal Data Sheet (PDS): ITP 36.1 & 22.1, P41 The deadline for Proposal submission is: Date: 21/July/2025 Time: 15:00 PM (Dili, Local Time) Given the large scale and complex technology of this project, involving design and preparation work in multiple professional fields, as well as coordinating financing plans with banks, more time is needed to ensure the accuracy and completeness of the bid documents. Although we have been fully committed to advancing the bidding process, we still hope to secure additional time to optimize the proposal and complete the documentation. Therefore, we kindly request your approval to extend the bid submission deadline by [4] weeks, allowing us to submit a high-quality bid file.	Extension of 3 weeks was already given. No more extensions will be given. The deadline for Proposal submission is: Date: 21/July/2025 Time: 15:00 PM (Dili, Local Time)
2.	Volume 5, Part II – Employer's Requirements Specifications, P184 The steel plate shall be rolled into cans not less than 3m long. The length of a member shall not deviate from the specified length by more than ±3mm. Our understanding: The length deviation for a single 3m-long can is ±3mm. The length deviation for a 42m-long steel pile is ±42mm. Please confirm.	The steel cans form the elements that make up the specified length of pile. The tolerance of ±3mm applies to the overall length. Therefore, for a 42m long steel pile the length tolerance should be ±3mm.
3.	Volume 5, Part II – Employer's Requirements Specifications, P183 The tube or sheet pile shall contain no visible dents. The length of tube or sheet pile in which any dent occurs shall be cut out and the ends spliced together. Working the dent to restore the cross section will not be permitted. Our suggests: Dents shall comply with clause 9.10.5.2 of API 5L 46th (a standard for oil and gas pipelines, which is more stringent than the standard for pile pipes). Specifically, the length of the dent shall be ≤0.5D, and the depth of the dent shall not exceed:	API 5L does not appear to be a referenced specification and its scope applies to "..welded steel pipe for the use of a pipeline in the transportation of petroleum and natural gas." It does not apply to structural piling applications. Pile should not arrive on site with any dents.

S.N.	Questions/Queries	Answers/ Responses
	a) 3.2mm for cold-formed dents with sharp-bottom gouges; b) 6.4mm for other dents. Please confirm	
4.	Volume 5, Part II – Employer's Requirements Specifications, P183 The Contractor shall arrange for steel in the piles to be inspected, tested, and branded under the supervision of an internationally accredited authority acceptable to the Employer or by a qualified responsible metallurgist. The Contractor shall arrange for copies of certificates to be forwarded to the Employer, with such schedules or other documentation which permit identification of the steel so tested and branded. Testing at the source of supply shall cover all specified requirements relating to physical properties and chemical analysis. Our understanding: A third party is present at the steel mill's facility to witness the production and testing of coils/plates. After the coils/plates arrive at the pipe mill and the pipe mill has reviewed the MTC of the coils/ plates, the pipe mill will no longer conduct additional test on the coils/plates. Please confirm	The understanding is correct.
5.	Volume 5, Part II – Employer's Requirements Specifications, P184 For machined butt joints in compression, the clearance between the surfaces shall not exceed 0.25mm for at least 60% of the bearing surfaces. Over the remainder of the surfaces, the measurable gap between the surfaces shall not exceed 1mm Our understanding: the requirements for the machined butt joints in compression are not applicable. If machined butt joints is applicable for pile pipe, please clarify and/or provide drawing to us?	Machined butt joints would apply where rolled cans are used to make up the piles.

Hermingardo Albano Soares
Executive Director of National Procurement Commission (NPC)

DESIGN, BUILD AND FINANCE (DBF) OF SUAI SUPPLY BASE (SSB)
TENDER/039/MPRM-2025

ADDENDUM NO. 5
Date: 26 June 2025

This Addendum No.5 is issued to amend following items in accordance with ITP 8.1 of the RFP document- (Section I).

<table>
<tr><th>Item</th><th>Section/Clause/ Page No. of RFP document</th><th>As is the RFP Documents</th><th>As amended in the Addendum No. 5</th></tr>
<tr><td>1.</td><td>Section 1, Volume 8, Annexure 2 Part G Offshore Shallow Gas Investigation</td><td></td><td>Additional supplementary documents (Section 1, Volume 8, Annexure 2 Part G Offshore Shallow Gas Investigation) are issued through link below: https://drive.google.com/file/d/1ghfpdqR9iYG87AlPGZHtgHQa2euNQybM/view?usp=sharing</td></tr>
<tr><td>2.</td><td>SECTION II - PROPOSAL DATA SHEET (PDS)</td><td></td><td>Section II - Proposal Data Sheet (PDS)

<table><tr><th>ITP Reference</th><th>N. Award of Contract</th></tr><tr><td>ITP 65.1</td><td>The successful Proposer shall be required to submit an Environmental, Social, Health and Safety (ESHS) Performance Security. The amount of ESHS Performance Security is 1% of contract price.</td></tr></table></td></tr>
</table>

Hermingardo Albano Soares
Executive Director of National Procurement Commission (NPC)

DESIGN, BUILD AND FINANCE (DBF) OF SUAI SUPPLY BASE (SSB)
TENDER/039/MPRM-2025

CLARIFICATION NO. 4
25 June 2025

S.N.	Questions/Queries	Answers/ Responses
1.	In Minutes of Pre-Proposal Meeting, the address for proposal submission is Conference room of NPC, Rua Avenida de Balide; in Addendum No.4, the address is NPC Patrimonio Estado, Balide. Please clarify which address shall prevail.	Please refer to RFP document section II Proposal Data Sheet, ITP 36.1 and 22.1 and Addendum No.4 issued on 23 May 2025.
2.	Volume 4, Part I - Employer's Requirements Design Criteria/8.2; OFFSHORE DATA REPORTSUAI SUPPLY BASE (SSB) PHYSICAL SURVEY CAMPAIGN – ONSHORE AND OFFSHORE GEOTECHNICAL INVESTIGATION/6.4 In volume 4, the pga is 0.4g, while in the LIQUEFACTION POTENTIAL part in the geotechnical report it is 0.25g. Please verify the PGA	The geotechnical report refers to the Indonesian Earthquake Map, where Timor-Leste is located in Region 5, with a Peak Ground Acceleration (PGA) of 0.25g. However, as clearly stated in the **EMPLOYER'S REQUIREMENTS - VOLUME 4**, and based on more detailed studies and local assessments, **the Contractor shall adopt a minimum PGA of 0.40g for the design of the Works**. Additionally, the Contractor is required to carry out a dedicated Probabilistic Seismic Hazard Assessment (PSHA) specifically for the Suai Supply Base and submit it to the Employer for review and approval. **VOLUME 4: PART II - EMPLOYER'S REQUIREMENTS (DESIGN CRITERIA); 8.2 Response Spectra** *The Contractor shall be responsible for conducting a dedicated Probabilistic Seismic Hazard Assessment for the Suai Supply Base.* *The Contractor shall submit for review and approval the PSHA. The Contractor shall adopt as a minimum peak ground acceleration (pga) of 0.40g in the design of the works.*
3.	Volume 3, Part II - Employer's Requirements Scope Works/5.5 LCT ramp	It is the responsibility of the Proposer to identify and propose the most suitable structural solution for the LCT ramp as part of its proposal. The sheet pile structure shown in Drawing No. 311015-

S.N.	Questions/Queries	Answers/ Responses
	In Volume 3, the LCT ramp adopts prestressed reinforced concrete spun piles or tubular steel piles, while in volume 6 311015-00590-MA-DWG-0108LCT RAMP TYPICAL STRUCTURE, it adopts sheetpile structure. Does the LCT ramp adopt the open pile structure or quay wall structure?	00590-MA-DWG-0108 is provided for illustrative purposes only, as noted on the drawing.
4.	Volume 3, Part II - Employer's Requirements Scope of Works/5.3.1 Main jetty: Volume 4, Part II - Employer's Requirements Design Criteria/8.2 The crane load of the Main jetty is different from Volume 3 and Volume 4. Please verify the crane load.	Agree there is a discrepancy. The deck of the Main Jetty shall be reinforced concrete and shall be designed for a deck UDL load of 40 kilonewtons/m2 (kN/m2) and be capable of supporting a 150-ton crane working load. Design load in Table VOLUME 4: PART II - EMPLOYER'S REQUIREMENTS (DESIGN CRITERIA); Table 9-2: Imposed Deck Loads, will be adjusted accordingly.
5.	Volume 3, Part II - Employer's Requirements Scope of Works/5.4 Barge jetty; Volume 4, Part II – Employer Requirements Design Criteria/8.2 The crane load of the Barge jetty is different from Volume 3 and Volume 4. Please verify the crane load.	Agree there is a discrepancy. The deck of the Barge Jetty shall be reinforced concrete and shall be designed for a deck UDL load of 40 kilonewtons/m2 (kN/m2) and be capable of supporting a 150-ton crane working load. Design load in Table VOLUME 4: PART II - EMPLOYER'S REQUIREMENTS (DESIGN CRITERIA); Table 9-2: Imposed Deck Loads, will be adjusted accordingly.
6.	Volume 3, Part II - Employer's Requirements Scope of Works/5.5 LCT ramp; Volume 4, Part II – Employer Requirements Design Criteria/8.2 The crane load of the LCT ramp is different from Volume 3 and Volume 4. Please verify the crane load.	Agree there is a discrepancy. The LCT Ramp shall be capable of supporting the 150t truck mounted crane and the loading and unloading movements of trucks for the transport of bulk cargoes and other break bulk materials. Design load in Table VOLUME 4: PART II - EMPLOYER'S REQUIREMENTS (DESIGN CRITERIA); Table 9-2: Imposed Deck Loads, will be adjusted accordingly.
7.	Volume 3, Part II - Employer's Requirements Scope of Works/5.5 LCT ramp; Volume 4, Part II – Employer Requirements Design Criteria/8.2 Clarification is required regarding the pipeline diameters and berth layout requirements for diesel,	The pipeline diameter and berth layout requirements for diesel, gasoline, and aviation fuel at the main jetty have not yet been developed. These must be fully designed and specified by the DBF Contractor as part of their scope of work.

S.N.	Questions/Queries	Answers/ Responses
	gasoline, and aviation gas at the main jetty (including whether metering facilities and related equipment should be considered).	Metering should be permitted, and all necessary safety measures and equipment must be provided. This includes comprehensive safety reviews and design verification to ensure compliance with relevant standards and operational requirements. The diameter and layout of the metering system should be determined by the DBF Contractor. This includes all topside arrangements and integration with associated systems such as mooring lines, spill containment, and pipeline alignment. The DBF Contractor is also responsible for ensuring that all interfaces are coordinated and that the final design supports safe and efficient operations.
8.	Volume 3, Part II - Employer's Requirements Scope of Works/5.5 LCT ramp; Volume 4, Part II – Employer Requirements Design Criteria/8.2 Layout detailed drawing is required for the 10KL diesel skid tank.	It is the responsibility of the Proposer to develop and include the layout of the 10KL diesel skid tank as part of its proposal. The detailed design shall be developed by the Contractor after contract award, during the design stage.
9.	Volume 3, Part II - Employer's Requirements Scope of Works The main jetty vessels have a draft of 9m, and the dredging depth at the front of the dock is also 9m, leaving no safety margin. The LCT berth has a draft of -4.0m and the vessel has a draft of -3.8m, with a relatively small safety margin. How do owners consider it? Do we need to deepen dredging?	10000 DWT Cargo vessels typically operate with drafts in the range of 7.0 to 8.5 meters. At the main jetty, the current dredging depth of -9.0mCD provides a 0.5 m static under keel clearance (UKC). However, in accordance with PIANC guidelines, the DBF Contractor is required to design for an appropriate UKC at the berth, approach channel, and turning circle,. This must account for vessel squat, tidal variations, seabed conditions, vessel movement, operational waves, dredging tolerances, and sedimentation. At the LCT berth, the nominated dredging depth of -4.0mCD provides only 0.2 m clearance, which may be insufficient. The DBF Contractor may increase the depth to at least -4.3mCD if believe that is necessary to ensure safe operations in this area only.

S.N.	Questions/Queries	Answers/ Responses
		However, the Proposer remains fully responsible for determining the appropriate UKC and corresponding dredge levels as part of their design. The Proposer shall clearly state in their tender submission: • The UKC values adopted; • The rationale behind those values; and • The impact on proposed dredging depths, if any.
10.	Volume 4 - EMPLOYER'S REQUIREMENTS (DESIGN CRITERIA)- 4.7 Sedimentation Please clarify whether sedimentation studies have been conducted for this project in the early stages? If available, please provide the relevant research report and the annual siltation reference data.	All available data has been provided as part of the tender documents.
11.	Volume 4 - EMPLOYER'S REQUIREMENTS (DESIGN CRITERIA)- 4.7 Sedimentation Please clarify the bidder proposes to cancel the requirement of "the objective of avoiding the need to carry out maintenance dredging within the first ten years" and instead consider routine maintenance dredging annually (or every 2 years) based on conventional engineering experience. The reasons are as follows: A) The preliminary studies for this project are insuffiecient, and there is no data on annual siltation volume, making it impossible to determine how much overdredging is required to ensure 10 years of maintenance-free operation. B) Conventional international projects typically adopt maintenance dredging once or twice a year to address port basin siltation issues. If a 10 year siltation depth is considered at once, it would require a significantly larger overdredging depth, which would have major impacts on pile safety, breakwater safety, and corresponding quantities. Moreover, the current data depth is insufficient to make assumptions about siltation depth, making	We acknowledge the bidder's concerns regarding the requirement to avoid maintenance dredging within the first ten (10) years of operation. The Employer appreciates the practical challenges highlighted, particularly the lack of detailed siltation data and the implications of significant over dredging on structural and cost parameters. To address these concerns while maintaining flexibility in design and operational planning, the Employer proposes the following two options for sedimentation management: **Original Requirement and Mandatory:** **10-Year Maintenance-Free Dredging** The design shall aim to avoid the need for maintenance dredging for the first ten (10) years of operation. This may involve over dredging or other engineering solutions to accommodate anticipated siltation. The Proposer shall provide a conceptual approach and assumptions used to justify the feasibility of this option, including any preliminary siltation modeling or reference project data in his Proposal.

S.N.	Questions/Queries	Answers/ Responses
	such impacts difficult to quantify at the bidding stage.	**Optional:** **Routine Maintenance Dredging (Every 2 Years)** The design may allow for routine maintenance dredging on an biennial basis, consistent with international best practices. The bidder shall submit a conceptual sedimentation management plan, including: • Estimated biennial siltation volumes; • Proposed dredging frequency and methodology; • Preliminary cost estimates and operational considerations **Evaluation Considerations:** Mandatory option (10-Year Maintenance-Free Dredging) will be considered during the Proposals evaluation. However, the Employer will also assess the technical soundness, operational implications, and lifecycle cost impacts of both approaches, if optional approach is presented. The final sedimentation management strategy will be confirmed during the detailed design phase, subject to further site-specific investigations.
12.	PART II - EMPLOYER'S REQUIREMENTS (SCOPE OF WORKS) - 1.6 List of Works for Local Participation Content Please clarify whether Timor Gap can directly supply fuel to construction vessels located in the waters within the project site?	Proposers are advised to approach TIMOR GAP, E.P. directly regarding the potential supply of fuel to construction vessels at the project site with the following address: Vicente Pinto, Director of Downstream Business Unit: Email: vicente.pinto@timorgap.com
13.	We note that the current project documentation does not include hydrological data, particularly for the southwestern water channel. Please provide the necessary hydrological reports and data sets if available. 1. Whether the water intake head fall within the project scope, and if so, please specify its precise location.	All available data has been provided as part of the tender documents. It is the responsibility of the Proposer to propose the optimal solution for the water intake location, discharge point, and associated system design: • The water intake head is within the scope of the project. The precise location shall be

S.N.	Questions/Queries	Answers/ Responses
	2. Please specify the discharge point and pathway for the concentrated brine from the RO system. 3. Please share the complete seawater quality analysis repo1t for the RO 4. system's water intake point.	proposed by the Proposer as part of the design. • Similarly, the discharge point and pathway for the concentrated brine from the RO system are to be proposed by the Proposer, considering technical, environmental, and permitting requirements. • All available seawater quality data has been provided with the tender documents. • The specific location for the system's water intake point is to be determined by the Proposer as part of the proposed design solution. Proposer to ensure that all assumptions used in your proposal are clearly documented.
14.	Please confirm whether the building's structural design will comply with Australian Building Codes, or ASCE Codes and EN 1998.	For Buildings structural design, Contractor shall comply with: • For Seismic Hazard Design Requirements: o ASCE 7-22 Minimum Design Loads for Buildings and Other Structures; o EN Eurocode 1998: Design of Structures for Earthquake Resistance; • For any other structural requirements: o Australian Building Codes - National Construction Code (NCC). In the event of an inconsistency, conflict, or discrepancy between any of the Standards, Specifications or Regulatory requirements, the most stringent and safest requirement applicable to the project shall prevail to the extent of the inconsistency, conflict or discrepancy.
15.	Please provide details regarding the external utility interfaces, including: orientation of the external municipal strong and weak electrical connections of the base, voltage level and number of power supply circuits; whether fiber-optic connections wi 11 be used, and which service providers are being considered.	**1. Orientation and Connection of External Electrical Interfaces** **Strong Current (Power Supply):** All electrical power supply shall be sourced from Electricidade De Timor-Leste (EDTL) as outlined in Section 7 of the VOLUME 3, PART II - EMPLOYER'S REQUIREMENTS (SCOPE OF WORKS).

S.N.	Questions/Queries	Answers/ Responses
		The incoming municipal power supply will be received at the northern boundary of the site, where the utility substation is located **The Contractor shall make provision to receive one (1) no. 20 kV incoming supply from EDTL.** The system shall be designed with dual-circuit capability to ensure redundancy and reliability. The Contractor is responsible for all coordination, approvals, payments, and infrastructure required for connection to EDTL, including cables and support systems. **Weak Current (Low Voltage and Control Systems):** Low-voltage systems for control, monitoring, and auxiliary services shall be integrated into the electrical infrastructure. These systems will be routed through dedicated LV cable trays and ducts, coordinated with the main electrical layout. **2. Voltage Level and Power Demand** The primary supply voltage is 20 kV, stepped down as required within the facility and is to be determined by the Contractor in the design. The DBF Contractor shall: • Propose and substantiate the maximum power demand (MW) based on full-capacity operation; • Provide 30% additional capacity in all major electrical components (transformers, switchgear, etc.) to accommodate future expansion. **3. Fiber-Optic Connectivity** Yes, fiber-optic connections will be used for the site's ICT, SCADA, and automation systems. The fiber-optic location is to be determined by the DBF Contractor.

S.N.	Questions/Queries	Answers/ Responses
		4. DBF Contractor Responsibilities The DBF Contractor shall be responsible for: • Designing and constructing all electrical and ICT interface infrastructure; • Coordinate and approval of the Power and Telcom connections interface with the relevant authorities; • Ensuring compliance with all relevant international standards, Timor-Leste legislation, and EDTL requirements; • Providing temporary power supply for the construction phase.
	Will both domestic and production water be supplied exclusively via the RO desalination plant, or are alternative sources being considered?	At the proposal stage, it is assumed that both domestic and production water will be supplied exclusively via the RO desalination plant. However, during the Design stage, the Employer and the DBF Contractor may jointly explore and procure alternative sources of supply, if feasible and appropriate.
16.	Will domestic wastewater be treated using on-site facilities to meet local environmental standards before discharge?	Yes.
17.	Please clarify the amount required for the ESHS performance guarantee.	According to **VOLUME 1 - RFP FOR DESIGN-BUILD-FINANCE OF SUAI SUPPLY BASE PROJECT**, Section I - Instructions to Proposers (ITP), Item 65.1 - Performance Security: *Within twenty-eight (28) days of the receipt of notification of award from the Employer, the successful Proposer shall furnish the Performance Security and if required in the PDS, the Environmental, Social, Health and Safety (ESHS) Performance Security, in accordance with the General Conditions, subject to ITP 53.2 (b), using the Performance Security and ESHS Performance Security Forms included in Section X, Contract Forms, or another form acceptable to the Employer.* **The successful Proposer shall be required to submit an Environmental, Social, Health and Safety (ESHS) Performance Security. The amount of ESHS Performance Security is 1% of contract price.**

S.N.	Questions/Queries	Answers/ Responses
		Please refer to Addendum No.5
18.	Volume 3, Part II – Employer's requirements Scope of Works, P29, 2.10 Accommodations Buildings Please specify the number of occupants per room type (double room, single room, or other types)	Rooms shall be either Single or Double rooms. Single rooms shall accommodate one occupant, and Double rooms shall accommodate two occupants. On fly-in, fly-out type facilities like this one, the Employer is expecting: • Single Rooms: between 60–80% Preferred for long-term stays, senior staff, or to improve privacy, hygiene, and worker wellbeing. • Double Rooms: between 20–40% Often used for short-term or rotational workers to optimize space and reduce costs. The number of Single and Double rooms shall be proposed by the Proposer in their proposal, based on their experience in developing this type of facility.
19.	Volume 3, Part II – Employer's requirements Scope of Works, P39, 2.17 Fuel Loading Bay Please clarify the flow rate requirements for fuel loading.	According to Volume 3, Part II – Employer's requirements Scope of Works, P39, 2.17 Fuel Loading Bay, the facility is required to enable fuel stored in the tanks to be top-loaded into trucks for distribution to the local community. At this stage, no calculation or system design has been carried out for the Fuel Loading Bay. It is the responsibility of the DBF Contractor to determine the appropriate design flow rates during the design stage. These flow rates shall be established in accordance with applicable best practice guidelines and relevant standards, including but not limited to the Australian Standards (AS) and American Petroleum Institute (API) guidelines, to ensure safe, efficient, and compliant operations. Should the Employer have any specific operational requirements or preferences regarding flow rates (e.g., target loading times per truck or expected

S.N.	Questions/Queries	Answers/ Responses
		daily throughput), these can be further discussed to guide the DBF Contractor's design process.
20.	Volume 3, Part II – Employer's requirements Scope of Works, P37, 2.16 Fuel Tank Farm Please clarify the flow requirements for the unloading and fuel supply of ships at the wharf.	The flow requirements for unloading fuel from vessels to the Tank Farm are not fixed in advance, as they depend on several factors, namely: • Type of vessel; • Type of fuel (diesel, gasoline, aviation fuel); • Specific operational requirements for each operation. The same principle applies to fuel loading operations to vessels, where the flow rate will normally be limited by the vessel's onboard equipment. It is the responsibility of the DBF Contractor to carry out the necessary studies to determine the appropriate flow rates for each operational scenario and to propose the corresponding systems in the design. These systems must comply with operational, safety, and environmental requirements and will be subject to review and approval by the Employer.
21.	Part II – Employer Requirements (Specifications) After conducting an in-depth study of the RFP documents and relevant technical specifications, we have noted that the project scope includes large-scale rock excavation (including the excavation of aggregate material quarries). Given that blasting is typically an efficient and commonly used method for rock excavation, to ensue the accuracy and feasibility of our bid proposal, we hereby seek clarification from your esteemed organization regarding the use of blasting operations and explosives during the project implementation phase: Is blasting permitted the rock excavation and aggregate quarrying in this project? If permitted, are there specific local regulations or project-specific management requirements governing the procurement, transportation, storage, and use of explosives? We kindly request your clarification on the relevant licensing conditions, approval procedures, and technical specifications. This will enable us to develop a scientifically sound construction plan in our submission while strictly	The use of explosives in quarrying and construction activities is permitted in Timor-Leste and regulated under Decree-Law n.º 7/2020 of 19 February. This legislation establishes a legal framework governing the procurement, transport, storage, and use of explosives in Timor-Leste. However, Proposers are expected to undertake their own due diligence and make all necessary assumptions regarding the feasibility and requirements associated with the use of explosives for the purpose of preparing their Proposals. In the event that blasting operations are deemed necessary during project implementation, the DBF Contractor will be fully responsible for obtaining all required permits and approvals, as well as for ensuring compliance with all applicable national laws, regulations, and safety and environmental protection standards. The Employer does not guarantee that blasting will be approved. The DBF Contractor must therefore consider alternative

S.N.	Questions/Queries	Answers/ Responses
	adhering to safety production and environmental protection requirements.	excavation methods in their planning and risk assessment. During the execution of the DBF Contract, the Employer will provide reasonable assistance and support to the DBF Contractor, as required, in coordinating with relevant authorities. Such support will not relieve the DBF Contractor of its primary responsibility for compliance.

Hermingardo Albano Soares
Executive Director of National Procurement Commission (NPC)