



TO:	ALL BIDDERS	FROM:	Sally Alvarez de Schreiner Chief, Procurement Services Section
DATE:	15 October 2025	REF.:	ITB No. 2025-0146/POLONSKAYA 
EMAIL:		EMAIL:	procurement@ctbto.org
SUBJECT:	Clarifications No. 1 ITB No. 2025-0146 -PROVISION OF RAPID DEPLOYMENT CONTAINERS ON A CALL-OFF BASIS 		

Dear Bidders,

In reference to the Commission's Invitation to Bid No. 2025-0146 – Provision of Rapid Deployment Containers on a Call-Off Basis (the "ITB"), please find attached **Clarifications No. 1** to the raised questions in respect to the afore-mentioned ITB.

The attached Clarifications No. 1 is an integral part of the ITB documents and shall be considered in the preparation and submission of the bid.

We are looking forward to receiving your bid prior to the **submission deadline of 21 October 2025, 17:00 hours, Vienna (Austria) local time.**

Sincerely,


Sally Alvarez de Schreiner
Chief, Procurement Services Section

Attachments

1. Clarifications No. 1

Clarifications #1 to questions for ITB 2025-0146

Question	Response
1. Reference statements: How many references should be provided?	Kindly refer to page 4, Section 4, of the Instructions to bidders in which is specified 2 references.
2. Attachment 3 Price form: can the Fixed Unit Price be considered as FCA pricing?	The fixed unit price is the price of the equipment without shipment costs. So, no Incoterms in this column will apply.
3. Term 5.2.1 c in Concept Contract "customs clearance" conflicts with DAP term.	Kindly note that clause 5.2.1 c of the Model Contract is an additional requirement to the standard DAP term (Incoterm 2020). This should be considered in the financial proposal.
4. Annex B Par 7 Risk Management: this seems to be an extensive requirement for a shipping container. Can you please elaborate as to the background of this requirement? 5.	The Risk Management constitute integral part of all CTBTO projects. This can be provided in the offer based on the scale of risks of the project.
6. We would like to seek clarification regarding the technical approval process for the containers prior to shipping. Our manufacturing and shipping operations are based in the XXX, which makes it logistically difficult and costly to carry out any technical modifications after shipment. To ensure full compliance with CTBTO's requirements and to avoid delays or unnecessary costs, we would like to ask whether it would be possible to arrange for a technical inspection and approval before shipping at our facility in the XXX.	As specified in TOR point 3: "Requirements", certification for airworthiness and the provision of supporting documentation are mandatory. For registered ULDs, this certification process is governed by stringent IATA standards, encompassing the entire production cycle — from materials and manufacturing to technical inspection. These responsibilities rest solely with the manufacturer. The same apply to the DBJ container, even though it represents a hybrid design, positioned between a fully certified/registered ULD and a generic cargo container. While it is not a fully IATA-encoded ULD — due to the absence of a bottom connection/fixing rail required for universal compatibility with both military and civilian aircraft — it is nonetheless designed and manufactured in accordance with IATA specifications. It also must undergo the necessary certification process for air transport approval, including assessments for fireproofing, structural integrity, and handling. In that regard kindly note that, requested inspection is not necessary. CTBTO will make basic inspection of the goods upon delivery.