No.	question catergory	Description of the questions	Reply from IO	Remarks
1	Technical Requirements	Because there will be likely some deformation before and after Panels repair (groove machining and pipe-to-panel welding), are there some dimensional tolerance or deformation requirements to be followed? If so, please kindly provide these requirements.	No deformation after groove machining. After pipe to panel welding, Panel - Flange, The shape tolerance of the flanges shall remain within +/- 2 mm.	
2	Technical Requirements	Is it possible to apply the same method and criteria as VVTS and STS to verify the complete removal of silver coating? The VVTS method was instructed to CNPE for STS repair via the procedure (ITER_IDM_AXT9TQ_v1.3) in which the two methods (visual check and wipe test) are described in page#16 and #17.	No. Refer the requirement in slide 25 of 'Appendix_1_CTS_Repair_Remanufacture_Scope_of_Work'. Contractor shall develop and qualify the method to ensure the silver coating completely removed in all the surface. Justification showing that silver coating will be completed removed shall be part of the qualification process. No Chlorine or cavities remain on panel surface including the threaded holes where the stud bolts were removed in W8.	
3	Defect treatment	There will be probably some defect deeper than 2.5mm into the base metal. If so, is it possible to apply weld repair to recover the thickness after defect removal of more than 2.5mm, rather than to trigger a remanufacturing process?	Any dent/scratch or surface damaged more then 2mm deep shall be repaired with welding following by polishing and PT test.	
4	Drawing Information	It is requested to provide a quotation for 'UCTS Feeder Shroud PF3' in the Annex III: Pricing Sheets. But, the drawing of 'ECTS Feeder Shroud PF3' is provided in Appendix 2 of Annex 1, instead of the drawing for UCTS PF3. Please kindly clarify and provide the proper drawing.	Please find the UCTS Feeder Shroud PF3 drawing in the attached document 'UCTS_CYLINDER_D_FEED_SHR_DRW_2#W6FX4H_ADLR3Y_v1".	
5	Manufacturing Jigs and Fixtures	There should be some special jigs and fixture already designed and fabricated for CTS components manufacturing. To save cost, is it possible for IO to provide those jigs and fixtures for this repair and remanufacturing task? If those tools are not available, is possible for IO to provide the drawing of those tools for reference?	For the market survey, please consider the all the cost in the quotation. We will list the special jigs and fixtures to be provided by IO in the call for tender package.	
6	Transportation Jigs and Fixtures	Will the original/existing transportation frame be delivered together with Panels to the Contractor's premise? If so, the contractor just needs to consider some auxiliary transportation tooling/jigs/fixture, which is also benefit for cost control.	The panels are currently remain in the boxes with the original/existing transportation frame.	
7	Heavy Cargo Transportation	There are a total of 70 wooden crates containing CTS components, with 15 of them already unpacked. The contractor is responsible for repacking these 15 components, which is clearly stated in the documentation. However, it is not specified whether the contractor is also responsible for transporting the 70 wooden crates to the sea port, as well as handling the sea and land transportation to the contractor's facility. Clarification on these responsibilities is needed.	Please refer slide 17 of 'Appendix_1_CTS_Repair_Remanufacture_Scope_of_Work', the Contractor shall transport 70 wood boxes from IO warehouse (Located in Port saint-Louis-du-Rhône and IO worksite) to the Contractor's workshop. Around 15 wooden boxes were already opened. Contractor to provide the new packages for transportation. Shock and tilt watches to be attached to the packages. It is the Contractor responsibility to repacking 15 wooden boxes and transport total 70 wooden boxes from IO warehouse to the Contractor premise.	