

Section II: Schedule of Requirements

eSourcing reference: ITB/2021/34583

A. Summary of Requirements

UNOPS requirements are comprised of the following lots:

- **Lot 1:** A 15 Ton-Capacity double ended ferry with a fully welded or modular hull and propulsion provided by **one (01)** azimuth thruster mounted on the main deck
- **Lot 2:** A 15 Ton-Capacity double ended ferry with a fully welded or modular hull and propulsion provided by **two (02)** azimuth thrusters mounted on the main deck
- **Lot 3:** A second-hand (used) 15 Ton-Capacity double ended ferry with a fully welded or modular hull and propulsion provided by either **one (01) OR two (02)** azimuth thrusters mounted on the main deck

B. Technical specifications for Goods and Comparative Data Table

Lot No 1: a double ended ferry with a fully welded or modular hull and propulsion provided by one azimuth thruster mounted on the main deck.

Item No	UNOPS minimum technical requirements	Quantity	Is bid compliant? Bidder to complete	Details of goods offered. Bidder to complete
1	Double ended ferry with single (01) deck mountable propulsion unit		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
	<p>Dimensions: Length of pontoon (excluding boarding ramps): 10 m (+ - 0,5 m); Length o.a: 16 m (+ - 0,5 m)</p> <p>Beam Pontoon: 8 m (+- 0,5); Beam o.a: 10 m (+ - 0,5 m)</p> <p>Side depth: 1.30 m (+- 0,1m); Draft (full load of 15 tons): 1 m (+ - 0,1m)</p> <p>Boarding ramp: - Number: 2 - Length: 3 m(+,-0,1m); - Width: 4 m (+,-0,1 m);</p> <p>When the ferry is at maximum load case, its draught must not exceed: 100 cm (+/- 10 cm) for a fully loaded ferry with fuel tanks at 100 per cent capacity, hereinafter referred to as "full load case".</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable

<p>The average freeboard, at full load case, should be a minimum of 45 cm (+/- 10 cm). The navigation speed should range from 9 knots (+ and – 2 knots) depending on the load of the vessel and safety navigation</p>			
<p>Hull</p> <p>The bidder can choose between two types of hull construction: a single welded piece hull or a modular hull assembled by bolts.</p> <p>The hull and superstructure of the ferry will be made of grade A marine steel or S355JR steel and profiled plates of S235 steel, or their equivalents.</p> <p>The interior of the float must be accessible through manholes located on the deck.</p> <p>The hull must have a flat bottom and vertical sides.</p>	1	<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
<p>Maximum load case 15 tons: Heavy trucks (or vehicles), Total weight (ton) 13 T Passengers with luggage and three crew members Number 20, Weight or payload 0,1; total weight (ton) 2'</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
<p>Propulsion and steering system:</p> <p>The Propulsion provided by one deck mountable propulsion unit with an azimuth thruster. The main diesel engine will be started, stopped and controlled from wheelhouse or engine canopy. The proposed characteristics of the propulsion unit as follows:</p> <ul style="list-style-type: none"> - Minimum power: 150 hp; - Engine strokes: 4 - Air suction: Turbo compressed; 		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable

<ul style="list-style-type: none"> - Number of cylinders: 6; - Total weight: Equal to or less than 1000 kg - Fuel: Diesel - Fuel capacity: minimum 0,4 ton - Electric start: 24 V direct current (Battery); - Alternator: 80A; - Propeller diameter: from 600 mm to 800 mm; - Tilt up thruster: 90° hydraulic <p>The bidder will verify by calculation that the engines they propose enable the vessel to achieve the required performance.</p>			
<p>Boarding ramp</p> <p>The boarding ramp must be articulated, with a cabled operating bracket. It must be calculated taking into the vehicle and the truck with full load (see annexed document for truck characteristics)</p> <p>The bidder must provide a calculation note confirming this performance in its technical proposal.</p> <p>The boarding ramp must be operated by hydraulic devices and possibly be fitted with davits, cables and pulleys, controlled from the wheelhouse. The energy required to operate the ramp must come from the vessel's engines. The hydraulic system must be designed in such a way that each engine is capable of operating the ramp on its own.</p> <p>There must be a device that allows the ramp to be operated manually in the event of a breakdown. The hydraulic lines must be equipped with a bypass that allows the boarding ramp to be operated manually.</p>		<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>
<p>Main deck</p>		<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Insert details of goods offered, including specifications and</p>

<ul style="list-style-type: none"> the boarding ramp fixed in the middle of the bow; a manual anchor windlass attached to a deck doubling plate on the port side bow. Its shafts will be horizontal. On the starboard bow, a bracket for manoeuvring the boarding ramp attached to a doubling plate (see Boarding ramps); two fast winches equipped with ropes will be placed on the starboard and port sides of the foredeck. a carriage platform (vehicle deck) of 3.2 x 10 m, to support an axle load of 15 tons, a foot passenger platform on each side of the carriageway; 			brand/model offered if applicable
<p>Wheelhouse deck</p> <p>The wheelhouse must have a direct view of the boarding ramps and offers an unobstructed view in all directions included the anchor winch and the vessel's mooring bollards, both forward and aft.</p> <p>The wheelhouse must have a toilet and a store/technical space. The wheelhouse is placed on top of the superstructure. The efficient layout offers an unobstructed view in all directions.</p> <p>The wheelhouse furniture will include a console for the controls, a table, a raised helmsman chair, and a chair with armrests and castors for the captain.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
<p>Railings</p> <p>Steel handrails along:</p> <ul style="list-style-type: none"> - The stairs; - Around the main deck; - Around each propulsion unit. <p>They will be made of steel tubing with a minimum diameter of 3 cm.</p> <p>For areas occupied by foot passengers, guardrails will be</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable

<p>provided for the safety of the passengers.</p>			
<p>Roof Access to the roof is provided by an interior vertical access ladder attached to the aft wall of the wheelhouse. This ladder leads to a hatch that opens from the inside. The hatch can also be used for ventilation.</p> <p>The following are installed on the roof:</p> <ul style="list-style-type: none"> • the signal mast; • daytime navigation marks; • the two navigation lights; • one raw water tank with a capacity of 1 m³ for toilets and showers; • one VHF antenna; • a set of solar panels to keep the starter and service batteries charged. 		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
<p>Maintenance area (mechanic/electrician) The vessel will be equipped with an area for one electromechanical engineer. The size of the area will allow for the storage of a table, a chair and tool boxes.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
<p>Sampling/structure Sampling is done in accordance with the Bureau Veritas standards (Rules for the Construction of Inland Navigation Vessels NR 217) and any applicable national regulations. In all cases, the builder will be responsible for the quality of the structural elements of the vessel supplied.</p> <p>The framing system, either transverse or longitudinal, is left to the discretion of the builder. All smooth plates will be made of marine grade A steel or S355JR steel and profiled plates of S235 steel, or their equivalents.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
<p>Steel Plates Hull</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and

<ul style="list-style-type: none"> - General bottom shell: 6 mm; - Forward bottom shell (beaching area): 8 mm; - Bilge plating: 6 mm; - Side shell plating: 6 mm; - Collision and aft bulkheads: 6 mm; - Other bulkheads: 6 mm; 			brand/model offered if applicable
<p>Propulsion system:</p> <p>The propulsion unit will be controlled and monitored from the wheelhouse and from engine canopy.</p> <p>In the wheelhouse, these panels will include visible and audible alarms to signal:</p> <ul style="list-style-type: none"> - drop in lubricating oil pressure; - rise in the temperature of the cooling water; - drop in the electrical charge of the batteries; - exhaust gas temperature. <p>They will also include:</p> <ul style="list-style-type: none"> - a tachometer; - an hour meter; - dials indicating: <ul style="list-style-type: none"> - oil pressure; - the temperature of the primary cooling water; - the supply voltage of the starter batteries; - the current between the starter batteries and the engine (+ and -); <p>an ignition key with two positions (OFF/ON) (the engine is started from the secondary panel in the engine room by the mechanic). The third position, "preheat", is not used at our altitudes and must be deactivated.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
<p>Electricity onboard</p> <p>The on-board electricity will be a single voltage of 24 V DC negative neutral to earth;</p> <p>This self-sufficient network will comprise: a 24 V direct current that can meet all the on-board needs, based on a classic energy store: lead batteries, with</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable

<p>accessible electrolyte. The 24 V network is single wire (positive), the earth (negative) being constituted by the hull of the vessel.</p> <p>It will be composed, in particular, of:</p> <ul style="list-style-type: none"> - starter battery bank: 12 - service battery; <p>24 V inputs:</p> <ul style="list-style-type: none"> - propulsion engine alternator; - solar panel controller. <p>A protection panel (resettable circuit breakers) for the utilities, located on the dashboard in the wheelhouse, and including the following outgoing feeders:</p> <ul style="list-style-type: none"> - navigation lights; - anchor light; - corridor lighting; - search lights; - bilge pumps; - wipers; - horn; - navigational aids; - 24 V electrical socket circuit in wheelhouse; <p>This panel in the wheelhouse will also include an ammeter and a voltmeter for each battery bank.</p> <p>Necessary cables, cable trays and bulkhead fittings.</p> <p>Solar panels and accessories</p> <p>The solar panels are used to charge and maintain the starter and service battery banks at 80% of their maximum charge,</p> <p>The panels will be installed on the wheelhouse roof in a corner-moulded, welded steel frame to prevent theft. The cables will be shielded, laid in ducts and/or on cable trays and will pass through the walls in rubber protections to prevent any damage.</p> <p>Specifications of the proposed products to be attached to the bid.</p>			
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<p>Horn</p> <p>The vessel will be equipped with a foghorn with a 24 V electric compressor, and will be controlled from the dashboard. The foghorn will be installed outside the wheelhouse under the roof cap.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
<p>Navigational aids</p> <p>The supplier will deliver, install and set up the following navigational aids:</p> <ul style="list-style-type: none"> ● One echosounder ● A clock ● A barometer; ● A rudder angle indicator; ● Two temperature indicators in the engine rooms; ● A radar <p>All this equipment will be supplied in 24 V DC.</p> <p>The indicators in the wheelhouse will be harmoniously integrated into the dashboard, next to the engine monitoring dials and the battery charge controllers.</p> <p>The quality of the dashboard design will be evaluated on the basis of its ergonomics. The bidder will, in particular, ensure that the dials are legible for both the captain and the helmsman (both at night and during the day) and that reflections are avoided (e.g. by tilting the panel or applying a visor).</p> <p>The builder will equip the front of the floats with sonar probes. These probes will be equipped with devices allowing them to be cleaned from the main deck at any time.</p> <p>Description of the proposed products to be attached to the bid.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
<p>Main steering system and emergency steering</p> <p>The steering is provided with electro-hydraulic the rudder</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable

	<p>propeller of the azimuth thruster coupled to deck mountable engine who rotates 360 degrees around the vertical axis so that the thruster can perform both the propulsion and steering duties for the barge.</p> <p>For unlikely event, an emergency steering will be provided by a mechanical lever which operates directly on the shat of transmission. This option shall ensure a safe navigation and return to land point.</p>			
	<p>Deck equipment Deck equipment will include:</p> <ul style="list-style-type: none"> • three pairs of moulded double bollards on the starboard and port sides at the bow, midship and stern; • a manual windlass, installed on the starboard side of the vessel. This windlass will operate an articulated anchor weighing at least 150 kg, secured to a chain at least 40 m long with 16 mm links. The bidder will propose the anchor best suited to the conditions of the operating sites. • Two (2) fast winches equipped with 22 mm diameter ropes will be placed on the starboard and port sides of the foredeck. • Bulwarks and guard rails will be installed for the protection of the crew on the stern, starting from the front of the wheelhouse. They will have openings that include anti-chafe guards. • A sturdy belt made of steel plate, 10 mm thick and 150 mm wide, will act as a defence. It will run all around the hull at deck level. 		<input type="checkbox"/> Yes <input type="checkbox"/> No	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>

	<p>Navigation lights, signalling and lighting</p> <p>The signal mast will be fitted on top of the wheelhouse. It will be suitable for fitting halyards for day signals and lights for night signals. The stern light will be fitted at the aft end of the wheelhouse roof.</p> <p>The vessels will be equipped with all navigation lights in accordance with international Rhine regulations.</p> <p>The metal parts will be made of stainless steel and will be sealed to at least IP55 standards</p> <p>The supply voltage for the lights is 24 V.</p> <p>The lights will be placed on the roof of the wheelhouse and on the flagpole.</p> <p>The lighting will also include:</p> <ul style="list-style-type: none"> ● a searchlight installed on the roof of the wheelhouse, operated from the inside, able to rotate 360°, illuminating at least 500 m, and preferably accessible to both the captain and the helmsman; ● general lighting of the foot passenger zone; ● lighting of the boarding ramps; ● normal and inactinic wheelhouse lighting, including a 24 V power socket; ● office lighting, mechanic's room, including a 24 V power socket; ● engine room lighting. ● The installation of a foghorn and a fog bell round off the signaling requirements. <p>A complete set of spare bulbs will be provided by the builder at the point the vessel is provisionally accepted. These will be stored in the wheelhouse locker.</p>		<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>
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<p>All navigation lights, signal lights, electric equipment, electric cables etc... must be waterproof as IP55 standards and the manufacturer must be accredited with a bureau of classification (as BV, GL, LG, ABS etc...)</p>			
<p style="text-align: center;">Paint</p> <p style="text-align: center;">Rust protection</p> <p>Before painting, all sheets and sections are machine blasted (to grade S.A. x 21/2) and then coated with an anti-rust primer compatible with the subsequent paints.</p> <p>Sheets that have been pre-painted during the construction phase of the vessel. During assembly, damaged areas should be protected as soon as possible with a rust inhibitor compatible rust inhibitor. Steel elements not protected in the factory and fitted on the vessel during construction must be painted with rustproofing paint as soon as they are brought on board.</p> <p>Painting of the underwater hull</p> <p>The underwater hull, up to the height of the main deck, will be covered with two coats of epoxy paint</p> <p>Specifications of the proposed products to be attached to the bid.</p> <p>The builder will ensure that its chosen products are perfectly compatible and adhere to the application surface.</p> <p>Prior to the launch of the vessel, the delegated project manager will inspect the painting of the underwater hull and give their written approval. Any defects in the paint on the underwater hull will be corrected immediately and the launch will be delayed by 24 hours to allow for a further inspection.</p>		<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>

	<p>The anchors will also be painted with epoxy.</p> <ul style="list-style-type: none"> ● Painting of the upper works ● The decks and bilges will be painted with two coats of iron oxide minimum to achieve a minimum thickness of 150 µm. ● The external vertical upper works will be painted with one coat of rustproofing paint, followed by two coats of bi-component polyurethane to achieve a minimum total thickness of 150 µm. Specifications of the proposed products to be attached to the bid. ● The roofs will be painted with 300 µm reflective bituminous paint. Specifications of the proposed products to be attached to the bid. ● The floors, walls, doors and ceilings of the toilets/showers will be painted with two coats of a bi-component epoxy paint system. Minimum thickness 150 µm. <p>The waterline at maximum load will be indicated by a metal plate 10 cm wide and 4 mm thick, continuously welded along the entire length of the outer walls and painted in red paint.</p> <p>The four draught scales of the vessels, located according to the indications of the managing official, must indicate the draft of the hulls to an accuracy of 5 cm. The scales will be marked every 10 cm by a welded steel bar 100 mm long, 10 mm wide and 4 mm thick. The 5 cm intermediate marks will be created in the same way, but will be 50 mm long. They will be painted with white or black epoxy depending on the colour of the hull.</p>			
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<p>The paint systems proposed by the bidder will be indicated in the bid. The colours will be chosen from a colour chart by the designated representative of the project owner before being supplied to the site.</p> <p>N.B: All painting products and works must be done following the ISO 16145-3:2012 Protective coatings and inspection method.</p> <p>Cathodic protection</p> <p>Cathodic protection will be provided by zinc anodes attached to the hull.</p>			
<p>The following welding process certificates/documents must be submitted:</p> <ul style="list-style-type: none"> • WPS – Welding Procedure Specifications • PQR – Procedure Qualification Records • WQT / WPQ – Welder Qualification Test / Welder Performance Qualifications 		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
<p>The bidder's supplies must be guaranteed for a period of one (01) year from the date of provisional acceptance.</p> <p>During the warranty period, the successful bidder will rectify any defect noted and notified by the project manager or their representative, which appears after the provisional receipt of the barge including all the equipments, at its own expense (parts, labour and additional costs) on request</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable

C. Delivery requirements and Comparative Data Table

UNOPS Requirements		Is bid compliant? Bidder to complete	Details Bidder to complete
Implementation planning and	Bidder shall provide a detailed planning listing each activity and	<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details

Delivery time	its duration from contract signature to final delivery, installation and training in Guinea Bissau. The total delivery time from contract signature to final delivery shall not exceed 6 months CPT after Contract signature.		
Delivery place and Incoterms rules	CPT, Bissau Guinée-Bissau Incoterms 2020	<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details
Consignee details	Avenida Pansau Na Isna N-15, Bairro Banco, Bissau	<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details

D. Related services requirements

Service	UNOPS minimum requirements for services	Quantity	Place where services will be performed	Final completion date(s) of services
1.2	Training for four people on proper use and maintenance of the ferry: The preferred language of training is Portuguese or French. English will be an alternative. In case of english, the Bidder should get the services of an interpreter in French or Portuguese	4 people to be trained	Bissau, Guinea-Bissau	Within 8 days of arrival of equipment in-country. 3 theoretical days (knowledge of the bac and its equipment) and 05 days of practice and testing of the equipment.

E. Inspections and tests

The following inspections and tests shall be performed:

UNOPS Requirements	Is bid compliant? Bidder to complete	Details Bidder to complete
The vendor must have the goods inspected in the manufacturer's works by a competent authority and submit a test certificate and also a guarantee/warranty certificate that the goods conform to written specifications. This is at the cost of the bidder.	<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details
A pre-delivery inspection must be done by an international bureau of classification and the surveyor must verify and prove that the ferry is in good condition and meets all the requirements of a safely inland navigation. This is at the cost of the bidder.	<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details

Lot No 2: a double ended ferry with a fully welded or modular hull and propulsion provided by two azimuth thrusters mounted on the main deck.

Item No	UNOPS minimum technical requirements	Quantity	Is bid compliant? Bidder to complete	Details of goods offered. Bidder to complete
2.1	A double ended ferry with double (02) deck mountable propulsion units	1	<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
	<p>Dimensions: Length of pontoon (excluding boarding ramps): 10 m (+ - 0,5 m); Length o.a: 16 m (+ - 0,5 m)</p> <p>Beam Pontoon: 8 m (+- 0,5); Beam o.a: 10 m (+ - 0,5 m)</p> <p>Side depth: 1.30 m (+- 0,1m); Draft (full load of 15 tons): 1 m (+ - 0,1m)</p> <p>Boarding ramp: - Number: 2 - Length: 3 m(+0,1m); - Width: 4 m (+0,1 m);</p> <p>When the ferry is at maximum load case, its draught must not exceed: 100 cm (+/- 10 cm) for a fully loaded ferry with fuel tanks at 100 per cent capacity, hereinafter referred to as "full load case". The average freeboard, at full load case, should be a minimum of 45 cm (+/- 10 cm). The navigation speed should range from 9 knots (+ and – 2 knots) depending on the load of the vessel and safety navigation</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
	<p>Hull</p> <p>The bidder can choose between two types of hull construction: a single welded piece hull or a modular hull assembled by bolts.</p> <p>The hull and superstructure of the ferry will be made of grade A marine steel or</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable

<p>S355JR steel and profiled plates of S235 steel, or their equivalents.</p> <p>The interior of the float must be accessible through manholes located on the deck.</p> <p>The hull must have a flat bottom and vertical sides.</p>			
<p>Maximum load case 15 tons: Heavy trucks (or vehicles), Total weight (ton) 13 T Passengers with luggage and three crew members Number 20, Weight or payload 0,1; total weight (ton) 2'</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>
<p>Propulsion and steering system:</p> <p>The Propulsion provided by two (02) deck mountable propulsion units with an azimuth thruster. The main diesel engine will be started, stopped and controlled from wheelhouse or engine canopies.</p> <p>The proposed characteristics of each propulsion unit as follows:</p> <ul style="list-style-type: none"> - Minimum power: 150 hp; - Engine strokes: 4 - Air suction: Turbo compressed; - Number of cylinders: 6; - Total weight: Equal to or less than 1000 kg - Fuel: Diesel - Fuel capacity: minimum 0,4 ton - Electric start: 24 V direct current (Battery); - Alternator: 80A; - Propeller diameter: from 600 mm to 800 mm; - Tilt up thruster: 90° hydraulic <p>The bidder will verify by calculation that the engines they propose enable the vessel to</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>

<p>achieve the required performance.</p>				
<p>Boarding ramp The boarding ramp must be articulated, with a cabled operating bracket. It must be calculated taking into the vehicle and the truck with full load (see annexed document for truck characteristics)</p> <p>The bidder must provide a calculation note confirming this performance in its technical proposal.</p> <p>The boarding ramp must be operated by hydraulic devices and possibly be fitted with davits, cables and pulleys, controlled from the wheelhouse. The energy required to operate the ramp must come from the vessel's engines. The hydraulic system must be designed in such a way that each engine is capable of operating the ramp on its own.</p> <p>There must be a device that allows the ramp to be operated manually in the event of a breakdown. The hydraulic lines must be equipped with a bypass that allows the boarding ramp to be operated manually.</p>			<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>
<p>Main deck</p> <p>The main deck features:</p> <ul style="list-style-type: none"> the boarding ramp fixed in the middle of the bow; a manual anchor windlass attached to a deck doubling plate on the port side bow. Its shafts will be horizontal. On the starboard bow, a bracket for manoeuvring the boarding ramp attached to a doubling plate (see Boarding ramps); 			<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>

<ul style="list-style-type: none"> • two fast winches equipped with ropes will be placed on the starboard and port sides of the foredeck. • a carriage platform (vehicle deck) of 3.2 x 10 m, to support an axle load of 15 tons, • a foot passenger platform on each side of the carriageway; 			
<p>Wheelhouse deck The wheelhouse must have a direct view of the boarding ramps and offers an unobstructed view in all directions included the anchor winch and the vessel's mooring bollards, both forward and aft. The wheelhouse must have a toilet and a store/technical space. The wheelhouse is placed on top of the superstructure. The efficient layout offers an unobstructed view in all directions. The wheelhouse furniture will include a console for the controls, a table, a raised helmsman chair, and a chair with armrests and castors for the captain.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
<p>Railings Steel handrails along: - The stairs; - Around the main deck; - Around each propulsion unit. They will be made of steel tubing with a minimum diameter of 3 cm. For areas occupied by foot passengers, guardrails will be provided for the safety of the passengers.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
<p>Roof Access to the roof is provided by an interior vertical access ladder attached to the aft wall of the wheelhouse. This ladder leads to a hatch that opens from the inside. The hatch can also be used for ventilation.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable

<p>The following are installed on the roof:</p> <ul style="list-style-type: none"> • the signal mast; • daytime navigation marks; • the two navigation lights; • one raw water tank with a capacity of 1 m³ for toilets and showers; • VHF antennas; • a set of solar panels to keep the starter and service batteries charged. 			
<p>Maintenance area (mechanic/electrician) The vessel will be equipped with an area for one electromechanical engineer. The size of the area will allow for the storage of a table, a chair and tool boxes.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>
<p>Sampling/structure Sampling is done in accordance with the Bureau Veritas standards (Rules for the Construction of Inland Navigation Vessels NR 217) and any applicable national regulations. In all cases, the builder will be responsible for the quality of the structural elements of the vessel supplied.</p> <p>The framing system, either transverse or longitudinal, is left to the discretion of the builder. All smooth plates will be made of marine grade A steel or S355JR steel and profiled plates of S235 steel, or their equivalents.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>
<p>Steel Plates Hull</p> <ul style="list-style-type: none"> - General bottom shell: 6 mm maximum; - Forward bottom shell (beaching area): 8 mm maximum; - Bilge plating: 6 mm maximum; - Side shell plating: 6 mm; - Collision and aft bulkheads: 6 mm; <p>Other bulkheads: 6 mm;</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>

	<p>Propulsion system:</p> <p>The propulsion unit will be controlled and monitored from the wheelhouse and from engine canopies.</p> <p>In the wheelhouse, these panels will include visible and audible alarms to signal:</p> <ul style="list-style-type: none"> - drop in lubricating oil pressure; - rise in the temperature of the cooling water; - drop in the electrical charge of the batteries; - exhaust gas temperature. <p>They will also include:</p> <ul style="list-style-type: none"> - a tachometer; - an hour meter; - dials indicating: <ul style="list-style-type: none"> - oil pressure; - the temperature of the primary cooling water; - the supply voltage of the starter batteries; - the current between the starter batteries and the engine (+ and -); - an ignition key with two positions (OFF/ON) (the engine is started from the secondary panel in the engine room by the mechanic). The third position, "preheat", is not used at our altitudes and must be deactivated. 		<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>
	<p>Electricity onboard</p> <p>The on-board electricity will be a single voltage of 24 V DC negative neutral to earth;</p> <p>This self-sufficient network will comprise: a 24 V direct current that can meet all the on-board needs, based on a classic energy store: lead batteries, with accessible electrolyte. The 24 V network is single wire (positive), the earth (negative) being constituted by the hull of the vessel.</p>		<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>

	<p>It will be composed, in particular, of:</p> <ul style="list-style-type: none"> - starter battery bank: 12 - service battery; <p>24 V inputs:</p> <ul style="list-style-type: none"> - propulsion engine alternator; - solar panel controller. <p>A protection panel (resettable circuit breakers) for the utilities, located on the dashboard in the wheelhouse, and including the following outgoing feeders:</p> <ul style="list-style-type: none"> - navigation lights; - anchor light; - corridor lighting; - search lights; - bilge pumps; - wipers; - horn; - navigational aids; - 24 V electrical socket circuit in wheelhouse; <p>This panel in the wheelhouse will also include an ammeter and a voltmeter for each battery bank.</p> <p>Necessary cables, cable trays and bulkhead fittings.</p> <p>Solar panels and accessories</p> <p>The solar panels are used to charge and maintain the starter and service battery banks at 80% of their maximum charge,</p> <p>The panels will be installed on the wheelhouse roof in a corner-moulded, welded steel frame to prevent theft. The cables will be shielded, laid in ducts and/or on cable trays and will pass through the walls in rubber protections to prevent any damage.</p> <p>Specifications of the proposed products to be attached to the bid.</p>			
	<p>Horn</p> <p>The vessel will be equipped with a foghorn with a 24 V electric compressor, and will be controlled from the dashboard. The foghorn will be installed</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>

outside the wheelhouse under the roof cap.			
<p>Navigational aids</p> <p>The supplier will deliver, install and set up the following navigational aids:</p> <ul style="list-style-type: none"> ● One echosounder ● A clock ● A barometer; ● A rudder angle indicator; ● Two temperature indicators in the engine rooms; ● A radar <p>All this equipment will be supplied in 24 V DC.</p> <p>The indicators in the wheelhouse will be harmoniously integrated into the dashboard, next to the engine monitoring dials and the battery charge controllers.</p> <p>The quality of the dashboard design will be evaluated on the basis of its ergonomics. The bidder will, in particular, ensure that the dials are legible for both the captain and the helmsman (both at night and during the day) and that reflections are avoided (e.g. by tilting the panel or applying a visor).</p> <p>The builder will equip the front of the floats with sonar probes. These probes will be equipped with devices allowing them to be cleaned from the main deck at any time.</p> <p>Description of the proposed products to be attached to the bid.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
<p>Main steering system and emergency steering</p> <p>The steering is provided with electro-hydraulic the rudder propeller of the azimuth thruster coupled to deck mountable engine who rotates 360 degrees around the vertical axis so that the thruster can perform both the</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable

	<p>propulsion and steering duties for the barge. For unlikely event, an emergency steering will be provided by a mechanical lever which operates directly on the shat of transmission. This option shall ensure a safe navigation and return to land point.</p>			
	<p>Deck equipment Deck equipment will include:</p> <ul style="list-style-type: none"> • three pairs of moulded double bollards on the starboard and port sides at the bow, midship and stern; • a manual windlass, installed on the starboard side of the vessel. This windlass will operate an articulated anchor weighing at least 150 kg, secured to a chain at least 40 m long with 16 mm links. The bidder will propose the anchor best suited to the conditions of the operating sites. • Two (2) fast winches equipped with 22 mm diameter ropes will be placed on the starboard and port sides of the foredeck. • Bulwarks and guard rails will be installed for the protection of the crew on the stern, starting from the front of the wheelhouse. They will have openings that include anti-chafe guards. • A sturdy belt made of steel plate, 10 mm thick and 150 mm wide, will act as a defence. It will run all around the hull at deck level. 		<input type="checkbox"/> Yes <input type="checkbox"/> No	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>
	<p>Navigation Lights, signalling and lighting</p> <p>The signal mast will be fitted on top of the wheelhouse. It will be</p>			

	<p>suitable for fitting halyards for day signals and lights for night signals. The stern light will be fitted at the aft end of the wheelhouse roof.</p> <p>The vessels will be equipped with all navigation lights in accordance with international Rhine regulations.</p> <p>The metal parts will be made of stainless steel and will be sealed to at least IP55 standards</p> <p>The supply voltage for the lights is 24 V.</p> <p>The lights will be placed on the roof of the wheelhouse and on the flagpole.</p> <p>The lighting will also include:</p> <ul style="list-style-type: none"> - a searchlight installed on the roof of the wheelhouse, operated from the inside, able to rotate 360°, illuminating at least 500 m, and preferably accessible to both the captain and the helmsman; - o general lighting of the foot passenger zone; - o lighting of the boarding ramps; - o normal and inactinic wheelhouse lighting, including a 24 V power socket; - office lighting, mechanic's room, including a 24 V power socket; - o engine room lighting. - o The installation of a foghorn and a fog bell 		<input type="checkbox"/> Yes <input type="checkbox"/> No	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>
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	<p>round off the signaling requirements.</p> <p>A complete set of spare bulbs will be provided by the builder at the point the vessel is provisionally accepted. These will be stored in the wheelhouse locker.</p>			
	<p>Paint</p> <ul style="list-style-type: none"> • Rust protection <p>Before painting, all sheets and sections are machine blasted (to grade S.A. x 21/2) and then coated with an anti-rust primer compatible with the subsequent paints.</p> <p>Sheets that have been pre-painted during the construction phase of the vessel. During assembly, damaged areas should be protected as soon as possible with a rust inhibitor compatible rust inhibitor.</p> <p>Steel elements not protected in the factory and fitted on the vessel during construction must be painted with rustproofing paint as soon as they are brought on board.</p> <p>Painting of the underwater hull</p> <p>The underwater hull, up to the height of the main deck, will be covered with two coats of epoxy paint</p> <p>Specifications of the proposed products to be attached to the bid.</p> <p>The builder will ensure that its chosen products are perfectly compatible and adhere to the application surface.</p>		<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>

	<p>Prior to the launch of the vessel, the delegated project manager will inspect the painting of the underwater hull and give their written approval. Any defects in the paint on the underwater hull will be corrected immediately and the launch will be delayed by 24 hours to allow for a further inspection.</p> <p>The anchors will also be painted with epoxy.</p> <p>Painting of the upper works</p> <p>The decks and bilges will be painted with two coats of iron oxide minimum to achieve a minimum thickness of 150 µm.</p> <p>The external vertical upper works will be painted with one coat of rustproofing paint, followed by two coats of bi-component polyurethane to achieve a minimum total thickness of 150 µm. Specifications of the proposed products to be attached to the bid.</p> <p>The roofs will be painted with 300 µm reflective bituminous paint. Specifications of the proposed products to be attached to the bid.</p> <p>The floors, walls, doors and ceilings of the toilets/showers will be painted with two coats of a bi-component epoxy paint system. Minimum thickness 150 µm.</p> <p>The waterline at maximum load will be indicated by a metal plate 10 cm wide and 4 mm thick, continuously welded along the</p>			
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<p>entire length of the outer walls and painted in red paint.</p> <p>The four draught scales of the vessels, located according to the indications of the managing official, must indicate the draft of the hulls to an accuracy of 5 cm. The scales will be marked every 10 cm by a welded steel bar 100 mm long, 10 mm wide and 4 mm thick. The 5 cm intermediate marks will be created in the same way, but will be 50 mm long. They will be painted with white or black epoxy depending on the colour of the hull.</p> <p>The paint systems proposed by the bidder will be indicated in the bid.</p> <p>The colours will be chosen from a colour chart by the designated representative of the project owner before being supplied to the site.</p> <p>Cathodic protection</p> <p>Cathodic protection will be provided by zinc anodes attached to the hull.</p>			
<p>The following welding process certificates/documents must be submitted:</p> <p>WPS – Welding Procedure Specifications</p> <p>PQ- Procedure Qualification Records</p> <p>WQT / WPQ – Welder Qualification Test / Welder Performance Qualifications</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>
<p>The bidder's supplies must be guaranteed for a period of one (01) year from the date of provisional acceptance.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>

	During the warranty period, the successful bidder will rectify any defect noted and notified by the project manager or their representative, which appears after the provisional receipt of the barge including all the equipments, at its own expense (parts, labour and additional costs) on request			
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F. Delivery requirements and Comparative Data Table

UNOPS Requirements		Is bid compliant? Bidder to complete	Details Bidder to complete
Implementation planning and Delivery time	Bidder shall provide a detailed planning listing each activity and its duration from contract signature to final delivery, installation and training in Guinea Bissau. The total delivery time from contract signature to final delivery shall not exceed 6 months CPT after Contract signature.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="text" value="Insert details"/>
Delivery place and Incoterms rules	CPT, Bissau Guinée-Bissau Incoterms 2020	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="text" value="Insert details"/>
Consignee details	Avenida Pansau Na Isna N-15, Bairro Banco, Bissau	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="text" value="Insert details"/>

G. Related services requirements

Service	UNOPS minimum requirements for services	Quantity	Place where services will be performed	Final completion date(s) of services
2.2	Training for four people on proper use and maintenance of the ferry: The preferred language of training is Portuguese or French. English will be an alternative. In case of english, the Bidder should get the services of an interpreter in French or Portuguese	4 people to be trained	Bissau, Guinea-Bissau	Within 8 days of arrival of equipment in-country. 3 theoretical days (knowledge of the bac and its equipment) and 05 days of practice and testing of the equipment.

H. Inspections and tests

The following inspections and tests shall be performed:

UNOPS Requirements	Is bid compliant? Bidder to complete	Details Bidder to complete
The vendor must have the goods inspected in the manufacturer's works by a competent authority and submit a test certificate and also a guarantee/warranty certificate that the goods conform to written specifications. This is at the cost of the bidder.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="text" value="Insert details"/>
A pre-delivery inspection must be done by an international bureau of classification and the survey or must verify and prove that the ferry is in good conditions and he met all the requirements of a safely inland navigation. This is at the cost of the bidder.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="text" value="Insert details"/>

Lot No 3: a second-hand (used) double ended ferry with either a fully welded or modular hull and propulsion provided by a single or double azimuth thrusters mounted on the main deck

Item No	UNOPS minimum technical requirements	Quantity	Is bid compliant? Bidder to complete	Details of goods offered. Bidder to complete
3	Second-hand(used) double ended ferry with either a single or double new deck mountable propulsion units. The propulsion unit/s must not have been used before	1	<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
	The age of the ferry will be to equal or less than 10 years		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
	The minimum estimated remaining life time must be 20 years or more.		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
	All material and equipment must equivalent or better than in lot 1 or lot 2		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
	Dimensions: Length of pontoon (excluding boarding ramps): 10 m (+ - 0,5 m); Length o.a: 16 m (+ - 0,5 m) Beam Pontoon: 8 m (+- 0,5); Beam o.a: 10 m (+ - 0,5 m) Side depth: 1.30 m (+- 0,1m); Draft (full load of 15 tons): 1 m (+ - 0,1m) Boarding ramp: - Number: 2 - Length: 3 m(+0,1m); - Width: 4 m (+-0,1 m); When the ferry is at maximum load case, its draught must not exceed: 100 cm (+/- 10 cm) for a fully loaded ferry with fuel tanks at 100 per cent capacity, hereinafter referred to as "full load case". The average freeboard, at full load case, should be a minimum of 45 cm (+/- 10 cm). The navigation speed should range from 9 knots (+ and – 2 knots) depending on the load of the vessel and safety navigation		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
	Maximum load case 15 tons: Heavy trucks (or vehicles), Total weight (ton) 13 T		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and

Passengers with luggage and three crew members Number 20, Weight or payload 0,1; total weight (ton) 2'			brand/model offered if applicable
<p>Propulsion and steering system:</p> <p>The Propulsion provided by either one deck mountable propulsion unit with an azimuth thruster</p> <p>OR</p> <p>two (02) deck mountable propulsion units with an azimuth thruster.</p> <p>The main diesel engine will be started, stopped and controlled from wheelhouse or engine canopies.</p> <p>The proposed characteristics of each propulsion unit as follows:</p> <ul style="list-style-type: none"> - Minimum power: 150 hp; - Engine strokes: 4 - Air suction: Turbo compressed; - Number of cylinders: 6; - Total weight: Equal to or less than 1000 kg - Fuel: Diesel - Fuel capacity: minimum 0,4 ton - Electric start: 24 V direct current (Battery); - Alternator: 80A; - Propeller diameter: from 600 mm to 800 mm; - Tilt up thruster: 90° hydraulic <p>The bidder will verify by calculation that the engines they propose enable the vessel to achieve the required performance.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
<p>Boarding ramp</p> <p>The boarding ramp must be articulated, with a cabled operating bracket.</p> <p>It must be calculated taking into the vehicle and the truck with full</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable

<p>load (see annexed document for truck characteristics)</p> <p>The bidder must provide a calculation note confirming this performance in its technical proposal.</p> <p>The boarding ramp must be operated by hydraulic devices and possibly be fitted with davits, cables and pulleys, controlled from the wheelhouse. The energy required to operate the ramp must come from the vessel's engines. The hydraulic system must be designed in such a way that each engine is capable of operating the ramp on its own.</p> <p>There must be a device that allows the ramp to be operated manually in the event of a breakdown. The hydraulic lines must be equipped with a bypass that allows the boarding ramp to be operated manually.</p>			
<p>Main deck</p> <ul style="list-style-type: none"> the boarding ramp fixed in the middle of the bow; a manual anchor windlass attached to a deck doubling plate on the port side bow. Its shafts will be horizontal. On the starboard bow, a bracket for manoeuvring the boarding ramp attached to a doubling plate (see Boarding ramps); two fast winches equipped with ropes will be placed on the starboard and port sides of the foredeck. a carriage platform (vehicle deck) of 3.2 x 10 m, to support an axle load of 15 tons, a foot passenger platform on each side of the carriageway; 		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
<p>Wheelhouse deck</p> <p>The wheelhouse must have a direct view of the boarding ramps and offers an unobstructed view in all directions included the</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable

	<p>anchor winch and the vessel's mooring bollards, both forward and aft.</p> <p>The wheelhouse must have a toilet and a store/technical space. The wheelhouse is placed on top of the superstructure. The efficient layout offers an unobstructed view in all directions.</p> <p>The wheelhouse furniture will include a console for the controls, a table, a raised helmsman chair, and a chair with armrests and castors for the captain.</p>			
	<p>Railings Steel handrails along:</p> <ul style="list-style-type: none"> - The stairs; - Around the main deck; - Around each propulsion unit. <p>They will be made of steel tubing with a minimum diameter of 3 cm.</p> <p>For areas occupied by foot passengers, guardrails will be provided for the safety of the passengers.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>
	<p>Roof Access to the roof is provided by an interior vertical access ladder attached to the aft wall of the wheelhouse. This ladder leads to a hatch that opens from the inside. The hatch can also be used for ventilation.</p> <p>The following are installed on the roof:</p> <ul style="list-style-type: none"> • the signal mast; • daytime navigation marks; • the two navigation lights; • one raw water tank with a capacity of 1 m³ for toilets and showers; • VHF antennas; • a set of solar panels to keep the starter and service batteries charged. 		<input type="checkbox"/> Yes <input type="checkbox"/> No	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>
	<p>Maintenance area (mechanic/electrician) The vessel will be equipped with an area for one electromechanical engineer. The size of the area will allow for the storage of a table, a chair and tool boxes.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>

	<p>Sampling/structure Sampling is done in accordance with the Bureau Veritas standards (Rules for the Construction of Inland Navigation Vessels NR 217) and any applicable national regulations. In all cases, the builder will be responsible for the quality of the structural elements of the vessel supplied.</p> <p>The framing system, either transverse or longitudinal, is left to the discretion of the builder. All smooth plates will be made of marine grade A steel or S355JR steel and profiled plates of S235 steel, or their equivalents.</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>
3.2	<p>Steel Plates Hull</p> <ul style="list-style-type: none"> - General bottom shell: 6 mm maximum; - Forward bottom shell (beaching area): 8 mm maximum; - Bilge plating: 6 mm maximum; - Side shell plating: 6 mm; - Collision and aft bulkheads: 6 mm; <p>Other bulkheads: 6 mm;</p>	2	<input type="checkbox"/> Yes <input type="checkbox"/> No	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>
3.3	<p>Propulsion system:</p> <p>The propulsion unit will be controlled and monitored from the wheelhouse and from engine canopy.</p> <p>In the wheelhouse, these panels will include visible and audible alarms to signal:</p> <ul style="list-style-type: none"> - drop in lubricating oil pressure; - rise in the temperature of the cooling water; - drop in the electrical charge of the batteries; - exhaust gas temperature. <p>They will also include:</p> <ul style="list-style-type: none"> - a tachometer; - an hour meter; - dials indicating: <ul style="list-style-type: none"> - oil pressure; - the temperature of the primary cooling water; 	1	<input type="checkbox"/> Yes <input type="checkbox"/> No	<p>Insert details of goods offered, including specifications and brand/model offered if applicable</p>

	<ul style="list-style-type: none"> - the supply voltage of the starter batteries; - the current between the starter batteries and the engine (+ and -); an ignition key with two positions (OFF/ON) (the engine is started from the secondary panel in the engine room by the mechanic). The third position, "preheat", is not used at our altitudes and must be deactivated.			
	<p>The following welding process certificates/documents must be submitted:</p> <p>WPS – Welding Procedure Specifications</p> <p>PQ- Procedure Qualification Records</p> <p>WQT / WPQ – Welder Qualification Test / Welder Performance Qualifications</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable
	<p>The bidder's supplies must be guaranteed for a period of one (01) year from the date of provisional acceptance.</p> <p>During the warranty period, the successful bidder will rectify any defect noted and notified by the project manager or their representative, which appears after the provisional receipt of the barge including all the equipments, at its own expense (parts, labour and additional costs) on request</p>		<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details of goods offered, including specifications and brand/model offered if applicable

I. Delivery requirements and Comparative Data Table

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Delivery place and Incoterms rules	CPT, Bissau Guinée-Bissau Incoterms 2020	<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details
Consignee details	Avenida Pansau Na Isna N-15, Bairro Banco, Bissau	<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details

J. Related services requirements

Service	UNOPS minimum requirements for services	Quantity	Place where services will be performed	Final completion date(s) of services
3.3	Training for four people on proper use and maintenance of the ferry: The preferred language of training is Portuguese or French. English will be an alternative. In case of english, the Bidder should get the services of an interpreter in French or Portuguese	4 people to be trained	Bissau, Guinea-Bissau	Within 8 days of arrival of equipment in-country. 3 theoretical days (knowledge of the bac and its equipment) and 05 days of practice and testing of the equipment.

K. Inspections and tests

The following inspections and tests shall be performed:

UNOPS Requirements	Is bid compliant? Bidder to complete	Details Bidder to complete
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A pre-delivery inspection must be done by an international bureau of classification and the survey or must verify and prove that the ferry is in good conditions and he met all the requirements of a safely inland navigation. This is at the cost of the bidder.	<input type="checkbox"/> Yes <input type="checkbox"/> No	Insert details