

14 September 2026

Contracting Authority's Clarifications No.1

Ref: 25.02-810.2-74/26

Subject: Procurement of Equipment for Fire and Rescue Units in the Republic of Srpska within the INEREP Project

Location: Europe (non-EU), Bosnia and Herzegovina

The Contracting Authority provides below the answers to the requests for clarification received from potential tenderers within the deadline specified in the Tender Dossier.

Request for Clarification No. 1

With reference to the international open tender procedure “Procurement of Equipment for Fire and Rescue Units in the Republic of Srpska within the INEREP Project”, Ref. 25.02-810.2-74/26, specifically Lot 2 Supply of Rescue Boat with Outboard Motor and Trailer, we kindly request clarification and possible amendment of certain technical requirements relating to the outboard motor.

Our request is intended to allow technically equivalent 30 HP outboard engines from different established manufacturers, while fully maintaining the required power, functionality and operational capability.

Item 2.3 Engine capacity

The current requirement specifies a minimum engine capacity of 730 cm³.

Modern 3-cylinder, 4-stroke fuel-injected outboard engines are capable of providing the required 22.1 kW / 30 HP from approximately 500 cm³ displacement. Therefore, engine displacement itself does not determine the required propulsion power or operational capability.

We kindly ask whether this requirement may be amended to:

“Engine capacity: minimum 490 cm³, provided that the engine develops a minimum propeller shaft power of 22.1 kW (30 HP).”

Alternatively, we kindly ask the Contracting Authority to consider removing the minimum displacement requirement and retaining the required minimum propeller shaft power as the relevant performance criterion.

Such amendment would maintain the full required propulsion power while enabling competition between technically equivalent engine designs.

Item 2.8 Fuel supply

The current requirement specifies “direct injection.”

We kindly request clarification whether the intended requirement is Electronic Fuel Injection (EFI), as

INEREP

modern four-stroke outboard engines in this power class commonly use electronic fuel injection.

If so, we kindly request that the requirement be amended to:

“Fuel supply: Electronic Fuel Injection (EFI).”

Item 2.14 Engine oil capacity

The current requirement specifies a maximum oil capacity of 1.5 litres.

Certain technically equivalent 30 HP outboard engines require 1.5 litres of engine oil without oil filter replacement and 1.7 litres with oil filter replacement. This difference is related to engine design and the maintenance procedure and has no adverse effect on engine power, performance, reliability or suitability for the intended rescue application.

We therefore kindly ask whether this requirement may be amended to:

“Engine oil capacity: maximum 1.7 litres, including oil filter replacement.”

The proposed amendments would not reduce the required engine power or operational capability. The offered engine would remain subject to all other applicable requirements of the Technical Specifications, including the required 30 HP / minimum 22.1 kW output, 3-cylinder configuration, 4-stroke operation, fuel injection, required gear ratio, Long Shaft configuration, manual steering, maximum permitted weight, warranty, installation and initial service.

We believe that the proposed amendments would maintain all required functional and operational characteristics while enabling wider competition between technically equivalent products from different manufacturers.

We therefore kindly ask the Contracting Authority to consider the above and amend the Technical Specifications for Lot 2 accordingly.

Answer to Request for Clarification No. 1

The Contracting Authority has carefully reviewed the request and the technical information provided concerning Items 2.3, 2.8 and 2.14 of the Technical Specifications for the outboard motor under Lot 2.

Following the review of the relevant technical requirements, the Contracting Authority provides the following clarification and amendments:

Item 2.3 Engine capacity

The Contracting Authority has reviewed whether the specified minimum engine capacity of 730 cm³ is necessary to ensure the required operational performance of the outboard motor.

Taking into account that the required propulsion performance is established through the mandatory propeller shaft power requirement and that the offered outboard motor must comply with all other

INEREP

applicable technical requirements set out in the Tender Dossier, the Contracting Authority has decided to remove the minimum engine capacity requirement.

Accordingly, the requirement:

“Engine capacity: minimum 730 cm³.”
is deleted.

No minimum engine capacity is required.

The mandatory propeller shaft power requirement and all other applicable technical requirements for the outboard motor remain unchanged.

Item 2.8 Fuel supply

The Contracting Authority accepts the request concerning the fuel supply system.

In order to clarify the requirement and allow technically equivalent electronic fuel-injection systems, Item 2.8 is amended to read:

“Fuel supply: Electronic Fuel Injection (EFI) or technically equivalent electronic fuel-injection system.”

Item 2.14 Engine oil capacity

The Contracting Authority has considered the information provided regarding differences in engine oil capacity resulting from engine design and the applicable maintenance procedure, including oil filter replacement.

The requested amendment is accepted.

Accordingly, Item 2.14 is amended to read:

“Engine oil capacity: maximum 1.7 litres, including oil filter replacement.”

All other technical requirements for the outboard motor under Lot 2 remain unchanged and continue to apply.

The amendments to Items 2.3, 2.8 and 2.14 apply equally to all potential tenderers and are incorporated into the Tender Dossier through Corrigendum No. 1 and the revised ANNEX II + III: TECHNICAL SPECIFICATIONS + TECHNICAL OFFER - LOT 2.

Request for Clarification No. 2

With reference to Tender No. 25.02-810.2-74/26 and Lot 2 Supply of Rescue Boat with Outboard Motor and Trailer, we kindly request your consideration of the following technical points regarding the polyethylene rescue boat specification.

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Following consultation with the manufacturer, we would like to provide the following technical clarifications:

Boat Weight: The specification requires a maximum weight of 190 kg, while the proposed boat weighs approximately 310 kg. Due to the dimensions of the boat and the required hull thickness, this weight is necessary to ensure appropriate structural strength and high impact resistance.

Carrying Capacity: The specification requires 8 persons under CE Category C and 10 persons under Category D. The proposed boat is certified for 6 persons under Category C and 9 persons under Category D. These capacities are determined through official stability and unsinkability calculations and approved as part of the certification process.

Permitted Load: The required permitted load is 980 kg for Categories C and D, whereas the proposed boat provides 732 kg for Category C and 856 kg for Category D. These values are calculated in accordance with the certified passenger capacity and the maximum permissible engine weight.

Engine Power: The proposed boat is suitable for engines up to 60 HP; however, a 30 HP long-shaft outboard motor, as requested in the specification, is fully suitable and recommended for this boat.

In view of the above technical explanations, we kindly request confirmation whether these characteristics may be accepted and, if appropriate, whether the relevant technical requirements under Lot 2 may be amended accordingly through an addendum.

Answer to Request for Clarification No. 2

The Contracting Authority has carefully reviewed the request and the technical information provided concerning the proposed rescue boat under Lot 2.

The requested amendments are not accepted, and the relevant technical requirements remain unchanged.

Boat Weight

The maximum boat weight of 190 kg was established taking into account the intended operational use of the rescue boat, in particular the requirements related to handling, launching, recovery, transport and deployment during rescue interventions.

A boat weighing approximately 310 kg would represent a substantial deviation from the specified maximum weight and would not meet this operational requirement.

Accordingly, the requirement concerning the maximum boat weight of 190 kg remains unchanged.

Carrying Capacity

The required capacity of 8 persons under CE Category C and 10 persons under CE Category D was established in accordance with the intended rescue function of the boat and the required number of

INEREP

persons to be transported during rescue interventions.

The proposed certified capacity of 6 persons under CE Category C and 9 persons under CE Category D is below the minimum required capacity.

Accordingly, the requirement of 8 persons under CE Category C and 10 persons under CE Category D remains unchanged.

Permitted Load

The required permitted load of 980 kg was established in accordance with the intended operational use of the rescue boat and the required transport capacity during rescue interventions.

The proposed permitted loads of 732 kg under CE Category C and 856 kg under CE Category D are below the specified minimum requirement.

Accordingly, the requirement concerning the permitted load of 980 kg remains unchanged.

Engine Power

The Contracting Authority acknowledges the information provided that the proposed boat is suitable for engines up to 60 HP and that a 30 HP long-shaft outboard motor may be used with the proposed boat.

However, compliance with the requirement concerning the outboard motor does not compensate for non-compliance with the other minimum technical requirements applicable to the rescue boat.

Consequently, the proposed characteristics cannot be accepted as equivalent to the minimum technical requirements specified in the Tender Dossier.

The relevant technical requirements concerning the rescue boat therefore remain unchanged.

All tenderers are required to comply with the same minimum technical requirements set out in the Tender Dossier.