

REQUEST FOR PROPOSAL #2403/03

DESIGN AND BUILD OF A RORO CARGO VESSEL

The Government of Trinidad and Tobago (GORTT), through the Ministry of Works and Transport (MOWT) is desirous of procuring a suitable cargo vessel for the inter-island sea bridge. The MOWT through the National Infrastructure Development Company Limited (NIDCO) is inviting Respondents with the requisite technical experience and a proven track record of providing similar cargo vessels to submit a proposal for the design and build of a suitable cargo vessel. **The Vessel is expected to be delivered by June 2026.**

SPECIFICATIONS

Flag:	Trinidad and Tobago
Type:	Mono Hull, RORO cargo vessel with accommodation for crew and truckers
Operations:	Primarily intended for Domestic Coastal Trade voyages between the two islands. On the odd occasion it may be required to do a Short International Voyage. The regular operating schedule will be six (6) days per week, making one (1) return crossing daily of 194 nautical miles, between the two islands
Classification:	Provide a RORO ship suitable for carrying containers, trucks, trailers, construction equipment, commercial vans and so on. The ship must be built to conform to the requirements of Class, as stipulated by a Classification Society that is a member of the International Association of Classification Societies (IACS).
Anchor and Mooring:	The ship must be fitted with a suitable type High Holding Power (HHP) anchor to allow for stern-on mooring (Mediterranean Mooring) during normal everyday use. Two such anchors must be fitted, along with a spare anchor
Accommodation:	En-suite, single berth officers' and crew cabins must be provided for a maximum of twenty-four (24) persons. Also to be provided are forty (40) en-suite, passenger cabins, each containing a single berth. Cabin accommodation will be complemented by truckers' lounges fitted with VIP reclining sleeper passenger seats (complete with footrest and tray tables) for 200 persons.
Dangerous Cargo:	Provide a suitable area for the safe stowage of dangerous cargo, such as LPG tanks.
Deck Height Clearances:	Stowage of such cargo must comply with the rules and regulations of Flag and also of relevant codes such as SOLAS, and of the International Maritime Dangerous Goods (IMDG). Clearance Heights above main deck to be 5.3m; other decks to range between 4.7 to 5.3m.
Certification:	The ship must be built and outfitted to comply with the applicable rules and regulations of State as set out in the Trinidad and Tobago Shipping Act, along with all relevant I.M.O Conventions, SOLAS, STCW, MARPOL, MLC, as amended up to the date of Contract signing. Such compliance must be evidenced by certificates/ documents issued by the regulatory bodies in the name of the new build.
Carbon Footprint:	The reduction of the carbon footprint must be intentionally incorporated into the design and construction of the vessel. Following are some strategies that might be considered: 1. Streamlined hull design, 2. Propeller optimization, 3. Fuel efficiency and other new technologies, 4. Possible joint use of diesel and methanol.
Stern Ramp:	The desire is for a single stern ramp to be used for the RORO cargo. The ramp must be operated by direct acting hydraulic cylinders and must be capable of: <ul style="list-style-type: none"> Working at 1.5° trim and 3° list of the vessel Operating from the vertical position down to about 8° below the horizontal position. In the stored position, ramp must serve as a water-tight door with a leakage control and monitoring system. Further, the ramp must be equipped with railings and flaps on the shoreside. Following are particulars of a known, workable stern ramp: Length (excluding flaps): 14m; Flaps: 3m; Drive Width: 12m: inclination ≤ 8°, axle load 60 tons.
Bow Thrusters:	Install bow thrusters of controllable pitch and operated through the main switchboard with a frequency converter.
Fin Stabilizer:	Provide one (1) pair of folding type, active-fin stabilizer, sized for 80% roll reduction at 25 knots and an effective wave slope capacity of 4°.
Load Securing Points:	Provide cargo decks with securing points as follows: Longitudinal spacing 2.5m, Transverse spacing 2.8m, Load capacity of fixing 20kN
Engine Room Details:	It is recommended that the vessel has two (2) main engines coupled to a single reduction gearbox via separate clutch engagement. Two (2) shaft generators should also be provided. Additional requirements include: <ul style="list-style-type: none"> Two (2) Auxiliary generators capable of supplying at least one (1) bow thruster in case of emergency as well the entire vessel while on parallel or disabled at sea. Power supply power of 110/ 220 volts, 440/ 220 volts, 440-3 phase, all at 50/60 hz Oily water separator • Sewage Plant • Keel Cooling System or any other system that is not susceptible to being clogged by debris in the water.
Length: L.O.A.	Maximum 160m
Breadth:	25m
Draught (Max Summer):	6.0m (Maximum)
Deadweight:	6000 t (at design draught)
Design Load (Decks & Ramps):	Uniform Loads: 3.3 t/m ² ; Axle Loads: generally 18t, 60t on stern ramps and on lower (tank top) deck; weather deck: 3.3 t/m ² and Axle Load of 18t
Design Speed:	20 knots at 90% MCR
Capacities:	Trucks: Minimum 120 Semis plus 10 Reefers 2600 lane metres; lane width 3m; Passenger & Crew: 240 Truckers; 24 Officers & Crew; Tankage: Fresh Water – 200 cu metres; Total Diesel/ Methanol Fuel: 300 cu metres; Block Co-efficient of Ship: 0.7.

ELIGIBILITY

Submission of tenders is open to all Respondents who can demonstrate that they have the requisite technical experience along with a proven track record of providing similar cargo vessels as outlined in the Request for Proposal. Evaluation of tenders will be based on requirements including; but not limited to: **Delivery Time Frame, Vessel Details and Specifications, Operational Details.**

Following the proclamation of the Public Procurement and Disposal of Public Property Act (2015), Contractors who are desirous of providing goods, works or services to NIDCO, are advised that they must first, be registered with the Office of the Procurement Regulation (OPR) in this specific category. Any party seeking to participate in procurement proceedings must input information and upload relevant associated documentation into the Procurement Depository, in accordance with Section 29(1) of the Act. Section 26(3) of the Act, places full responsibility on the contractor to ensure the accuracy of the information provided. The Depository can be accessed at: <https://opr.tt.org/procurement-depository/>.

REQUEST FOR PROPOSAL (RFP)

The RFP will be available from Monday 11th March 2024 via NIDCO's E-Tender Portal at <https://nidco.etenderworld.tt/>

SUBMISSION AND OPENING OF PROPOSALS

To ensure successful submissions, all files must be formatted using Adobe PDF. Submissions must be clearly labelled "RFP 2403/03 Design and Build of a RORO Cargo Vessel." File names must not contain special characters such as "#,\$,%^,&,*". Tender submissions must be uploaded and submitted electronically via NIDCO's E-Tender Portal **(only)** at <https://nidco.etenderworld.tt/> **no later than 1:00 pm on Friday 10th May 2024. Proposals MUST NOT be emailed to NIDCO. Emailed submission will result in disqualification.** Instructions on how to submit your package are outlined in the Bidder RFX User Guide which can be found on the e-Tender portal.

LIMITATIONS/RESERVATIONS

- NIDCO will not be responsible for any costs incurred by any prospective Respondent in preparing their proposal/s and reserves the right to cancel the present notice in its entirety or even partially, without defraying any cost incurred by any respondent submitting a proposal.
- NIDCO reserves the right to reject proposals not submitted as per the requirements of the RFP. Respondents are fully responsible for the submission of their Proposals and must satisfy themselves as to the nature of the project.
- NIDCO does not bind itself to accept any Proposal.
- NIDCO reserves the right to negotiate with and/or make a counter offer to all compliant Respondents.

Late submissions will NOT be considered under any circumstances. CLARIFICATION OF THE TENDER (no later than Friday 3rd May 2024).

Enquiries, clarification, and further information regarding this tender should be submitted via E-Tender's Questions Portal and cc: npo@nidco.co.tt. Please note when posting queries, kindly ensure no personal or company information is stated and no special characters or tables are used.