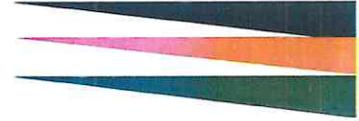




Kigali: 16 APR 2025.....

N° 028/S/2024-2025/ICB/RAC/MD/PRO/IK/2025



## **TO ALL INTERESTED BIDDERS**

### **RE: Addendum to the Bidding Document**

Reference is made to the tender N° 028/S/2024-2025/ICB/RAC for SUPPLY OF NEW KAMEMBE FIRE TRUCK;

Following the request for Clarifications raised by some of the prospective Bidders,

Rwanda Airport company wish to inform that the modification of the tender document is available on RAC website: [www.rac.co.rw](http://www.rac.co.rw) ,for your consideration.

All other terms and conditions of the above mentioned tender remains unchanged.

Sincerely,

**Charles HABONIMANA**  
Managing Director





## TO ALL INTERESTED BIDDERS

### RE: Addendum to the Bidding Document

Reference is made to the tender N°028/S/2024-2025/ICB/RAC for Supply of New Kamembe fire truck;

Following the request for clarifications raised by one of the prospective Bidders,

Rwanda Airports Company would like to provide the clarifications in the table below for consideration.

N°	Clarification requested	Response
1	Could you please help to clarify with us if an International Company, which does not have an office in the Rwanda, can submit a bid in this National Competitive Bidding (NCB) as referred to in RAC procurement manual chapter 9 section 9.1	Nothing shall prevent a foreign or international bidder from participating in open National Competitive bidding
2.	It is mentioned that after-sales service is <i>not required</i> . Could you kindly confirm this detail? Also, please clarify whether training at the factory or on-site is required. If so, could you provide more specifics on the scope of the training expected?	After-sales service is not required; however, on-site training on the maintenance of the truck must be conducted for at least two operators (operation and maintenance training).
3	It is noted that a commercial chassis with 8 cylinders is required. However, this option is no longer available in the market, and we believe a 6-cylinder option should be considered instead. Could you please confirm if the requirement is indeed for an 8-cylinder engine or if a 6-cylinder engine would be acceptable?	6-cylinder engine is acceptable
4	The document specifies that the driving console is to be made from GRP, but this is generally used for customized versions. Our standard offering uses a steel cab. Please confirm whether this is an error and if the steel cab is acceptable.	Driving Console: The dashboard shall be made of GRP (Glass-Reinforced Plastic).

5	<p>We would like to understand if we can offer a different truck model that meets or exceeds your requirements. Specifically:</p> <ul style="list-style-type: none"> <li>We typically offer the Mercedes Arocs 3358 6x6, but your minimum requirement is 460HP. We are considering proposing the MAN TGS 33.480 Euro 2, which is more affordable than the Mercedes Arocs. Would this option be acceptable to you, or would you prefer to stick with the Mercedes brand?</li> </ul>	<p><b>No specific brand</b> was mentioned in the tender. Any 6-cylinder engine that meets the minimum requirements will be accepted (greater or equal to 460HP).</p>
6	<p>Our standard offering, for example, the Zetros 3348, is different in the following areas:</p> <ul style="list-style-type: none"> <li><b>Horsepower:</b> We typically offer higher horsepower than requested in the tender.</li> <li><b>Roof Monitor:</b> Our standard monitors provide 6000L/min, while the tender specifies 3500L/min. Could you confirm if this is acceptable or if you prefer to match your specified requirements?</li> <li><b>Powder System:</b> We usually include the PLA250 powder system for crash tenders, but this is not required in the tender. Should we proceed without this?</li> <li><b>Pump System:</b> We offer a double-stage pump (low/high pressure), while the tender specifies a single-stage pump. Would you consider the double-stage system acceptable?</li> </ul>	<p>Differences Between your Standard Offering and the Tender Requirements:</p> <ul style="list-style-type: none"> <li><b>Horsepower:</b> Must meet at least the minimum tender specifications.</li> <li><b>Roof Monitor:</b> The tender specifies a capacity of 3,500 L/min, which must be matched.</li> <li><b>Dry Chemical Powder:</b> As per ICAO Annex 14 requirements for ARFF vehicles, a dry chemical powder system is mandatory.</li> <li><b>Pump System:</b> The tender requires a single-stage pump. A double-stage pump system will not be accepted.</li> </ul>
7	<p>The truck specified in the tender appears to have limitations, particularly in terms of acceleration. It seems that this may not fully comply with ICAO standards, especially with respect to the required acceleration specifications. Could you please confirm whether this truck must comply with ICAO regulations? This will help us determine if our proposed alternative can meet the necessary criteria.</p>	<p><b>Compliance with ICAO Standards:</b> ARFF vehicle performance must ensure compliance with ICAO Annex 14, including the ability to reach any point on an operational runway within three minutes.</p>

Sincerely,

  
**Charles HABONIMANA**  
 Managing Director

