SPECIFICATIONS

FOR

SUPPLY OF CONTAINER SCANNING SYSTEM
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**Advertisement**

The following are excerpts and addendums from the advertisement for Fiji Revenue and Customs Authority as it originally appeared in the local media and should be used as the basis to submit your proposals:

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**Tender 21/2014 – Supply of NII Container Scanning System**

The Fiji Revenue & Customs Authority (FRCA) invites reputable parties to Tender for the supply and installation of Non-Intrusive Imaging (NII) technology for scanning cargo containers.

Bidders are required to access the Specifications Document for further details. The Document can be obtained from the FRCA website via link [http://www.frca.org.fj/Tenders/](http://www.frca.org.fj/Tenders/). It is important that interested parties refer to this document before submitting their Tender.

Further clarifications should be directed through email to projectoffice@frca.org.fj.

Tenders should be submitted in a sealed envelope and clearly marked **Tender No. 21/2014 – Supply of NII Container Scanning System** and should be addressed and posted to:

- The Chairman  
- FRCA Tender Board  
- Fiji Revenue & Customs Authority  
- Private Mail Bag  
- Suva, Fiji

OR hand delivered to Revenue & Customs Services Complex, Building 3, Level 3, Corner of Ratu Sukuna Road and Queen Elizabeth Drive, Nasese, Suva, Fiji prior to the closing time. One copy of the bid in electronic format must be emailed to projectoffice@frca.org.fj.

**Submissions must be received no later than 3:00pm on Wednesday 25th June 2014.** All submissions received before the deadline will be opened at 3.10pm on the closing date. Bidders are welcome to be present during the opening of bids.

*Our Vision – To be the Premier Revenue Collection, Border Management & Trade Facilitation Agency in the Region*
1.0 General Terms and Conditions

Following general terms and conditions will apply.

1.1 Format of Response

Each bidder must provide a formal letter of transmittal that must:

a. Be signed by an authorized representative of the organization and must state that the signing official is authorized to legally bind the organization;

b. Include the names, titles, office addresses and office telephone numbers of the persons authorized by the organization to conduct negotiations on the Proposal, including their expected roles in negotiations; and

c. Provide a contact name, address, facsimile number and email address which Fiji Revenue and Customs Authority will use in serving notices to the bidder.

1.2 Late Submissions

Submissions received within five minutes of the closing time will be accepted. Five minutes is allowed as variation for any timing difference.

1.3 Amendment of Specifications

FRCA at their sole discretion, may vary, add to, or amend the terms of this Tender including the nature and/or scope of services required and any other subject matter to which this Tender relates.

1.4 Applicants to Inform Themselves

Each applicant should:

a. Examine this Specifications Document; and any documents referred to within; and any other information made available by FRCA to the applicants;

b. Obtain any further information about the facts, risks and other circumstances relevant to the Tender by making all lawful inquiries;

c. Ensure that the Tender submission, and all information on which its proposal is based, is true, accurate and complete.
By submitting their proposal, applicants will be deemed to have:

a. Examined the specifications and any other information made available in writing by FRCA to the applicants.

b. Examined all information relevant to the risks, contingencies, and other circumstances having an effect on their proposal and which is obtainable by the making of reasonable inquiries.

1.5 **Bidder’s Risk**

FRCA accepts no responsibility, liability, or obligation whatsoever for costs incurred by or on behalf of any bidder in connection with the Tender or any participation in the Tender process.

1.6 **Selection of Preferred Applicant**

No proposal will necessarily be selected by FRCA as the preferred solution/s. The FRCA Evaluation Committee may decide not to accept any proposal or reject all proposals at any time. FRCA reserves the right to cancel this Tender and pursue an alternative course of action at any time.

Selection of Preferred Applicants/s will not be acceptance of the proposal and no binding relationship will exist between the preferred applicants/s and FRCA until a written agreement acceptable by FRCA is executed by an authorized officer of FRCA and the successful applicants/s.

1.7 **Conduct of Applicants**

Conduct of Applicants or any of their consortium members, may affect the outcome of their Tender responses, including non-consideration of the proposal. Applicants warrant to FRCA that they (and their consortium members) have not and will not engage in any of the following activities in relation to this Tender process:

a. Lobbying of or discussions with any politician or political groups during this Tender process;
b. Attempts to contact or discuss the Tender process with officers, any member or staff or contractor currently working in FRCA or any agent of this Department; Exception to Evaluation Committee members.

c. Provision of gifts or future promise of gifts of any sort to the previously mentioned personnel;

d. Accepting or providing secret commissions;

e. Seeking to influence any decisions of FRCA by an improper means; or otherwise acting in bad faith, fraudulently or improperly.

1.8 Currency
All currency in the proposal shall be quoted in Fiji Dollars and prices shall be VAT Inclusive.

1.9 Corporate Information
Each applicant must provide the following information:

a. Details of the corporate and ownership structure, including identification of any holding company or companies and parent companies;

b. Profiles of the company and any parent entity. If the company is a subsidiary, the applicant must provide full details of the legal and financial relationship between the subsidiary and parent. The names of all directors and officers of the company;

c. A full description of current operations of the company including the audited financial statement for the last year;

d. A copy of the company's Certificate of Incorporation;

e. Confirmation that the company has the capacity to bid for the Services and that there is no restriction under any relevant law to prevent it from bidding;

f. Provision of details of any legal proceedings that are being done against the company.

1.10 Qualifications and Capability
Each Applicant must:
a. Be Tax, Customs & FNPF compliant. Tax Identification Number (TIN) must be quoted in the proposal.

b. Be able to demonstrate that it will be able to meet its financial obligations under this Tender.

1.11 Mergers, Acquisitions, Sales of Applicant

Where such information is publicly accessible, the Applicant must indicate whether any mergers, acquisitions or sales are planned presently or during the year following the submission of the proposal.

1.12 Inquiries

- All questions and inquiries regarding the Tender are to be made in writing via email or official letter.
- All questions and inquiries will be responded to in writing by email.
- Verbal responses will not have any binding on either party.
2.0 Technical Specifications

2.1 Overview

Purpose

FRCA is committed to the implementation of the World Customs Organization (WCO) SAFE Framework of Standards, which includes amongst other things, standards that provide supply chain security and facilitation at a global level, and cooperation amongst Customs administrations for the detection of high-risk consignments.

As such, FRCA is in the process of procuring non-intrusive imaging (NII) scanning equipment for use at Fiji’s international sea ports namely Suva and Lautoka wharves. The NII equipment will be used primarily for scanning import and export containers including vehicles and other heavy machinery.

The implementation of NII technology is intended to address the increasing risks from growing inbound, outbound and transit container traffic, and to facilitate the flow of legitimate trade in a secure environment. It must be recognized that one of the requirements for container scanning is in response to the United States legal mandate that cargo containers bound for the US are pre-scanned.

This Tender should not be confused with Tender 03/2008. Tender 03/2008 was shelved in 2010. Bidders for Tender 03/2008 will need to submit a new bid in compliance with the terms and conditions of this Tender document.

Country Background

Fiji consists of 332 islands in the southwest Pacific Ocean. About 110 of these islands are inhabited. The two largest islands are Viti Levu and Vanua Levu.

Climate

Across Fiji the annual average temperature is between 20-27°C. Changes in the temperature from season to season are relatively small and strongly tied to changes in the surrounding ocean temperature. Around the coast, the average night-time temperatures can be as low as 18°C and the average maximum day-time temperatures can be as high as 32°C. In the central parts of the main islands, average night-time temperatures can be as low as 15°C. The country has two distinct seasons – a warm wet season from November to April and a cooler dry
season from May to October. Much of Fiji’s rainfall is associated with the movement of the South Pacific Convergence Zone which is closest to Fiji in the wet season. This band of heavy rainfall is caused by air rising over warm water where winds converge, resulting in thunderstorm activity. It extends across the South Pacific Ocean from the Solomon Islands to east of the Cook Islands with its southern edge usually lying near Fiji. Rainfall across Fiji can be highly variable. On Fiji’s two main islands, Viti Levu and Vanua Levu, rainfall is strongly influenced by high mountain peaks up to 1300 m. On the south-eastern slopes of Viti Levu, near Suva, the average annual rainfall is about 3000 mm. In contrast, the lowlands on the western side of Viti Levu, near Nadi, are sheltered by the mountains and have an annual average rainfall of 1800 mm with a well-defined dry season favorable to crops such as sugar cane. Fiji’s climate is also influenced by the trade winds, which blow from the east or south-east. The trade winds bring moisture onshore causing heavy showers in the mountain regions. Fiji’s climate varies considerably from year to year due to the El Niño-Southern Oscillation. (http://www.pacificclimatechangescience.org)

Trade

<table>
<thead>
<tr>
<th>Exports</th>
<th>$932.4 million (2012 est.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Country comparison to the world: 161</td>
<td></td>
</tr>
<tr>
<td>$847.7 million (2011 est.)</td>
<td></td>
</tr>
<tr>
<td>Export Commodities</td>
<td>Sugar, garments, gold, timber, fish, molasses, coconut oil</td>
</tr>
<tr>
<td>Exports Partners</td>
<td>USA 14.6%, Australia 13.2%, Japan 6.9%, Samoa 5.8%, Tonga 5.1% (2012)</td>
</tr>
<tr>
<td>Imports</td>
<td>$1.867 billion (2012 est.)</td>
</tr>
<tr>
<td>Country comparison to the world: 166</td>
<td></td>
</tr>
<tr>
<td>$1.698 billion (2011 est.)</td>
<td></td>
</tr>
<tr>
<td>Import Commodities</td>
<td>Manufactured goods, machinery and transport equipment, petroleum products, food, chemicals</td>
</tr>
<tr>
<td>Imports Partners</td>
<td>Singapore 32.8%, Australia 15.5%, NZ 14.5%, China 10.7% (2012)</td>
</tr>
<tr>
<td>Container</td>
<td>Mixed commodities (60% est.)/Single commodity (40% est.)</td>
</tr>
<tr>
<td>Composition</td>
<td>Container Movement</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>----------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>Transit – 5,066 (2012); 6,908 (2013)</td>
</tr>
</tbody>
</table>

**Current Situation**

FRCA does not have a container scan system for the sea ports in place. High risk containers are de-vanned and subject to physical inspection. The intention is to put in place a container scanning system which can be used to scan containers and cargo once de-vanned.

Fiji has two international sea ports;
1) Lautoka wharf
2) Suva wharf

Container vessels berth at either Lautoka or Suva wharf. The proposed solution must include supply & installation at both ports. Aerial maps of the sea ports and proposed sites are attached. The site maps are provided as a guide however, it is important to note that the actual site is yet to be finalized.

### 2.2 Financial

Bids must encompass the following information:

*Investment Options*

1) Outright Purchase
2) Leasing – 3 & 5 year terms
3) Build-Operate-Transfer (BOT) – 3 & 5 year terms

The financial proposal must disclose ALL relevant costs:
- Capital costs – broken down by major component
- Payment schedule
• Ongoing licensing if required
• Interest & discount rates
• All fees & charges
• Estimated freight, duty & applicable taxes
• Exchange rates where applicable
• Spare parts & consumables
• Preventative & corrective maintenance
• Training & knowledge transfer

Leasing & BOT solutions must include a comprehensive proposal clearly identifying responsibilities and other obligations under this arrangement, as well as funding options.

2.3 NII Systems
Bidders are to include pricing for:
1) Mobile system
2) Portable system
3) Relocatable system
4) Any other system deemed suitable especially for de-vanned cargo, vehicles & other large machinery which are not containerized.

The advantages of each system must be clearly stipulated bearing in mind the Fiji environment, proximity to ocean, container composition, volume and space constraints. Tabled below are the minimum requirements to cover. For clarity, sufficient detail must be provided for each item:

<table>
<thead>
<tr>
<th>Category</th>
<th>Item Description</th>
<th>Included in Bid/Price (Y/N)</th>
</tr>
</thead>
<tbody>
<tr>
<td>System Performance</td>
<td>Scanning Speed</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Throughput</td>
<td></td>
</tr>
<tr>
<td>Maintenance &amp; Support</td>
<td>Maintenance &amp; Support</td>
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<tr>
<td>-----------------------</td>
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<td></td>
</tr>
<tr>
<td>Minimum Time Between Failure (MTBF)</td>
<td>Minimum Time Between Failure (MTBF)</td>
<td></td>
</tr>
<tr>
<td>Minimum Time To Repair (MTTR)</td>
<td>Minimum Time To Repair (MTTR)</td>
<td></td>
</tr>
<tr>
<td>Warranty period/terms &amp; conditions</td>
<td>Warranty period/terms &amp; conditions</td>
<td></td>
</tr>
<tr>
<td>Licensing (hardware &amp; software)</td>
<td>Licensing (hardware &amp; software)</td>
<td></td>
</tr>
<tr>
<td>Upgrades</td>
<td>Upgrades</td>
<td></td>
</tr>
<tr>
<td>Preventative maintenance plan</td>
<td>Preventative maintenance plan</td>
<td></td>
</tr>
<tr>
<td>Corrective maintenance plan</td>
<td>Corrective maintenance plan</td>
<td></td>
</tr>
<tr>
<td>Local support structure</td>
<td>Local support structure</td>
<td></td>
</tr>
<tr>
<td>Replacement program for major parts &amp; consumables/life expectancy</td>
<td>Replacement program for major parts &amp; consumables/life expectancy</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Infrastructure: Scanning unit</th>
<th>Infrastructure: Scanning unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total equipment weight</td>
<td>Total equipment weight</td>
</tr>
<tr>
<td>Weight per major component</td>
<td>Weight per major component</td>
</tr>
<tr>
<td>Physical dimensions/Scanning tunnel dimensions</td>
<td>Physical dimensions/Scanning tunnel dimensions</td>
</tr>
<tr>
<td>Conveyance system</td>
<td>Conveyance system</td>
</tr>
<tr>
<td>Power loading</td>
<td>Power loading</td>
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<tr>
<td>Backup system</td>
<td>Backup system</td>
</tr>
<tr>
<td>Weather protection/resistance</td>
<td>Weather protection/resistance</td>
</tr>
<tr>
<td><strong>Foundation requirement</strong></td>
<td><strong>Relocation (if scanning site changes)</strong></td>
</tr>
<tr>
<td>---------------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td><strong>Staff Cabin</strong></td>
<td><strong>Interior measurements/staff sitting (4 est.)</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Equipment provisions</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Electrical/cabling requirements</strong></td>
</tr>
<tr>
<td></td>
<td><strong>CCTV</strong></td>
</tr>
<tr>
<td><strong>Perimeter</strong></td>
<td><strong>Fencing/exclusion zone requirement</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Traffic control</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Equipment provisions</strong></td>
</tr>
<tr>
<td></td>
<td><strong>CCTV</strong></td>
</tr>
<tr>
<td><strong>Safety</strong></td>
<td><strong>Exclusion zone</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Radiation dose per scan/per annum</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Safety equipment</strong></td>
</tr>
<tr>
<td><strong>Implementation</strong></td>
<td><strong>Delivery &amp; installation timeframe</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Factory &amp; onsite acceptance tests</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Option for trial period before final acceptance</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Post-implementation review</strong></td>
</tr>
</tbody>
</table>

This table contains the **minimum** requirements. Bidders should include other requirements where necessary.

### 2.4 Quality Assurance

Bidders are to provide evidence of quality assurance in these areas;

1) ISO Compliance
2) Radiation Safety
3) Disposal Method of parts/consumables
4) Health & Safety
5) Environmental Risks
2.5 **Training & Knowledge Transfer**

Bidders are to submit;

1) Training Program (operators & maintenance)
2) Resources
3) Evidence of experience
4) Option for ongoing development
5) Training/user manuals

2.6 **Client Reference**

Bidders are to submit client list where proposed system has been installed within the last five years and include;

1) Contact details for each client
2) Detailed description of system installed with clients whose operating environment is similar to FRCA
3) Proposed client sites in the event a site visit is undertaken

2.7 **Project Implementation**

Bidders are to submit;

1) Project Plan & Methodology
2) Resources/Experience
3) Draft Contract

2.8 **Tender Evaluation Criteria**

The evaluation criteria will include an assessment of:

1) Pricing
2) Commercial terms
3) Experience
4) Technical compliance
5) Regulatory compliance

Thus, the lowest cost bid need not be selected as the preferred solution.