



FEDERAL PUBLIC SERVICE
MJSP - FEDERAL POLICE
PROCUREMENT DIVISION - DCOMP/CLC/CGAD/DLOG/PF

Notice No. 22/2026-DICOMP/CLC/CGAD/DLOG/PF Case

No. 08211.000263/2025-10

[ELECTRONIC AUCTION]

90022/2026

CONTRACTING ENTITY (UASG)

(200334)

SUBJECT

[price registration]

TOTAL CONTRACT VALUE

R\$ 118,874,520.87 (One hundred eighteen million, eight hundred seventy-four thousand, five hundred twenty reais and eighty-seven centavos).

DATE OF PUBLIC SESSION

May 26, 2026, at 10:00 a.m. (Brasília time)

Evaluation Criteria:

[lowest price]

Bidding Method:

[open]

PREFERENTIAL TREATMENT FOR ME/EPP/EQUIVALENTS

[NO]

PREFERENCE MARGIN FOR ANY ITEM

[NO]

[ELECTRONIC AUCTION] No. 90022/2026

(Administrative Proceeding No. 08211.000263/2025-10)

It is hereby announced that the FEDERAL POLICE, through the GENERAL ADMINISTRATION COORDINATION OFFICE, headquartered at the Multibrasil Corporate Building, North Commercial Sector, Block 4 - Asa Norte, Brasília – DF, ZIP Code 70714-000, will conduct a bidding process for price registration via ELECTRONIC AUCTION, in ELECTRONIC form, pursuant to Law No. 14,133, of April 1, 2021, Decree No. 11,462, of March 31, 2023, and other applicable legislation, and in accordance with the conditions set forth in this Notice.

1. OBJECT

1.1. The subject of this bidding process is the Acquisition of PATROL AND INTERCEPTION BOATS (LPI), in accordance with the conditions, quantities, and requirements established in this Notice and its annexes.

1.2. *The bidding will be conducted as a single item.*

2. PRICE REGISTRATION

2.1. The rules regarding the managing and participating entities, as well as any additional participants, are those set forth in the draft Price Registration Minutes.

3. PARTICIPATION IN THE BIDDING PROCESS

3.1. Interested parties previously registered in the Unified Supplier Registration System (SICAF) and the Federal Government Procurement System (www.gov.br/compras) may participate in this bidding process.

3.2. Interested parties must meet the registration requirements in SICAF by the third business day prior to the scheduled date for receipt of bids.

3.2.1. Foreign companies may participate in this bidding process through a legal representative who, duly equipped with a document accrediting them to participate in this bidding procedure, will act on behalf of the company they represent by means of formal and express authorization from the latter.

3.3. The bidder assumes sole and formal responsibility for transactions carried out in its name and certifies that its proposals and bids are binding and accurate, including actions taken directly or through its representative. The system provider or the agency or entity conducting the bidding process shall not be held liable for any damages resulting from the misuse of access credentials, even if committed by third parties.

3.4. It is the responsibility of the registered user to verify the accuracy of their registration data in the Systems listed in the previous item and to keep them updated with the agencies responsible for the information, and must immediately correct or amend the records as soon as any inaccuracies are identified or the information becomes outdated.

3.5. Failure to comply with the provisions of the preceding item may result in disqualification at the time of qualification.

3.6. *No preferential treatment will be granted in this Bidding Process to microenterprises, small businesses*

and equivalent entities, pursuant to Complementary Law No. 123 of 2006, due to the applicability, in this case, of Article 4, Paragraph 1 of Law No. 14,133 of 2021.

3.7. The following may not participate in this bidding process:

3.7.1. any entity that does not meet the conditions set forth in this Notice and its attachment(s);

3.7.2. a company that engages in activities incompatible with the subject matter of the bid;

3.7.3. *cooperative societies*;

3.7.4. foreign companies that do not have legal representation in Brazil with express authority to receive service of process and respond administratively or judicially;

3.7.5. the author of the preliminary design, basic design, or detailed design, whether an individual or a legal entity, when the bid concerns services or the supply of goods related thereto;

3.7.6. a company, individually or as part of a consortium, responsible for preparing the basic design or the detailed design, or a company in which the author of the design is an officer, manager, controller, shareholder, or holder of more than 5% (five percent) of the voting capital, technical supervisor, or subcontractor, when the bid concerns services or the supply of goods necessary for it;

3.7.7. an individual or legal entity that, at the time of the bid, is unable to participate in the bid due to a sanction imposed upon it;

3.7.8. any person who has a technical, commercial, economic, financial, labor, or civil relationship with an officer of the contracting agency or entity, or with a public official involved in the bidding process or in the supervision or management of the contract, or who is the spouse, partner, or relative of such a person—whether by blood, marriage, or affinity—up to the third degree;

3.7.9. parent companies, subsidiaries, or affiliates, pursuant to Law No. 6,404 of December 15, 1976, competing against one another;

3.7.10 any individual or legal entity that, within the five (5) years prior to the publication of the bid notice, has been convicted by a final and unappealable court decision for the exploitation of child labor, for subjecting workers to conditions analogous to slavery, or for hiring adolescents in cases prohibited by labor legislation;

3.7.11. *legal entities acting as a consortium*;

3.7.12. Civil Society Organizations of Public Interest (OSCIPs), acting in that capacity;

3.8. No public official of the contracting agency or entity may participate, directly or indirectly, in the bidding process or the performance of the contract; situations that may constitute a conflict of interest during or after the exercise of the position or employment must be observed, in accordance with the legislation governing the matter, pursuant to § 1 of Article 9 of Law No. 14,133 of 2021.

3.9. The disqualification referred to in item 3.10.7 shall also apply to a bidder acting in place of another person, whether an individual or a legal entity, with the intent to circumvent the effectiveness of the sanction imposed on that person, including its parent company, subsidiary, or affiliate, provided that the unlawful act or fraudulent use of the bidder's legal personality is duly proven.

3.10. At the discretion of the Administration and exclusively for its purposes, the project designer and the company referred to in items 3.10.5 and 3.10.6 may participate in supporting procurement planning, bidding, or contract management activities, provided that they do so under the exclusive supervision of public officials from the agency or entity.

3.11. Companies belonging to the same economic group are considered equivalent to the authors of the project.

- 3.12. The provisions of items 3.10.5 and 3.10.6 do not preclude bidding or the contracting of services that include, as part of the contractor's scope of work, the preparation of the basic design and the detailed design in integrated contracts, and the detailed design in other execution regimes.
- 3.13. In bidding processes and contracts conducted within the scope of projects and programs partially funded by an official foreign cooperation agency or an international financial institution using funding or national counterpart funds, no individual or legal entity may participate if they are included on the list of persons sanctioned by such entities or if they have been declared ineligible under the terms of Law No. 14,133 of 2021.
- 3.14. The prohibition referred to in item 3.11 extends to third parties who assist in the conduct of the contracting process as members of a support team, specialized professionals, or employees or representatives of companies providing technical assistance.
- 3.15. Foreign companies may participate in this bidding process through a legal representative who, duly equipped with a document accrediting them to participate in this bidding procedure, shall act on behalf of the company they represent by means of formal and express authorization from the latter.
- 3.16. Foreign companies that do not operate in the country must, in order to participate in this bidding process and enter into the resulting contract, have a legal representative in Brazil with express authority to receive service of process and respond administratively or judicially.
- 3.17. In addition to the option of participating through a representative, foreign companies that do not operate in the country may participate in their own name in bidding procedures, waiver procedures, and administrative contracts by registering directly with Sicaf using a specific identification code provided by the system.
- 3.18. Foreign companies that do not operate in the country may participate in their own name or through individual or corporate representatives. To submit a bid, participants or their representatives must be registered at Levels I, II, III, V, and VI of Sicaf and registered on Comprasnet.
- 3.19. Foreign documents originating from countries where Portuguese is the official language are exempt from certified translation.
- 3.20. The requirement for consular legalization is waived for countries that are signatories to the Hague Apostille Convention; such countries are required only to have their documents apostilled.
- 3.21. Foreign companies that are unable to submit, for participation in the bidding process, the documentation required in this Notice and in the Terms of Reference, due to the absence of an equivalent instrument or pursuant to specific legislation of the bidder's country of origin, must submit a declaration prepared by the company itself in SICAF or signed by the company's legal representative, in a simple translation. For the signing of the contract or the price registration minutes, the Administration may request that such a declaration—regarding the non-existence or prohibition of submitting equivalent documentation due to legislation or internal regulations of the country of origin—be authenticated by the respective consulate in Brazilian Portuguese and translated by a sworn translator in Brazil.
- 3.22. It is the registrant's responsibility to verify the accuracy of their registration data in the systems listed in the previous item and to keep them updated with the agencies responsible for the information, and they must immediately correct or amend the records as soon as they identify any inaccuracies or if the information becomes outdated.
- 3.23. Failure to comply with the provisions of the previous item may result in disqualification at the time of qualification.

4.

ESTIMATED BUDGET

4.1. *The estimated budget for this contract shall not be confidential.*

5. SUBMISSION OF THE PROPOSAL AND QUALIFICATION DOCUMENTS

5.1. *In this bidding process, the qualification phase will follow the proposal and bid submission and evaluation phases.*

5.2. Bidders shall submit, exclusively through the electronic system, the proposal with the price, in accordance with the evaluation criteria adopted in this Notice, by the date and time established for the opening of the public session.

5.3. If the qualification phase precedes the proposal and bid submission phases, bidders shall submit, in the manner and within the timeframe established in the preceding item, both the qualification documents and the proposal with the price simultaneously, in accordance with the provisions of items 9.1.1 and 9.13.2 of this Notice.

5.4. When submitting the initial bid, the bidder shall declare, in the appropriate field of the system, that:

5.4.1 is aware of and agrees to the conditions contained in the call for bids and its annexes, as well as that the submitted proposal includes all costs necessary to comply with the labor rights guaranteed by the Federal Constitution, labor laws, in subordinate regulations, in collective bargaining agreements, and in the terms of conduct in effect on the date of its final submission, and that it fully complies with the qualification requirements defined in the call for bids;

5.4.2 does not employ minors under 18 years of age in night work, hazardous work, or unhealthy work, and does not employ minors under 16 years of age, except for minors aged 14 or older as apprentices, pursuant to Article 7, XXXIII, of the Constitution;

5.4.3 does not have employees performing degrading or forced labor, in compliance with the provisions of items III and IV of Article 1 and item III of Article 5 of the Federal Constitution;

5.4.4 complies with the requirements regarding the reservation of positions for people with disabilities and for individuals rehabilitated under the Social Security system, as provided for by law and other specific regulations.

5.5 In the case of companies that benefited from Law No. 12,546 of 2011, price proposals must be submitted with the rates in effect, pursuant to Law No. 14,973 of 2024, applicable for the year in which the proposal is submitted.

5.5.1. At the request of the contracted company, the contract price may be revised, pursuant to Art. 134 in conjunction with Art. 136, I, of Law No. 14,133 of 2021, following an effective increase in tax rates, in accordance with the transitional regime provided for in Articles 9-A and 9-B of Law No. 12,546 of 2011, as amended by Law No. 14,973 of 2024.

5.6. Any false statement regarding items 5.4 or 5.7 shall subject the bidder to the penalties provided for in Law No. 14,133 of 2021 and in this Notice.

5.7. Bidders may withdraw or replace their bid or, in the event that the qualification phase precedes the bid submission and bidding phases and the evaluation phase, the qualification documents previously uploaded to the system, until the opening of the public session.

5.8. There will be no ranking order during the stage of proposal and qualification document submission by the bidder; this will occur only after the procedures for opening the public session and the bidding phase.

5.9. The documents comprising the proposals of bidders invited to submit proposals will be made available for public access after the bidding phase.

5.10. Once this functionality is available in the system, the bidder may set their minimum final price or maximum discount percentage when registering the bid and must comply with the following rules:

5.10.1. the application of the minimum interval for differences in values or percentages between bids, which will apply both to intermediate bids and to the bid that represents the best offer; and

5.10.2. bids will be automatically submitted by the system, respecting the minimum final value, if established, and the range referred to in the subitem above.

5.11. The minimum final value set in the system may be changed by the supplier during the bidding phase, provided that:

5.11.1. a value higher than a bid already registered by the supplier in the system, when the lowest-price evaluation criterion is adopted; and

5.11.2. a discount percentage lower than the bid already entered by the supplier in the system, when the criterion of awarding the contract to the highest discount is adopted.

5.12. The minimum final value set forth in item 5.14 shall be confidential to the other suppliers and to the agency or entity conducting the bidding process, and may be made available strictly and permanently to external and internal control bodies.

5.13. It shall be the responsibility of the bidder interested in participating in the bidding process to monitor operations in the electronic system during the bidding process and to bear the burden resulting from the loss of business due to failure to observe messages issued by the Administration or due to disconnection.

5.14. The bidder must immediately notify the system provider of any event that may compromise confidentiality or security, so that access can be immediately blocked.

6. COMPLETION OF THE BID

6.1. The bidder must submit their bid by filling out the following fields in the electronic system:

6.1.1. unit price and total price of the item;

6.1.2. brand;

6.1.3. manufacturer;

6.1.4. The quoted quantity must comply with the quantity specified in the Terms of Reference.

6.2. All specifications of the subject matter contained in the proposal are binding on the bidder.

6.2.1. The bidder may not submit a proposal for a quantity less than the maximum specified for the contract.

6.3. The proposed prices shall include all operational costs, social security, labor, tax, and commercial charges, as well as any other costs that directly or indirectly affect the performance of the subject matter.

6.4. The prices offered, both in the initial proposal and during the bidding phase, shall be the sole responsibility of the bidder, who shall have no right to request any changes on the grounds of error, omission, or any other pretext.

6.5. If the company's tax regime involves the payment of taxes at variable rates, the appropriate quote shall be the one corresponding to the average of the company's actual tax payments over the last twelve months.

6.6. Regardless of the tax rate entered in the spreadsheet, the rates established by current law will be withheld at source from the payment.

6.7. In this bidding process, Microenterprises and Small Businesses may benefit from the Simples Nacional tax regime.

6.9. Submission of bids implies mandatory compliance with the provisions contained therein, in accordance with the provisions of the Terms of Reference/Basic Project, with the bidder committing to perform the subject matter of the bid in accordance with its terms, as well as to supply the necessary materials, equipment, tools, and supplies in quantities and qualities adequate for the proper performance of the contract, providing replacements when required.

6.10. The bid's validity period shall not be less than **60 (sixty)** days from the date of its submission.

6.11. Bidders must comply with the maximum prices established in the regulations governing federal public procurement when participating in public bids;

6.12. If the award criterion is the lowest price, bidders must comply with the maximum prices set forth in the Terms of Reference.

6.13. Failure to comply with the aforementioned rules may result in liability being imposed by the Federal Court of Accounts and, following due legal process, lead to the following consequences: the imposition of a deadline for adopting the measures necessary to ensure strict compliance with the law, pursuant to Article 71, item IX, of the Constitution; or the conviction of the responsible public officials and the contracted company to pay damages to the public treasury, should overpricing due to markups be verified during the execution of the contract.

6.14. The prices offered, both in the initial proposal and during the bidding phase, shall be the sole responsibility of the bidder, who shall have no right to request any changes on the grounds of error, omission, or any other pretext.

6.15. If the supplier is not the manufacturer of the product, it must submit a statement from the manufacturer assuring that the products supplied will maintain the same original warranty and maintenance policies as those of the manufacturer.

6.16. It shall be the bidder's sole and full responsibility to obtain, from the competent authorities, whether abroad or in Brazil, information regarding the applicability or non-applicability of taxes, duties, and fees of any nature due for the supply of the subject matter of this bid, in the domestic and/or foreign markets, and to account for such charges in their proposals; claims of ignorance regarding tax liability or other related matters shall not be accepted.

6.17. The proposed amounts shall include all operating costs, social security, labor, tax, commercial, and any other charges that directly or indirectly affect the performance of the subject matter.

6.18. Foreign bidders must include in their bid price the cost of international transport insurance, international freight, customs clearance, and other applicable costs, taxes, and fees, in accordance with the International Commercial Terms (INCOTERMS 2020) - DPU – Delivered At Place Unloaded – as well as the costs of storage, handling, and transportation/freight to the delivery locations as established in the Terms of Reference, and the “tax equalization” based on § 4, Art. 52 of Law No. 14,133, dated April 1, 2021, contained in Annex 6 – Price Proposal Template in order to preserve competition and equality in the bidding process, to be defined in the public notice.

6.19. To be responsible for providing all necessary assistance to the Customs Broker, duly accredited with the Foreign Trade System (SISCOMEX), for the effective customs clearance with customs authorities and other government agencies that may be involved in the process of regularizing the entry of the subject matter of this bidding into the country, whereby the responsibility for the selection, hiring, and payment of the fees of the Customs Brokerage Company (“Broker”) shall be exclusively at the expense, risk, and responsibility of the CONTRACTED company.

6.20. Any tax, cost, or expense, direct or indirect, related to the supply of the subject matter of

this bid, omitted or incorrectly quoted in the proposal, shall be considered included in the price, and no additional charges may be claimed on this basis.

6.21. The omission of any expense or cost necessary for the proper execution of the subject matter of this bid shall be interpreted as non-existent or already included in the prices, and the bidder may not claim any additional amounts after the submission of the proposal.

6.22. If the company's tax regime involves the payment of taxes at variable rates, the appropriate rate shall be the average of the company's actual tax payments over the last twelve months.

6.23. Regardless of the tax rate entered in the spreadsheet, the percentages established in current legislation will be withheld at source upon payment.

Equalization of Proposals

6.24. The prices offered, both in the initial proposal and during the bidding phase, shall be the sole responsibility of the bidder, who shall have no right to claim any changes on the grounds of error, omission, or any other pretext.

6.25. The bidder may submit their proposal and bids in Brazilian Real, Euro, or U.S. Dollar; however, for registration in the Government Procurement system, the amount must be reported in Brazilian Real, given the system's limitation, which does not feature automatic currency conversion.

6.26. Although bids may be submitted in foreign currency, it should be noted that the government procurement system does not yet allow for the registration of bids in foreign currency. In this regard, during the bid evaluation phase, when the submission of the duly signed bid attachment is requested, the company may submit the bid in foreign currency; however, within the system, all amounts must be converted and recorded in Brazilian Real, as this is the currency permitted by the electronic system.

6.27. In general terms, the equalization of bids consists of the simulated addition of the cost of taxes that burden the final sale of the subject of the bid in the domestic market, by a Brazilian or foreign company operating in the country, to the bids submitted by foreign companies that do not operate in the country.

6.28. This is, therefore, a simulation, carried out by the contracting agent or committee, for the sole purpose of evaluating the bids; that is, the Administration does not bear the cost related to these taxes if a foreign company not operating in the country is declared the winner after the tax equalization of the bids, provided all other requirements of the bidding notice are met.

6.29. Price proposals submitted by foreign bidders, for the purposes of evaluation, must include the tax burdens applicable to Brazilian companies, in compliance with Article 52, § 4, of Law No. 14,133/21, and must be duly detailed in Annex VI TO THE TENDER DOCUMENTATION - PROPOSAL FORM FOR FOREIGN COMPANIES.

6.30. Brazilian and foreign bidders must provide a breakdown of tax amounts in their bids, and tax equalization must be considered until the final bids are submitted. Only upon the conclusion of the bidding process, if a foreign company's proposal is selected as the winner, the final bid price will be entered into the system in the "negotiated value" field as a tax-free amount, due to the tax exemption of public entities, considering the importation in their name.

6.31. For the purposes of Article 52, Paragraph 4, of Law No. 14,133/21, the taxes subject to tax equalization shall be the IPI (Tax on Industrialized Products), the PIS (Social Integration Program) and COFINS (Contribution for the Financing of Social Security) contributions, and the ICMS (Tax on Operations Relating to the Circulation of Goods and on the Provision of

and Communication), as per Annex VI to the TR - MOD. PROPOSAL FOR FOREIGN COMPANIES.

6.32. No adjustment will be made for import rates, as this would result in a breach of equal treatment, placing a greater financial burden on foreign bidders, which would violate Article 9, II, and Article 52, § 6, both of Law No. 14,133/21.

6.33. For the purpose of equalizing bids, foreign companies shall submit their bids with prices converted into Brazilian currency (Real - R\$), in accordance with the calculation sheet contained in Annex VI to the TR - BID FORM FOR FOREIGN COMPANIES.

6.34. When equalizing bids, considering that this is a single item, the equalization must be performed individually, with the bid adjusted according to the respective tax burden applicable to the subject matter.

6.34. Amounts proposed in foreign currency (dollar or euro) must be converted to Brazilian Real at the exchange rate (PTAX) on the business day prior to the date of the public opening of bids.

6.35. Attached to these Terms of Reference are two price proposal templates: one for domestic or nationalized companies (Annex VII to the Terms of Reference – Price Proposal Template for Domestic Companies); the other for foreign companies that do not operate in the country (Annex VI to the Terms of Reference – Price Proposal Template for Foreign Companies).

6.36. In the price proposal for domestic or nationalized companies, the unit price and the unit cost of taxes levied on the goods must be itemized.

6.37. In turn, the price proposal for foreign companies not operating in the country must specify only the unit price of the equipment, without considering the taxes applicable in Brazil.

7.

OPENING OF THE SESSION, CLASSIFICATION OF BIDS, AND SUBMISSION OF BIDS

7.1. This bidding process will be automatically opened in a public session via an electronic system on the date, time, and location indicated in this Notice.

7.2. Bidders may withdraw or replace the bid or qualification documents, as applicable, previously entered into the system, until the opening of the public session.

7.3. The system will provide a dedicated field for exchanging messages between the Auctioneer/Contracting Officer/Commission and the bidders.

7.4. Once the competitive phase begins, bidders must submit bids exclusively through the electronic system and will be immediately notified of their receipt and the amount recorded in the log.

7.5. Bids must be submitted based on the unit price of the item.

7.6. Bidders may submit successive bids, observing the scheduled time for the opening of the session and the rules established in the Notice.

7.7. A bidder may only submit a bid lower than the last bid submitted by them and recorded by the system.

7.8. The minimum difference in value or percentage between bids, which applies to both intermediate bids and the bid that matches the best offer, must be *R\$1,000.00 (one thousand reais)*.

7.9. The bidder may, on a single occasion, withdraw their last bid within fifteen seconds

after it is recorded in the system, in the event of an inconsistent or unfeasible bid.

7.10. The procedure will proceed in accordance with the bidding method adopted.

7.11. If the “open” bidding mode is adopted for submitting bids in the tender, bidders will submit public and successive bids, with extensions.

7.11.1. The bidding phase of the public session will last ten minutes and, after that, will be automatically extended by the system whenever a bid is submitted in the last two minutes of the public session.

7.11.2. The automatic extension of the bidding phase, as described in the preceding subitem, shall be two minutes and shall occur successively whenever bids are submitted during that extension period, including in the case of intermediate bids.

7.11.3. If there are no new bids in the manner established in the preceding items, the public session will automatically close, and the system will sort and disclose the bids according to the ranking order, without prejudice to the application of the preference margin and the fictitious tiebreaker, as provided in this notice, when applicable.

7.11.4. Once the best bid has been determined, if the difference from the bid ranked in second place is at least 5% (five percent), the Auctioneer/Contracting Officer/Commission, assisted by the support team, may allow the open bidding to resume to determine the remaining rankings.

7.11.5. Following the restart provided for in the item above, bidders will be invited to submit intermediate bids.

7.12. After the expiration of the deadlines established in the preceding sub-items, the system will sort and disclose the bids in ascending order of value.

7.13. Two or more bids of the same value will not be accepted; the bid received and recorded first shall prevail.

7.14. During the public session, bidders will be informed in real time of the value of the lowest recorded bid, without identifying the bidder.

7.15. In the event of a disconnection from the Auctioneer/Contracting Officer/Commission during the competitive phase of the bidding, the electronic system may remain accessible to bidders for the receipt of bids.

7.16. If the disconnection of the electronic system for the Auctioneer/Contracting Officer/Commission persists for more than ten minutes, the public session will be suspended and resumed only twenty-four hours after the Auctioneer/Contracting Officer/Commission has notified the participants of the fact on the website used for disclosure.

7.17. If the bidder does not submit any bids, the bid amount will be used as the bid.

7.18. A tie may only occur between identical proposals (not followed by bids) or between final bids in the closed phase of the open-and-closed bidding process.

7.19. In the event of a tie between proposals or bids, the tie-breaking criterion shall be that provided for in Article 60 of Law No. 14,133 of 2021, in the following order:

7.19.1. final round, in which case the tied bidders may submit a new proposal immediately following the ranking;

7.19.2. evaluation of the bidders' prior contractual performance, for which registration records shall preferably be used to certify compliance with

obligations set forth in this Law;

7.19.3. the bidder's implementation of gender equality initiatives in the workplace, in accordance with Decree No. 11,430, of March 8, 2023;

7.19.4. development by the bidder of an integrity program, in accordance with Decree No. 12,304, of 2024.

7.20. If the tie persists, preference will be given, in the following order, to goods and services produced or provided by:

7.20.2. Brazilian companies;

7.20.3. companies that invest in research and technology development in the country;

7.20.4. companies that demonstrate mitigation practices, pursuant to Law No. 12,187 of December 29, 2009.

7.21. Once all other tie-breaking criteria provided for by law have been exhausted, the winning bidder will be selected by lottery in a public ceremony, to which all bidders will be summoned, and no other process is permitted.

7.22. Once the bidding phase of the public session has concluded, if the bid from the top-ranked bidder remains above the maximum price or below the discount set for the contract, the Auctioneer/Contracting Officer/Commission may negotiate more favorable terms after the evaluation results have been determined.

7.22.1. In the case of a group bid, the subsequent contracting of a specific item within the group will require prior market research and a demonstration of its benefit to the agency or entity, and the maximum unit prices defined in the Terms of Reference will be observed as criteria for acceptability.

7.22.2. Negotiations may be conducted with the other bidders, in accordance with the initially established ranking order, when the top-ranked bidder, even after negotiation, is disqualified because its bid remains above the maximum price set by the Administration.

7.22.3. Negotiations will be conducted through the system and may be observed by the other bidders.

7.22.4. The outcome of the negotiation will be communicated to all bidders and attached to the bidding process records.

7.22.5. The Auctioneer shall request that the highest-ranked bidder, within two (2) hours, submit a proposal corresponding to the final bid offered following the negotiation, accompanied, if applicable, by supplementary documents, when necessary to confirm those required in this Notice and already submitted.

7.22.6. The Auctioneer/Contracting Officer/Commission may extend the established deadline, based on a substantiated request made via chat by the bidder, before the deadline expires.

7.23. After price negotiation, the Auctioneer/Contracting Officer/Commission will begin the bid acceptance and evaluation phase.

8.

THE EVALUATION PHASE

8.1. Once the negotiation phase has concluded, the Auctioneer/Contracting Officer/Commission shall verify whether the bidder provisionally ranked first meets the conditions for participation in the bidding process, as

provided for in Article 14 of Law No. 14,133 of 2021, related legislation, and in item 3.10 of the bid notice, particularly regarding the existence of any sanctions that would prevent participation in the bidding process or future contracting, by consulting the following registries:

8.1.1. Sicaf;

8.1.2. National Registry of Penalized Companies – CNEP, maintained by the Office of the Comptroller General (<https://portal.datransparencia.gov.br/pagina-interna/603244-cnep>).

8.2. The search of the registries will be conducted using the name and CNPJ of the bidding company.

8.2.1. The CNEP search regarding sanctions provided for in Law No. 8,429 of 1992 will also be conducted using the name and CPF of the bidding company's majority shareholder, if any, pursuant to Article 12 of said law.

8.3. If the Bidder Status Check reveals the existence of Indirect Disqualifying Incidents, the Auctioneer/Contracting Officer/Commission shall take steps to verify whether fraud was committed by the companies identified in the Report on Indirect Disqualifying Incidents.

8.3.1. Attempts at fraud will be verified through corporate ties, similar supply chains, among other factors.

8.3.2. The bidder will be given an opportunity to respond prior to any potential disqualification.

8.3.3. If a sanction is confirmed, the bidder will be deemed ineligible due to failure to meet the conditions for participation.

8.4. In the event that the qualification and evaluation phases are reversed, provided the conditions for participation are met, the qualification procedure will be initiated.

8.5. If the bidder provisionally ranked first has availed itself of any preferential treatment for SMEs/EPPs or has applied the preference margin, the Auctioneer/Contracting Officer/Commission shall verify whether the bidder is entitled to the benefit applied.

8.5.1. If the bidder fails to demonstrate compliance with the requirements to qualify for the preference margin benefit, the bids will be reclassified for the purpose of reapplying the preference margin.

8.6. Once the conditions for participation and use of preferential treatment have been verified, the Auctioneer/Contracting Officer/Commission shall examine the bid ranked first for its suitability to the subject matter and the compatibility of the price with the maximum amount stipulated for contracting in this Notice and its annexes, in accordance with the provisions of Articles 29 through 35 of SEGES/ME Normative Instruction No. 73, dated September 30, 2022.

8.7 The winning bid shall be disqualified if:

8.7.1. contains irremediable defects;

8.7.2. does not comply with the technical specifications contained in the Terms of Reference/Basic Design;

8.7.3. submit unfeasible prices or exceed the maximum price set for the contract;

8.7.4. fails to demonstrate its feasibility, when required by the Administration;

8.7.5. fails to comply with any other requirements of this Notice or its annexes, provided such non-compliance is irremediable.

8.8. In the case of goods and services in general, bids with values less than 50% (fifty percent) of the amount budgeted by the Administration are considered indicative of non-feasibility.

8.9. Infeasibility, in the scenario described in the preceding item, will only be considered after an investigation by the Auctioneer/Contracting Officer/Commission, which proves:

8.9.1. that the bidder's cost exceeds the bid amount; and

8.9.2. there are no opportunity costs sufficient to justify the size of the bid.

8.10. If there are indications that the price proposal is unfeasible, or if additional clarifications are needed, steps may be taken to require the bidder to demonstrate the feasibility of the proposal.

8.11. Errors in filling out the spreadsheet do not constitute grounds for disqualifying the bid. The spreadsheet may be adjusted by the bidder within the timeframe indicated by the system, provided that there is no increase in the price and that it is proven that the price is sufficient to cover all costs of the contract;

8.11.1. The adjustment referred to in this provision is limited to correcting errors or omissions that do not alter the substance of the proposals;

8.11.2. An error in completing the spreadsheet that is subject to correction is the indication of tax and contribution payments under the Simples Nacional regime, when such a regime is not applicable.

8.12 For the purpose of analyzing the proposal regarding compliance with the specifications of the subject matter, a written statement may be obtained from the department requesting the service or from the area specialized in the subject matter.

8.13. If the Terms of Reference require the submission of a letter of guarantee issued by the manufacturer, ensuring the performance of the contract, in the case of a bidder acting as a reseller or distributor, the bidder ranked first must submit it, failing which the bid will not be accepted.

8.14. If the Terms of Reference/Basic Project require the submission of a sample, the bidder ranked first must submit it, as specified in the Terms of Reference, under penalty of rejection of the bid.

8.15. The location and time of the sample evaluation procedure will be announced via a system message; attendance is optional for all interested parties, including the other bidders.

8.16. The results of the evaluations will be announced via a message in the system.

8.17. If the sample is not delivered or there is a delay in delivery without a justification accepted by the Auctioneer/Contracting Officer/Commission, or if the sample is delivered outside the specifications set forth in this Notice, the bidder's proposal will be rejected.

8.18. The contracting auctioneer will verify compliance of the bid provisionally ranked first with the relevant minimum unit costs established by the Administration, in addition to other aspects related to the bid's conformity with the subject matter of the bid and price compatibility.

8.19. The contracting auctioneer shall grant a period of at least two hours for the bid to be adjusted when it does not comply with the relevant minimum unit costs, under penalty of disqualification, in accordance with Normative Instruction No. 73, dated September 30, 2022.

9. THE QUALIFICATION PHASE

- 9.1 The documents specified in the Terms of Reference, which are necessary and sufficient to demonstrate the bidder's ability to perform the subject matter of the bid, shall be required for qualification purposes, pursuant to Articles 62 through 70 of Law No. 14,133 of 2021.
- 9.1.1. The documentation required for legal, tax, social, labor, and economic-financial qualification may be substituted by registration in the Sicaf system.
- 9.2 When the participation of foreign companies not operating in the country is permitted, the qualification requirements shall be met through equivalent documents, initially submitted in a free translation.
- 9.3. In the event that the winning bidder is a foreign company that does not operate in the country, for the purposes of signing the contract or the price registration minutes, the documents required for qualification shall be translated by a sworn translator in the country and apostilled in accordance with the provisions of Decree No. 8,660, dated January 29, 2016, or any other decree that may replace it, or consularized by the respective consulates or embassies.
- 9.5 The documents required for qualification purposes may be submitted as originals or copies.
- 9.6 The documents required for qualification purposes may be replaced by a registration certificate issued by a public agency or entity, provided that the registration was made in accordance with the provisions of Law No. 14,133 of 2021.
- 9.7 It will be verified whether the bidder has submitted a declaration stating that it meets the qualification requirements, and the declarant will be liable for the accuracy of the information provided, in accordance with the law.
- 9.8 It will be verified whether the bidder has submitted to the system, under penalty of disqualification, a declaration stating that it complies with the requirements for reserving positions for persons with disabilities and for those rehabilitated by Social Security, as provided for by law and other specific regulations.
- 9.9 The bidder must submit, under penalty of disqualification, a declaration stating that its financial proposals include all costs associated with complying with the labor rights guaranteed by the Federal Constitution, labor laws, subordinate regulations, collective bargaining agreements, and the terms of conduct agreements in effect on the date of proposal submission.
- 9.11 Eligibility will be verified through Sicaf, based on the documents covered by it.
- 9.11.1 Proof of compliance with requirements through the submission of original non-digital documents will only be required when there is doubt regarding the integrity of the digital document or when expressly required by law.
- 9.12. It is the bidder's responsibility to verify the accuracy of their registration information in Sicaf and to keep it up to date with the relevant authorities; the bidder must immediately correct or update the records as soon as any inaccuracies are identified or the information becomes outdated.
- 9.12.1 Failure to comply with the provisions of the preceding item may result in disqualification at the time of qualification.
- 9.13. Verification by the Auctioneer/Contracting Officer/Commission on the official websites of agencies and entities issuing certificates constitutes legal proof for qualification purposes.
- 9.13.1 Documents required for qualification that are not available in Sicaf must be submitted through the system in digital format within 2 (TWO) HOURS, extendable for an equal period, counted from the time of the request by the Auctioneer/Contracting Officer/Commission.
- 9.13.2 If the prequalification phase precedes the phase for submitting proposals and bids, bidders shall submit, through the system, both the prequalification documents and the proposal—including the price or discount percentage—simultaneously, in accordance with the provisions of § 1 of Art. 36 and § 1 of Art. 39 of SEGES/ME Normative Instruction No. 73, dated September 30, 2022.

9.14. Verification in Sicaf or the requirement of documents not contained therein shall only be performed with respect to the winning bidder.

9.14.1 Documents relating to tax compliance listed in the Terms of Reference shall only be required, in any case, after the evaluation of bids, and only from the highest-ranked bidder.

9.14.2 Subject to the exception in the preceding subitem regarding tax compliance, when the qualification phase precedes the phases of proposal and bid submission and evaluation, the verification or requirement under this subitem shall apply to all bidders.

9.15 Once the deadline for submitting the documentation referred to in item 9.13.1 has passed, the Auctioneer may, by means of a reasoned decision, allow the submission of new qualification documents or the provision of additional information regarding the documents already submitted by bidders, within [2 (two)] hours, for the purpose of:

9.15.1 verification of the bidder's qualification requirements, provided such requirements arise from facts existing at the time of the bid opening;

9.15.2 updating documents whose validity has expired after the date of receipt of the bids;

9.15.3 remedy the absence of a declaratory document issued unilaterally by the bidder;

9.15.4. to remedy the absence of a certificate and/or declaratory document issued by an agency or entity whose acts are presumed to be true and of public faith.

9.16. If the specified deadline expires without the submission of the new documentation, the bidder's opportunity to remedy the deficiency shall be forfeited, resulting in disqualification.

9.17. In reviewing the qualification documents, the contracting committee may remedy errors or omissions that do not alter the substance of the documents or their legal validity, by means of a reasoned decision, recorded in the minutes and accessible to all, thereby rendering them effective for the purposes of qualification and ranking.

9.18. If a bidder does not meet the qualification requirements, the Auctioneer/Contracting Officer/Commission shall review the next bid and so on, in order of ranking, until a bid that complies with this notice is identified, subject to the deadline set forth in subitem 9.13.1.

9.19. Only the qualification documents of the bidder whose proposal meets the requirements of the bidding notice will be made available for public access, after the procedures described in the preceding subitem have been completed.

9.20. Proof of tax and labor compliance for micro and small businesses will be required only for the purpose of contracting, and not as a condition for participation in the bidding process.

9.21. When the prequalification phase precedes the evaluation phase and has already been completed, a bidder may not be excluded on grounds related to prequalification, except in the case of supervening events or facts that became known only after the evaluation.

10. CONTRACT TERMS

10.1. The rules regarding the Contract are those set forth in the Terms of Reference and the draft Contract.

10.1. Following approval and award, if a decision is made to enter into a contract, a contract term or other equivalent instrument shall be executed.

10.2. The successful bidder shall have a period of [05] five business days, counted from the date of notification, to sign the contract or equivalent instrument, under penalty of forfeiting the right to the contract, without prejudice to the penalties provided for in this Notice.

10.3. As an alternative to summoning the party to appear before the agency or entity to sign the Contract or equivalent document, the Administration may: a) send it for signature via registered mail with return receipt requested (AR), to be signed and returned within [03] three business days from the date of receipt; b) provide access to an electronic system so that it may be digitally signed within [03] three business days; or c) another electronic means, ensuring a period of [03] three business days for a response after receipt of the notification by the Administration.

10.4. The deadlines set forth in items 10.2 and 10.3 may be extended for an equal period upon a justified request by the successful bidder and accepted by the Administration.

10.5. The term of the contract is as set forth in the Terms of Reference.

10.6. Upon signing the contract or equivalent instrument, the Federal Public Sector Unpaid Debts Registry (Cadin) and proof of the qualification and contracting conditions set forth in this Notice will be required, which must be maintained by the supplier throughout the term of the contract.

10.6.1. The existence of a Cadin record constitutes a disqualifying factor for contracting.

11. ON THE PRICE REGISTRATION MINUTES

11.1. Once the bid results have been approved, the highest-ranked bidder will have *three* (3) days, starting from the date of notification, to sign the Price Registration Minutes, the validity period of which is specified therein, under penalty of forfeiture of the right to contract, without prejudice to the penalties provided for in Law No. 14,133 of 2021.

11.2. The summons period may be extended once, for an equal period, upon request by the highest-ranked bidder or the summoned supplier, provided that:

11.2.1. the request is duly justified and submitted within the deadline; and

11.2.2. the justification presented is accepted by the Administration.

11.3. The price registration minutes shall be signed via digital signature and made available in the price registration system.

11.4. As many Price Registration Minutes as necessary will be formalized to record all items listed in the Terms of Reference/Basic Project, indicating the winning bidder, the description of the item(s), the respective quantities, registered prices, and other conditions.

11.5. The registered price, along with the names of the suppliers, will be published on the PNCP and made available for the duration of the price registration record.

11.6. The existence of registered prices shall imply a commitment to supply under the established conditions, but shall not oblige the Administration to contract; the Administration may conduct a specific bidding process for the intended procurement, provided it is duly justified.

11.7. In the event that the selected bidder fails to sign the price registration record within the established timeframe and under the established conditions, the Administration may call upon the remaining bidders from the reserve list, in order of ranking, to do so within the same timeframe and under the conditions proposed by the first-ranked bidder.

11.8. The term of validity of the price registration record shall be one (1) year and may be extended for an equal period, provided that the advantageous price is substantiated.

11.8.1. In the event of an extension of the minutes, the originally recorded quantity *may* be renewed.

12.

ON THE FORMATION OF THE RESERVE LIST

12.1. After the bid is approved, the following record shall be included in the minutes as an attachment:

12.1.1. of bidders who agree to quote the object at a price equal to that of the successful bidder, taking into account the ranking in the bid and excluding the percentage related to the margin of preference, when the object does not meet the requirements set forth in Article 26 of Law No. 14,133 of 2021; and

12.1.2. of bidders who maintain their original bid

12.2. In contracting, the order of classification of bidders or suppliers recorded in the minutes shall be respected.

12.2.1. The submission of new bids in accordance with this provision shall not affect the outcome of the bidding process with respect to the highest-ranked bidder.

12.2.2. For the purposes of the ranking order, bidders or suppliers who agree to quote a price for the object equal to that of the successful bidder shall precede those who maintain their original bid.

12.3. The qualification of bidders who will comprise the reserve list will be carried out when there is a need to contract the remaining bidders, in the following cases:

12.3.1. when the winning bidder fails to sign the price registration record within the timeframe and under the conditions established in the notice; or

12.3.2. when the supplier's registration or the price registration is canceled, in the cases provided for in Articles 28 and 29 of Decree No. 11,462 of 2023.

12.4. In the event that none of the bidders who agreed to quote a price equal to that of the successful bidder agree to be contracted under the same terms, within the same timeframe, and under the conditions proposed by the first-ranked bidder, the Administration, subject to the estimated value and any updates thereto as provided for in the notice of bid, may:

12.4.1. invite the bidders who maintained their original bids to negotiate, in order of ranking, with a view to obtaining a better price, even if it exceeds the successful bidder's price; or

12.4.2. award the contract and execute the agreement under the terms offered by the remaining bidders, in accordance with the ranking order, when negotiations for better terms have failed.

13.

APPEALS

13.1. The filing of appeals regarding the evaluation of bids, the qualification or disqualification of bidders, or the annulment or revocation of the bidding process shall comply with the provisions of Article 165 of Law No. 14,133 of 2021.

13.2. The deadline for filing an appeal is three (3) business days from the date of notification or the date the minutes were drawn up.

13.3. When the appeal challenges the evaluation of bids or the decision to qualify or disqualify a bidder:

13.3.1. the intention to appeal must be expressed immediately, under penalty of forfeiture;

13.3.2. the deadline for expressing the intention to appeal shall not be less than 10 (ten) minutes.

13.3.3. The deadline for filing grounds for appeal shall begin on the date of service of the notice or the date the minutes of qualification or disqualification are drawn up;

13.3.4. in the event of the reversal of phases provided for in paragraph 1 of Article 17 of Law No. 14,133, of

2021, the deadline for filing grounds for appeal shall begin on the date of notification of the judgment minutes.

13.4. Appeals must be submitted through the appropriate field in the system.

13.5. The appeal shall be addressed to the authority that issued the act or rendered the decision being appealed, which may reconsider its decision within 3 (three) business days, or, within that same period, forward the appeal to the higher authority, which shall render its decision within 10 (ten) business days, counted from the receipt of the case file.

13.6. Appeals filed after the deadline will not be considered.

13.7. The deadline for other bidders to file counterarguments to the appeal shall be three (3) business days, counted from the date of personal notification or the public announcement of the filing of the appeal, ensuring immediate access to the information necessary to defend their interests.

13.8. The appeal and the motion for reconsideration shall have suspensive effect on the contested act or decision until a final decision is issued by the competent authority.

13.9. The granting of the appeal invalidates only those acts that cannot be utilized.

13.10. The case file shall remain available for review by interested parties on the website [*secom.cgad.dlog@pf.gov.br*].

14.

ADMINISTRATIVE VIOLATIONS AND SANCTIONS

14.1. A bidder commits an administrative violation, as defined by law, if, intentionally or through negligence:

14.1.1. fails to submit the documentation required for the bidding process or fails to submit any document requested by the Auctioneer/Contracting Officer/Commission during the bidding process;

14.1.2. unless due to a duly justified supervening event, fails to maintain the bid, particularly when:

14.1.2.1 fails to submit a bid corresponding to the last bid offered or following negotiations;

14.1.2.2. refuses to submit the bid details when required;

14.1.2.3. request to be disqualified once the competitive phase has ended;

14.1.2.4. fail to submit a sample;

14.1.2.5. submit a proposal or sample that does not comply with the specifications of the request for proposals;

14.1.3. failing to execute the contract or to submit the documentation required for contracting, when summoned within the validity period of their proposal;

14.1.4. refusing, without justification, to sign the contract or the price registration record, or to accept or withdraw the equivalent instrument within the deadline established by the Administration;

14.1.5. submitting false statements or documentation required for the bidding process or making false statements during the bidding process;

14.1.6. fraudulently manipulating the bidding process;

14.1.7. behave in an unethical manner or commit fraud of any kind, particularly when:

14.1.7.1. acting in collusion or in violation of the law;

14.1.7.2. deliberately inducing error in the evaluation;

14.1.7.3. submitting a falsified or deteriorated sample.

14.1.8. engage in unlawful acts with the intent to undermine the objectives of the bidding process;

14.1.9. committing a harmful act as provided for in Article 5 of Law No. 12,846 of 2013.

14.2. Pursuant to Law No. 14,133 of 2021, the Administration may, following due administrative proceedings and ensuring the right to a prior defense, impose the following sanctions on bidders and/or successful bidders, without prejudice to civil and criminal liability:

14.2.1. a warning;

14.2.2. fine;

14.3.3. prohibition from bidding and contracting; and

14.3.4. a declaration of ineligibility to bid or contract, for as long as the grounds for the penalty persist or until rehabilitation is granted by the very authority that imposed the penalty.

14.3. In applying the sanctions, the following shall be considered:

14.3.1. the nature and severity of the violation committed;

14.3.2. the specific circumstances of the case;

14.3.3. aggravating or mitigating circumstances;

14.3.4. the damages resulting therefrom to the Public Administration;

14.3.5. the implementation or improvement of an integrity program, in accordance with the rules and guidelines of the oversight bodies.

14.4. The fine must be paid within a maximum of 30 (*thirty*) business days from the date of the official notification.

14.4.1. For violations set forth in items 14.1.1, 14.1.2, and 14.1.3, the fine shall range from 0.5% to 15% of the value of the contract awarded through competitive bidding.

14.4.2. For violations set forth in items 14.1.4, 14.1.5, 14.1.6, 14.1.7, 14.1.8, and 14.1.9, the fine shall be 15% to 30% of the value of the tendered contract.

14.5. Sanctions such as a warning, disqualification from bidding and contracting, and a declaration of ineligibility to bid or contract may be applied, cumulatively or not, in addition to the fine.

14.6. Upon the imposition of a fine, the interested party shall be granted the right to defend themselves within fifteen (15) business days from the date of notification.

14.7. The sanction of disqualification from bidding and contracting shall be imposed on the responsible party as a result of the administrative violations listed in sections 14.1.1, 14.1.2, 14.1.3, and 14.1.4, when the imposition of a more severe penalty is not warranted, and shall prevent the responsible party from bidding and contracting within the scope of the direct and indirect Public Administration of the federal entity to which the agency or entity belongs, for a maximum period of 3 (three) years.

14.8 The responsible party may be subject to a sanction of ineligibility to bid or contract as a result of committing the violations set forth in items 14.1.5, 14.1.6, 14.1.7, 14.1.8, and 14.1.9, as well

as for the administrative violations set forth in items 14.1.1, 14.1.2, 14.1.3, and 14.1.4 that justify the imposition of a penalty more severe than the sanction of disqualification from bidding and contracting, the duration of which shall comply with the period provided for in Article 156, Paragraph 5, of Law No. 14,133 of 2021.

14.9. The successful bidder's unjustified refusal to sign the contract or the price registration record, or to accept or withdraw the equivalent instrument within the deadline set by the Administration, as described in item 14.1.4, shall constitute a total breach of the obligation assumed and shall subject the bidder to penalties and the immediate forfeiture of the bid bond in favor of the agency or entity conducting the bidding process, pursuant to Article 45, Paragraph 4 of SEGES/ME Normative Instruction No. 73, dated September 30, 2022.

14.10. The determination of liability regarding sanctions involving the prohibition from bidding and contracting and the declaration of ineligibility to bid or contract will require the initiation of a liability proceeding to be conducted by a committee composed of two (2) or more permanent civil servants, who will evaluate the known facts and circumstances and summon the bidder or the successful bidder to, within 15 (fifteen) business days from the date of such summons, to submit a written defense and specify the evidence they intend to produce.

14.11. An appeal may be filed within 15 (fifteen) business days of the imposition of sanctions of a warning, fine, and disqualification from bidding and contracting, counted from the date of the notice, which shall be addressed to the authority that issued the decision being appealed. If that authority does not reconsider the decision within 5 (five) business days, it shall forward the appeal, along with its reasoning, to the higher authority, which must render its decision within a maximum of 20 (twenty) business days, counted from the receipt of the case file.

14.12. A request for reconsideration of the application of the sanction of ineligibility to bid or contract may be filed within 15 (fifteen) business days, counted from the date of notification, and shall be decided within a maximum of 20 (twenty) business days, counted from its receipt.

14.13. The appeal and the request for reconsideration shall have suspensive effect on the contested act or decision until a final decision is issued by the competent authority.

14.14. The application of the sanctions provided for in this notice does not, under any circumstances, exclude the obligation to fully compensate for the damages caused.

14.15. To ensure bidders' full right to defense and due process, notifications will be sent electronically to the email addresses provided in the commercial proposal, as well as those registered by the company in Sicaf.

14.15.1. The email addresses provided in the commercial proposal and/or registered in Sicaf will be considered to be in continuous use by the company, and no claim of ignorance of communications demonstrably sent to them will be accepted.

15.

CHALLENGING THE BID NOTICE AND REQUESTING CLARIFICATION

15.1. Any person is entitled to challenge this Notice on the grounds of non-compliance with Law No. 14,133 of 2021, and must file the request no later than three (3) business days prior to the opening date of the bidding process.

15.2. The response to the challenge or request for clarification will be published on the official website within three (3) business days, no later than the last business day prior to the opening date of the competition.

15.3. Objections and requests for clarification may be submitted electronically via the following means:
[secom.cgad.dlog@pf.gov.br].

15.4. Objections and requests for clarification do not suspend the deadlines set forth in the bidding process.

15.5. Granting suspensive effect to an objection is an exceptional measure and must be justified by the Auctioneer in the bidding process records.

15.6. If the objection is upheld, a new date for the bidding process will be set and published.

16.

GENERAL PROVISIONS

16.1. The minutes of the public session will be published on the electronic system.

16.2. If the office is closed or any unforeseen circumstance prevents the auction from taking place on the scheduled date, the session will automatically be rescheduled for the next business day at the same time previously established, unless otherwise notified by the Auctioneer/Contracting Officer/Commission.

16.3. All time references in the Notice, in the announcement, and during the public session shall be based on Brasília, DF time.

16.4. Approval of the results of this bidding process does not imply a right to be awarded the contract.

16.5. The rules governing the bidding process shall always be interpreted in favor of broadening competition among interested parties, provided that they do not compromise the Administration's interests, the principle of equality, the purpose, or the security of the contract.

16.6. Bidders shall bear all costs associated with the preparation and submission of their proposals, and the Administration shall in no event be liable for such costs, regardless of the conduct or outcome of the bidding process.

16.7. When calculating the deadlines set forth in this Notice and its Annexes, the starting date shall be excluded and the expiration date shall be included. Deadlines shall only begin and expire on business days of the Administration.

16.8. Failure to comply with non-essential formal requirements shall not result in the bidder's disqualification, provided that the act can be accepted, in accordance with the principles of equality and the public interest.

16.9. In the event of any conflict between the provisions of this Notice and its annexes or other documents comprising the bidding process, the provisions of this Notice shall prevail.

16.10. The Notice and its annexes are available in full on the National Public Procurement Portal (PNCP) and at the website <https://www.gov.br/pf/pt-br/assuntos/licitacoes/2025/diretoria-de-administracao-e-logistica-policial-dlog/pregao-eletronico>.

16.11. The following annexes are incorporated into this Notice, for all intents and purposes:

16.11.1. Annex I - Terms of Reference and annexes; 16.11.1.1.

Appendix to Annex I – Preliminary Technical Study;

16.11.2. *Annex II – Draft Contract;*

16.11.3. *Annex III – Draft Price Registration Minutes;*

[Location], [day] of [month] [year].

[SIGNATURE OF THE COMPETENT AUTHORITY]



Document electronically signed by **ANDRE LUIS LIMA CARMO, Director**, on April 22, 2026, at 6:27 p.m., Brasília official time, pursuant to Article 6, Paragraph 1, of [Decree No. 8,539, dated October 8, 2015](#).



The authenticity of this document can be verified at

https://sei4.pf.gov.br/sei/controlador_externo.php?

[acao=documento_conferir&id_orgao_acesso_externo=0&cv=145584354&crc=88132FD4](https://sei4.pf.gov.br/sei/controlador_externo.php?acao=documento_conferir&id_orgao_acesso_externo=0&cv=145584354&crc=88132FD4).

Verification code: **145584354** and CRC code: **88132FD4**.

Reference: Case No. 08211.000263/2025-10

SEI No. 145584354

ADMINISTRATION COORDINATION-COAD

Terms of Reference 152/2025

Basic Information

Artifact Number	UASG	Edited by	Updated on
152/2025	200334-ADMINISTRATIVE COORDINATION-COAD	LANDERSON DE ARAUJO BASTOS RAMOS	03/19/2026 3:57 PM (v 0.27)
Status	SIGNED		

Additional information

Category	Contract Number	Administrative Process
II - Purchase, including by order/Consumer goods		08211000263202510

1. GENERAL TERMS AND CONDITIONS OF THE CONTRACT

1.1. Purchase of 21 (twenty-one) PATROL AND INTERCEPTION BOATS (LPI), in accordance with the conditions, quantities, and requirements established in this document and detailed in Annex 1 (Technical Specifications of the LPI), as well as highlighted in the table below.

ITEM	SPECIFICATION	CATMAT	UNIT OF MEASURE	ESTIMATED UNIT PRICE MAXIMUM ACCEPTED	QUANTITY	ESTIMATED TOTAL VALUE MAXIMUM ACCEPTED
1	PATROL AND INTERCEPTION BOAT	48011	Unit	R\$ 5,660,691.47	21	R\$ 118,874,520.87

1.2. The assets covered by this contract are classified as common, as justified in the Preliminary Technical Study.

1.3. The contract provides further details on the rules governing the term of the agreement, which will be two years and seven months, extendable pursuant to Article 105 of Law No. 14,133/2021.

GROUNDS FOR AUTHORIZING PARTICIPATION – JOINT PROCUREMENT

1.4. Sharing procurement processes is a managerial measure aimed at increasing administrative efficiency. Decree No. 11,462/2023 provides for the institutions of Participation and Adherence as means for sharing processes. Participation occurs from the internal phase and makes the total quantities demanded known to the market, influencing price and competition. Adherence, being a subsequent step, does not have the same effect; however, it may be permitted because the collaboration between agencies compensates for the gains in agility and cost reduction from conducting the bidding process, as well as the economies of scale that were not realized in relation to the quantities added to the process a posteriori. In the case at hand, however, since it involves work equipment whose specific nature

is particularly suited to the needs of the Federal Police, participation in the Price Registration Record will be permitted. The acquisitions are to be made centrally and in installments, taking into account the budgetary availability for the fiscal year.

REASONS FOR THE USE OF THE INTERNATIONAL BIDDING PROCESS TO IMPROVE THE COMPETITIVENESS AND IMPACTS ON THE OPTIMIZATION OF THE AGENCY'S RESOURCES.

1.5. In the context of public bidding, the Auction has become the preferred method for the procurement of common goods precisely because its competitive phase, by bringing together all interested parties who were previously excluded during the qualification phase, has expanded the pool of competitors. During the Preliminary Study, it was observed that this expansion of the list of participants is vital for achieving the combination of best prices and best specifications. The international bidding process applied under the terms of Article 52 of Law No. 14,133/2021 provides for an expanded list of competitors. It should be noted that the participation of domestic companies remains unchanged, and their equal treatment is guaranteed through the equalization of bids.

1.6. In practice, it is important to apply the rule of equal conditions between Brazilian and foreign bidders, equalizing taxes on the foreign bidder's proposal in the same manner as they are mandatorily applied to the domestic bidder's proposal, namely: IPI, PIS, COFINS, and ICMS, to ensure parity and equalize the tax burden borne by domestic companies.

1.7. In this scenario, the rule of preference margin for goods produced in the country shall apply, as defined in Article 26 of Law No. 14,133/2021.

1.8. The adoption of international bidding will bring a number of advantages, including:

1.8.1. the possibility of acquiring equipment with advanced technology without excluding domestic companies that meet the specifications and certifications required in accordance with established principles and technical criteria;

1.8.2. a reduction in the cost of goods purchased directly from abroad;

1.8.3. increased competitiveness, due to the possibility of participation by foreign companies, which does not exclude the participation of domestic companies;

1.8.4. savings for the public coffers, particularly for the Federal Police budget, which will allow for the acquisition of more equipment within the same budget in cases where items are not produced or made available by domestic companies.

ACCEPTANCE OF BIDS IN FOREIGN CURRENCY

1.9. Pursuant to Article 52, Paragraph 3, of Law 14,133/21, the bidding notice must contain the following: "Payment guarantees for Brazilian bidders shall be equivalent to those offered to foreign bidders." It is well known that the currency used in international commercial transactions is the U.S. dollar, and, to a lesser extent, the Euro. The Brazilian real is not the currency of choice in these cases and does not represent a standard—including one of monetary stability—such that a commitment to register prices for one year, without the possibility of adjustment, can be established using it as a benchmark. Note that we are referring to price registration and not to a firm contract, to be signed immediately after the award/approval of the contract. The small and specific list of known suppliers will have no interest in participating and committing to supply goods for the duration of the price registration agreement, which is 12 months, if they cannot do so in a foreign currency, such as the Euro or the Dollar. Not accepting bids in foreign currency reduces competitiveness and introduces uncertainty that will drive up prices due to the expectation of risks.

ON PRICE AND TAX EQUALIZATION

1.10. Tax equalization is the primary objective of price equalization in international tenders. The process consists of adding, for evaluation purposes, the taxes that would apply to the foreign bidder's proposal, ensuring parity with the costs of domestic proposals.

1.10.1. ELEMENTS TO BE EQUALIZED

1.10.1.1. The amount of the foreign bid serves as the basis for calculating the charges;

1.10.1.2. *The applicable taxes will be: PIS (Social Integration Program), COFINS (Contribution for Social Security Financing), and ICMS (Tax on the Circulation of Goods and Services).*

1.10.1.3. The international bid template (Annex 6 to these Terms of Reference) and the bid notice will specify the rates to be used.

1.10.1.4. Conversion to the national currency will be made using the exchange rate (e.g., PTAX) from the day prior to the opening of bids.

1.10.1.5. For the final result of the bid evaluation, the equalized value—which includes the original price plus simulated charges—will be used to compare the foreign bid with the domestic bids.

1.10.1.6. After the final bidding phase, once the winner has been identified, if it is a foreign company, the auctioneer will enter the prices excluding charges into the “negotiated value” field within the system, in accordance with the tax exemption inherent to the contracting agency of the Direct Administration.

1.10.1.7. After equalization, the lowest value will be considered the winner.

1.10.1.8. Interested non-domestic suppliers must refer to the International Bid Template contained in Annex 6 of these Terms of Reference.

ON THE ADMISSION OR NON-ADMISSION OF COMPANIES ORGANIZED AS A CONSORTIUM

1.11. To determine whether to admit the participation of companies formed into a consortium, it is necessary to consider how the goods to be procured will be supplied. Participation in a consortium is of interest to the procuring entity /contracting party when the proposed solution is complex and does not exist as a stock item, constituting a solution to be built in which the components are supplied by different market actors, and these components represent significant portions of the whole, and these portions must be received in an integrated and simultaneous manner. Technological content and knowledge transfer are also key factors in the formation of consortia for the acquisition of complex police/military solutions. Another rationale for allowing consortia is cost-effectiveness. Whenever a company contracts another to perform part of a project, it adds profit and taxes to the amount billed to the government. It should also be noted that the participation of companies in a consortium may negatively impact competition, as justified in the Preliminary Technical Study.

1.11.1. For this reason, subcontracting is generally permitted only up to a certain percentage of the total contract value. Consequently, consortia of companies will not be permitted to participate.

ON THE NON-ADMISSION OF COOPERATIVES

1.12. Law No. 12,690/2012 permits the participation of cooperatives in bids for services that fall within their corporate purpose. That said, the possibility of cooperative participation is eliminated, given that the subject matter involves the acquisition of fixed assets and not the procurement of services.

2. JUSTIFICATION AND DESCRIPTION OF THE NEED FOR THE CONTRACT

2.1. The rationale for the contract and its quantities is detailed in a specific section of the Preliminary Technical Studies, appended to these Terms of Reference

2.2. *The subject matter of the contract is provided for in the 2025 Annual Procurement Plan, as detailed below:*

I) PCA ID in the PNCP: 00394494000136-0-000025/2025;

II) Date of publication in the PNCP: 05/16/2025;

III) Item ID in the PCA: 189;

3. DESCRIPTION OF THE SOLUTION AS A WHOLE, CONSIDERING THE LIFECYCLE OF THE OBJECT AND PRODUCT SPECIFICATION

3.1. The description of the solution as a whole is detailed in a specific section (item 2) of the Preliminary Technical Studies, appended to these Terms of Reference.

4. CONTRACT REQUIREMENTS

Sustainability

4.1. In addition to any sustainability criteria included in the description of the object, the following requirements, based on the National Guide to Sustainable Procurement, must be met:

4.1.1. In the case of foreign companies, considering that the international guide to sustainable manufacturing is not a single document but a set of standards, guidelines, and certifications that help industries adopt environmentally responsible practices, foreign companies must follow the principles of the UN Sustainable Development Goals (SDGs), such as ISO 14001;

Indication of brands or models

4.2. *In this procurement, the following brands may be indicated as references for similar or superior quality: ZODIAC; TITAN BOAT; STREIT MARINE; METAL-CRAFT; and ASIS BOAT, in accordance with the justifications contained in the Preliminary Technical Studies:*

4.3. The CONTRACTING PARTY shall require the interested party to demonstrate performance and quality compatible with the brands indicated as references, through the quality testing procedures established in Article 42 of Law No. 14,133/2021.

4.4. The Administration shall make every effort to ensure that the Planning Team visits the shipyard during the construction of BOAT 01, on a date to be scheduled, preferably toward the end of construction, in order to verify that BOAT 01, which will serve as the “model” boat for the production of the others, complies with this Technical Specification and its annexes. Prior verification is advisable in order to avoid future losses to the Administration.

4.4.1. This is not a sample analysis, but an acceptance test, in accordance with Annex II to this TR.

4.5. Prior to mass production and final delivery of the vessels, in order to verify compliance with the technical requirements defined in the Terms of Reference, the CONTRACTOR must notify the Contracting Party in advance to present BOAT 01 at the company's factory or an equivalent location, with the respective adaptations and graphics, in compliance with the technical specifications of the subject matter. The Contracting Party must submit an inspection report, signed by the company and Federal Police officials, to compare the minimum technical specifications required in this document and its Annexes at the time of final acceptance. The report shall serve as a document to guide the acceptance of the remaining vessels to be delivered.

4.6. The technical team responsible for these Terms of Reference will evaluate BOAT 01 in accordance with the criteria stipulated in the technical specifications and their annexes.

4.7. **Regarding Accommodation and Travel Expenses.**

- 4.7.1. The Federal Police will cover the accommodation and travel expenses of the Commissions, both domestically and internationally.
- 4.8. After the contract is signed (for Brazilian companies) or the letter of credit is issued (for foreign companies), BOAT 01 must be delivered within a minimum of 180 (one hundred and eighty) calendar days and a maximum of 270 (two hundred and seventy) calendar days, counted from the date the letter of credit is issued.
- 4.9. The CONTRACTOR must notify the Administration, at least 60 (sixty) calendar days in advance, of the availability of BOAT 01 for travel arrangements by the Planning Team and the Technical Department; the date for conducting the tests may be extended at the Administration's discretion.
- 4.10. The evaluation team shall observe the technical criteria set forth in these Terms of Reference and annexes.
- 4.11. Any subitem or item referring to engines, equipment, accessories, spare parts, etc., that contains the terms "equivalent" or "superior/equal or superior" and for which a brand/model different from that in Annex 1—the technical specification booklet—is presented, a technical report or opinion from the product manufacturer must be submitted confirming the equivalence/equality or superiority of the item presented by the bidder, which will be analyzed by the technical team responsible for the contract.

Subcontracting

4.12. *Subcontracting of the subject matter of the contract is not permitted.*

Contract Guarantee

- 4.13. *There shall be no requirement for the contract guarantee under Articles 96 et seq. of Law No. 14,133 of 2021, for the reasons set forth in the Preliminary Technical Study and for the reasons below:*
- 4.13.1. These are goods subject to a fixed supply, for which defects are remedied through the exchange /replacement of the goods in the event of defects that are immediately apparent or during the term of the contractual/technical warranty. Furthermore, the provisional and final acceptance stages serve as filters designed to protect the Administration, which will not pay for the materials received if they are found to be non-compliant.
- Quota Reservations for Micro and Small Businesses:**
- 4.13.2. *Due to the procurement values and the specific nature of the subject matter, the case does not apply to the quota reservation for contracting micro and small businesses, given the risk of failing to meet demand.*

5. PROJECT IMPLEMENTATION PLAN

Delivery Terms

- 5.1. "The total delivery period for the goods is 31 (thirty-one) months from the date of contract signing, with delivery in installments according to the delivery schedule set forth in Annex 4 of these Terms of Reference.
- 5.2. The installments will be delivered within the following timeframes and under the following conditions:

Installment	Composition of the installment	Delivery Deadline at DPU BRASIL
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1	1 (one) unit of the item	10.5 MONTHS from the date of signing CONTRACT SIGNING
2nd	1 (one) unit of the item	13.5 (thirteen and a half) months from the signing of the contract
3rd	2 (two) units of the item	16.5 (sixteen and a half) months from the signing of the contract
4th	2 units of item	.18.5 (eighteen and a half months) from the date of signing the contract
5th	2 units of item	20.5 (twenty and a half) months from the signing of the contract
6	2 units of item	22.5 (twenty-two and a half months) from the signing of the contract
7	2 units of item	24.5 (twenty-four and a half months) from the signing of the contract
8th	3 units of the item	26.5 (twenty-six and a half months) from the signing of the contract
9th	3 units of item	28.5 (twenty-eight and a half months) from the signing of the contract
10	3 units of the item	31 (thirty-one) months from the date of contract signing

5.3. If delivery on the specified date is not possible, the company must provide the relevant reasons at least 15 (fifteen) days in advance so that any request for an extension of the deadline may be reviewed, except in cases of unforeseeable circumstances or force majeure.

5.4. The goods must be delivered to the addresses listed in Annex 4 of these Terms of Reference.

5.4.1. Upon delivery of each motorboat, the technical team responsible for receiving the goods at the designated facility will conduct an evaluation in accordance with the criteria stipulated in the technical specifications and their annexes.

5.4.2. If any motorboat fails inspection, responsibility for the equipment shall pass to the supplier, including costs related to storage and transportation back to the place of origin.

Warranty, Maintenance, and Technical Assistance

5.5. ANNEX 3 of these Terms of Reference and item 19 of the Preliminary Technical Studies address the warranty for maintenance and technical assistance, namely: TECHNICAL WARRANTY; HULL AND SUPERSTRUCTURE WARRANTY; WARRANTY AND INSPECTIONS OF THE ELECTRICAL/HYDRAULIC SYSTEM; PAINT WARRANTY; WARRANTY AND INSPECTIONS OF ENGINES AND PROPULSION SYSTEM; WARRANTY FOR ELECTRONIC AND NAVIGATION EQUIPMENT; WARRANTY FOR LIFE-SAVING EQUIPMENT.

5.6. The contractual warranty period for the goods, in addition to the statutory warranty, shall be in accordance with the information provided in ANNEX 3 of these Terms of Reference, for the period provided by the manufacturer, if longer, counted from the first business day following the date of final acceptance of the goods.

- 5.7. If the warranty period offered by the manufacturer is shorter than that established in this clause, the supplier must extend the warranty for the offered goods for the remaining period.
- 5.8. The warranty shall be provided with a view to maintaining the supplied equipment in perfect working condition, without any additional burden or cost to the Contracting Party.
- 5.9. The warranty covers the performance of corrective maintenance on the goods by the Contractor itself or, if applicable, through authorized technical assistance, in accordance with specific technical standards.
- 5.10. Corrective maintenance is understood to be that intended to correct defects in the goods, including the replacement of parts, adjustments, repairs, and necessary corrections.
- 5.11. Parts that exhibit defects or malfunctions during the warranty period must be replaced with new, unused, and original parts that meet quality and performance standards equal to or superior to those of the parts used in the manufacture of the equipment.
- 5.12. Upon notification, the Contractor shall repair or replace the goods that present a defect or flaw within thirty (30) business days, counted from the date of the Notification.
- 5.13. The period indicated in the preceding subitem may, during its course, be extended a single time for an equal period, upon written and justified request by the Contractor, accepted by the Contracting Party.
- 5.14. In the event described in the preceding subparagraph, the Contractor shall provide equivalent equipment, with specifications equal to or superior to those of the equipment previously supplied, for the Contractor's temporary use, in order to ensure the continuity of administrative operations while repairs are being carried out.
- 5.15. If the deadline for repairs and replacements passes without the Contractor fulfilling the Client's request or providing justification, the Client is authorized to hire another company to perform the repairs, adjustments, or replacement of the equipment or its components, as well as to demand reimbursement from the Contractor for the respective costs, without such action resulting in the loss of the equipment warranty.
- 5.16. The cost of transporting the equipment covered by the warranty shall be the responsibility of the Contractor.
- 5.17. The legal or contractual warranty for the item has its own term of validity, separate from that established in the contract, allowing for the possible application of penalties in the event of non-compliance with any of its conditions, even after the contractual term has expired.

6. CONTRACT MANAGEMENT MODEL

- 6.1. The contract must be faithfully executed by the parties in accordance with the agreed-upon clauses and the provisions of Law No. 14,133 of 2021, and each party shall be liable for the consequences of its total or partial non-performance.
- 6.2. In the event of an impediment, a cease-and-desist order, or suspension of the contract, the execution schedule shall be automatically extended for the corresponding period, with such circumstances noted by means of a simple addendum.
- 6.3. Communications between the agency or entity and the contractor must be made in writing whenever the act requires such formality, with the use of electronic messages permitted for this purpose.
- 6.4. The agency or entity may summon a representative of the company to take measures that must be carried out immediately.
- 6.5. *After the contract is signed, the CONTRACTING PARTY may summon the representative of the contracted company to an initial meeting to present the supervision plan, which shall contain information regarding contractual obligations, supervision mechanisms, strategies for executing the subject matter, the contractor's supplementary execution plan (if any), the method for assessing results, and applicable penalties, among other matters.*

Supervision

6.6. The performance of the contract shall be monitored and supervised by the contract supervisor(s) or their respective substitutes.

Technical Supervision

6.7. The technical contract supervisor shall monitor the execution of the contract to ensure that all conditions established in the contract are met, thereby ensuring the best results for the Administration.

6.8. The technical contract supervisor shall record in the contract management log all occurrences related to the contract's execution, including a description of what is necessary to rectify any deficiencies or defects observed.

6.9. Upon identifying any inaccuracy or irregularity, the technical supervisor of the contract shall issue notifications for the correction of the contract's execution, setting a deadline for the correction.

6.10. The technical contract supervisor shall promptly inform the contract manager of any situation requiring a decision or the adoption of measures beyond their authority, so that the contract manager may take the necessary corrective actions, if applicable.

6.11. In the event of occurrences that may prevent the contract from being executed by the agreed-upon dates, the technical contract supervisor shall immediately notify the contract manager of the fact.

6.12. The technical supervisor of the contract shall promptly notify the contract manager of the expiration of the contract under their responsibility, with a view to timely renewal or contract extension.

Administrative Oversight

6.13. The administrative contract supervisor shall verify that the contractor maintains its qualification requirements, monitor performance, payments, guarantees, disallowances, and the formalization of addenda and amendments, requesting any relevant supporting documents as necessary.

6.14. In the event of a breach of contractual obligations, the administrative contract supervisor shall act promptly to resolve the issue, reporting to the contract manager so that the latter may take appropriate measures when the matter exceeds the supervisor's authority.

6.15. In addition to the provisions above, contract supervision shall follow the following procedures:

6.15.1. The technical team responsible for these Terms of Reference shall evaluate BOAT 01 (the model for the manufacture of the others) in accordance with items 4.4 through 4.6 of these Terms of Reference, and based on the criteria stipulated in the technical specifications contained in ANNEX 1 of these Terms of Reference;

6.16. The supervision referred to in this clause does not exclude or reduce the Contractor's liability, including to third parties, for any irregularity, even if resulting from technical imperfections, redhibitory defects, or the use of inadequate or substandard materials; and, in the event of such an occurrence, does not imply joint liability on the part of the Contracting Party or its agents, managers, and compliance officers.

Contract Manager

6.17. The contract manager is responsible for:

6.17.1. Coordinate the updating of the contract monitoring and oversight process, ensuring that all formal records of contract execution—such as work orders, incident reports, contract amendments, and extensions—are included in the contract management history, and prepare reports to assess the need for contract adjustments to ensure compliance with administrative objectives.

6.17.2. Monitor the records made by contract inspectors of all incidents related to contract execution and the measures taken, reporting, if applicable, to the superior authority those that exceed their authority.

6.17.3. monitor the maintenance of the contractor's qualification requirements for the purposes of committing funds and making payments, and note any issues that hinder the normal flow of settlement and payment of expenses in the contingent risks report.

6.17.4. Issue a document certifying the evaluation conducted by the technical, administrative, and sectoral inspectors regarding the contractor's fulfillment of obligations, noting its performance in contract execution based on objectively defined and measured indicators, and any penalties imposed, which must be recorded in the registry of compliance with obligations.

6.17.5. take steps to formalize an administrative accountability process for the purpose of imposing sanctions, to be conducted by the commission referred to in Article 158 of Law No. 14,133 of 2021, or by the agent or sector with jurisdiction to do so, as applicable.

6.17.6. prepare a final report containing information on the achievement of the objectives that justified the contract and any measures to be adopted to improve the Administration's activities.

6.17.7. Submit the relevant documentation to the contracts department to formalize the settlement and payment procedures, in the amount determined by the inspection and management in accordance with the contract.

7. VIOLATIONS AND ADMINISTRATIVE SANCTIONS

7.1. The Contractor commits an administrative violation, pursuant to Law No. 14,133 of 2021, if:

- a) causes the partial non-performance of the contract;
- b) causes partial non-performance of the contract that results in serious harm to the Administration, the operation of public services, or the public interest;
- c) causes the total non-performance of the contract;
- d) to cause a delay in the performance or delivery of the subject matter of the contract without just cause;
- e) submit false documentation or make false statements during the performance of the contract;
- f) committing fraudulent acts during the performance of the contract;
- g) behave in an unethical manner or commit fraud of any kind;
- h) committing a harmful act as provided for in Article 5 of Law No. 12,846, dated August 1, 2013.

7.2. The following sanctions shall be imposed on the Contractor who commits the violations described above:

7.2.1. Warning, when the Contractor is responsible for partial non-performance of the contract, provided that the imposition of a more severe penalty is not warranted;

7.2.2. Prohibition from bidding and contracting, when the conduct described in subparagraphs "b," "c," and "d" of the preceding subitem is committed, provided that the imposition of a more severe penalty is not warranted;

7.2.3. Declaration of ineligibility to bid and contract, when the conduct described in subparagraphs "e," "f," "g," and "h" of the preceding subitem is committed, as well as in subparagraphs "b," "c," and "d," which justify the imposition of a more severe penalty.

7.2.4. Fine:

7.2.4.1. Late payment penalty, for the violations described in item "d," of 0.5% (half a percent) per day of unjustified delay on the amount of the overdue installment, up to a limit of 30 (thirty) days. An overdue installment shall be understood as the total value of an undelivered motorboat unit.

7.2.4.3. Compensatory, for the violations described above in subparagraphs "e" through "h," of 10% (ten percent) to 15% (fifteen percent) of the contract value.

7.2.4.4. *Compensatory penalty, for total non-performance of the contract as provided for above in subparagraph “c,” ranging from 20% (twenty percent) to 30% (thirty percent) of the contract value.*

7.2.4.5. *Compensatory penalty, for the breach described above in subparagraph “b,” of 20% (twenty percent) to 25% (**twenty-five** percent) of the contract value.*

7.2.4.6. *Compensatory, in lieu of the late payment penalty for the breach described above in subparagraph “d,” ranging from 0.5% (**half** a percent) to 2% (**two** percent) of the contract value.*

7.2.4.7. *Compensatory payment, for the violation described above in subparagraph “a,” ranging from 10% (ten percent) to 20% (twenty percent) of the contract value [except for the following violations also falling under this subparagraph:]*

7.2.4.7.1. Specific examples of partial non-performance include: missing accessories, wear and tear or flakiness in the paintwork, defects in the vessel's stability, defects in the hull and/or failure to deliver the full quantity of the items bid upon, as well as failure to meet the warranty criteria outlined in these Terms of Reference and its ANNEX 3.

7.3. The application of the penalties provided for in these Terms of Reference does not, under any circumstances, exclude the obligation to fully compensate the Contracting Party for the damage caused.

7.4. All penalties provided for in these Terms of Reference may be applied cumulatively with the fine.

7.5. Prior to the imposition of the fine, the interested party shall be afforded the opportunity to present a defense within 15 (fifteen) business days, counted from the date of notification.

7.6. If the fine imposed and any applicable damages exceed the amount of payment that may be due from the Contracting Party to the Contractor, in addition to forfeiting that amount, the difference shall be deducted from the security deposit or collected through legal proceedings.

7.7. The fine may be paid administratively within a maximum period of thirty (30) days, counting from the date of receipt of the notice sent by the competent authority.

7.8. The imposition of sanctions shall take place in an administrative proceeding that ensures the Contractor's right to a full hearing and defense, in accordance with the procedure set forth in the caput and paragraphs of Article 158 of Law No. 14,133 of 2021, regarding penalties for disqualification from bidding and contracting and for a declaration of ineligibility to bid or contract.

7.8.1. To ensure full defense and the right to be heard, notifications will be sent electronically to the email addresses provided in the commercial proposal, as well as those registered by the company in SICAF.

7.8.2. The email addresses provided in the commercial proposal and/or registered in SICAF will be considered to be in continuous use by the company, and no claim of lack of knowledge regarding communications demonstrably sent to them will be accepted.

7.9. In imposing sanctions, the following factors will be taken into account:

7.9.1. the nature and severity of the violation committed;

7.9.2. the specific circumstances of the case;

7.9.3. any aggravating or mitigating circumstances;

7.9.4. the damages resulting therefrom to the Contracting Party; and

7.9.5. the implementation or improvement of an integrity program, in accordance with the rules and guidelines of the oversight agencies.

7.10. Acts classified as administrative violations under Law No. 14,133 of 2021, or under other public procurement and contracting laws of the Public Administration that are also classified as harmful acts under Law No. 12,846 of 2013, shall be investigated and adjudicated jointly, in the same proceedings, in accordance with the procedural rules and competent authority defined in said Law.

7.11. The legal personality of the Contractor may be disregarded whenever it is used in an abuse of rights to facilitate, conceal, or disguise the commission of the unlawful acts provided for in these Terms of Reference or to cause confusion regarding assets, and, in such cases, all effects of the sanctions imposed on the legal entity shall be extended to its administrators and partners with management powers, to the successor legal entity, or to a company in the same industry that has a relationship of affiliation or control, de facto or de jure, with the Contractor, subject, in all cases, to the right to a hearing, full defense, and the requirement for prior legal review.

7.12. The Contracting Party shall, within a maximum period of 15 (fifteen) business days from the date of imposition of the sanction, report and keep updated the data regarding the sanctions it has imposed, for the purpose of publication in the National Registry of Ineligible and Suspended Companies (CEIS) and the National Registry of Penalized Companies (CNEP), established under the Federal Executive Branch.

7.12.1. Penalties must be registered in SICAF.

7.13. Sanctions involving disqualification from bidding and contracting and declarations of ineligibility to bid or contract are subject to reinstatement pursuant to Article 163 of Law No. 14,133 of 2021.

7.14. The Contractor's debts to the Contracting Authority, resulting from administrative fines and/or indemnities, not yet recorded as outstanding debt, may be offset, in whole or in part, against credits owed by said agency arising from this same contract or from other administrative contracts that the Contractor has with the same agency, now the Contracting Authority, in accordance with SEGES/ME Normative Instruction No. 26, dated April 13, 2022.

8. MEASUREMENT AND PAYMENT CRITERIA

Receipt

8.1. The goods will be provisionally accepted, in a summary manner, upon delivery, together with the invoice or equivalent billing document, by the personnel responsible for monitoring and acceptance at the designated facility, for the purpose of subsequent verification of their compliance with the specifications set forth in the Terms of Reference and the proposal.

8.2. The goods may be rejected, in whole or in part, even prior to provisional acceptance, if they do not comply with the specifications set forth in the Terms of Reference and the proposal, and must be replaced within 180 (one hundred and eighty) days from the date of notification to the contractor, at the contractor's expense, without prejudice to the application of penalties.

8.3. Final acceptance shall occur on a per-item basis, following the acceptance tests outlined in Annex 4 of these Terms of Reference, within 10 (ten) business days from the Administration's receipt of the invoice or equivalent billing document, after verification of the material's quality and quantity and subsequent acceptance via a detailed acceptance report.

8.4. The deadline for final acceptance may be exceptionally extended, for justified reasons, for an equal period, when there is a need for measures to verify compliance with contractual requirements.

8.5. In the event of a dispute regarding the performance of the contract, concerning size, quality, and quantity, the provisions of Article 143 of Law No. 14,133 of 2021 must be observed, and the company must be notified to issue an invoice for the undisputed portion of the contract's performance, for the purposes of settlement and payment.

8.6. The deadline for the Contractor to resolve inconsistencies in the performance of the contract or to correct the invoice or equivalent billing document, as identified by the Administration during the pre-settlement review of expenses, shall not be counted toward the final acceptance.

8.7. Provisional or final acceptance shall not exclude civil liability for the soundness and safety of the goods nor ethical-professional liability for the perfect performance of the contract.

8.8. Assembly, installation, and any other activities necessary for the operation or use of the asset shall be borne by the Contractor and are a condition for acceptance of the subject matter.

Settlement

8.9. Upon receipt of the Invoice or equivalent billing document, a period of ten business days shall run for settlement purposes, in accordance with this section, extendable for an equal period, pursuant to Article 7, Paragraph 3 of SEGES/ME Normative Instruction No. 77/2022.

8.10. The period referred to in the preceding item shall be reduced by half, while maintaining the possibility of extension, in the case of contracts arising from expenses whose amounts do not exceed the limit referred to in item II of Article 75 of Law No. 14,133 of 2021.

8.11. For settlement purposes, the competent department must verify that the invoice or equivalent billing document submitted contains the necessary and essential elements of the document, such as:

8.11.1. the expiration date;

8.11.2. the date of issuance;

8.11.3. the contract details and the contracting entity;

8.11.4. the respective contract performance period;

8.11.5. the amount payable; and

8.11.6. any breakdown of applicable tax withholdings.

8.12. If there is an error in the issuance of the invoice or equivalent billing document, or any circumstance that prevents the settlement of the expense, the expense shall be suspended until the Contractor takes corrective measures; the deadline shall resume after proof of the situation's resolution, at no cost to the Contracting Party;

8.13. The invoice or equivalent billing document must be accompanied by proof of tax compliance, verified through an online query to SICAF or, if access to said System is unavailable, through consultation of the official websites or the documentation mentioned in Article 68 of Law No. 14,133 of 2021.

8.14. The Administration must consult SICAF to:

8.14.1 verify that the required qualification conditions are maintained;

8.14.2. identify any possible reason preventing participation in bidding/contracting within the scope of the agency or entity, such as a prohibition on contracting with the Administration or the Government, as well as indirect impediments.

8.15. If SICAF confirms an irregularity regarding the Contractor, the Contractor shall be notified in writing to regularize its situation within 5 (five) business days or, within the same period, submit a defense. This deadline may be extended once, for an equal period, at the Contracting Authority's discretion.

8.16. If the situation is not rectified or if the defense is deemed unfounded, the Contracting Party shall notify the agencies responsible for monitoring tax compliance regarding the Contractor's default, as well as regarding the existence of a payment due, so that the relevant and necessary measures may be taken to ensure the collection of its receivables.

8.17. If the irregularity persists, the Contracting Party shall take the necessary measures to terminate the contract within the records of the corresponding administrative proceeding, ensuring the Contractor a full right to defense.

8.18. Upon effective performance of the contract, payments will be made as usual until a decision is made to terminate the contract, should the Contractor fail to resolve its situation with SICAF.

Payment Term

8.19. Payment shall be made within ten (10) business days from the finalization of the expense settlement, as per the preceding section, in accordance with SEGES/ME Normative Instruction No. 77 of 2022.

8.20. In the event of a delay by the Contracting Party, the amounts owed to the Contractor shall be adjusted for inflation from the end of the payment period until the date of actual payment, using the IPCA inflation adjustment index for domestic companies and the current exchange rate for foreign companies.

8.20.1. In the case of foreign companies that have caused a delay in delivery by failing to comply with the delivery schedule set forth in Annex 4 of these Terms of Reference, the amount paid shall be the exchange rate value based on the date scheduled in the delivery schedule (Annex 4 to these Terms of Reference).

Method of Payment

8.21. Payment shall be made by bank order, to be credited to the bank, branch, and checking account indicated by the Contractor.

8.22. The date of payment shall be the date on which the bank order for payment is issued.

8.23. At the time of payment, the tax withholding required by applicable law will be applied.

8.24. Regardless of the tax rate entered in the spreadsheet, if any, the percentages established by current legislation will be withheld at source upon payment.

8.25. A Contractor who has duly opted for the Simples Nacional regime, pursuant to Complementary Law No. 123 of 2006, will not be subject to tax withholding with respect to the taxes and contributions covered by that regime. However, payment will be conditional upon the presentation of proof, via an official document, that the Contractor is entitled to the favorable tax treatment provided for in said Complementary Law.

8.26. In the case of a foreign company, payment will be made via “Remittance on Demand,” using the Central Bank’s PTAX closing exchange rate (considering the average of the buying and selling rates) in effect on the business day immediately preceding the date of actual payment, or through a Letter of Credit, in accordance with applicable law, noting that:

8.26.1. Payment shall be made in United States Dollars (USD) or Euros (EUR), the currency to be determined at the time of the contract, through the opening of an irrevocable and irreversible documentary credit at the issuing bank (issuing bank) Banco do Brasil S/A, in an amount corresponding to United States Dollars or Euros, in accordance with the price set at the public auction, considering the price proposal accepted and priced in the pro forma invoice, in compliance with the provisions of Federal Law No. 4,320/64; Federal Law No. 10,192/01 in conjunction with Decree-Law No. 857/69, adopting the Uniform Customs and Practice for Documentary Credits (UCP 600), approved by the International Chamber of Commerce (ICC), in conjunction with the Uniform Rules for Bank Reimbursements supported by documentary credits, whereby:

8.26.1.1. the documentary credit shall be issued as confirmed, irrevocable, and non-transferable;

8.26.1.2. the validity of the documentary credit shall be sufficient to cover the execution period defined in the Notice and its Annexes.

8.26.1.3. Invoices containing errors will be returned to the issuer and will become due 30 (thirty) days after the date of their valid submission.

8.26.1.4. The pro forma invoice(s) must be sent to the Federal Police at the address listed in the preamble of the Notice for the purpose of requesting the opening of a documentary credit.

8.26.1.5. All financial transactions will be carried out by the financial agent Banco do Brasil S/A, under the direction of the Federal Police official responsible for the account established for this purpose;

8.26.1.6. Payment will be suspended until a favorable decision is issued by the Central Bank of Brazil – Department for Combating Financial Crimes and Supervision of Foreign Exchange and International Capital, if there are indications of cases related to Section 2 of Chapter 16 of Title 1 of the Foreign Exchange and International Capital Market Regulations (RMCCI).

8.26.1.7. Actual payment and settlement pursuant to Article 63 of Federal Law No. 4,320/64 shall be deemed to have been effected upon authorization for the negotiating bank to make payment of the letter of credit to the beneficiary or, alternatively, by deposit into a bank account opened in Brazil in the manner established by the Central Bank of Brazil.

8.26.1.8. In the event of a delay in payment attributable to the foreign CONTRACTOR, with a proposal in foreign currency, the expenses related to the renewal or extension of the documentary credit (letter of credit) with Banco do Brasil S/A, including those related to the increase in the exchange rate, during the performance period, shall be borne by the CONTRACTOR, without prejudice to the respective contractual penalties.

Assignment of Credit

8.27. Assignments of receivables are subject to the Contracting Party's prior approval

8.27.1. The effectiveness of the credit assignment, with respect to the Administration, is contingent upon the execution of an amendment to the administrative contract.

8.27.2. Without prejudice to the Contractor's (assignor's) regular fulfillment of the contractual obligation to comply with all qualification conditions, the execution of the credit assignment amendment and the making of the respective payments are also subject to the assignee's compliance with tax and labor laws, as well as certification that the assignee is not barred from bidding and contracting with the Government, in accordance with applicable law, or from receiving tax or credit benefits or incentives, directly or indirectly, pursuant to Article 12 of Law No. 8,429 of 1992, under the terms of Opinion JL-01 of May 18, 2020.

8.27.3. The amount to be paid to the assignee is exactly that which would be paid to the assignor (Contractor) for the performance of the contractual obligation, with all defenses and exceptions to payment, as well as all other clauses exceeding common law applicable under the public law regime governing administrative contracts, remaining entirely unaffected, including the possibility of payment into a designated account or payment upon effective proof of the triggering event, where applicable, and the deduction of fines, disallowances, and losses caused to the Administration.

8.27.4. The assignment of credit shall not affect the performance of the contracted scope, which shall remain under the full responsibility of the Contractor.

8.28. The provisions of this section do not affect the credit operations addressed in SEGES/MGI Normative Instruction No. 82, dated February 21, 2025, which remain governed by said Instruction.

Price Adjustment

8.29. The initially contracted prices are fixed and non-adjustable for a period of one year from the date of the budget approved on the date of the bid.

8.30. After the one-year period, and regardless of any request by the Contractor, the initial prices shall be adjusted by the Contracting Party applying the IPCA Index (National Consumer Price Index) exclusively to obligations initiated and completed after the one-year period has elapsed.

8.31. For adjustments subsequent to the first, the minimum one-year period shall be counted from the financial effective date of the last adjustment.

8.32. In the event of a delay or failure to publish the adjustment index(es), the Contracting Party shall pay the Contractor the amount calculated based on the last known variation, settling the corresponding difference as soon as the final index(es) are published.

8.33. In the final calculations, the index(es) used for adjustment must be the definitive ones.

8.34. If the index(es) established for adjustment are discontinued or can no longer be used for any reason, those determined by the legislation then in force shall be adopted in their place.

8.35. In the absence of a legal provision regarding the substitute index, the parties shall select a new official index for adjusting the price of the remaining amount through an amendment.

8.36. The adjustment shall be made by means of an addendum.

9. METHOD AND CRITERIA FOR SELECTING THE SUPPLIER AND METHOD OF SUPPLY

Method of Selection and Criteria for Evaluating the Proposal

9.1. The supplier will be selected through a BIDDING PROCEDURE, in the form of *an INTERNATIONAL AUCTION*, conducted ELECTRONICALLY, using the *LOWEST PRICE* criterion.

Form of Supply

9.3. The supply of the subject matter shall be in accordance with Annex 4 of these Terms of Reference.

Price Acceptability Criteria

9.4. Since this is a contract for price registration and the award criterion is the lowest price, the criteria for the acceptability of maximum unit prices shall be:

9.4.1. Maximum unit prices: in accordance with the reference values established in the table contained in item 1.1 of these Terms of Reference.

Qualification Requirements

9.5. For qualification purposes, the interested party must demonstrate compliance with the following requirements:

Legal Qualification

9.6. business corporation, single-member limited liability company (SLU), or entity identified as a sole proprietorship with limited liability (EIRELI): registration of the articles of incorporation, bylaws, or articles of association with the Public Registry of Commercial Companies, administered by the Board of Trade of the respective headquarters, accompanied by documentation verifying its administrators;

9.7. Foreign business entity: authorization to operate in Brazil, published in the Federal Official Gazette and filed with the Board of Trade of the federal unit where the branch, agency, subsidiary, or establishment is located, which shall be considered its headquarters, pursuant to DREI/ME Normative Instruction No. 77, dated March 18, 2020;

9.8. Foreign companies that do not operate in Brazil:

9.8.1. Tax ID;

9.8.2. Qualification testimonial, proving through documents provided by private companies or public agencies that the company has the expertise to supply equipment equal to or superior to the item to be acquired;

9.8.3. Financial statements for the most recent fiscal year;

9.8.4. The sole paragraph of Article 70 of Law No. 14,133/2021 provides that foreign companies must submit documents demonstrating legal, technical, economic, and fiscal qualification equivalent to those that would be required of a Brazilian company:

9.8.4.1. Example of equivalence for legal qualification documents: A foreign company must prove its good standing by submitting documentation equivalent to the articles of incorporation of its country of origin;

9.8.4.2. Tax Registration: Instead of the CNPJ, the foreign company may submit the tax identification number (Tax ID) from its country of origin, as specified in Section 9.8.1 of these Terms of Reference.

9.8.5. Certificates of Good Standing: The foreign company must submit certificates equivalent to the certificate of bankruptcy and judicial reorganization from its country of origin.

9.8.6. The documents initially submitted may be in a free translation. However, if the foreign company is the winning bidder, the documents must be submitted with a certified translation and apostilled, in accordance with Decree No. 8,660 of January 29, 2016, or consularized, for the purpose of signing the contract.

9.9. simple partnership: registration of the articles of incorporation with the Civil Registry of Legal Entities at the location of its headquarters, accompanied by a document proving the identity of its administrators;

9.10. Branch, subsidiary, or agency of a simple partnership or business entity: registration of the articles of incorporation of the branch, subsidiary, or agency of the simple partnership or business entity, respectively, with the Civil Registry of Legal Entities or the Public Registry of Commercial Companies where it operates, with an annotation in the Registry where the parent company is headquartered;

9.11. Law No. 12,690/2012 permits the participation of cooperatives in bids for services that are provided for in their corporate purpose. That said, the possibility of cooperative participation is eliminated, given that the subject matter involves the acquisition of fixed assets and not the contracting of services.

9.12. The documents submitted must be accompanied by all amendments or the respective consolidated version.

Tax, social security, and labor compliance

9.13. Proof of registration in the National Register of Legal Entities.

9.13.1. In the case of participation by foreign companies, they must submit a comparable document.

9.14. Proof of tax compliance with the National Treasury, through the submission of a certificate issued jointly by the Brazilian Federal Revenue Service (RFB) and the Attorney General's Office of the National Treasury (PGFN), regarding all federal tax credits and the Federal Government's Active Debt (DAU) administered by them, including those related to Social Security, pursuant to Joint Ordinance No. 1,751, dated October 2, 2014, issued by the Secretary of the Federal Revenue Service of Brazil and the Attorney General of the National Treasury;

9.15. Proof of compliance with the Severance Indemnity Fund (FGTS);

9.16. Proof of no outstanding debts before the Labor Courts, by presenting a negative certificate or a positive certificate with negative effect, pursuant to Title VII-A of the Consolidation of Labor Laws, approved by Decree-Law No. 5,452, of May 1, 1943;

9.17. Proof of registration in the State or District taxpayer registry pertaining to the supplier's domicile or headquarters, relevant to its line of business and consistent with the subject matter of the contract;

9.18. Proof of good standing with the State or District Treasury of the supplier's domicile or headquarters, regarding the activity for which the supplier is contracting or bidding;

9.19. If the supplier is considered exempt from taxes related to the subject matter of the contract, it must prove such status by submitting a declaration from the respective tax authority of its domicile or headquarters, or an equivalent document, in accordance with the law.

Economic and Financial Qualification

9.20. certificate of no civil insolvency issued by the court of the interested party's domicile or headquarters, in the case of an individual, provided that their participation in the bidding/contracting process is permitted, or of a general partnership;

9.21. a certificate of no bankruptcy issued by the court with jurisdiction over the supplier's principal place of business;

9.22. balance sheet, income statement for the **fiscal** year, and other financial statements **for the last two fiscal years (for domestic companies)** that are already due and have been filed in accordance with the law, demonstrating General Liquidity (GL), Current Liquidity (CL), and General Solvency (GS) ratios greater than 1 (one), calculated using the following formulas:

$$\begin{aligned} \text{LG} &= \frac{\text{Current Assets} + \text{Long-Term Assets}}{\text{Liabilities} + \text{Non-Current Liabilities}} \\ \text{SG} &= \frac{\text{Total Assets}}{\text{Current Liabilities} + \text{Non-Current Liabilities}} \\ \text{LC} &= \frac{\text{Current Assets}}{\text{Current Liabilities}} \end{aligned}$$

9.23. If the interested company reports a result of 1 (one) or less in any of the General Liquidity (LG), General Solvency (SG), and Current Liquidity (LC) ratios, *a minimum capital* of 10% (ten percent) of *the total estimated contract value* will be required for qualification purposes.

9.24. The indicators set forth above must have been met in each of the last two fiscal years, failing which the applicant will be disqualified;

9.25. The documents referred to above shall be limited to the most recent fiscal year if the legal entity was incorporated less than two (2) years ago;

9.26. The documents referred to above must be submitted in accordance with the deadline set by the Brazilian Federal Revenue Service for the transmission of the Digital Accounting Records (ECD) to SPED.

9.27. Companies established during the fiscal year of the bidding/contracting process must meet all qualification requirements and may substitute the financial statements with the opening balance sheet.

9.28. Compliance with the economic indicators set forth in this item must be certified by a statement signed by a qualified accounting professional and submitted by the supplier.

Technical Qualification

9.29. To demonstrate technical and operational capacity, the bidder must submit Certificates of Technical Capacity, issued by a public-law legal entity, whether national or international (in which case the document must comply with the rules for the recognition of international documents within the national territory by the Public Administration), proving the supply of motorboats compatible with characteristics equal to or superior to those of the object of this bid and in a minimum quantity of 10 (ten) units or a quantity greater than the total quantity of the item offered.

9.30. For equivalence purposes, semi-rigid boats used by police, coast guard, rescue, service, or military agencies, with aluminum hulls ranging in size from 7.5 meters to 12 meters and equipped with outboard motors, will be considered.

9.31. Proof of the supply of at least 10 (ten) units or a quantity greater than the total quantity of the item offered is required due to the high value and specific nature of the goods, namely: a vessel used for police, coast guard, interception, inspection, or military activities, which is not a vessel originating from sports and recreational activities, and/or modified or adapted sports and recreational vessels.

9.32. Furthermore, for verification purposes, the certificates must pertain to contracts executed with the following minimum characteristics (all in the same vessel): semi-rigid vessels made of naval-grade aluminum with floats, for police, coast guard, interception, inspection, or military use; a wheelhouse or cockpit; propulsion by an outboard motor compatible with the requirements in these terms of reference and annexes; vessel length of at least 7.5 meters, excluding the engines (ISO 8666:2002 small vessels).

9.32.1. Foreign companies shall meet this requirement by submitting, at the time of contract signing or acceptance of an equivalent instrument, an application for registration with the competent professional entity in Brazil.

9.33. Proof of capability to supply similar goods, of technological and operational complexity equivalent to or greater than that of the subject matter of this contract, or of the relevant item, through the submission of certificates or attestations issued by legal entities under public or private law, or by the competent professional council, where applicable.

9.34. The requirement for certificates issued by public or private legal entities, duly registered with the relevant professional bodies, stems from the fact that the vessels covered by this tender are intended for police use, specifically for boarding and interception.

9.35. Certificates relating to sports and recreational vessels, and/or sports and recreational vessels modified only in terms of paint and graphics, and/or prototypes will not be accepted. A prototype is understood to be: something made for the first time, often copied or imitated; images displayed on websites, brochures, or catalogs that were designed using computer programs such as Corel, Adobe, or AutoCAD, but were never actually produced. Or, alternatively, produced but never sold or marketed;

9.35.1. For the purposes of providing proof as required by this subitem, the certificates must pertain to contracts executed with the following minimum characteristics:

9.35.1.1. Proving that the vessel is manufactured by a shipbuilding company and/or boat builder and that it is the owner of the design or has the right to use the design presented in the proposal. To this end, it must submit documentation demonstrating that it is classified by the government of the location of its activities as a Shipbuilder and/or Boat Builder and the registration of the design with the competent authority;

9.35.1.2. The Company must provide a certificate of existence, registration, or letter from the government of the location of its manufacturing facilities, declaring that it is a company registered as a shipyard—a boat or ship builder.

9.35.2. For the purpose of proving the required minimum quantity, the submission and aggregation of different certificates relating to contracts executed concurrently shall be accepted.

9.35.3. Certificates of technical capacity may be submitted in the name of the supplier's parent company or subsidiary.

9.35.4. The supplier shall provide all information necessary to verify the authenticity of the certificates, submitting, when requested by the Administration, a copy of the contract supporting the engagement, the current address of the Contracting Party, and the location where the contracted work was performed, among other documents.

9.35.5. For domestic suppliers: proof of compliance with the vessel manufacturing requirements established in Decree-Law No. 244/1967, Law No. 9,432/1997, and Law No. 14,301/2022.

9.35.6. For foreign companies, they must demonstrate compliance with international standards and conventions of the International Maritime Organization (IMO) that establish minimum global standards, and may demonstrate compliance with at least one convention, such as SOLAS, MARPOL, STCW, or another equivalent convention of the country of origin.

General Provisions on Qualification

9.36. For foreign companies not operating in Brazil, qualification requirements will be met through equivalent documents, initially submitted in a free translation. However, if the foreign company is the winning bidder, the documents must be submitted with a certified translation and apostilled, in accordance with Decree No. 8,660 of January 29, 2016, or consularized, for the purpose of signing the contract.

9.37. In the event that the supplier is a foreign company that does not operate in the country, for the signing of the contract and the price registration minutes, the documents required for qualification must be translated by a certified translator in Brazil and apostilled in accordance with the provisions of Decree No. 8,660 of January 29, 2016, or any subsequent decree that may replace it, or consularized by the respective consulates or embassies.

9.38. Qualification documents indicating different CNPJ/CPF numbers will not be accepted, except for those legally permitted.

9.39. If the supplier is the parent company, all documents must be in the parent company's name; if the supplier is a subsidiary, all documents must be in the subsidiary's name, except for certificates of technical capacity and those documents which, by their very nature, are demonstrably issued only in the parent company's name.

9.40. CNPJ registrations for the parent company and subsidiary will be accepted even if there are differences in the document numbers pertaining to the CND and CRF/FGTS, provided that the centralization of the collection of these contributions is proven.

9.41. After the submission of qualification documents, the replacement or submission of new documents is not permitted, except in the context of an investigation conducted by the Administration to:

- a) supplement information from documents already submitted, provided it is necessary to ascertain facts existing at the time the bidding process was opened, or
- b) to update documents whose validity has expired after the date of receipt of the proposals

10. ESTIMATED CONTRACT VALUE

10.1. *The total estimated cost of the contract, which corresponds to the maximum acceptable amount, is R\$ 118,874,520.87 (One hundred eighteen million, eight hundred seventy-four thousand, five hundred twenty reais and eighty-seven centavos), as stated in item 1.1 of these Terms of Reference:*

ITEM	OBJECT	ESTIMATED MAXIMUM UNIT PRICE	QUANTITY	ESTIMATED TOTAL VALUE
1	PATROL AND INTERCEPTION BOAT	R\$ 5,660,691.47	21	R\$ 118,874,520.87

10.2. *The cost estimate took into account the risk involved in the contract and its allocation between the Contracting Party and the Contractor, as specified in the risk matrix included in the Contract.*

10.3. As this is a Price Registry, the registered prices may be altered or updated due to a potential reduction in market prices or any event that increases the cost of the registered goods, in the following situations:

- 10.3.1. in the event of force majeure, unforeseeable circumstances, or acts of state, or as a result of unforeseeable or foreseeable events with incalculable consequences that render the performance of the contract as agreed unfeasible, pursuant to the provisions of subparagraph “d” of item II of the **main** text of Article 124 of Law No. 14,133 of 2021;
- 10.3.2. in the event of the creation, alteration, or abolition of any taxes or legal charges, or the supervening of legal provisions, with a proven impact on the registered prices;

11. BUDGETARY ADJUSTMENT

- 11.1. The expenses arising from this contract shall be covered by specific funds allocated in the Federal Budget.
- 11.2. The indication of the budget allocation is deferred until the time of signing the contract or equivalent instrument.

12. FINAL PROVISIONS

- 12.1. The information contained in these Terms of Reference is not classified as confidential

Brasília, March 19, 2026.

Identification and signature of the responsible server (or team)

MARCELO JOAO DA SILVA

Competent authority GLAUCO

VANILSON URACHE VIEIRA

Member of the contracting committee

FERNANDO RODRIGUES DOS SANTOS

Member of the contracting committee

RICARDO JOSE DA MOTA MOREIRA

Member of the contracting committee

LUCIANO ANGELO SILVEIRA

Support team

GUTEMBERG DE JESUS RODRIGUES SILVA

Support staff

13. ANNEX I Rules applicable to the instrument replacing the contract

13.1. A Contract will be executed between the parties. No substitute instruments for the Contract are necessary.

14. ANNEX II ACKNOWLEDGMENT AND AGREEMENT

ANNEX 8

By means of this instrument, (*identify the Contractor*) declares that it is aware of and agrees to the provisions and obligations set forth in *the Notice*, the Terms of Reference, and the other attachments referred to in *the* No. xxxxx/2025, and that it is responsible, under penalty of law, for the accuracy and legitimacy of the information and documents submitted during the contracting process.

City-State,, 20.... .

(Name and Position of Legal Representative)

15. Responsible Parties

All electronic signatures are based on Brasília time and are governed by Paragraph 3 of Article 4 of [Decree No. 10,543, dated November 13, 2020](#).

Order: ORDER 64993373 - COMPORTOS/DPF/PF

LUCIANO ANGELO SILVEIRA
Member of the evaluation panel

Order: ORDER COMPORTOS/PF

RICARDO JOSE DA MOTA MOREIRA
Support team

Order: Establishment of the planning team (SEI 64991518)

FERNANDO RODRIGUES DOS SANTOS

Support team

Assignment: Planning Team (SEI 64991518)

MARCELO JOAO DA SILVA

Member of the hiring committee

Order: Order DLOG/PF

LANDERSON DE ARAUJO BASTOS RAMOS

Support team



Signed electronically on March 19, 2026, at 3:57:41 p.m.

Order: Planning Team Instruction (SEI 64991518)

GLAUCO VANILSON URACHE VIEIRA

Support team

ADMINISTRATION COORDINATION-COAO

Preliminary Technical Study 62/2025**1. Basic Information**

Case Number: 08211.000263/2025-10

2. Subject**2.1. Summary of the subject:**

- 2.1.1. Multipurpose vessel for patrol and interception.
- 2.1.2. Quantity required following studies: 21 (twenty-one) units.

2.2. Common Goods:

2.2.1. The subject matter of this contract falls under the provisions of Item XIII of Article 6 of Law 14,133/2021, which defines common goods as those whose performance and quality standards can be objectively defined in the solicitation notice through standard market specifications.

2.3. Vessel Model

2.3.1. The vessel must have the following characteristics:

- A semi-rigid hull for multipurpose activities, with its respective accessories, specially designed, manufactured, and certified for police patrols, boardings, and interceptions.
- Length of 7.5 m with a 10% tolerance upward, excluding engines (ISO 8666:2002 small craft) - To this end, the studies are included in the annexes.
- Naval-grade aluminum hull.
- Floats filled with waterproof foam (closed-cell), float covering made of Hypalon fabric or an equivalent protection system that provides safety, reliability, and durability to the inflatable chambers, if any.
- The vessels must be equipped with two 4-stroke outboard engines, with a power rating of 300 hp (reference model: Mercury Sea Pro, equivalent or superior), powered by gasoline, and must have two fuel tanks with a combined minimum capacity of 700 (seven hundred) liters. The engine must be tropicalized to meet the specific requirements of the gasoline used in Brazil.
- Appendices 1 through 5 of this ETP are attached and provide detailed information on the certifications, naval aluminum hull material, engine specifications, fuel, and fuel consumption of the proposed vessel.
- A matte black finish must be applied to the entire interior: deck, stainless steel accessories, and the bodies of lighting and navigation equipment.
- The vessel and its entire visible structure must be BLACK with a MATTE finish, including the hull, IN ACCORDANCE with item 3.1.6 of Annex I to the Terms of Reference.

2.4. Selection of the Rigid-Hulled Inflatable Boat

2.4.1. There is a need to replace the Patrol and Interception Boats currently in use by the Federal Police (PF). At present, the vessels used by the PF have not kept pace with technological advancements in the international shipbuilding industry and have

required numerous high-cost corrective maintenance interventions. It should be noted that our semi-rigid boats, manufactured by the domestic industry, are derived from or adapted from models designed for sports and recreational use, falling short in fulfilling police missions.

2.4.2. A rigid-hulled vessel with a floating collar around the upper outer edge of its freeboard is called **a Rigid Inflatable Boat (RIB)** or **“semi-rigid boat.”**

2.4.3. As for the floating collar, the following types are used: pneumatic collar, high-density foam collar, high-strength rubber collar, or a hybrid combining these options.

2.4.4. The purpose of the floating collar is to: assist with hydrodynamic lift, provide a reserve of buoyancy, and offer lateral protection during approach and docking maneuvers.

2.4.5. The availability of a floating collar significantly improves stability, safety, and impact resistance, in addition to increasing load capacity due to the increased buoyancy reserve.

2.4.6. The floating collar, thanks to its buoyancy reserve, allows for a more optimal weight distribution in the vessel’s design.

2.4.7. Operational vessels require designs with a high freeboard and above-water structures that simultaneously protect the crew and provide them with an adequate line of sight when approaching another vessel or structure.

2.4.8. The floating collar provides increased lateral stability, allowing the flexibility necessary for operational vessel designs regarding increased freeboard and added weight above the waterline, without affecting the essential characteristic of high-performance maneuverability.

2.4.9. Among waterborne applications, police operations are likely the most challenging tasks for any vessel. Boats perform grounding maneuvers, are chronically overloaded, and are subjected to conditions in which a standard (sport/recreational) vessel would be unsuitable for the task.

2.4.10. The semi-rigid model, when compared to the rigid model (without the floating collar), offers superior characteristics, combining buoyancy reserve with suitability for multi-purpose police operations—maritime/river—especially when approaching other vessels is necessary (the floating collar cushions impacts/collisions and improves lateral stability—heeling—in the event that the entire crew moves to the same side).

2.4.11. Floats should be easily removed and/or installed by the officer using a rail system (or similar mounting system), without the need for intervention by the manufacturer or specialized personnel;

2.4.12. Furthermore, regarding semi-rigid boat designs, we can conclude that the performance of this boat model is superior when considering an operational environment involving situations such as boarding while in motion, extraction/rescue of tactical teams over the sides, disembarkation of tactical teams with simultaneous weight shift to a single side, the need for greater stability to perform maneuvers in adverse weather conditions, while maintaining good performance, making navigation safer for police personnel and third parties;

2.4.12.1. These characteristics are also important and necessary on large rivers and lakes.

2.4.12.2. It was therefore concluded that semi-rigid boats significantly improve the quality of police operations and the safety of their crews.

2.5. Required Certification Parameters

2.5.1. Since a boat involves far more nuances than a land-based vehicle, it is necessary to define which parameters must be required of manufacturers, in accordance with the needs arising from police work routines, as previously described.

2.5.2. Companies must follow general and specific certification standards, depending on the types of vessels to be produced and their intended use. Similarly, both general and specific standards will be required for the vessels to be purchased.

2.5.3. Among the Classification Societies (CS) recognized by the Brazilian Navy, Det Norske Veritas (DNV) has been adopted as the reference; it should be noted that other CSs may be used for certification purposes, provided they are equivalent/similar or

superior, and the company must prove such equivalence or superiority in a document translated into Portuguese, should the original be in a foreign language.

2.5.4. As a general classification, the vessel must be of type 1A, HSLC (High Speed Light Craft), R3, based on DNV rules; if another Classification Society is used, the company must demonstrate equivalence.

2.5.5. Files of the required certifications in a zipped archive.

2.5.5.1. Certification Study (Appendix STUDY No. 1. ETP - CERTIFICATIONS).

2.6. Description of the object:

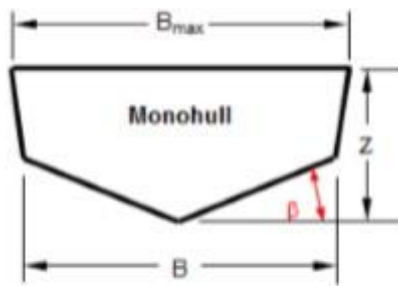
2.6.1. Hull characteristics

2.6.1.1. “V”-shaped hull with a stern deadrise angle of 19° or greater.

2.6.1.2. The hull of a planing vessel has a so-called “V” shape.

2.6.1.3. Deadrise is one of the most important parameters in the shape of a planing hull, as it is directly related to forward resistance and wave behavior. The greater the deadrise, the greater the forward resistance and the better the wave performance. Originally, the deadrise was constant in the aft half of the hull and gradually increased toward the bow in order to cut through the waves coming toward the boat effectively. However, nowadays it is common to see hulls with variable deadrise along their entire length, starting at the transom with a shallow angle to prioritize forward resistance, and then gradually increasing toward the bow to prioritize wave performance.

2.6.1.4. The image below shows the main angle that determines the boat’s shape, highlighted in red; angle β is called the “deadrise angle.” This angle varies along the boat, with smaller values at the stern increasing toward the bow. The value of this angle also characterizes the environments for which the boat was designed to navigate. Smaller values (around 17°) are intended for sheltered waters, while larger angles (starting at 19°) characterize boats designed for open waters.



Fonte: SAVITSKY, 1964.

Image - "V"-shaped hull

2.6.1.5. Study of aluminum alloys used in shipbuilding, specifically regarding corrosion resistance in welded naval structures - Universidade Nova de Lisboa/Portugal.

2.6.1.6. Applications of naval aluminum as per Annex 2.

2.6.1.7. The hull must be constructed of marine-grade aluminum alloy, in BLACK with a MATTE finish.

2.6.1.8. The hull must have watertight compartments to maintain its buoyancy even if one of the compartments is flooded, in order to meet stability requirements.

2.6.1.9. The hull structure must consist of bulkheads, beams, and stringers that ensure the vessel’s safety and sturdiness and allow for its hoisting.

2.7. Vessel Specifications

2.7.1. New vessels, with a model corresponding at least to the date of the invoice and the commercial production line, specifically sized for police use;

2.7.1.2. A commercial model is considered to be one that is proven to be manufactured (naval aluminum hull, floats, size, outboard motors, and cockpit, all in the same vessel) with characteristics and intended for police use.

2.7.1.3. Vessels intended for sports and recreation, and/or sports and recreational vessels modified only in terms of paint and graphics (adaptations) to function as police vessels, without proof of construction for the purpose of the acquisition and/or prototypes, will not be accepted;

2.7.2. Police Vessel (patrol and interception);

2.7.3. Semi-rigid hull constructed of marine-grade aluminum.

2.7.4. The vessel and all visible parts of its structure must be BLACK with a MATTE finish, including the hull, and feature the graphics defined below.

2.7.5. The vessel must be new, specifically sized for use in accordance with its classification (vessel, hull, and engines);

2.7.6. The vessel's class must be certified by a classification/certification society recognized by the Brazilian Navy.

2.8. General Attributes

2.8.1. Regardless of the testing requirements requested by the certifying society, the vessel must achieve, with all its equipment and propulsion system, at least the following performance standards regarding navigational safety and maneuverability:

2.8.1.1. 40 knots relative to the ground, under the following conditions:

- Vessel with tanks fully filled;
- Full payload (900 kg);

2.8.1.2. 44 knots relative to the ground, under the following conditions:

- Vessel with ¼ of tank capacity filled and with pilot (maximum weight 120 kg);
- Range of 150 minutes at full capacity (900 kg);

2.8.1.3. Minimum capacity of 8 (eight) people, with 4 (four) people seated;

2.8.1.4. Minimum payload capacity of 900 kg;

2.8.1.5. Three marine-grade, gel-type, maintenance-free batteries (each engine must have its own dedicated starter battery and a battery for electronic equipment);

2.8.1.6. Three independent bilge pumps, each with a minimum flow rate of 14,000 liters per hour;

2.8.1.7. Servo-assisted hydraulic or electro-hydraulic steering;

2.8.1.8. Cable-free electronic levers for controlling the engines and reversers, mounted in plain view;

2.8.1.9. Floats with “protection” along their entire length, capable of withstanding impacts and sharp, piercing surfaces (e.g., screws, nails, exposed beams, tree branches, and other objects that cause damage to the floats upon “mere” contact—floats made “solely” of Hypalon and inner tubes will not be accepted);

2.8.1.10. Floats shall be divided into cells/segments and shall be secured in such a way as to allow for their individual removal for maintenance or repair, WITHOUT the need to remove the entire set of floats (floating collar) or require specialized intervention by the manufacturing shipyard;

2.8.1.11. Floats must be divided into at least 2 (two) cells/segments.

- 2.8.1.12. Inflatable chambers, if present in the buoys' construction, must be protected internally by a polyethylene foam structure or an equivalent system that adequately protects the inflatable chambers against piercing impacts;
- 2.8.1.13. Floats composed "solely" of Hypalon and inflatable chambers will not be accepted;
- 2.8.1.14. Floats MUST NOT be glued to the hull (for ease of maintenance);
- 2.8.1.15. Floats must be secured by rails or a similar mounting system (for ease of maintenance when removing only the damaged part);
- 2.8.1.16. The floatation device attachment system must NOT require technical intervention by the manufacturer (technical expertise or specialized tools) for the "removal," "installation," or replacement of the floats (ease of maintenance);
- 2.8.1.17. Depending on the type of technology used in the construction of the vessel covered by this study, with regard to the floats, the Federal Police procurement committee will review any discrepancies between the vessel presented and the specifications described in this ETP. Any discrepancy will result in the rejection of the vessel, and the supplier must make the indicated modifications.
- 2.8.1.18. The floating collar must be capable of absorbing impacts during police interception/boarding operations, maintaining its shape and function even if punctured, thereby providing the crew with greater safety and confidence in operating it in a hostile environment.
- 2.8.1.19. The fender must assist in protecting the hull, improving navigational stability, and facilitating boarding operations.
- 2.8.1.20. The floats must absorb impacts from collisions against the sides of other vessels during boarding and reduce the vessel's list if the entire crew positions itself on the same side;
- 2.8.1.21. The floats must be positioned only on the exterior of the vessel, creating more space on the deck (D-shape);
- 2.8.1.22. They must have chambers with valves for inflation/deflation and relief valves (if necessary);
- 2.8.1.23. Rubber protective fender along the entire length of the floating collar—which does not interfere with its maintenance and protects it during mooring and boarding maneuvers;
- 2.8.1.24. Anti-slip protectors on the top of the float.

2.9. Equipment for inflating pneumatic floats (only if the bidder's proposal includes this option):

- 01 (one) "Manual" device for inflating floats;
- 01 (one) Portable "electric" compressor for inflating floats;
- The equipment must reach all of the vessel's inflation valves.

2.10. Deck

- 2.10.1. All structural elements (deck, railing, bow dry box, etc.) must be made of marine-grade aluminum and painted black with a matte finish.
- 2.10.2. The deck must have a non-slip surface with automatic drainage and aluminum alloy rails that allow for easy reconfiguration of the vessel by removing or installing accessories—seats, cabin, etc.;
- 2.10.3. Underneath the deck, there must be a cable channel, as well as removable sections for access to and removal of the fuel tank;
- 2.10.4. 02 (two) dive doors allowing access at the waterline level (dive door), one on each side, with a side-opening system, handholds, and a vertical sliding door to prevent unintentional opening;
- 2.10.5. The cockpit must have, at the front, a windshield made of resistant tempered glass, with a green tint that does not cause optical distortion;

- 2.10.6. The cockpit must be at least 2.10 m (two meters and ten centimeters) high;
- 2.10.7. It must be equipped with a naval aluminum cockpit painted black with a matte finish and a roof;
- 2.10.8. The cockpit canopy must protect the four seats;
- 2.10.9. Seats should be assigned as follows:



- 2.10.10. Police functions (FP) and area of responsibility (AR) aboard a vessel with six police officers (P1, P2, P3, and P4).
- 2.10.11. Four (4) seats, located behind the cockpit;
- 2.10.12. Two by two, based on pilot and co-pilot;
- 2.10.13. Seat distribution (ideal crew), consisting of six police officers:
- Officer 1 (P1) - FP: Piloting, communication, and navigation. AR: Vessel controls.
 - Officer 2 (P2) - FP: Approach commander, operator, docking, undocking, observation, and pilot substitute. AR: Starboard side of the vessel.
 - Officer 3 (P3) - FP: Operator behind P2. AR: Stern and starboard side of the vessel.
 - Officer 4 (P4) - FP: Operator, boarding, mooring, unmooring, observation, behind P1. AR: Stern and port side of the vessel.
- 2.10.14. Seats must have the following characteristics:
- Be shock-absorbing, which allows for safer navigation at high speeds;
 - The seat covers must be black, made of leather, treated to protect against sunlight (to withstand sun exposure and the marine environment), and specifically designed for the seat model specified by the contractor;
 - They must be installed on rails (reconfigurable deck);
 - They must have vertical/horizontal adjustments;

- Ergonomic seat design with backrests; the pilot and co-pilot seats must be reinforced and include armrests and footrests;
- Independent shock absorption, for loads between 50 kg and 120 kg;
- Reference models: Ullman Atlantic (pilot and co-pilot) and Ullman Daytona (crew) or equivalent or superior models;

2.10.15. Must have a spacious console;

2.10.16. Must feature integrated navigation and communication systems;

2.10.17. The pilot and co-pilot must have access to all navigation and communication equipment on the instrument panel;

2.10.18. Bow post for securing the bulkhead, with a 120-degree range of action (safety stop);

2.10.19. Must have a mounting bracket for a machine gun, model MG4/cal. 5.56 mm, manufactured by HK - Heckler & Koch, the standard weapon used by the Federal Police;

2.11. Navigation and communication equipment

2.11.1. All electronic assemblies must be secured, integrated, and installed on the navigation console;

2.11.2. They must be constructed from material compatible with naval aluminum (non-corrosive);

2.11.2. The visible parts of the equipment, its accessories, and peripherals must be dark in color, specifically black or gray;

2.11.3. Models from 2022 or newer, to avoid obsolescence and consequent financial loss to the Union;

2.11.4. The vessel must be equipped with a marine VHF radio to comply with Maritime Authority regulations;

2.11.5. Fixed marine VHF radio (reference brand/model: ICOM IC-M330/G);

2.11.6. VHF antenna compatible with the installed VHF radio, reference model for the radio;

2.11.7. The vessel must be prepared for the future installation (space on the console, grounded electrical wiring and antenna wiring, mounting bracket for a fixed antenna) of an institutional radio communication system.

2.11.8. Magnetic compass, reference model Ritchie F83 (or similar);

2.11.9. GPS/Sonar/Echo Sounder that are part of a single multifunctional system with integrated and interconnected display, featuring a color screen of at least 10" (ten inches) and capable of individual or shared (split) display of the systems (GPS/Sonar/Echo Sounder), reference model, GARMIN GPSMAP 1022XSV SONAR, accompanied by the GPSMAP 1022XSV transducer, external GPS/GLONASS antenna (or similar);

2.11.10. A secondary digital marine instrumentation system must be installed on the control panel for speed, wind, geolocation, and other functions useful for navigation; this should not be confused with the main multifunction system (GPS /Sonar/Echo Sounder), ensuring the desired redundancy in the information system, with a color screen of at least 4" (four inches), anti-glare finish, reference model GPSMAP GMI 20, multifunction display (or similar);

2.11.11. Updated nautical charts of Brazil/South America, installed on the respective multifunction systems (primary and secondary), with periodic updates for the duration of the devices' warranties and the possibility of updates after the warranty period. The company must guarantee software updates for at least 5 (five) years; after the warranty period, these updates will be funded by the Federal Police;

2.11.12. Black LED navigation lights (light housing), model CPLREG 72' - Hella Navi LED lights (or similar);

2.11.13. LED nautical searchlight, black (body), with a minimum of 5,500 lumens, minimum illumination of 500 meters, color temperature 6500K (white), mounted on the roof of the wheelhouse, IP67 standard, waterproof and marine-grade, with 360° rotation + up & down via remote control mounted on the navigation console panel, reference model ACR RCL 75 (or similar);

2.11.14. 02 (two) pairs of fixed auxiliary nautical LED lights, one pair directed toward the bow and the other toward the stern of the vessel (for night navigation), black (body), FLOOD lenses, color temperature 6500K (white), minimum luminous flux of 4,800 lumens, with an illumination range of no less than 300 meters, waterproof and marine-rated, IP67 standard, operating voltage: 10VDC~30VDC, reference model/equivalent or superior, Bullpro ST516.

2.11.15. 02 (two) pairs of infrared headlights, black (body), one pair directed toward the bow and the other toward the stern of the vessel, wavelength of 940 nm, reference model INFRARED ROK 40 (or similar);

2.11.16. Marine-rated acoustic and visual signaling kit (strobe light/siren/loudspeaker), with a blue strobe light dome, with a minimum power of 200 Watts, reference models (strobe light SHARK H BLEU SY142; siren INTAV SS. ITE790.HS. f53; loudhailer: ICON SP-MAR36 or equivalent or superior).

2.12. Engine and fuel system

2.12.1. Twin 4-stroke engines with electronic fuel injection, 300 HP (reference model: Mercury Sea Pro, equivalent or superior), intended for service use (service engines – designed to withstand higher levels of wear).

2.12.2. The engines must be manufactured in the year of the vessel's delivery or the preceding year;

2.12.3. Fuel supply system consisting of two fuel tanks located below deck, with a total capacity of 700 (seven hundred) liters, constructed of aluminum that does not catalyze the oxidation reaction of marine-grade aluminum, and equipped with a valve or isolation system between the tanks;

2.12.4. Digital panels must be installed on the control console, one for each engine, which must display:

*Hour meter;

a) Ammeter for alternator current;

b) Engine temperature gauge;

c) Fuel consumption gauge;

d) Speed gauge;

e) Voltmeter to indicate battery charge, one voltmeter for each battery;

f) Fuel tank capacity gauge;

g) Trim indicator;

h) Engine RPM gauge.

2.12.5. Propellers must be made of stainless steel.

2.12.6. The engines must be calibrated to operate properly under Brazilian operating conditions, temperatures, fuel, and lubricants;

2.12.7. The engines and their systems must be capable of operating under any operating conditions, whether continuous or intermittent.

2.12.8. All piping must be seawater-resistant.

2.12.9. All hoses connected to hull penetrations must have double clamps at both ends;

2.12.10. There shall be a marine-grade aluminum structure to protect the stern engines.

2.13 Electronic shifters for multiple engines

2.13.1. Digital Throttle and Shift (DTS) levers, equivalent or superior, reference model Mercury Sea Pro.

2.13.2. Wireless throttles, for improved boat performance and fuel efficiency.

2.14. Acoustic/visual signaling equipment

2.14.1. Visual signal with a dark blue dome;

2.14.2. Acoustic signal, consisting of loudspeakers and a siren, with a minimum power of 200 Watts (*Strobelight/siren/loudspeaker kit*);

2.14.3. The control system for the visual and acoustic signaling devices must be a single unit and allow for the independent operation of both systems;

2.14.4. The system controls must be highly durable and easy for the operator to use, as well as feature backlit keys to facilitate nighttime visibility and allow the key lighting to be turned off when necessary.

2.15. Rescue Equipment

2.15.1. 01 (one) set of pyrotechnic devices for coastal navigation;

2.15.2. 01 (one) circular lifebuoy securely fastened and easily accessible;

2.15.3. 04 (four) life jackets (quantity corresponding to crew capacity), in MULTICAM or TAM color, designed to integrate with tactical or bulletproof vests that use the MOLLE (Modular Lightweight Load-carry Equipment) system;

2.15.4. The design of this vest allows the tactical vest (with magazine pouches and other individual operator equipment) to be worn in conjunction with the flotation vest without hindering the NEPOM operator's *modus operandi* (for example: drawing magazines or equipment from tactical vests without needing to remove the flotation vest, which would be worn over the tactical vest). With this "adaptation," which provides buoyancy to bulletproof vests and tactical vests, the simultaneous use of a ballistic vest and a "traditional" life-saving buoyancy vest is avoided, as this hinders the operator's movement on board and significantly impairs target acquisition when using long firearms (RIFLE), given the significant increase in the operator's girth due to the use of overlapping vests. The vest must be SOLAS-certified.

2.16. Mooring and Anchoring System

2.16.1. Six (6) black mooring lines, 20 meters in length each, flexible, and of a thickness compatible with the vessel's dimensions and weight;

2.16.2. An anchor appropriate for the size and weight of the vessel;

2.16.3. 6 (six) medium-sized fenders, black in color, all with protective covers (must be marked) and straps for securing them to the vessel, both black in color;

2.16.4. Lightweight and sturdy oars, black in color, in quantities and sizes sufficient to provide propulsion in the event of engine failure.

2.17. Graphics

2.17.1. The matte black paint scheme must be submitted, with the necessary adaptations to the model and size of the vessel being offered, at the time of submitting the proposals and must include the specification of the paints used, number of coats, dry film thickness, and other data considered relevant.

2.17.2. The graphics on the vessels must be executed in accordance with Federal Police standards and adapted to allow for more discreet visibility given the nature of covert operations, without, however, removing the vessel's distinctive and recognizable markings;



NEPOM Emblem



Image for illustrative purposes only

10.17.3. The NEPOM emblem (to be provided in a CDR file) must be made of sandblasted stainless steel and affixed to the front of the vessel's navigation console;



The photos above are for illustrative purposes only (material, size, proportions, and placement on the console), but do not correspond to the NEPOM symbol.

2.17.4. The engine cowlings must be painted matte black (not wrapped or covered with decals) without any outboard motor brand or model decals.

2.17.5. The matte black finish must be applied to the entire interior: deck, stainless steel accessories, and the bodies of lighting and navigation equipment.

2.17.6. The vessel must come with one (1) black protective cover;

2.17.7. "Federal Police - NEPOM" inscriptions on the exterior of the floats in gray, running from bow to stern.

2.17.8. The final graphic design for the vessels must be submitted to the committee for review and approval no later than three (3) months prior to, or at the appropriate time by the winning company upon delivery of the final product;

2.18. Other characteristics

2.18.1. Prepared for towing another vessel with at least two (2) mooring points on its stern and one (1) mooring point on its bow for towing;

2.18.2. Prepared for hoisting, with at least 3 (three) hoisting points with hoisting straps, with at least 2 (two) at the stern and at least 1 (one) at the bow;

2.18.3. Fueling and vent points;

2.18.4. Fuel shut-off valve.

3. Glossary and Nautical Terms

Heeling: In nautical terms, heeling, listing, or leaning is the inclination in degrees of a vessel to one of its sides (port or starboard).

Ammeter: An instrument used to measure the intensity of the electric current flowing through the cross-section of a conductor.

Bulkhead: Vertical partitions that subdivide the interior space of the hull into compartments on each deck.

Waterway: Relating to waterways or waterway transportation. A person professionally qualified to operate vessels

Drag: In fluid dynamics, drag is the force that opposes the motion of a solid object through a fluid. Drag consists of friction forces, which act parallel to the object's surface, and pressure forces, which act perpendicular to the object's surface

Balustrade: A set of balusters, joined by rails, forming a parapet, ledge, or railing at the ship's edge to protect personnel and prevent the danger of falling overboard. There are balustrades on the deckhouse, the gangway, the hatch, etc. Some ships have hinged and foldable balustrades. On ships with a flight deck, the balusters are connected by nets, and the entire structure is lowered during flight operations.

Patrol Boat: A vessel specially equipped to patrol coastal and river waters.

Side: (Nautical) Refers to the sides of a vessel.

Bow Dry Lock: A compartment located at the bow (front) of the vessel on one or both sides, used for the protection and storage of equipment.

Payload: The total cargo capacity carried by the vessel, excluding fuel, lubricants, and equipment necessary for operation.

Watertight compartment: A compartment bounded by watertight plating.

Deck: (Nautical) Any of the floors or levels of a ship, especially those open to the sky or protected by a canopy.

D-Shape: D-shaped.

Displacement: (Nautical) The mass of water displaced by a ship while afloat.

Servo-assisted hydraulic steering: A vehicle servo-assisted steering mechanism comprises a tubular body, a fluid disposed within the tubular body, and a member movable relative to the tubular body in response to a change in fluid pressure within the body. The fluid comprises a mixture of a base oil and a grease. The weight of the grease in the mixture is about 0.1% to about 5% of the weight of the base oil in the mixture.

Echometer: Consists of a source that emits acoustic signals and an internal timer that measures the interval between the moment the signal is emitted and the instant the echo returns to the sensor. The sound is picked up by a transducer that converts the pressure waves of the echo into electrical signals.

Positive buoyancy: When an object immersed in water does not sink and remains wholly or partially above the waterline. This means that the volume of water displaced by the object weighs more than the object itself. For example, a boat that weighs 23 kg but displaces 45 kg of water will float easily.

Hour meter: An analog or digital measuring instrument that indicates the number of hours and fractions of an hour that a device has been in operation.

Hypalon: These are made of chlorosulfonated polyethylene and have a well-known characteristic: their thin thickness. However, this does not mean they have lower resistance or durability when exposed to the elements; this product does not turn yellow like other types of rubber.

Stringer or longitudinal members: Parts running from bow to stern along the inside of the hull, connecting the hull sections to one another.

Control levers: (Mechanics) A lever on a mechanism or machine, operated by hand (e.g., gearshift lever; ship's control lever).

Maneuverability: The ability of an aircraft, ship, or other aerial vehicle to change course or perform maneuvers.

Marine-grade: Designed and developed for vehicular, stationary, or maritime use.

MOLLE: A system for carrying equipment on clothing or backpacks that often lack sufficient space for everything you need. Thus, the MOLLE system expands storage compartments and allows you to attach various items to your vest, pants, or backpack.

Multipurpose: Having many uses or serving multiple purposes simultaneously.

Stern: (Nautical) The aft end of a vessel; the rear part of the vessel, opposite the bow, in its normal direction of travel, where the rudder is located.

Bow: (Nautical) The front part of a vessel.

Floatation reserve: The volume of the ship's superstructure that can be made watertight.

Semi-rigid: 1. Not completely rigid; somewhat rigid, 2. Rigid only in certain parts.

Cruising speed: A speed range within which the wear and tear on the vessel's engine is minimized. This range typically utilizes 50 to 60% of the engine's maximum RPM.

4. List of Abbreviations and Acronyms

ABNT: Brazilian Association of Technical Standards

AMB: Brazilian Maritime Authority

ART: Article

CATMAT: Unified Materials Catalog

CCOT: Tactical Operations Command Coordination

CDC: Consumer Protection Code

CF: Federal Constitution

CFD: Computational Fluid Dynamics

CNPJ: National Register of Legal Entities

CONTRAN: National Traffic Council

CPF: Individual Taxpayer ID

DAP: Delivered at Place

DEN: Brazilian Navy Naval Engineering Directorate

DETRAN: State Department of Traffic

DNV: Det Norske Veritas

DPC: Brazilian Navy Ports and Coasts Directorate

ETP: Preliminary Technical Study

GPH: Gallons per Hour

HK: Heckler & Koch

HP: Horsepower (unit of measurement)

HSC Code: High Speed Craft Code (International Safety Code for High-Speed Craft)

HSLC: High Speed Light Craft (High-performance/high-speed craft)

IACS: International Association of Classification Societies

IMO: International Maritime Organization

IN: Regulatory Instruction

INCOTERMS: International Commercial Terms

ISO: International Organization for Standardization

ISPS Code: International Ship and Port Facility Security Code

LED: Light Emitting Diode

LPC: Coastal Patrol Boats

LPI: Patrol and Interception Boats

MGP: Miles per Gallon

MOLLE: Modular Lightweight Load-carry Equipment (a system for attaching accessories, pouches, and mounts to other clothing or equipment)

MSC: The Maritime Safety Committee

NATO: North Atlantic Treaty Organization

NBR: Technical Standards of the Brazilian Association of Technical Standards

NCM: Mercosur Common Nomenclature

NEPOM: Special Maritime Police Unit

VIN: Vehicle Identification Number

NORMAM: Standards of the Maritime Authority

WCO: World Customs Organization

UN: United Nations (UN)

OR: Recognized Organizations (Certification Bodies)

NATO: North Atlantic Treaty Organization

PF: Federal Police

RIB: Rigid Inflatable Boat

RPM: Revolutions per minute

SEOP/MJ: Secretariat for Integrated Operations of the Ministry of Justice

SEPOM: Maritime Police and Water Operations Service

SIASG: Integrated General Services Administration System

SICAF: Unified Supplier Registration System

SOLAS: International Convention for the Safety of Life at Sea

SPE: Special Purpose Company

SR: Regional Superintendence of the Federal Police

STJ: Superior Court of Justice

TAC: Conduct Adjustment Agreement

TCU: Federal Court of Accounts

UHF: Ultra High Frequency

UPM: Maritime Police Units

VHF: Very High Frequency

VIN: Vehicle Identification Number

WCO: World Customs Organization

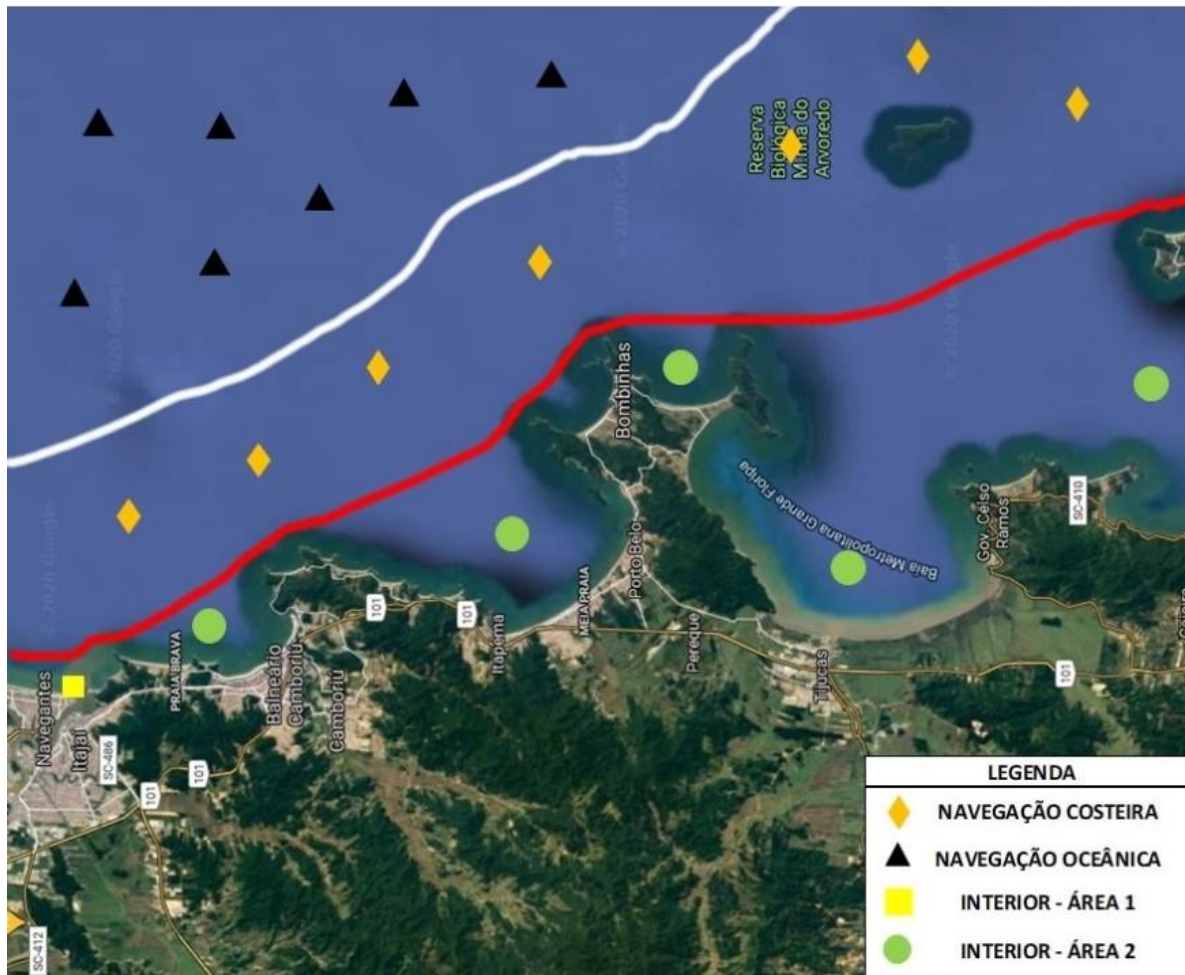
5. Description of the Need

5.1. The Federal Police, as defined in Article 144 of the Constitution, is a permanent agency that forms part of the Public Security structure and has the duty to provide citizens with effective and efficient security. It is responsible for maritime, airport, and border policing functions and, exclusively, for the judicial police function of the Union, and is tasked, among other duties, with preventing and suppressing illicit trafficking in narcotics and related drugs, smuggling, and embezzlement; investigating criminal offenses against the political or social order or to the detriment of the property, services, and interests of the Union or its autonomous entities and public enterprises, as well as other offenses whose commission has interstate or international repercussions and requires uniform enforcement.

5.2. At this level, the Brazilian Federal Police has a responsibility to acquire reliable vessels capable of fulfilling its “Public Safety” duties, with the following characteristics:

5.2.1. To effectively and efficiently fulfill the maritime law enforcement duties under the jurisdiction of the Federal Police.

5.2.1.1. Navigability areas of the vessel to be acquired:



+



Inland navigation area – these are the so-called sheltered or partially sheltered areas from bad weather, locations where storms occurring on the open sea do not affect or affect very little. The best examples of these areas are bays, coves, lagoons, rivers, lakes, canals, harbor entrances, etc. To determine the boundaries of inland navigation in a cove, simply draw an imaginary straight line from one end to the other. The waters within this imaginary line are where inland navigation takes place.



Coastal navigation area – these are regions in the open sea where the coast is still visible, limited to a maximum of 20 nautical miles from the coast (1 nautical mile = 1,852 m). It is understood that in this region, the vessel is already navigating in areas exposed to bad weather, but the coastline is always in sight.



Ocean navigation area – these are regions on the open sea where the coast is no longer visible, and only the sky and the sea can be seen.

To fulfill its mission, the Federal Police conducts its patrols aboard vessels in inland navigation areas, port areas, and coastal navigation areas.

Thus, the vessels covered by this study must be ideal for port patrol and patrols up to 12 nautical miles, which account for the majority of the Federal Police's Maritime Police operations.

6. Requesting agency

Requesting Department	Person in Charge
FEDERAL POLICE - CGPORTOS/DPA/PF	Marcelo João da Silva, Federal Police Chief, Registration No. 11,030
CGPORTOS/DPA/PF	MARCELO JOÃO DA SILVA

7. Description of Hiring Requirements

7.1. This procurement is based on the principle of prior planning (Art. 12, VII, of Law No. 14,133/2021) and on Articles 11, caput, and 5 of the same Law.

7.2. This is a major acquisition classified as Capital/Investment Expenditures, pursuant to Law No. 4,320 of March 17, 1964.

7.3. The bidding process must ensure that the contracted solution fully meets the institutional needs of the Federal Police, in accordance with the criteria of cost-effectiveness, operational efficiency, and legal certainty.

7.4. Among the contracting requirements, it is important to mention:

I) Technical and Functional Requirements

a) The vessel and its accessories must meet the minimum technical specifications defined in the Terms of Reference, complying with performance, range, seaworthiness, safety, and reliability standards compatible with maritime police operations on the open sea and in port areas.

II) Supplier Technical Qualification Requirements:

a) The bidder must demonstrate technical competence by submitting certificates of technical capacity as specified in this Technical Study and in the Request for Proposals.

III) Delivery and Warranty Requirements:

a) The supplier must submit a detailed delivery schedule compatible with the Administration's deadlines, including construction phases, sea trials, and technical delivery.

b) A minimum warranty must be offered in accordance with the appendix attached to the Terms of Reference, also included in item 19 of this Technical Study.

IV) Environmental Sustainability Requirements

a) The supplier must comply with environmental sustainability rules in accordance with the characteristics and needs of the subject matter in relation to the environment.

7.5. All materials shall be procured in accordance with Instruction No. 01 of January 19, 2010, Chapter III, Article 5, I, II, III, and Paragraph 1, except where said instruction does not apply.

7.6. In addition to any sustainability criteria included in the description of the subject matter, the following requirements, which are based on the National Guide to Sustainable Procurement, must be met.

7.7. In the case of foreign companies, given that the international guide to sustainable manufacturing is not a single document but a set of standards, guidelines, and certifications that help industries adopt environmentally responsible practices, foreign companies must adhere to the principles of the UN Sustainable Development Goals (SDGs), such as ISO 14001.

7.8. The quality standard to be adopted for the construction of the vessel to be acquired will be: DET NORSKE VERITAS (DNV) or similar. It is one of the three largest ship classification societies in the world. These requirements are justified by the degree of danger to which the vessel and its crew may be exposed during the frequent police operations carried out by the Federal Police.

7.9. Prohibition on participation by companies forming a consortium:

7.9.1. In this bidding process, the participation of companies organized as a consortium will not be permitted, given that, despite the quantities and values involved, the manufacture of the goods is not characterized by high complexity. It is also considered that the participation of consortia could undermine competitiveness by bringing together companies that could compete individually.

7.9.2. Given that there are individual companies capable of participating in the bidding process, the participation of companies organized as a consortium could pose the risk of market domination by a particular consortium of companies and negatively impact the principle of competition.

7.9.3. Regarding the participation of non-domestic companies, in practice, it is important to apply the rule of equal conditions between Brazilian and foreign bidders, ensuring that taxes are equalized for the foreign bidder's proposal, as they are mandatorily applied to the domestic bidder's proposal, namely: IPI, PIS, COFINS, and ICMS.

7.9.4. The subject matter of the bid falls under NCM **8906.90.00**: Other vessels (work vessels).

7.9.4. In this scenario, the preference margin rule for goods produced in the country shall apply, as defined in Article 26 of Law No. 14,133/2021.

7.9.5. Other criteria in the Contracting Requirements are set forth in Section 4 of the Terms of Reference.

8. Current Status of the Federal Police Fleet

8.1. The Federal Police fleet has been in service for over 15 (fifteen) years, resulting in high maintenance costs, low equipment reliability, and the use of outdated technologies.

8.2. It is important to note that, according to Federal Revenue Service regulation IN RFB No. 1,700, dated March 14, 2017, Article 124 and Annex III, the useful life of a vessel, such as those currently used by the Federal Police, is 10 years;

8.3. Currently, the activities carried out include, among others, immigration control, inspection commissions for international maritime transport companies, state and federal port security commissions, port patrols, investigation of illegal activities committed in port areas and adjacent zones, joint operations with other agencies, and inspection of vessels on waterways beyond the Brazilian coastal area;

8.4. The use of vessels unsuitable for river or maritime patrols exposes police officers to unnecessary risks, precisely because they are not compatible with the activities carried out.

9. Analysis of Previous Acquisitions

9.1. The Report of the Working Group, established by Ordinance No. 6009/2015 - DG/DPF, dated December 31, 2016, which discusses the plan for standardizing and renewing the Federal Police's fleet, presents analyses and proposals that remain valid to this day, as evidenced by the following assessments in chronological order:

9.2. Final Report of the GET/NEPOM Special Working Group, established by Ordinance No. 330/2004 - DG/DPF, dated May 18 May 2006;

- 9.3. Final Report of the Special Working Group of the National Maritime Police System (GET/SINAPOM), established by Administrative Order No. 002/2008 - DIREX/DPF, dated December 28, 2008;
- 9.4. Final Report of the Maritime Police Working Group, established by Ordinance No. 2503/2011 - DG/DPF, dated August 23, 2011;
- 9.5. An analysis of all work already carried out within the scope of the Maritime Police since its creation in 2005, with the initial acquisition of 11 (eleven) Ferretti Spirit-model Coastal Patrol Boats, for a total amount of R\$ 39,500,000.00 (thirty-nine million five hundred thousand reais), the Federal Police reached the following conclusions:
- 9.6. The need for new acquisitions of vessels and equipment to meet the demands of law enforcement agencies;
- 9.7. One of the advantages of the Price Registry is that the purchase can be utilized by other agencies that also wish to renew their fleets, since the shortage of supplies, needs, and operational doctrine are similar.
- 9.8. The Price Registry Participation mechanism allows for unified procurement, provided that each unit justifies its demand, making it the most economical, expedient, and flexible option, not only for the planning of this Central Unit and its local Maritime Police units, but for all agencies that may wish to join the unified purchase.
- 9.9. Joining forces in a procurement process—not only among Federal Police units but also by allowing the participation of other agencies—increases bargaining power, intensifies competition among interested suppliers, and enables them to produce at scale, thereby achieving better prices and greater cost savings for the Treasury. Thus, our objective in adopting the Price Registry is clear, as we find legal support in subparagraph III of Article 2 and subparagraphs II and III of Article 3 of Decree 11.462/2013.
- 9.10. The operational environment in which Federal Police vessels operate, with its work dynamics, where vessels are pushed to their limits regarding the following requirements: speed (top speed, speed variations, and acceleration recovery), durability (resistance to impacts from varying sea states, adverse weather conditions, boarding, and the embarkation and disembarkation of personnel and equipment), reliability (certainty of mission accomplishment—absence of operational failures), and safety (safety of the crew and third parties, as well as other vessels), necessitates a vessel with a structure superior to those found in sports/recreational boats;
- 9.11. At the time of the first centralized acquisitions of patrol and interception vessels, the domestic market did not offer boats specifically designed for police operations, which is why the solution was to acquire adapted sports/recreational motorboats (with paint and audiovisual signaling) that were not suited for intensive, daily work;
- 9.12. As with the initial purchases made by the Federal Police, in which the vessels were identical to the sports/recreational boats sold at the time, but with black paint and other lights and sirens inherent to police work;
- 9.13. Thus, following the creation of the Maritime Police in 2005, it is easy to understand that there is a real need to renew the Federal Police Fleet, since no vessels have been acquired since its inception.

10. Market Survey

- 10.1. The technical specifications, as already mentioned in this Preliminary Study, are not innovative, and although there is still no standardization within the agency, they have been successfully used in other procurement processes undertaken by other units of the same agency that have tactical groups within their structure.
- 10.2. Due to the vast area that the Federal Police is responsible for patrolling, there is no other efficient market solution that meets the need for the vessels to be acquired. Although the vessels specified herein are not yet the most essential or the best on the market for this purpose, considering budgetary constraints and having adjusted the minimum technological requirements and the specific characteristics of the vessels to meet the demands of the Federal Police's Maritime Police, the vessels specified herein meet the requirements. |
- 10.3. More than a mere repetition of specifications whose procurement, implementation history, and use have been wholly or partially successful, with improvements applicable to enhance performance or to better address

. The goods to be procured are common market solutions for which there is little variability, except in terms of quality requirements, which are believed to be supported by the comprehensiveness of the specifications, thereby minimizing the risk of procuring substandard items based on reference prices, which would not be justified.

10.4. Following the studies, it was possible to identify several manufacturers that, in principle, will meet the demand for the specified vessel, namely:

- Zodiac;
- Titan Boat;
- Streit Marine;
- Inace; Trident;
- and Metal
- Shark

10.5. The technical specifications were released to the market, and there were no objections from suppliers regarding restrictions on competition. Various bidding procedures were also reviewed, demonstrating the common use of the proposed solutions by various public administration agencies.

10.6. Although the research confirms that there are five suppliers in the market potentially capable of meeting the demand based on the specifications of the items, nothing prevents other companies operating in the domestic or international market from improving their technologies and participating in the competition, given that, despite the specificity of the vessels, there is no question of high complexity.

10.7. The price estimate was based on price surveys conducted with companies in the industry, including foreign ones, pursuant to Item IV of Article 5 of IN SEGES/ME No. 65/2021, given that the specificity of the subject matter to be tendered does not have any similarity to tenders conducted by Public Agencies in the last twelve months.

10.8. It is important to note that two submitted bids were not considered in calculating the average value, as their prices were excessively high compared to the other bids included in the case file.

11. Description of the solution as a whole

11.1 Item 2 of this Technical Study provides a detailed description of the subject matter to be procured through an International Electronic Auction, via Price Registration.

12. Estimated Quantities to be Contracted

12.1. The quantities were determined based on:

- The urgent need to renew certain NEPOMs regarding Patrol and Interception Boats (LPIs), due to the long hiatus in acquisitions (the last acquisition took place 15 years ago);
- Given the nature of police work, where at least one operational vessel is always required to ensure the continuity of services—which cannot be interrupted due to vessel maintenance—(redundancy of resources).

12.2. Therefore, maritime police units must have at least two vessels;

12.2.1. That said, the **21 (twenty-one) units** must be distributed according to the following plan:

--

Federal Police	QUANTITY
NEPOM/DPF/IJI/SC	1
NEPOM/SR/PF/ES	1
NEPOM/DPF/GRA/PR	1
NEPOM/SR/PF/SC	1
NEPOM/DREX/SR/PF/BA	1
NEPOM/DREX/SR/PF/PE	1
NEPOM/DREX/SR/PF/RJ	1
NEPOM/DPF/STS/SP	1
NEPOM/DREX/SR/PF/MA	1
NEPOM/DPF/RGE/RS	1
GEPOM/DREX/SR/PF/PA	1
GEPOM/DPF/SNM/PA	1
NEPOM/DPF/FIG/PR	1
NEPOM/DPF/PNG/PR	1
GEPOM/DPF/TBA/AM	1
NEPOM/SR/PF/CE	1
GEPOM/DPF/CRA/MS	1
GEPOM/DREX/SR/PF/AP	1
GEPOM/DREX/SR/PF/RN	1

GEPOM/DREX/SR/PF/RO	1
GEPOM/DPF/CZS/AC	1

12.3. The physical structure of the facility that will receive the goods must be adapted to meet the requirements of the receiving units.

12.4. It is essential that the Federal Police (PF) make the delivery of the vessel contingent upon the adaptation of the physical structures of the Maritime Police Units.

13. Estimated Contract Value

Amount (R\$): 118,874,520.87

13.1. The estimated value for the acquisition of 21 (twenty-one) patrol and interception boats is **R\$ 118,874,520.87** (One hundred eighteen million, eight hundred seventy-four thousand, five hundred twenty reais and eighty-seven centavos).

ITEM	OBJECT	ESTIMATED UNIT PRICE	QUANTITY	ESTIMATED TOTAL COST
1	PATROL AND INTERCEPTION BOAT	R\$ 5,660,691.47	21	R\$ 118,874,520.87
GRAND TOTAL: R\$ 118,874,520.87 (One hundred eighteen million, eight hundred seventy-four thousand, five hundred twenty reais and eighty-seven centavos)				

13.2. Foreign companies submitting bids in foreign currency shall have the taxes applicable to bids by domestic companies added to their bids, in accordance with the international bid template attached to the Terms of Reference, to ensure parity with bids from domestic companies, thereby equalizing the tax burden borne by domestic companies.

14. Justification for Installment Payment or Otherwise

14.1. This involves the acquisition of motorboats that will be manufactured according to a customized design and are not produced on a generic “assembly line”; the motorboats to be acquired require: customized design, specific testing, individual DNV certification; and no manufacturer is capable of producing 21 units simultaneously. Similarly, there would be a significant risk regarding standardization if different manufacturers were considered for different components of the same vessel. In addition, the standard vessel (prototype) will be evaluated at the manufacturing site by a team designated by the Federal Police, which, after conducting the necessary tests, will issue an approval report so that the remaining vessels can be manufactured. For this reason, dividing the solution into separate contracts is not justified.

15. Related and/or Interdependent Contracts

15.1 In practice, the identification of related and interdependent contracts must be based on a careful analysis of the project’s needs, considering both technical and budgetary aspects. Law 14.133/2021 permits this approach to promote efficiency and cost-effectiveness in public procurement. In the case of the intended procurement, the acquisition is autonomous and does not require related or interdependent procurements. However, it is important to emphasize the need for the units to be provided with vessels to assess the status of preventive and corrective maintenance contracts, docking, supply, and other contracts related to or aligned with the current contractual intent.

16. Alignment Between Procurement and Planning

16.1 The acquisition in question is essential and forms part of the Federal Police’s procurement goals for the years 2025 and 2026.

16.2. The purpose of this procurement process is to acquire new vessels to renew the Federal Police’s fleet. The focus of this ETP was to prioritize nautical projects developed specifically for police use, due to their naval characteristics and greater structural strength, so that they would adequately meet the operational needs of the various Maritime Police Units (NEPOMs), including those operating on rivers and sheltered waters.

16.3. PCA 2026 provides for the contract as shown below:

534/2026 200334 CONPORTOS-DPA Acquisition of vessels for the Federal Police R\$ 135,585,636.27

16.4. It should be noted that the Federal Police is still in the process of drafting the Sustainable Logistics Master Plan. Regarding other governance instruments, we can highlight that, in relation to the Inventory Management Policy, the acquisitions are specifically intended to meet the demand for more technologically advanced vessels, to keep pace with new technologies in terms of aerodynamics, speed, safety, and various other factors, as well as to meet the need to replace vessels that are already outdated or that over the years have become uneconomical for the Administration.

16.5. As stated in item 12 of the ETP, we note that: ***“Given the urgent need to renew certain NEPOMs regarding Patrol and Interception Boats (LPs), due to the long hiatus in acquisitions (the last acquisition took place 15 years ago); Given the nature of police work, where at least one vessel in operational condition is always required to ensure service continuity—which cannot be interrupted for vessel maintenance purposes (redundancy of resources).”***

16.6. With regard to the Shared Procurement Policy, this is precisely the purpose of the contract in question, given that the quantity to be procured will be distributed among the units listed in the Terms of Reference. This is particularly true considering that the quantity of 21 (twenty-one) vessels is an incentive for the participation of the largest number of interested suppliers. As for the other governance instruments in public procurement: V - Competency-based management; VI - Market interaction policy; VII - Risk management and preventive control; VIII - Guidelines for contract management; and IX - Definition of the public procurement area structure, all of these are fully aligned with one another and considered in the instruments comprising the procurement process files.

16.7. The proposed acquisition is in line with the guidelines set forth in the Federal Police’s 2025/2026 Strategic Plan, contributing to the achievement of the following critical success factors and aligning with the following guidelines:

- a) Motivated staff: Having a workforce motivated to perform their duties and fulfill the institutional mission;
- b) Effective logistical support: Having a logistics system that allows all units to remain fully operational, especially in adverse situations;
- c) Maintained credibility: Achieve high levels of acceptance and credibility among Brazilian society and the international community.

16.8. The Federal Police's strategic objectives related to this plan are:

- a) Strengthen the fight against crime.
- b) Promote actions that benefit citizens.
- c) Ensure the effective use of resources.

16.9. The strategies are:

- a) Strengthen efforts to prevent and combat crime with the help of new technologies.
- b) Deprive criminal organizations of their financial resources and arrest their leaders.
- c) Strengthen police operations in border areas

17. Considerations

17.1. Agencies and entities of the direct and indirect Public Administration need to make purchases to fulfill their institutional purposes. The Government is not self-sufficient and, therefore, must contract with third parties for what it cannot produce or provide and that is essential to it. To this end, the Public Administration must use competitive bidding as a prerequisite for contracting. In this vein, international bidding presents itself as an important option or even a duty for the Public Administration when contracting is more advantageous if carried out with domestic or foreign companies capable of meeting requirements in detail on an equal, similar, or superior basis to what is intended to be acquired, and at a value that represents quality, safety, and good operational capacity of the object, minimizing risks to vessel operators as much as possible.

17.2. These companies, in turn, seek to internationalize and form partnerships with the Public Administration, whether due to the unique nature of the goods and services offered or the trust and profitability of the business, among other motivations. Recognizing the importance that bidding and internationalization can bring to both sides and even to third parties involved, this study sought to analyze international bidding as one of the possible strategies aimed at the internationalization of companies.

17.3. To enable such an analysis, we first sought to present the system involved in a bidding process in Brazil. This analysis highlights that the Public Administration must pay close attention to the bureaucracy and formalities involved in public procurement. This stage leaves no room for error, as any mistake could invalidate the entire process. The principles and procedures established by Law No. 14,133/2021 and other related regulations must be observed. Having done so, the second specific objective was achieved, addressing some of the most common internationalization strategies, with an emphasis on those that can be adopted by both foreign and domestic companies, aiming to foster partnerships and the exchange of experiences and technologies, or even to internationalize their brands individually.

17.4. Thus, the third specific objective was achieved by examining the unique characteristics of international bidding compared to national bidding, such as the comparison and standardization of documents and proposals regardless of the bidder's origin, payment terms and methods, guarantees, delivery location, deadlines, and also bids involving funds from abroad.

17.5. Based on previous experiences, it was found that the participation of foreign companies was quite significant, fostering fierce competition among bidders and, consequently, generating cost savings for the public treasury. It is imperative to highlight that, given the possible lack of domestic competitors or few suppliers in the market, a strictly domestic bidding process could overestimate the unit price of the goods, resulting in higher costs for the public treasury. This can be avoided by expanding competition to include non-domestic companies.

17.6. It should also be noted that both foreign and domestic companies were consulted, as per document (SEI 144460360), in which only one Brazilian company submitted proposals. However, this does not mean that only foreign companies will participate in the bidding process; rather, it ensures that, since the bidding is international, it will not result in a failed bid due to the limitations of the domestic market.

17.7. Thus, it is clear that the international bidding process provides a broader pool of competitors, which is vital for achieving the combination of better prices and better specifications. The rule of equal treatment between Brazilian and foreign bidders will be applied through tax equalization (IPI, PIS, COFINS, ICMS) in accordance with international contracting standards, in order to equalize the tax burden borne by domestic companies.

17.8. Given the participation of non-domestic companies, in practice, it is important to apply the rule of equal treatment between Brazilian and foreign bidders, adjusting taxes on the foreign bidder's proposal in the same manner as is mandatory for the domestic bidder's proposal, namely: IPI, PIS, COFINS, and ICMS.

17.9. In this scenario, the preference margin rule for domestically produced goods shall apply, as defined in Article 26 of Law No. 14,133/2021.

17.10 This ETP has made clear the importance of international bidding for the Government and for the foreign companies involved in this process.

ITEM	DESCRIPTION	FEDERAL POLICE - TOTAL (UN)
1	Patrol and Interception Boat (LPI)	21

18. Acceptability Standards and ATPO

18.1. Acceptability standards for the evaluation of samples and certification of technical and operational capability

18.1.1. At the discretion of the Administration, the Planning Team “may” visit the shipyard during the construction of the motorboats.

18.1.2. The Federal Police may conduct its own seaworthiness tests, including designating the location (sea, river, lagoon), to ensure the reliability, safety, and seaworthiness of the vessels to be acquired.

18.1.3. Bidders must submit the certificates, documents, attestations, and warranty statements that demonstrate compliance with the requirements described in this ETP and requested in the Request for Proposals and its annexes.

18.1.4. Bidders must submit a written list of representatives authorized to perform preventive and corrective maintenance on the vessels, with at least one representative per region (North, Northeast, South, Southeast, Midwest).

18.1.4.1. Mandatory tests with measurable criteria:

TEST 1 - Speed Performance (Minimum):

- Condition: Tanks full (700L) + payload (900kg)
- Requirement: **Minimum 40 knots** relative to the ground
- Measurement: Marine GPS (accuracy ± 1 knot)
- Location: Relatively calm water (lake/protected bay)
- Duration: 30 continuous minutes

TEST 2 - Performance Under Reduced Conditions:

- Condition: ¼ fuel tank + pilot (120 kg)
- Requirement: **Minimum 44 knots** relative to the ground
- Measurement: Via GPS
- Objective: To validate maximum available power

TEST 3 - Range:

- Condition: Full tanks + payload (900 kg)
- Requirement: **Minimum 60 nautical miles** continuously
- Measurement: Fuel consumption calculation + engine hour meter
- Speed: 50% of maximum RPM (cruising speed)

TEST 4 - Lateral Stability:

- Condition: 6 people on board, lateral weight redistribution
- Requirement: **Maximum heel 15°** (without rolling)
- Measurement: Marine inclinometer
- Objective: Safety during approach operations

TEST 5 - Maneuverability:

- High-speed cornering test (90% RPM)
- Requirement: **Minimum turning radius of 50 meters**
- Measurement: Via GPS + markers

TEST 6 - Safety Buoyancy:

- Simulated flooding of a watertight compartment
- Requirement: **Maintenance of buoyancy with all occupants**
- Measurement: Minimum freeboard height 15 cm

TEST 7 - Integration of Electronic Equipment:

- GPS/Sonar/Echo Sounder: Synchronization and integrated display
- VHF Radio: Minimum range 20 NM under normal conditions
- Secondary instrumentation: All parameters functioning
- Searchlights: Minimum 500 m illumination on a dark night
- Infrared lights: Technical operation check

18.2. Required documentation:

- Detailed test report
- Measuring equipment (calibrated)
- Technical report with objective results

18.3. Clear pass/fail determination: **PASS** or **FAIL**

19. Warranties

19.1 The warranty period begins upon final receipt and subsequent acceptance of the goods, as evidenced by a detailed acceptance report prepared by the Acceptance Committee designated by the Contracting Authority;

19.2. Technical warranty:

19.2.1 Failure to comply with technical warranties, service requirements, and the availability of qualified representatives for preventive and corrective maintenance of the vessels, as applicable, will result in penalties, as specified in the bid notice.

19.2.2. The warranty will cover manufacturing defects or premature wear and tear for a period of 12 (twelve) months, including parts and services, at no cost to the Administration.

19.2.3. The contracted must provide, as general rule, a minimum warranty of 12 (twelve) months, EXCEPT for WARRANTY OF THE HULL AND SUPERSTRUCTURE, and WARRANTY OF SUPPLY OF PARTS AND REPLACEMENT, in accordance with the manufacturer's manual or other mandatory maintenance in compliance with standards issued by the manufacturer or regulatory agencies, and corrective maintenance corresponding to the technical warranty offered, providing the supply of consumables and related services.

19.2.4. The contractual technical warranty will allow for greater efficiency and effectiveness in the use of the vessels, as it will prevent them from remaining inoperative for too long due to defects or damage. It will also allow for faster replacement of parts, repairs, and exchanges, in accordance with the principles of efficiency, economy, and reasonableness.

19.2.5. The ultimate goal is the public good and the continuous provision of an essential service, without avoidable interruptions. With this preventive measure, and in respect for public funds—the use of which must benefit the public—the purpose of the bidding process will be fulfilled, preventing the substantial immobilization of assets in inoperative and costly vessels.

19.2.6. The average annual usage of the equipment is 200 (two hundred) hours.

19.3. Details of the guarantees that will be required from the Company:

19.3.1. HULL AND SUPERSTRUCTURE WARRANTY

19.3.1.1. Minimum warranty of 24 (twenty-four) months, standard practice in the nautical market for this type of vessel;

19.3.1.2. Minimum schedule of mandatory inspections as specified in the manufacturer's manual, covering parts and labor.

19.3.2. WARRANTY AND INSPECTIONS FOR THE ELECTRICAL/HYDRAULIC SYSTEM

19.3.2.1. Minimum warranty of 12 (twelve) months;

19.3.2.2. Minimum interval for mandatory maintenance as specified in the manufacturer's manual, covering parts and labor.

19.4. PAINT WARRANTY

19.4.1. Minimum warranty of 12 (twelve) months for defects in the original paintwork of the vessel's parts resulting from a paint defect.

19.5. WARRANTY AND INSPECTIONS FOR ENGINES AND PROPULSION SYSTEM

19.5.1. Minimum warranty of 12 (twelve) months against malfunction, premature wear of parts, and loss of rated power;

19.5.2. A minimum period of 12 (twelve) months for mandatory maintenance as specified in the manufacturer’s manual for this period, covering parts and labor.

19.6. WARRANTY FOR ELECTRONIC AND NAVIGATION EQUIPMENT

19.6.1. A minimum warranty of 12 (twelve) months against malfunction, deterioration, and corrosion of electronic components.

19.7. WARRANTY FOR LIFE-SAVING EQUIPMENT

19.7.1 Warranty in accordance with the manufacturer’s manual, which must not be less than 12 (twelve) months, for pyrotechnics, life jackets, and other rescue equipment.

19.7. PARTS AND REPLACEMENT SUPPLY WARRANTY

19.7.1. A minimum of 15 (fifteen) years of production of original parts, so that they may be purchased and installed, starting from the date of final acceptance, in accordance with market practice.

19.9.2. Item 5 of the Terms of Reference and its Annex 3 supplement this Preliminary Technical Study and provide further details regarding the warranties.

20. Technical Qualification of Bidders

20.1 For the purpose of demonstrating technical and operational capacity, the bidder must submit Certificates of Technical Capacity, issued by a public-law legal entity, whether national or international (in which case the document must comply with the rules for the recognition of international documents within the national territory by the Public Administration), proving the supply of motorboats with characteristics equal to or superior to those of the subject matter of this bid, in a minimum quantity of 10 (ten) units or a quantity exceeding the total quantity of the offered item.

20.2. For equivalence purposes, semi-rigid boats used by police, coast guard, rescue, service, or military agencies, with aluminum hulls between 7.5 and 12 meters in length and equipped with outboard motors, shall be considered.

20.3. Proof of the supply of at least 10 (ten) units, or a quantity exceeding the total quantity of the item offered, is required given the high value and specific nature of the goods—namely, a vessel intended for use in police, coast guard, interception, inspection, or military operations, and is not a vessel intended for sports or recreational activities, nor is it a modified or adapted sports or recreational vessel.

20.4. A model is considered commercial-grade if it is proven to be manufactured (with a naval-grade aluminum hull, floats, size, outboard motors, and cockpit, all in the same vessel) with characteristics and intended for police use.”

20.5. Other technical qualification criteria are detailed in item 9 of the Terms of Reference, attached to the notice.

21. Acceptance Testing

21.1. The acceptance and training tests (instruction on the use of the equipment) will be described in the Terms of Reference and its Annexes, in accordance with the Acceptability Standards described in item 18 of this Technical Study.

22. Benefits to be Achieved Through the Contract

22.1. Always seeking to apply the principles of efficiency and effectiveness, when striving to achieve high productivity, agility, quality, safety, and maximum perfection in work, the adaptation of current services is the goal pursued by the administration of support and operational activities, which would not be possible without contracting specialized services.

22.2. This contracting seeks to achieve the following results:

- To ensure excellence in all work carried out by the Special Maritime Police Units, both in maritime and river waters;
- To promote adequate infrastructure to ensure the safety of Federal Police officers serving at NEPOMs;
- Direct benefits are those already mentioned in the justification for the contract itself, namely, the preservation of federal assets by maintaining its movable property—vessels.
- Indirect benefits – The impact on society through improved service, given the importance of the Maritime Police’s work in a country with a coastline of 7,367 km.
- Maintenance of operational readiness to respond to emergency situations and fulfillment of the responsibilities to maintain public order and safety within the scope of the Federal Police’s jurisdiction.

23. Measures to Be Taken

23.1. The Regional Superintendences concerned must initiate the necessary administrative measures to preserve federal property, such as:

- Maintenance contracts;
- Boat maintenance contracts, if applicable;
- Docking contracts, if applicable;
- Fuel contracts;
- Staffing of specialized personnel in the NEPOM to operate the vessel.

23.2. These measures are essential to ensure the vessel’s operational readiness and extend its service life, and it is the recipient’s responsibility to include the associated financial costs in their budget.

24. Potential Environmental Impacts

24.1 With a view to the effective application of environmental and socio-environmental criteria and measures regarding the inclusion of environmental sustainability requirements in public procurement notices issued by the Public Administration, and in compliance with Article 5 and its subparagraphs of Normative Instruction No. 1/2010 of SLTI/MPOG, the requesting department, when procuring goods, may require the following environmental sustainability criteria:

24.2 That environmental requirements be met to obtain certification from the National Institute of Metrology, Standardization, and Industrial Quality (INMETRO) as sustainable products or products with a lower environmental impact compared to similar products;

24.3. That the goods do not contain hazardous substances in concentrations exceeding those recommended in the RoHS (Restriction of Certain Hazardous Substances), such as mercury (Hg), lead (Pb), hexavalent chromium (Cr(VI)), cadmium (Cd), polybrominated biphenyls (PBBs), and polybrominated diphenyl ethers (PBDEs).

24.4. All materials shall be procured in accordance with IN No. 01 of January 19, 2010, Chapter III, Article 5, I, II, III, and Paragraph 1, and/or related international legislation.

24.5. Environmental Sustainability

24.5.1. The goods to be procured must always be guided by the rational use of resources and equipment, in order to avoid and prevent the waste of inputs and materials consumed, as well as the excessive generation of waste, in order to comply with environmental responsibility guidelines.

25. Desired Results

25.1 Always seeking to apply the principles of efficiency and effectiveness in the pursuit of high productivity, agility, quality, safety, and the highest standards of work, the adaptation of current services is the goal of the administration of support and operational activities, which would not be possible without the contracting of specialized services.

25.2 This contracting seeks to achieve the following results:

- Ensure excellence in all work carried out by the Special Maritime Police Units, both in maritime and river waters;
- To promote adequate infrastructure aimed at ensuring the safety of Federal Police officers serving in the NEPOMs;
- Direct benefits are those already mentioned in the justification for contracting, namely, the preservation of federal assets by maintaining its movable property—vessels.
- Indirect benefits – The impact on society through improved service, given the importance of the Maritime Police’s work in a country with a coastline of 7,367 km.

26. Vessel Delivery Conditions

26.1. Deliveries must be made in accordance with Incoterms (when dealing with foreign companies), which define the roles of the seller and buyer in an international transaction.

26.2. The International Commercial Term (INCOTERM) to be adopted will be DPU—Delivered At Place Unloaded.

26.3. Customs formalities will be handled by the contractor, who must cover international shipping insurance, international freight, customs clearance, and other applicable costs, taxes, and fees, in accordance with the International Commercial Terms — INCOTERMS 2020, DPU (Delivered At Place Unloaded) — as well as costs for storage, handling, and transportation/freight to the delivery location;

26.4. In the case of domestic suppliers, the delivery terms require them to cover the costs of storage, handling, and transportation /freight to the delivery location;

26.5. The motorboats must be delivered to the locations listed below, on the road transport trailer (on the ground).

26.6. Delivery locations and addresses:

26.1. For the purpose of calculating freight charges, the following table lists the delivery addresses of the Federal Police’s LPis:

	UNIT	DELIVERY LOCATION	QUANTITY
1	NEPOM/DPF/IJI/SC - Special Maritime Police Unit of the Federal Police Station in Itajaí, Santa Catarina	755 Pref. Paulo Bauer Ave. - Downtown, Itajaí - SC	1
2	NEPOM/SR/PF/ES - Special Maritime Police Unit of the Federal Police Regional Superintendency in Espírito Santo	242 Getúlio Vargas Ave., Parque Moscoso, Vitória - ES	1
3	NEPOM/DPF/GRA/PR - Special Maritime Police Unit of the Federal Police Station in Guaíra/PR	55 Beira Rio Ave., Vila Velha Neighborhood, Guaíra/PR	1
4	NEPOM/SR/PF/SC - Special Maritime Police Unit of the Federal Police Regional Superintendency in Santa Catarina	Rua 14 de Julho, 310 - Estreito, Florianópolis/SC	1
5	NEPOM/SR/PF/BA - Special Maritime Police Unit of the Regional Superintendence of the Federal Police in Bahia	1010 Lafayette Coutinho Ave., Salvador, BA	1

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6	NEPOM/SR/PF/PE - Special Maritime Police Unit of the Regional Superintendence of the Federal Police in Pernambuco	Av. Engenheiro José Estelita, s/n, Cabanga, Recife-PE	1
7	NEPOM/SR/PF/RJ - Special Maritime Police Unit of the Regional Superintendence of the Federal Police in Rio de Janeiro	Av. Infante Dom Henrique, S/N - Glória, Rio de Janeiro - RJ	1
8	NEPOM/DPF/STS/SP - Special Maritime Police Unit of the Federal Police Station in Santos/SP	Av. Engenheiro Magalhães Gama, 400, Porto Ponta da Praia, Santos/SP. Between terminals 35 and 37.	1
9	NEPOM/SR/PF/MA - Special Maritime Police Unit of the Regional Superintendence of the Federal Police in Maranhão	Av. dos Portugueses s/n, Porto do Itaqui, São Luís, MA	1
10	NEPOM/DPF/RGE/RS - Special Maritime Police Unit of the Federal Police Station in Rio Grande, RS	Rua Capitão-Tenente Heitor Perdigão, S/N - Downtown, Rio Grande - RS	1
11	GEPOM/DREX/SR/PF/PA - Special Maritime Police Unit of the Regional Superintendence of the Federal Police in Pará	Júlio César Ave., s/n - Souza, Belém - PA	1
12	GEPOM/DPF/SNM/PA - Special Maritime Police Unit of the Federal Police Station in Santarém, PA	Av. Cuiabá, s/n, Vera Paz Neighborhood, Santarém - PA	1
13	NEPOM/DPF/PNG/PR - Special Maritime Police Unit of the Federal Police Station in Paranaguá, Paraná	504 Benjamin Constant Street, Costeira neighborhood, Paranaguá, Paraná	1
14	NEPOM/DPF/FIG/PR - Special Maritime Police Unit of the Federal Police Station in Foz do Iguaçu/PR	3471 Paraná Avenue – Jardim Pólo Centro, Foz do Iguaçu/PR	1
15	GEPOM/DPF/TBA/AM - Special Maritime Police Unit of the Federal Police Station in Tabatinga/AM	Avenida do Turismo, Tarumã Road, Praia Dourada, Agente Mauro Lobo Extension, No. 40, Ponta Negra neighborhood, Manaus-AM, ZIP Code 69034650	1
16	GEPOM/DREX/PF/AP - Special Maritime Police Unit of the Federal Police Regional Superintendency in Amapá	Intersection of the North-South and BR-210 Highways, s/n - Infraero, Macapá - AP, 68908-910	1
17	GEPOM/DREX/PF/RN - Special Maritime Police Unit of the Regional Superintendency of the Federal Police in Rio Grande do Norte	155 R. Dr. Lauro Pinto, Lagoa Nova, Natal, RN - 59064-165	1
18	GEPOM/DREX/PF/RO - Special Maritime Police Group of the Regional Superintendence of the Federal Police in Rondônia	2905 Lauro Sodré Ave. - Olaria, Porto Velho - RO, 76802-449	1
19	NEPOM/DREX/PF/CE - Special Maritime Police Unit of the Regional Superintendence of the Federal Police in Ceará	Port Pier, Fortaleza - CE, 60180-415	1
20	GEPOM/DPF/CRA/MS - Special Maritime Police Unit of the Federal Police Station in Corumbá, MS	Praça da República, 51 - Downtown, Corumbá - MS, 79301-140	1
21	GEPOM/DPF/CZS/AC – Special Maritime Police Unit of the Federal Police Station in Cruzeiro do Sul, Acre	350 Minas Gerais Street - Do Telégrafo, Cruzeiro do Sul - AC, 69980-000	1

26.7. Delivery will take place on business days between 9:00 a.m. and 5:00 p.m. Prior scheduling is mandatory at least 72 hours before delivery for goods originating from within Brazil, and 20 days for goods originating from abroad.

27. Technical Support

27.1. Conceptual difference between technical assistance and warranty

27.1.1 Technical support involves a product maintenance service, and the product does not need to have any defects for the service to be provided. It is, in fact, a preventive service.

27.1.2. In the case of the warranty, this is a service activated whenever the product has a defect, including requiring its replacement in certain cases.

27.1.3. The CONTRACTOR shall be responsible, at no cost to the Federal Police, for the periodic inspections specified in the manufacturer's manual for the engines, hull, floats, and electronic equipment installed on the vessel, for the duration of the warranty stipulated in the contract.

27.1.4. Provide a technical ticket opening center, making ticket opening available:

27.1.4.1. via *email*; or

27.1.4.2. via a toll-free 0800 number or a local number in Brasília, between 8:00 a.m. and 6:00 p.m. on business days, or through a website (or app serving the same purpose). Upon opening the ticket, a unique identification number must be provided to the Federal Police. All service requests, as well as the measures taken, must be stored in the CONTRACTOR's service request management system. Access to this system must be made available to the Federal Police upon request. Furthermore, service requests may only be opened and closed after authorization by the Federal Police.

27.2. The service period begins upon final delivery of the goods.

27.3. The maximum response time for initial service (technical/maintenance ticket) shall be up to 5 (FIVE) business days after the technical ticket is opened.

27.4. The maximum resolution time (technical/maintenance call) shall be 10 business days after the technical call is opened.

27.5. Both domestic and foreign suppliers must comply with the provisions of the Brazilian Consumer Protection Code (Law No. 8,078/1990):

Art. 18. Suppliers of durable or non-durable consumer products are jointly and severally liable for defects in quality or quantity that render them unfit or unsuitable for their intended use or diminish their value, as well as for those arising from discrepancies with the information contained on the container, packaging, labeling, or advertising message, subject to variations inherent to their nature, and the consumer may demand the replacement of the defective parts.

§ 1 If the defect is not remedied within a maximum period of thirty days, the consumer may, at his or her discretion, demand

either: I - replacement of the product with another of the same type, in perfect working condition;

27.6. For technical assistance, the foreign company must designate a service provider within the national territory.

27.7. Any closed case, without the consent of the Federal Police or without the problem having been actually resolved, shall be reopened, and the deadlines shall be counted from the original opening of the case, including for the purpose of applying the penalties provided for;

27.8. The ongoing activities carried out by the NEPOMs are permanent and regular, essential to the implementation of public safety policy. Such activities cannot be suspended without prejudice to the institutional missions assigned to the Federal Maritime and River Police. Therefore, it is necessary to adopt channels and means that allow for the resolution of any issues arising with the vessels to be acquired as quickly as possible, as they are essential tools for the operation and performance of the NEPOMs.

27.9. The Terms of Reference will provide detailed specifications regarding the Technical Assistance for this specific item.

28. Feasibility Statement

This planning team declares this procurement **to be feasible**.

28.1. Justification of Feasibility

In light of all the arguments presented, the team responsible for the acquisition in question declares that the acquisition of a new fleet is feasible and urgent.

The Federal Police's vessels fall into every category of poor cost-effectiveness identified by the administration (most of them are considered unfit for service, unsafe, and unreliable), making their replacement a matter of extreme urgency.

The direct benefits are those already mentioned in the justification for the contract itself, namely, preserving the excellence of the services provided by the Federal Police through the acquisition of new vessels specifically designed for military/police use, which are reliable and safe (promoting adequate infrastructure to ensure the safety of NEPOM police officers). Thus, in always seeking to apply the principles of efficiency and effectiveness, when striving to achieve high productivity, agility, quality, safety, and the highest standards of work, the acquisition of specialized vessels is necessary for the full fulfillment of the mission to protect the country and its citizens.

In the same vein, it should be noted that this plan was prepared in accordance with Law No. 14,133/2021, as well as in compliance with the technical requirements necessary to meet the needs and purpose of the contract. Furthermore, it adequately meets the formulated business demands; the intended benefits are appropriate; the projected costs are compatible and reflect cost-effectiveness; the risks involved are manageable; and the requesting department will prioritize the provision of all elements listed here that are necessary to achieve the intended benefits.

Always seeking to apply the principles of efficiency and effectiveness, when striving to achieve high productivity, agility, quality, safety, and maximum perfection in the work, the adaptation of current services is the goal pursued by the administration of support and operational activities, which would not be possible without the contracting of specialized services.

This contracting seeks to achieve the following results:

- To ensure excellence in all work carried out by the Special Maritime Police Units, both in maritime and river waters;
- Direct benefits are those already mentioned in the justification for contracting, namely, the preservation of federal assets by maintaining its movable property—vessels;
- Indirect benefits – The impact on society through improved service, given the importance of the Maritime Police's work in a country with a coastline of 7,367 km.

Therefore, based on the above, especially regarding the chosen market solution, which includes sustainability criteria and practices, the Planning Team considers the purchase to be feasible, as well as necessary to meet the needs and interests of the Administration.

The solution adequately meets the formulated business demands, the intended benefits are appropriate, the projected costs are compatible and cost-effective, the risks involved are manageable, and the requesting department will prioritize the provision of all elements listed here that are necessary to achieve the intended benefits. For this reason, the procurement is deemed feasible. Accordingly, this Preliminary Technical Study is hereby submitted for the information and approval of the Competent Authority, pursuant to Article 14, item II of Decree No. 10,024/2019.

Pursuant to Law No. 12,527 of November 18, 2011, which guarantees the fundamental right of access to information in accordance with the basic principles of public administration and as embodied in Article 13 of IN 58/2022, this Preliminary Technical Study, as well as all procedures derived from this document, are classified as non-confidential and freely accessible.

29. Responsible Parties

All electronic signatures are based on Brasília time and are governed by Paragraph 3 of Article 4 of [Decree No. 10,543, dated November 13,](#)

MARCELO JOAO DA SILVA

Competent Authority

GLAUCO VANILSON URACHE VIEIRA

Member of the contracting committee

FERNANDO RODRIGUES DOS SANTOS

Member of the contracting committee

RICARDO JOSE DA MOTA MOREIRA

Member of the hiring committee

LUCIANO ANGELO SILVEIRA

Support Team

Office: DLOG/PF OFFICE

Landerson de Araújo Bastos Ramos

Support Team



Signed electronically on March 19, 2026, at 2:32:37 p.m.



FEDERAL PUBLIC SERVICE
MJSP - FEDERAL POLICE
PORT SECURITY COORDINATION - CONPORTOS/DPA/PF

STUDY NO. 2 ON NAVAL ALUMINUM

STUDY NO. 2 NAVAL ALUMINUM

The first recorded use of aluminum in the naval industry dates back to 1891 in France, when the 12-meter sailing yacht named “Mignon” was built. The first motorized vessel, however, was the 17-meter “Diana,” built for the British Royal Navy, used in World War II, and remained in service until the 1960s. Offering a range of advantages over other materials, aluminum is widely used in the manufacture of yachts and service vessels worldwide.

“Europe’s leading recreational boat builders prioritize aluminum for the construction of yachts over 100 feet. Furthermore, aluminum is the most widely used material in the manufacture of high-performance, high-tech commercial and military vessels worldwide,” says Demien Chaves, design engineer and director of MCP Yachts, a shipyard located in Guarujá (SP) that produces yachts and service vessels. Aluminum has a specific gravity of less than one-third that of steel and is one of the lowest-density metals—2.7 g/cm³ versus 7.8 g/cm³ for steel. “An aluminum hull and superstructure typically weigh less than half as much as their steel counterparts and offer the same structural strength,” says Chaves, who explains that when compared to GRP (glass-reinforced plastic), an aluminum yacht has much greater structural strength, even though it is approximately 15% lighter. “Other advantages include the fact that aluminum is non-flammable, does not absorb water, and does not delaminate or deform like fiberglass, for example. Hulls made of aluminum are extremely durable, do not suffer structural fatigue over the years, and have low maintenance costs.”

Manufacturing Advantages

The lightness of aluminum also offers advantages in the boat manufacturing process. Stump and Vantakuk (2010 – Shipbuilding with Aluminum Alloys, Mackenzie University) point out that relatively large subassemblies can be prefabricated, allowing various modules to be produced in parallel before moving on to assembly. This significantly reduces assembly time for larger vessels. Eduardo Keller, commercial manager at ETP, a Rio de Janeiro-based shipyard that produces medium-sized vessels in both aluminum and steel, highlights the simplification of processes. “Building a vessel with steel requires the use of gantry cranes and cranes, since the parts are very heavy,” he explains. “With aluminum, however, the handling of sheets and structures can be done manually, which greatly simplifies the construction process.”

Aluminum has become the structural material of choice in the manufacture of the most modern yachts. This trend is also seen in high-performance service vessels built from marine-grade aluminum. With a specific gravity of approximately one-third that of steel, an aluminum hull and superstructure typically weigh less than half as much as their steel counterparts while offering the same structural strength. This lightness translates into greater capacity, higher speed, or greater fuel economy with a correspondingly longer range. When compared to GRP (glass-reinforced plastic), an aluminum yacht has much superior structural strength even though it is approximately 15% lighter than a fiberglass boat of the same size. Other advantages include the fact that aluminum is non-flammable, does not absorb water, delaminate, or deform like fiberglass.

Because they are extremely durable, do not suffer structural fatigue over the years, and have low maintenance costs, aluminum hulls have high resale value, which in many cases is equal to or greater than the purchase price.

The aluminum alloys used (5083 - 20795260 - This alloy is easier to weld than

than 6xxx series alloys and is more predictable in terms of post-weld strength. Alloy 5083 excels in corrosion resistance in a saltwater environment and is therefore the ideal material for naval hull structure applications. and 6082 - 20795258) are specific to shipbuilding and offer excellent corrosion resistance. With a microstructure designed to withstand harsh marine environments, aluminum hulls can be maintained without paint or other types of anti-corrosion treatments. Furthermore, when welded, the sheets retain their high strength, making the hull extremely rigid and easily repairable.

A material's performance in the shipyard is just as important as its performance on the water, which is why aluminum is the material of choice for building yachts with innovative designs, as it is versatile and easy to work with, cut, bend, and shape into a wide variety of forms. With high structural efficiency and rigidity, aluminum vessels provide smooth and safe navigation on the open sea, whether on ocean crossings, night voyages, or in any weather conditions.

Advantages of aluminum

"Weight reduction increases load capacity and decreases the power required to move the vessel," explains Diego Sarzosa, PhD, Professor at the Polytechnic School of the University of São Paulo, in the Naval Engineering program. This automatically translates to fuel savings, better performance, and reduced pollutant emissions. The reduced weight also aids in stability control and places less mechanical stress on the vessel when navigating rough seas. Sarzosa also cites another key advantage. "Aluminum also offers excellent corrosion resistance, which is highly desirable in the naval industry."

The advantages of aluminum are attested to by Amyr Klink, one of the leading authorities on the subject. A ship captain with countless expeditions across different parts of the globe since the early 1980s—his first voyage was a solo rowing crossing of the South Atlantic. "When you build with steel or any other ferrous metal, you have to treat it," he explains, referring to the application of anti-corrosion products. Aluminum, on the other hand, is protected by a nanometric layer of Al_2O_3 , which forms the moment the metal is exposed to an oxidizing medium, such as air or water.

Weight Reduction

Replacing the fiberglass hull with a naval aluminum hull results in a lighter and more robust hull. Consequently, the boat planes more easily and quickly, contributing to fuel savings and an extended engine lifespan (as the engines are less stressed).

Low moment of inertia

A low moment of inertia is an important requirement for parts with linear or rotational movements and rapid accelerations and decelerations, as is the case with speedboats, robots, and high-speed transport equipment.

Good balance

A yarn guide roller in a textile machine that guides yarn at high speeds requires an extremely lightweight construction with perfect balance. When manufactured by deep drawing from steel sheet, the roller did not meet these requirements. The problem was solved using a Silafont-35 (AlSi10Mg) alloy, cast under high pressure, with a plasma-applied surface coating against wear, consisting of Al_2O_3 and TiO_2 .

Vibration Absorption

Metal-rubber seals on moving parts of a vehicle's drive gear, which absorb road vibrations, have an aluminum bearing core, as they bear the loads. They replaced iron (iron-on-iron) and substantially improved vibration absorption. Due to the high compressive forces and in view of the large volume required, these cores are made of Unifont-94 (AlZn10Si8Mg) and cast under high pressure. The alloy is self-aging and regains its original strength after vulcanization.

Fatigue resistance

Plastic nuts for hose couplings have an internal diameter of 80 millimeters. They used to break after assembly and were replaced by high-pressure castings made of Silafont-09 (AlSi9),

high-pressure die-castings. Plastic couplings for washing machines often become brittle and are being replaced by high-pressure aluminum die-castings made of Peraluman-90 (AlMg9).

Ductility

Ductile aluminum castings automatically reduce the stress peaks produced by impact stress. An elevator control box subjected to pulsating pressure of up to 400 bar, which was previously made from cast iron, has been replaced by a casting made in a permanent mold using Unifont-90 (AlZn10Si8Mg).

Dynamic strength

Aluminum castings are suitable for parts subject to tensile vibration stresses. For this reason, all steel load-bearing parts in railway cars can be replaced by aluminum castings. An Aludrive-branded locomotive (aluminum-powered) contains 750 kilograms of aluminum castings, resulting in a weight savings of 500 kilograms. The motor unit and the car body rest longitudinally on an air suspension with swing arms, shaped like the wheel bearing housing. Due to the high stress on the arm, which also serves as an air chamber for the suspension, an artificially aged low-iron alloy, Alufont-52 (AlCu4Ti), is used.

High deformation

High-stress safety components should not fracture without deformation, which dissipates energy and prevents brittle fracture. The ductile Alufont alloy and low-iron AlSi alloys, such as Silafont and Anticorodal, are used for safety components. In car engines, for example, applications include: brake systems, front and rear axle cross members, and car wheels. The brake component shown was changed from a malleable iron casting to an aluminum casting made of an Alufont-47 (AlCu4TiMg) alloy, naturally aged.

Crack resistance and slow crack growth

High-strength ductile aluminum alloy structural components with good crack resistance are indispensable for engineering designs intended to last more than 40 years. High-strength ductile aluminum alloys enable lightweight constructions that not only simplify traditional designs but also enable additional functions. The all-steel structure of a railway car bogie, for example, can be reduced to an Alufont-52 (AlCu4Ti) alloy for the main cross member, which is artificially aged and joined at the ends.

No embrittlement at very low temperatures

Iron-based materials exhibit a significant drop in ductility at low temperatures, but aluminum castings do not show this embrittlement at extremely low temperatures. As a result, they are used in electrical conductors for mountain railways, aircraft, and liquefied gas transport systems.

Good edge formation

Ductile aluminum castings can be easily formed at the edges, facilitating the design of composite structures such as shock absorber housings. A steel disc is placed in the die of the high-pressure aluminum die-casting machine, and the aluminum flange is cast around it, with the flange surface bearing all the forces. The Silafont-09 (AlSi9) alloy meets these requirements.

Dimensional Stability

Even high-pressure die-castings with very thin walls offer excellent dimensional stability and, for this reason, are replacing plastic and steel parts. Plastic engine covers for cars and some plastic rear reflector covers for cars lack the necessary dimensional stability. They have been replaced by Silafont-09 (AlSi9) material in high-pressure die-castings. The base structure of a computer must ensure dimensional stability that cannot be achieved with a steel plate. High dimensional stability is required because the shafts, which are mounted in the holes, allow only minimal deviations in parallelism relative to each other during operation, which includes operation at temperatures ranging from 20 to 70 °C. Silafont-09 (AlSi9) castings meet these requirements.

Wear resistance

In combustion engines, cast iron parts are being replaced by high-wear-resistant hypereutectic aluminum alloys, such as Silafont-70 (AlSi12CuNiMg), Silafont-90 (AlSi17Cu4Mg), or Silafont-92 (AlSi18CuNiMg). Cast iron parts subject to wear are also being replaced by aluminum castings, provided the wear zone is protected by a plasma spray, such as the ends of gearshift forks. The pumps for the power steering system were changed from cast iron to Silafont-90 (AlSi17Cu4Mg), reducing their weight by 65%. In addition, the operating pressure can be increased by 55%.

Stress Distribution

Due to the favorable stress distribution in an aluminum casting under load, the stress peaks that occur in welded structures are virtually nonexistent. For this reason, a component of a rescue device was changed from a design using St52 steel to the material Alufont-52 (AlCu4Ti), sand-cast and artificially aged. Furthermore, the weight was reduced from 8.9 kilograms to 3 kilograms, and the production cost was reduced by 28%.

Brazing aluminum and iron or copper to each other using intermediate

alloy

With intermediate connecting elements, materials as different as steel and aluminum can be welded. The intermediate elements are sections or plates made of aluminum–steel composites produced by extrusion or rolling. Shown here is an intermediate joint element with the steel part after a bending test. Despite the high deformation, the joint layer was not destroyed.

Welding of aluminum castings to other aluminum materials

The company Alusuisse has developed an Aluman-16 (AlMn1.6) alloy for welding aluminum. Due to the high solidification range (645–660 °C), Aluman-16 castings are suitable for welding in salt bath furnaces in high-volume production. These automotive radiator connections ensure cost-effective radiator production.

Cast Inserts

The number of cast iron parts in an automotive hydraulic clutch has been reduced through the use of high-pressure die-castings made from Silafont-09 (AlSi9) with cast inserts featuring a nitrided steel core. These parts must maintain a rotational accuracy of 0.2 millimeters after casting.

Design savings with aluminum castings

Aluminum castings are often good substitutes for designs involving rivets, machining, screws, and assemblies. For example, the landing flap support on an Airbus 320 is a precision casting that replaced a multi-part riveted design. Production costs were reduced by more than 60%. In addition, corrosion protection and maintenance costs were eliminated. The support for the central luggage racks on the Airbus A300 and A310 was machined from a stretched aluminum plate, but has now been replaced by a permanent-mold casting made of artificially aged Anticorodal-72 (AlSi7Mg0.6). Production costs were reduced by 65%.

Thermal Conductivity

Aluminum casting alloys are used in internal combustion engines due to their high thermal conductivity. This property has also enabled other applications. The housing of an electric rectifier's cooler must simultaneously remove heat and ensure a high-vacuum seal. Previously, it was a welded assembly of chromium–nickel–steel; today, it is a low-pressure sand casting made of Anticorodal-70 (AlSi7Mg0.3), artificially aged. The new casting resulted in a 55% improvement in cooling efficiency, thereby eliminating the need for the additional cooler required in the previous design. Due to the improved leak tightness, the vacuum can be reduced from 0.01 to 0.0000001 bar. The cost was reduced by 22% and the weight by 35%.

Thermal Capacity

Molds for plastic, glass, and tire products are primarily made of aluminum due to its high thermal capacity, which is relatively low in other materials. Aluminum has been replacing iron and zinc alloys in such applications. A cast iron mold was replaced with one made of artificially aged Anticorodal-70 (AlSi7Mg0.3).

Non-flammable

Unlike magnesium, aluminum is not flammable. For this reason, it is used in stationary heaters in modern cars, where the aluminum is in direct contact with the burner flame. The high-pressure die-casting used is made of Silafont-09 (AlSi9), an alloy that does not require heat treatment.

Electrical Conductivity

Super-aged Anticorodal-04 and Anticorodal-71 aluminum alloys are replacing copper-class conductors and chromium-copper castings in high-voltage systems and circuit breakers. A conductor for high-voltage systems made of Anticorodal-04 (AlSi0.5Mg) and a contact support for switches made of Anticorodal-71 (AlSi7Mg0.3).

Short-circuit resistance

For applications in new overhead conductors, the German Federal Railway is specifying aluminum castings and extrusions instead of malleable iron and structural steel castings. The short-circuit resistance of aluminum castings is very important due to the extremely high short-circuit currents that occur in tunnel sections where parts of the structures are heated. With malleable iron castings, a short-term temperature rise of up to 350 °C is permissible. In the case of aluminum, the permissible limit is only 125 °C. It takes twice as long for the short-circuit current to reach the permissible limit in aluminum as it does in malleable iron. The risk of loss of mechanical strength is therefore lower for aluminum castings than for malleable iron castings. A 35 kA short circuit lasting 120 milliseconds produces marks on the connections between malleable iron and steel castings, but does not affect the aluminum parts. In malleable iron castings, the metal wires in the cables become annealed, but this does not occur in aluminum castings. Castings in permanent molds made of the partially pre-aged Anticorodal-70 alloy (AlSi7Mg0.3) are presented, which are replacing white malleable iron castings.

Corrosion Resistance

In the firefighting equipment and apparatus industry, Anticorodal and Peraluman alloys have been replacing iron and copper alloys due to their good corrosion resistance. The figure shows an airport manhole cover made of artificially aged Anticorodal-70 (AlSi7Mg0.3) for a permissible load of 100 tons. It replaced a cast iron cover. The corrosion problem was solved, and it became possible for a single person to handle it.

Seawater Resistance

Peraluman castings (low-iron, copper-free AlMg alloys) are used in shipbuilding. The anchor of an ocean-going yacht is cast from artificially aged Anticorodal-72 (AlSi7Mg0.6) and Anticorodal-78 (AlSi7Mg), which is partially under-aged and barrel-polished.

Decorative surfaces

Once polished, anodized or color-anodized castings—particularly those made from AlMg alloys—produce a special optical effect. As a result, aluminum castings are preferred for architectural and furniture finishes, optical instruments, household utensils, and art objects. Examples include cast elements for wall panels and cast plates, which many architects prefer over stone materials. For decorative reasons, movie cameras are assembled with aluminum castings.

Reflectivity

Aluminum castings made from silicon-free alloys, such as Peraluman and Alufont, offer high reflectivity and heat reflectivity, with correspondingly low absorption. As a result, the reflector and heating equipment industries are using aluminum castings.

Non-toxicity

Because aluminum is non-toxic, copper-free aluminum alloys containing 0.5% Fe, 0.05% Cu, and 0.05% Ni are used in food processing equipment and are replacing stainless steel alloys in parts for the fish and meat industries. Another example is the casting of a conveyor screw for a butter press made from Anticorodal-50 (AlSi5Mg) material. The casting met all hygiene and non-toxicity requirements. The maximum values permitted by the European standard EN 601 in the food sector are Fe 2.0%, Cu 0.6%, and Ni 3.0%, but these are too high and cause corrosion when in contact with food. Additionally, 0.2% antimony (which is toxic) is permitted.

Milling Properties

In milling operations, aluminum offers significant economic advantages over iron-based materials due to higher cutting speeds and shorter machining times. A bearing component cast from Anticorodal-70 (AlSi7Mg0.3) and artificially aged replaced an iron casting. It reduced milling time by 39% compared to what was required for iron. The time per part is 6.32 minutes for the aluminum part and 16.13 minutes for the cast iron part.

Easy recycling

Aluminum can be easily separated from scrap material. Even with highly mixed scrap, it is still possible to prepare alloys for applications with less demanding specifications. Furthermore, melting aluminum scrap requires only 5% of the energy needed to produce primary aluminum.

Source: Central da Fundação, ABAL - Brazilian Aluminum Association.

CONCLUSION

Thus, we can conclude that naval aluminum possesses characteristics relevant to the production of vessels for police and/or military use. Therefore, it is the appropriate material choice for this preliminary technical study.



FEDERAL PUBLIC SERVICE MJSP -
FEDERAL POLICE
PORT SECURITY COORDINATION - CONPORTOS/DPA/PF

STUDY No. 3 - MOTORIZATION

STUDY NO. 3 - MOTORIZATION

Generally, outboard motors are used on vessels up to 26 feet in length; the boat intended for the Federal Police is 24.60 feet long. Outboard motors are cheaper, lighter, and easier to install, maintain, and replace. For boats larger than that, it is common to use two outboard motors, which provide greater acceleration and speed, better fuel economy, and increased safety (in the event of a malfunction in one motor, the other can still propel the boat, albeit slowly).

Outboard motors cost about 30% less and are easier and cheaper to maintain, since there are more mechanics in the country specialized in this type of engine. Furthermore, since they are mounted outside the hull, they do not take up space on board, compared to the same boat equipped with an inboard motor. Another advantage of outboard motors is the ability to navigate in shallow waters, as they can be raised, which is not the case with inboard motors, which are fixed.

Outboard motors are lighter, which makes the boat lighter, faster, and slightly more fuel-efficient. Inboard motors, however, also have their strengths.

Balance: since the inboard motor is located inside the hull, it improves stability and maneuverability. Another advantage is that it leaves the stern deck completely free for passengers.

- **Outboard Motor**

A boat with an outboard motor has an engine mounted “externally” or “outside” the boat. Outboard motors are bolted to the transom and hang above the water at the back of the boat. They also have a small gearbox to transmit power to the water and typically have only a single propeller. However, some rare models can be found with twin propellers.

Regarding the type of fuel to be used, regular gasoline was chosen not simply because it has the lowest resale value of R\$ 5.67 (five reais and sixty-seven cents)—the average price in Brazil—but due to the factors outlined in the study below;

The reference engines used in this ETP are service engines, ready-to-use and modified to run on regular 87-octane/90 RON gasoline, without the **detergent-dispersant** additives found in premium and additive-enhanced gasoline.





- **Stern drive engine**

An inboard stern drive unit is a boat that has a propeller at the stern (rear) of the boat. This assembly is mounted on the engine at the rear and features a gearbox to transmit power to the stern and into the water. Stern drive units (inboard-outboard) typically have single or twin propeller configurations and are available from several different brands. [Volvo Penta](#) and [Mercruiser](#) are the two most common brands.



Advantages: Outboard Motor vs. Inboard Motor (Stern Drive)

- **Outboard motor**

Boats with outboard motors have the advantage of offering more interior space, as shown in the photos above. The extra space can be used for storage, seating, or other features included by the manufacturer. They typically weigh less than the equivalent stern drive unit. For example, a 2019 Mercruiser V6 MPI stern drive unit with 220 hp weighs 329 kg without a transmission, while a 2019 Yamaha outboard with 225 hp weighs 253

kg including a transmission. This weight reduction, in turn, generally translates to slightly better fuel economy. The price is very similar to the new Yamaha A225hp, coming in at approximately \$ 25,000. A 200-hp 4.5L V6 Mercruiser runs around \$19,000 with an Alpha gearcase (lighter-duty), or \$ 25,000 with a Bravo gearbox (heavier-duty). An outboard motor is also quicker and easier to install on a boat than a stern drive unit.

Outboard motors are generally easier to work on because access isn't limited to the engine compartment. There are also fewer moving parts than in their inboard counterparts. This makes outboard motors cheaper to maintain over the long term. They also have fewer parts that wear out. For example, there are no bellows, and they can be completely removed from the water.

From a performance standpoint, the two types are quite similar, as both are mounted in a similar position. However, you'll also benefit from some minor fuel savings because outboard motors are lighter. There are diesel outboard motor options on the market, but they haven't become popular yet. Inboard engines offer a variety of diesel options, though at a much higher price.

Vibration and noise are generally lower with an outboard motor, especially 4-stroke models. However, this depends on the hull construction, the insulation used, and whether the engine runs on gasoline or diesel, with gasoline engines being the most common.

Temporary or permanent replacement of outboard motors is easier, takes less time, and can be useful in certain maintenance situations to keep the boats ready for use.

- **Stern drive unit (mid-stern)**

The advantages of a stern drive unit are the hull design and the ability to offer higher power options. With many rescue boats, rear deck space and access are important. For those looking to engage in water sports (such as diving), it can be beneficial to have a rear swim platform without an engine protruding in the middle. A stern drive unit also opens up design options.

However, stern-drive engines typically involve more complex and time-consuming maintenance, installation, and removal.

Until recently, stern drive units were generally capable of producing higher horsepower, although technology has advanced significantly over the past 10 years. The largest outboard motor has increased from 350 hp to 500 hp (in Brazil), with one particular model reaching 627 hp (imported).

- **Age factor of the salt**

The age of the salt becomes an important factor when comparing outboard motors to stern drive units. Just as with outboard motors and stern drive units, the age of an engine that has been used in saltwater can increase the price of its components. Not all boats are guaranteed to be rinsed after use, and this will start to show after 5 to 10 years.

Outboard motors have small water passages and water intakes designed to cool the compact engines, which can become clogged with salt. In most water intakes, there are anodes designed to mitigate the effects of corrosion. Outboard motors also have thermostats and trigger valves, which means more mechanical components that can seize up.

Outboard units typically have exhaust elbows or manifolds and risers, which can be corroded by saltwater and need to be replaced at regular intervals specified by the manufacturers. Outboard drive units also use rubber bellows that house the drivetrain components, protecting them from saltwater; these can deteriorate over time and require replacement to prevent water ingress. Finally, depending on the type of engine installed, there may be freshwater cooling components such as heat exchangers, oil coolers, and thermostats that will require maintenance after periods of saltwater use.

- **Outboard vs. Inboard (Stern Drive) Verdict**

Both options offer a similar level of reliability over time, provided that preventive and corrective maintenance protocols have been followed. Inboard units have higher maintenance costs but offer better access to the rear of the boat. On the other hand, outboard motors have lower maintenance costs, offer better fuel economy because they are lighter, are easier to replace, and provide more space inside the boat.

You should be aware that if the boat is permanently moored in the water, you will face a different set of problems. These problems result from damage caused by saltwater. You should choose a good four-stroke outboard motor (Yamaha, Mercury, Suzuki...), if a layout is required that cannot be achieved with an inboard or diesel engine. This would maximize the space inside the boat.

Motor de popa

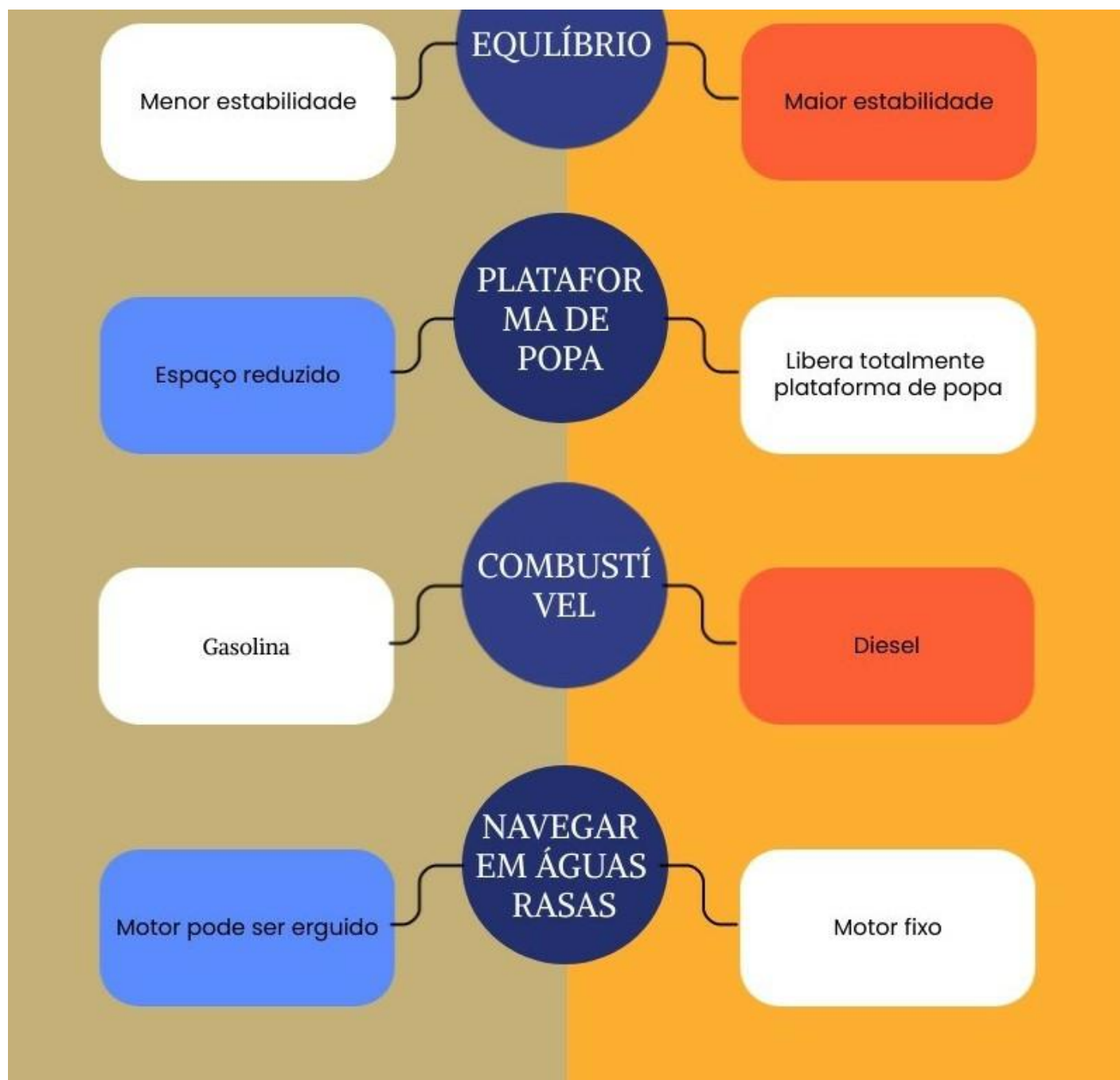
vs

Centro rabeta



Pacote de unidade de tração de popa Volvo Penta





F o n t e : <https://www.bombarco.com.br/comunidade/noticias/motor-de-popa-centro-diesel-ou-gasolina-2>,
<https://www.nautica.com.br/motor-de-popa-ou-centro-rabeta/>, (sources not included).

CONCLUSION

From the above, we can conclude that the appropriate engine is an outboard motor with the power rating specified for the dimensions, hull model, and other characteristics of the vessel to be purchased.



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STUDY No. 4 - FUELS

STUDY NO. 4 - FUELS

The following is a simplified overview of the types of fuel most commonly used in outboard and inboard-outboard engines that power small and medium-sized boats:

Gasoline

By order of the National Agency of Petroleum, Natural Gas, and Biofuels (ANP), Brazilian gasoline, regardless of the type sold (Premium, Regular with Additives, and Regular), has 25% anhydrous alcohol added to it, thus, the gasoline sold at refineries (Type “A” gasoline) must be blended with ethanol before being sold at gas stations (Type “C” gasoline).

Additive-enhanced gasoline is regular gasoline with added detergents and dispersants that help clean and maintain the engine. Premium gasoline, on the other hand, in addition to additives, has a high octane rating, which allows engines to operate at higher compression ratios, resulting in better efficiency and performance.

According to Ricardo Aragão, a boat engine specialist, the outboard and inboard engines sold in Brazil were designed for the highest possible octane rating, and the use of premium gasoline is recommended to ensure optimal engine performance.

The price of “A” grade gasoline is regulated; however, the price consumers pay at the pump includes, in addition to Petrobras’s selling price, the cost of ethanol (which is freely set by its producers), distributors’ marketing costs, and retail station margins, as well as all applicable taxes. The table below provides a summary comparison of the price charged at Petrobras refineries (Type “A” gasoline) and the price charged at the pump in various states across the country (Type “C” gasoline):

[Breakdown of Consumer Sales Prices](#)

O gráfico abaixo detalha os componentes do preço da gasolina cobrado na bomba em todos os estados nos quais a Petrobras vende gasolina a distribuidores.



(1) Prepared by Petrobras using data from ANP and CEPEA/USP, based on average prices reported by Petrobras (Gasoline A) and average retail prices (Gasoline C) in 13 Brazilian state capitals, calculated between June 27, 2021, and July 3, 2021

(2) Composition considered: 73% gasoline A and 27% anhydrous ethanol (since March 16, 2015, the anhydrous ethanol content in regular and additive-enhanced gasoline has been 27%. The content added to premium gasoline is 25%).

(3) CIDE and PIS/COFINS taxes levied on the sale of A-grade gasoline total R\$0.8925 per liter; PIS/COFINS taxes levied on the sale of anhydrous ethanol amount to R\$0.1309 per liter.

Average price

Based on the official website of the Ministry of Mines and Energy, in the Historical Fuel Price Series (<https://www.gov.br/anp/pt-br/centrais-de-conteudo/dados-abertos/serie-historicade-precos-de-combustiveis>) and the Seguro Auto website, it was possible to establish the following average prices for May (premium gasoline) and June 2021 (regular and additive-enhanced gasoline):

Regular Gasoline: R\$ 5.67 (five reais and sixty-seven centavos); **Additive-Enhanced**

Gasoline: R\$ 5.82 (five reais and eighty-two centavos); **Premium Gasoline: R\$ 6.77**

(six reais and seventy-seven centavos).

Flash point

The flash point is the lowest temperature at which a flammable liquid emits vapors in sufficient quantity to support combustion and cause instantaneous ignition (flash). For gasoline, the flash point is -42.8°C; in other words, it will always emit flammable vapors in Brazil, which increases

the risk of explosion when the engine system is in an enclosed space and near fuel tanks. Therefore, the use of gasoline is strongly discouraged in vessels equipped with inboard or jet engines.

Flash Point Link

FUEL	FLASH POINT	AUTO-IGNITION	FREEZING POINT
Gasoline	-42.8 °C (-45°F)	246 °C (495°F)	-100 °C [1]

1. [https://super.abril.com.br/comportamento/gasolina-nao-congela-nem-mesmo-no-](https://super.abril.com.br/comportamento/gasolina-nao-congela-nem-mesmo-no-Alaska/)

[Alaska/](#)

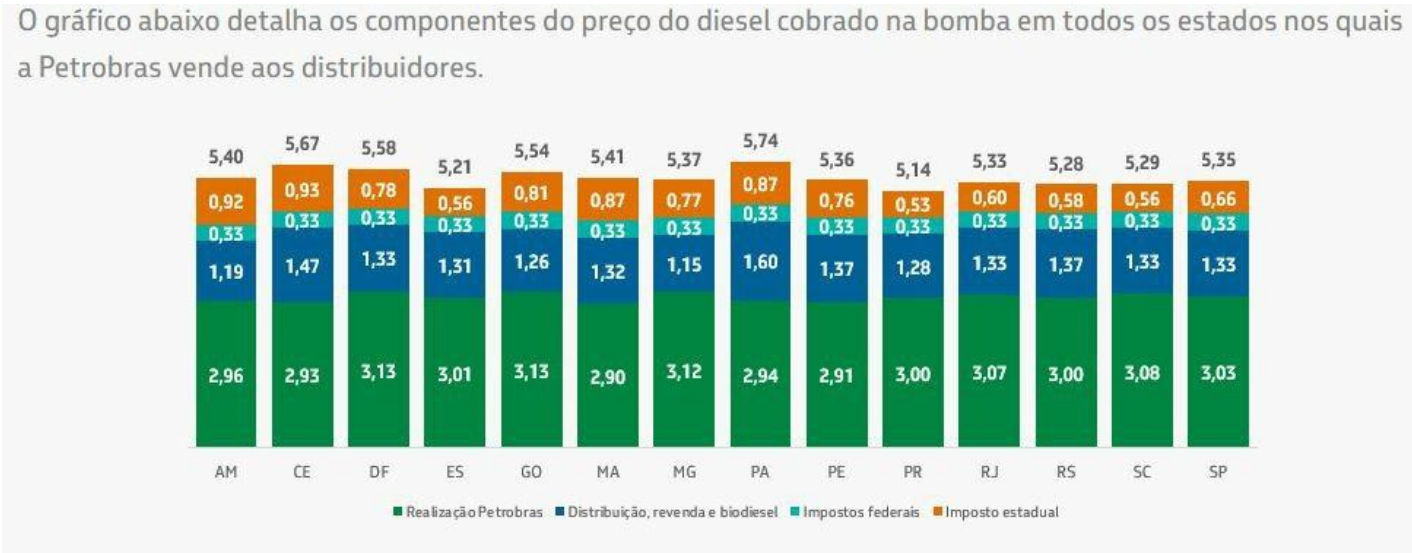
Shelf life of gasoline

Gasoline has a shelf life of 60 (sixty) days after the addition of alcohol, which occurs as it leaves the refinery. After this period, it begins a natural oxidation process, causing paraffins (gum) to settle, which can lead to buildup in the fuel delivery system, resulting in poor engine performance.

Diesel Fuel

Similar to what happens with gasoline, refineries add a portion of biodiesel to pure diesel (Type “A”) to produce Type “B” diesel, which is sold at gas stations. The price consumers pay at the pump includes, in addition to taxes and the Petrobras portion, the costs of purchasing biodiesel and the marketing margins of distributors and retailers.

The table below compares the price charged at Petrobras refineries and the price at the pump in various states across the country.



Composition: 90% diesel and 10% biodiesel.
The portion of distribution and resale margins is an estimate. Prepared by Petrobras based on data from the ANP.
CIDE and PIS/COFINS: CIDE levied on the sale of diesel is equal to R\$ 0.00 per liter; PIS/COFINS levied on the sale of A-grade diesel total R\$0.3515 per liter; PIS/COFINS levied on the sale of biodiesel equal to R\$0.1480 per liter. **Average price**

Based on the [Historical Fuel Price Series](#) and the [Ilhabela Yacht Club](#) website, it was possible to establish the following average prices for November 2020 (marine diesel) and June 2021 (regular and additive-enhanced diesel):

Regular diesel (S-500) R\$ 4.53 (four reais and fifty-three centavos); **Additive-enhanced diesel (S-10) R\$ 4.59** (five reais and fifty-nine centavos); **Marine diesel R\$ 4.11** (four reais and eleven cents) – November 2020.

Note: I would like to point out that engines manufactured after 2012 cannot use S500 diesel and that some cities have already banned its sale, which is why it is very difficult to find it for sale in the country.

Flash point of diesel fuel

Automotive diesel fuel has a minimum flash point of 38°C, while marine and aviation diesel fuel has a flash point around 60°C, making it much safer than gasoline. Its use is essential in small and medium-sized vessels, especially those with engine rooms.

FUEL	FLASH POINT	SPONTANEOUS IGNITION	FREEZING POINT
------	-------------	----------------------	----------------

Gasoline	>38 °C (101 °F)	210 °C (410 °F)	6°C [2]
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2. <http://br.com.br/wcm/connect/dc1282fe-cfbc-4b0a-b87e-028b34c67444/fispq-comb-oleodiesel-auto-oleodiesel-b-s500.pdf?MOD=AJPERES&CVID=ILFqQZL>

- **Marine diesel oil**

Marine diesel fuel is also subdivided to ensure it meets the quality requirements of users. The following types are available, either sold domestically or intended for export.

All types of diesel used in vessels must have a high [flash point](#) (at least [60°C](#)) to prevent explosions in the vessel's holds.

- Commercial Marine

Intended for diesel engines used in marine vessels. It differs from commercial automotive diesel fuel mainly due to the need to specify the flash point characteristic, which relates to the greater safety of this product on marine vessels.

- Special for the Navy

They are produced to meet military requirements and have stricter specifications regarding ignition properties, volatility, flow at low temperatures, and sulfur content. They are therefore advantageous for use in adverse conditions on military or other vessels in the low temperatures of [the Antarctic Ocean](#).

- **Policy Change**

Resolution 315 of [the National Environment Council](#) (CONAMA), signed in 2002, establishes the new phase of [the Motor Vehicle Air Pollution Control Program](#) (PROCONVE); however, contrary to what has been reported in the Brazilian press, it does not specify the total parts per million (ppm) of sulfur for diesel. Fuel quality specifications were only established with the publication of Resolution 12 by [the National Agency of Petroleum, Natural Gas, and Biofuels](#) (ANP) in October 2007.

In a technical note, the [Ministry of the Environment](#) stated that "any non-compliance with CONAMA Resolution 315 by industrial companies will be addressed by the Public Prosecutor's Office or the Judiciary"

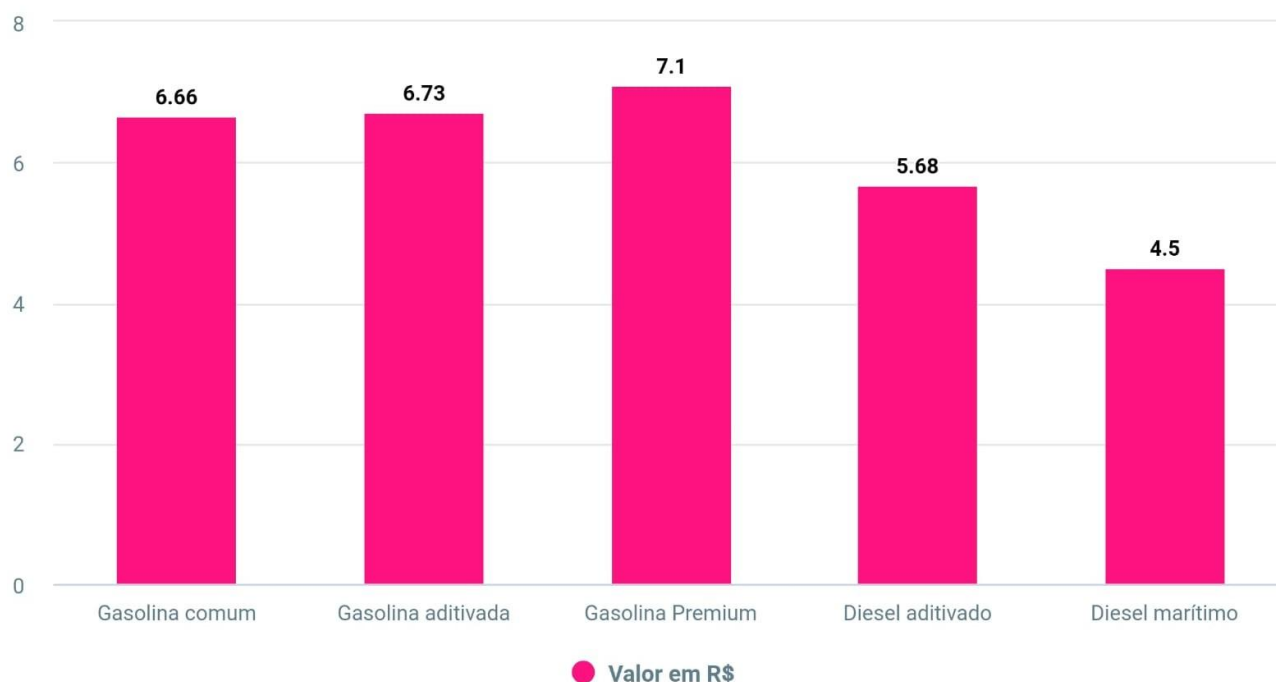
In October 2009, Resolution No. 6 of September 16, 2009, issued by [the National Energy Policy Council](#) (CNPE), was published, establishing a minimum requirement of 5% [biodiesel](#) blending in diesel fuel sold to end consumers. B5, which was scheduled by law to take effect in 2013, will be mandatory throughout Brazil as of January 1, 2010. More recently, Law 13,263 of March 2016 increased the biodiesel percentage to up to 8%, making this volume mandatory 12 months after the law's enactment; the same law establishes increases to 9% and 10% in the mandatory biodiesel blend in fuel sold 24 and 36 months after the law's enactment, respectively.

- **Diesel Shelf Life**

The shelf life of the most commonly sold diesel in Brazil (S10) is estimated at 60 days, due to the biodiesel blend, which promotes water accumulation and creates sludge in the tank when the fuel is not replaced. Marine diesel, on the other hand, has a shelf life that is 50% (fifty percent) longer.

- **Average fuel prices in Brazil**

Gráfico comparativo de preços



CONCLUSION

- **Diesel**

Diesel outboard motors are not widely available, as there are few manufacturers worldwide, and there are none in Brazil. The number of diesel engines sold in the country is negligible, if any, and this scarcity directly impacts after-sales logistics (the purchase of replacement parts). Even disregarding this significant issue, diesel outboard motors are heavier, are manufactured in low-power configurations, and are difficult to maintain due to the lack of specialized repair shops. Given this information, the use of diesel outboard motors on Federal Police boats was not approved in this study, and their use is not recommended.

- **Regular Gasoline and Regular Gasoline with Additives**

Regular gasoline and regular gasoline with additives have the same octane rating. The two types differ due to the presence of a **detergent-dispersant** additive, which helps clean the entire fuel system. According to recommendations from marine mechanics experts, this detergent in additive-enhanced gasoline can do more harm than good, as it dissolves and carries all the dirt from the engine directly to the fuel filter, damaging the filter and impairing engine performance. Therefore, additive-enhanced gasoline is not recommended for use in marine engines.

- **Podium Gasoline**

Podium gasoline also contains detergents and dispersants, and boasts the highest octane rating on the global market, surpassing even European super-premium grades. Although it is cleaner (fewer impurities) than regular gasoline and additive-enhanced gasoline due to its low sulfur content, experts (authorized by Mercury, Yamaha, etc.) believe that its high cost does not justify the barely noticeable benefits in marine engines.

- **Fuel selected**

The ideal fuel for the engines of the vessels to be purchased by the Federal Police is regular gasoline from a reliable source. The prices listed in the survey are for informational purposes only, as gasoline prices fluctuate constantly throughout Brazil.

In summary, regardless of the type of engine used (horsepower, manufacturer, or technology), using high-quality gasoline yields satisfactory results in terms of engine care and maintenance. Another important point is that engine maintenance depends more on its constant use than on the type of gasoline used; therefore, when the boat is not in use, the tank should be kept as empty as possible to prevent the accumulation of dirt, or it should be refueled frequently and started weekly for at least 30 minutes, always ensuring that “fresh” gasoline is burned.



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STUDY NO. 5 - FUEL CONSUMPTION

It is assumed that a moderate-power engine operates more economically than a high-power version, but is this always true? You should prefer a single-engine vessel over a twin-engine, semi-planing boat because of fuel economy. If you have a twin-engine boat, can you run it on a single engine to reduce fuel consumption?

You can't focus solely on gallons per hour (GPH); this number is meaningless on its own. For example, here's a question: Which is more efficient, **Boat A** burning 11 GPH or **Boat B** burning 22 GPH? Without calculating miles per gallon (MPG), it's impossible to tell. Gallons per hour can be useful when calculating range and determining whether you have enough fuel to reach your destination. If you're consuming 20 GPH and will be running for another five hours, then you know you'll burn 100 gallons of fuel before arriving. But that alone doesn't result in fuel savings.

Returning to the question of which boat is more efficient, **Boat A** burning 11 GPH or **Boat B** burning 22 GPH. Factoring in speed and looking at the math:

THE BASICS

A given hull will require a certain amount of energy to move it through the water. Fuel contains stored energy, and we can describe it in terms of horsepower (hp), kilowatts (kW), or British thermal units (BTU). One gallon of gasoline stores about 33.78 kilowatt-hours of energy, or 115,262 BTUs. The engine converts this energy into the power needed to overcome resistance and move the boat through the water.

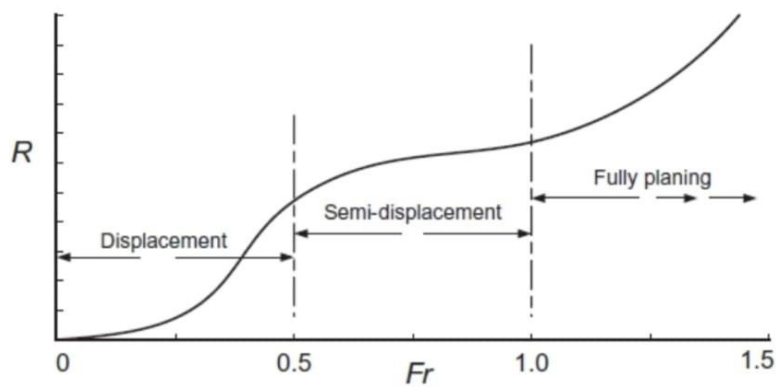
As for the boat, the more easily it moves through the water, the less energy is required. The main factors influencing how easily the hull can be moved include shape, length, total weight, and hull drag.

It is possible to classify the various types of vessels into three simple categories based on their hydrodynamic behavior at specific speeds. The approximate speed range for each of these categories is shown in Figure 1, which divides them into: **displacement** vessels, **semi-displacement** vessels, and **planing** vessels.

Considering their hydrodynamic behavior, it can be stated that:

- displacement vessels are supported entirely by buoyancy forces;
- semi-displacement vessels are supported by a combination of buoyancy forces and dynamic lift forces;
- planing hulls are entirely supported by dynamic lift forces (MOLLAND, 2011).

Figure 1 - Typical Froude number ranges: planing and displacement hulls:



Fonte: MOLLAND, 2011.

Hull shapes can be classified into three basic categories:

displacement;

semi-displacement;

and planing.

Which offers the best fuel economy?

To answer this question, we need to consider the most important variable of all: speed. Boat A: 10 knots

(nautical miles per hour) / 11 GPH = 0.9 miles per gallon

Boat B: 22 knots (nautical miles per hour) / 22 GPH = 1.0 miles per gallon

In this specific example, we see that although the difference is small, the boat that burns more gallons per hour achieves better mileage. For the purposes of this discussion, we will focus on nautical miles per gallon, which we will abbreviate as nMPG.

These hull forms respond very differently to the demand for speed. As speed increases, boats move through the water in three basic ways. At low speeds (for planing boats, speeds below 1.3 times the square root of the waterline length), the boat sits fully in the water, sailing between a wave at the bow and a wave at the stern. Full-displacement boats operate in this zone. As soon as speed increases above this figure, fuel consumption rises sharply. At speeds above 1.3 times the square root of the waterline length, fuel consumption begins to rise dramatically.

Semi-displacement and planing hulls can apply more power and begin to climb the bow wave. We refer to this condition as the transition or “climbing out of the trough” (wave trough). In this phase, the bow rises awkwardly high and fuel economy plummets.

By applying even more power, these hulls float more on the water. The bow drops, speed increases, and fuel consumption is reduced. All boats maximize fuel economy at slower speeds, but the penalty for higher speeds varies substantially among the

Types of hulls.

Fuel Consumption Comparisons: Full Displacement



Let's look at some real numbers for a full-displacement trawler in the 40- to 50-foot range: 7.5 knots @ 3 GPH = 2.5 nMPG.

Pushing the speed a little higher changes the fuel consumption: 9 knots @ 11 GPH = 0.8 nMPG

It was observed that by slowing down by 1.5 knots, this boat increases its fuel economy by nearly 300%.

Semi-displacement



A semi-displacement boat of similar size:

- 8.5 knots @ 3.4 GPH = 2.2 nMPG
- 10.5 knots @ 14.2 GPH = 0.74 nMPG

Once again, at cruising speed, a 2-knot reduction in speed increases fuel economy by 300%. If we push this boat to higher speeds, however, fuel consumption differs significantly:

- 15 knots @ 23.5 GPH = 0.64 nMPG
- 20 knots @ 35.0 GPH = 0.57 nMPG

Once the boat “gets out of the hole” (more on the water than in it), the penalty for increasing speed drops dramatically and fuel economy stabilizes. As speed increases, fuel economy gradually decreases in small increments.

PLANNING



Finally, a boat designed for speed, a lightweight planing hull:

- 7.5 knots @ 2.6 GPH = 2.9 nMPG
- 9.0 knots @ 5.4 GPH = 1.7 nMPG
- 11.0 knots @ 9.2 GPH = 1.2 nMPG
- 15.0 knots @ 14 GPH = 1.1 nMPG
- 25.0 knots @ 27.5 GPH = 0.9 nMPG

It was observed that at displacement speeds, an increase of 1.5 knots causes a 41% decrease in fuel economy (from 2.9 MPG to 1.7 MPG), but at planing speeds, an increase of 10 knots causes only an 18% drop (from 1.1 MPG to 0.9 MPG).

It should also be noted that weight is important, but it is considerably less important at cruising speeds. A full-displacement trawler can carry its cruising weight without much penalty. Other hull types will not suffer a penalty at lower speeds, but at higher speeds the additional weight will take its toll.

Friction and Drag

Friction and drag are also important. Friction can be caused by engine misalignment or a worn bearing on the shaft. Drag can be caused by a dirty propeller or growth on the hull. Assuming there is no current or wind, friction or drag can be detected when you need more throttle to reach the same RPM. This data point illustrates the value of keeping a log or, at the very least, noting your baseline when all conditions are good. The wide-open throttle (WOT) test described in the previous issue provides the most reliable reference point.

Let's suppose that, over the course of a year or two, you've noticed a gradual increase in the RPM required to reach the same speed. You can confirm your suspicion by running at WOT and checking your records. Two years ago, you reached 3,000 RPM, and now you max out at 2,850 RPM. If this reduction is due to increased drag, we can estimate the impact on fuel consumption. Let's look at the numbers for your normal cruising RPM: Normal conditions: 2,600 RPM produces 14 knots and consumes 12 GPH = 1.2 nMPG
New conditions: 2,750 RPM produces 14 knots and burns 14 GPH = 1.0 nMPG

The extra drag reduced fuel economy by 17%. Engine misalignment or a seized Cutlass bearing would affect fuel economy in this range. A fouled hull or propeller can cost even more efficiency. This effect becomes much greater at planing speeds.

Single vs. Twins

It seems intuitive that running a single engine would be more fuel-efficient than running twins. Let's look at some numbers at semi-planing speeds. To move this hull through the water at 15 knots, we need 300 hp. If we power the boat with a single 370-hp engine, we must run it at 2,800 RPM to achieve 300 hp.

Numbers for this scenario:

- 15 knots requires 300 hp
- 300 hp requires 2,800 RPM
- 2,800 RPM burns 15.8 GPH
- 15 knots / 15.8 MPG = 0.95 nMPG

If we install two smaller engines—say, 220 hp each—on the same boat, we will still need approximately the same power to reach 15 knots. Therefore, less power is now required from each engine, in this case 150 hp each. Looking at the data for these engines, we see that they will now have to run at 2,350 RPM to produce 150 hp:

- 15 knots requires 300 hp (or 150 hp per engine)
- 150 hp requires 2,350 RPM
- 2,350 RPM burns 8.8 GPH per engine
- 15 knots / 17.6 GPH = 0.85 MPG

More technically, we would have to take into account the weight of the second engine and a bit of

greater inefficiency caused by two propellers. It should be noted, however, that any differences will be relatively small (in most cases, +/- 10%). And, in some cases, the two engines will burn less fuel than a single one, depending on the power and propeller configurations.

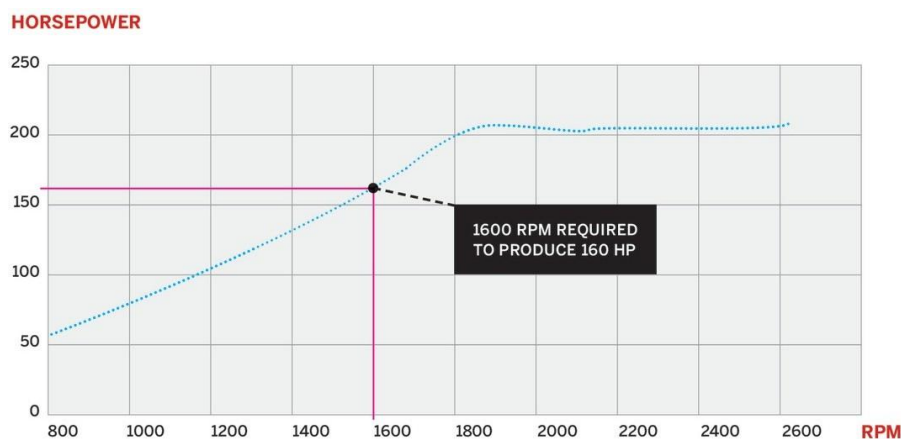
This analysis avoids a number of other thorny considerations, including boat handling, maintenance costs, engine access, and propeller inefficiencies, to name a few.

This same data answers a similar question: “What happens if I operate my twin-engine boat on a single engine?” At cruising speeds, you can apply the math above in reverse to get the answer: the changes in fuel consumption will again be smaller, likely within 10%. This scenario becomes impractical at planing speeds, however, as the load on a single engine will likely be an issue.

Once again, another set of considerations is left out, such as what to do with the shaft of the dead engine. If free rotation is allowed, we must be concerned with the rotating transmission and the shaft seal. However, a fixed propeller moving through the water behaves like a propeller spinning in reverse. If the propeller cannot rotate, it drastically increases drag and fuel economy drops sharply.

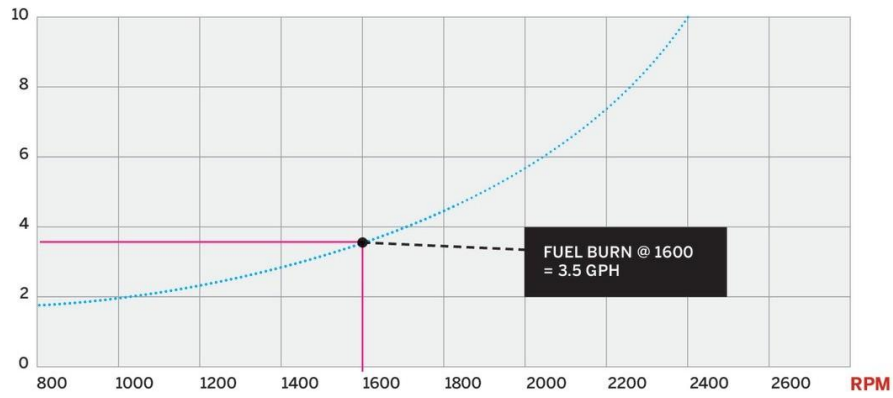
Horsepower

When comparing two similar boats, fuel-conscious buyers generally prefer the boat with the smaller engine, assuming it has better fuel economy. But remember our initial premise that a certain amount of power is required to move a given hull shape through the water at a given speed. Let’s assume we need 160 hp to reach our ideal cruising speed of 7 knots. If we look at the specifications for a 210-hp engine, we see that we need to run it at 1,600 RPM to achieve 160 hp.



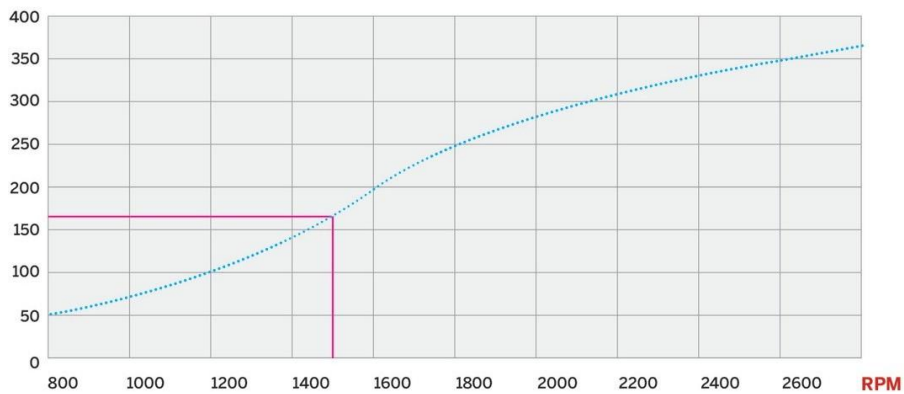
Now we can look at the same specifications to estimate fuel consumption:

GALLONS PER HOUR



At 7 knots, we'll burn 3.5 GPH, resulting in a fuel economy of 2 nMPG. We can compare this performance to a larger engine, increasing from 210 hp to 370 hp. In the following engine performance specifications, we see that this engine will need 1,450 RPM to produce the same 160 hp.

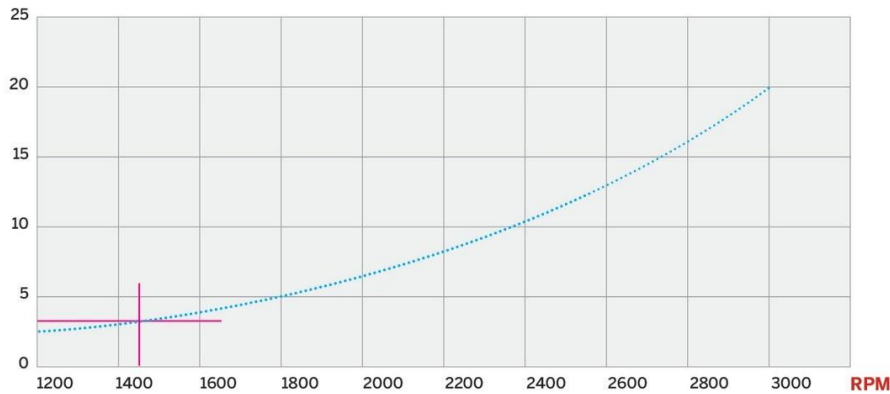
HORSEPOWER



The final piece of the puzzle:

How much fuel will the larger engine burn while generating the same power (and therefore the same speed)?

GALLONS PER HOUR



At 1,450 RPM, the higher-powered engine will burn 2.7 GPH. Given the running speed of 7 knots at 160 HP, we arrive at a fuel burn of 2.6 nMPG—a 30% improvement over the smaller engine.

CONCLUSION

For all speedboats at cruising speed, when it comes to fuel economy, speed trumps all other factors—but only at slow speeds. At full-speed cruising, going just one or two knots slower can double or triple your fuel economy. Almost all other factors, such as twin engines versus single engines, high power versus low power, and engine misalignment or connecting rod bearings, can individually account for differences of only 5–15%.

Putting this information into perspective:

- A 75-mile distance to cover in one day at 7.5 knots will require 10 hours of operation and consume 30 gallons.
- Increasing your speed to 9.0 knots will allow you to arrive about 90 minutes earlier and consume about 90 gallons.
- Assuming gasoline costs \$4/gallon, the difference comes to about \$255.
- If 90 minutes makes the difference between arriving at an unfamiliar inlet in daylight or after dark, or avoiding a predicted increase in wave heights, it's likely worth the extra cost.
- In conditions where you are operating at sea and covering hundreds of miles, these differences add up significantly.

If you have a boat that planes, once it gets up on plane, gains in speed result in much smaller increases in fuel consumption. In the example given earlier, at 15 knots the boat achieved 0.64 nMPG, and at 25 knots the figure was 0.57 nMPG. At 15 knots, the 75-mile trip will take 5 hours and consume 117 gallons, while at 25 knots the time drops to just 3 hours and 132 gallons. The fuel cost for an extra 10 knots is only \$60.

No matter what hull shape you sail, whether you sail with two or a single engine, or have high or low power, nothing will affect your fuel economy more than cruising at full displacement speeds. (Typically, less than 1.2 times the square root of the waterline length will be an ideal point.) Once planing, the increase in speed is much less important, but the importance of a clean hull bottom and running gear is much greater.

Don't be fooled by GPH, and keep in mind that it all comes down to a cost-benefit analysis. Otherwise, we'd all be cruising at 4 knots.

Source: **Steve Zimmerman** is the president of Zimmerman Marine, which operates five shipyards in Maryland, Virginia, North Carolina, and South Carolina. Zimmerman has been building and repairing boats for over four decades.

Reference: Case No. 08211.000516/2025-47

SEI No. 64983186



FEDERAL PUBLIC SERVICE
MJSP - FEDERAL POLICE
PORT SECURITY COORDINATION - CONPORTOS/DPA/PF

STUDY No. 1 CERTIFICATIONS

STUDY No. 1 - CERTIFICATIONS

NEED FOR CERTIFICATION REQUIREMENTS

The Federal Police requires vessels built to standards of quality, reliability, and safety that exceed those required for a sports and recreational vessel;

The mechanism used in this procurement process to ensure that the vessels to be delivered meet these expected standards is CERTIFICATION;

The Brazilian Navy, through an administrative order, delegates its authority to Classification Societies or Certification Bodies to act on behalf of the Brazilian Government in implementing and overseeing the correct application of the requirements of the International Conventions and Codes ratified by Brazil and relevant National Standards, relating to navigation safety, the safety of life at sea, and the prevention of environmental pollution.

CERTIFICATION PARAMETERS

Since a vessel has many nuances, it is necessary to define which parameters to require from manufacturers, in accordance with the needs arising from the police work routine, as already described;

Companies have certification standards ranging from general to very specific, covering various types of vessels used for a wide variety of purposes. The same requirements will apply to the vessel to be purchased;

Among the general DNV standards, we list below those that guarantee the required quality for the vessels to be acquired:

- General vessel specifications;
- Structural certification;
- Certification for naval aluminum hulls;
- Certification for manufacturing tests;
- Certification for police patrol boats;

The specific requirements are as follows:

Structure certified by DNV as:

1A, HSLC (High Speed Light Craft), R3, Patrol Boat (S), or equivalent;

1A – This designation indicates that the vessel will be certified based on the hull/engine combination;

HSLC (High Speed Light Craft) – The main objective of this requirement is to ensure that the acquired vessel is of the planing type, meeting the speed-versus-displacement standards described in the regulation;

R3 – A classification indicating the service area in which the vessel may operate, i.e., the maximum distance it may travel from a port or anchorage, in this case 50 to 100 nautical miles from the coast

Brazilian, taking into account sea conditions;

PATROL BOAT (S) – The main objective of this requirement is to ensure the safety of the crew and other persons on board in adverse weather conditions. This includes the safety of the vessel itself. The “S” refers to vessels less than 24 meters in length;

Specialized Entity – for the purposes of the standards contained herein and [Law No. 9,537, of December 11, 1997](#) – such as Classification and Certification Societies.

Below is a list of Classification Societies and Classification Bodies recognized by [the Brazilian Maritime Authority](#)

NAME	TYPE	WEBSITE
American Bureau of Shipping	SC	ABS
Bureau Veritas Ltda.	SC	BV
Bureau Colombo, Inc.	SC	BC
DNV GL	SC	DNV-GL
Lloyd's Register Brazil	SC	LRB
Nippon Kaiji Kiokai do Brasil	SC	NKKB
Italian Naval Register	SC	RINA
Brazilian Register of Ships and Aircraft	SC	RBNA
Brazilian Certification Body for Vessels and Systems	EC	CBES
Autoship	EC	AUTOSHIP
ABS Group Services Brazil - Port 401/17	EC	ABS
Record Naval Certification Ltd.	EC	RECORD
AWS Engineering, Consulting, Inspection, and Certification	EC	AWS
JVC Engineering, Consulting, and Certification	EC	JVC
CBS Certification Ltd.	EC	CBS
Intercontinental Bureau Classification, Ltd. - IBC	EC	IBC

Vessel Certifications Specific vessel

certifications General vessel specifications

Structural certification;

Certification for naval aluminum hulls; Certification for manufacturing testing;

Certification for military/police patrol boats

Sustainability certification – pollutant emissions – EPA outboard motors –
California – USA, or similar.

CONCLUSION

Therefore, it is concluded that the certifications described are necessary to ensure that the vessel meets the quality, reliability, and safety standards required for a vessel that will be used under the most extreme operating conditions, while maintaining the operational readiness necessary for police activities.

ANNEX 6

TO THE TERMS OF REFERENCE

MODEL COMMERCIAL PROPOSAL FOR IMPORTED EQUIPMENT

(preferably on company letterhead, to be completed in accordance with the item awarded to the declared winning company).

TO THE FEDERAL POLICE

PURCHASING SERVICE - SECOM/DICON/CGAD/DLOG/PF

SCN Q. 4, Block C, 3rd Floor, Multibrasil Corporate Building—Federal Police Headquarters, Brasília/DF

Phone: (61) 2024-8115

Brasília — DF CEP 70297-400

(Name/Business Name) _____, registered with the CNPJ under No.

_____ (applicable only to Brazilian companies or foreign

companies authorized to operate in Brazil), through

through its legal representative, Mr./Ms. _____, holder of

Identity Card No. _____ and CPF No. _____

submits a proposal for:

Proposal Currency: _____

ITEM: _____	
FULL DESCRIPTION OF THE EQUIPMENT, INCLUDING COUNTRY OF ORIGIN, MANUFACTURER, BRAND, MODEL, AND CATALOG CODE	
(A) QUANTITY: 21	
(B) UNIT CUSTOMS VALUE (US\$ or €)	
(C) PTAX EXCHANGE RATE FOR DOLLAR/EURO SALE R\$ - US\$ or €	
(D) CONVERTED UNIT CUSTOMS VALUE (R\$) = [B x C]	
(E) IPI (R\$) = [D x (IPI rate 0%)]	
(F) PIS (R\$) = [D x 2.10%]	
(G) COFINS (R\$) — [D x 9.65%]	
(H) ICMS (RS) — [(D + E + F + G) / (1 ICMS RATE %) x (ICMS RATE %)]	
(I) UNIT COST OF OTHER EXPENSES (R\$)	
(J) EQUALIZED UNIT VALUE (RS) = [D + E + F + G + H + I] reference value for proposal registration and bidding phase	
(K) TOTAL EQUALIZED VALUE (RS) — [A x J] reference value for proposal registration and bidding phase	
(L) CONTRACTED UNIT PRICE (RS) - [D + I] reference value upon contract execution	
(M) TOTAL CONTRACTED VALUE (RS) — [A x L] reference value upon contract execution	

1. Reference exchange rate PTAX DOLLAR/EURO - SELL (BUSINESS DAY PRIOR TO THE AUCTION DATE):

2. The Converted Unit Customs Value corresponds to the unit price of the product expressed in foreign currency after conversion to Brazilian (Real). (Source: <http://www4.receita.fazenda.gov.br/simulador/glossariohtml>)

3. Cofins-Import and PIS-Import are federal social contributions used to finance social security, levied on the importation of foreign products. These contributions ensure equal tax treatment between goods produced domestically, which are subject to these contributions, and imported goods, which are taxed at the same rates as domestic goods. The tax base for both contributions is the customs value of the imported goods.

4. To prepare the proposal, the bidder must apply the ICMS and IPI rates according to the NCM code for each item, as referenced in the attached table, extracted from the links http://static.fazenda.df.gov.br//arquivos/servico-661/tabela_aliquotas_icms_produto_01_04_2022.xlsx and https://www.gov.br/receitafederal/ptbr/acesso-ainformacao/legislacao/documentos_e_arquivos/tipi.pdf, in addition to IPI exemptions as provided for in Law No. 9,493 of 1997 and regulated by SRF Normative Instruction No. 112 of December 31, 2001, in addition to any discrepancies identified at the time of invoicing.

5. In the "Unit Cost of Other Expenses" field, the unit cost related to services that do not constitute the customs value must be reported, such as: opening of a letter of credit, customs clearance, storage, stevedoring, trimming and weighing, domestic freight, and domestic insurance.

6. The Unit Value and Total Equalized Value (letters J and K) correspond to the sum of all unit costs identified for the product, in Brazilian Reais, for equalization and reference purposes during proposal registration and the bidding phase.

7. The Contracted Unit and Total Value (letters L and M) correspond to the sum of all unit costs identified for the product in Brazilian Reais, for reference purposes in the execution of the contract.

The total bid amount, as indicated by letter (M), is

_____ (in figures and in words).

This offer is valid for _____ (_____) calendar days, starting from the date of submission. (NOT LESS THAN 60 DAYS)

Delivery deadline: _____

Payment method: _____

Warranty: _____

a) We hereby declare that the prices presented above already include all operating costs, social security, labor, tax, and commercial charges, including those arising from all acts necessary for customs clearance, comprising the fees, tariffs, and taxes related to the import license,

customs clearance, unloading of the transport vehicle, bonded warehouse storage, stevedoring, airport fees, freight charges, and other necessary expenses; cargo handling costs, including, where applicable, third-party services or labor, payable in the country of origin or in Brazil, as applicable, and other costs that may directly or indirectly affect the subject matter of the bid, including the appropriate classification in the Mercosur Common Nomenclature/Common External Tariff (NCM)/TEC, with the respective highlighting.

b) We hereby declare that we are aware that the omission of any expense or cost necessary for the proper performance of the subject matter of this contract will be interpreted as non-existent or already included in the prices, and that we may not claim any additional amounts after the submission of the proposal,

c) We declare that the proposal submitted fully complies with the specifications and conditions set forth in the terms of reference.

d) We hereby declare that we accept additions or deletions of up to 25% (twenty-five percent) of the updated contract value, in accordance with Law 14.133/2021.

Our company's details are:

Company Name:

CNPJ (MF) No.:

Legal representative(s) authorized to sign the contract:

Individual Tax ID (CPF): _____ ID: _____

State Registration No.: _____

Address: _____

Phone: _____ Email: _____

Zip Code: _____;and

City: _____ State: _____

Bank: _____ Checking Account: _____ Branch: _____

Place and date:

Signature of Legal Representative

Tax rates for each item

ITEM	DESCRIÇÃO	NCM	ICMS	IPI
01	MOTOR	8903	22%	0,0%

THE ICMS RATE WILL BE STANDARDIZED FOR THE PURPOSES OF THE SPREADSHEET AND PROPOSAL

ANNEX VII TO THE TERMS OF REFERENCE

PROPOSAL TEMPLATE FOR DOMESTIC OR NATIONALIZED MATERIAL

(preferably on company letterhead, to be completed in accordance with the item awarded to the winning bidder).

TO THE FEDERAL POLICE

PURCHASING SERVICE - SECOM/DICON/CGAD/DLOG/PF

SCN Q. 4, Block C, 3rd Floor, Multibrasil Corporate Building—Federal Police Headquarters, Brasília/DF Phone: (61) 2024-8115

Brasília — DF CEP 70297-400

(Name/Business Name) _____, registered with the CNPJ under No. _____ (applicable only to Brazilian companies or foreign companies authorized to operate in Brazil), through
through its legal representative, Mr./Ms. _____, holder of ID Card No. _____ and CPF No. _____
submits a proposal for:
Proposal Currency: _____

ITEM: _____	
FULL DESCRIPTION OF THE EQUIPMENT, INCLUDING COUNTRY OF ORIGIN, MANUFACTURER, BRAND, MODEL, AND CATALOG CODE	
(A) QUANTITY: 21	
(B) UNIT PRICE EXCLUDING TAXES	
(C) IPI — $[B \times (\text{IPI RATE } 0\%)]$	
(D) PIS — $[B \times 2.10\%]$	
(E) CONFIS — $[B \times 9.65\%]$	
(F) ICMS = $[(B + C + D + E) / (1 - \text{ICMS RATE } \%) \times (\text{ICMS RATE } \%)]$	
(G) UNIT PRICE INCLUDING TAXES = $[B + C + D + E + F]$	
(H) TOTAL AMOUNT INCLUDING TAXES — $[A \times G]$	

ITEM	DESCRIPTION	NCM	ICMS	IPI
1	MOTORBOAT	8903	22%	0.0%

THE ICMS RATE WILL BE STANDARDIZED FOR SPREADSHEET AND BID PURPOSES

1. The Unit Price and Total with Taxes (columns G and H) correspond to the sum of all unit costs identified for the product, in Brazilian Reais, for reference purposes during proposal registration/bidding phase and contract execution.

2. When preparing the bid, the bidder must apply the ICMS and IPI rates corresponding to the NCM code for each item, as listed in the attached table, which can be found at the following links:
http://static.fazenda.df.gov.br//arquivos/servico-661/tabela_aliquotas_icms_produto_01_04_2022.xlsx and
<https://www.gov.br/receitafederal/ptbr/aceso-ainformacao/legislacao/documentos-e-arquivos/Gpi.pdf>, in addition to the IPI exemptions provided for in LAW No. 9,493 of 1997 and regulated by SRF NORMATIVE INSTRUCTION No. 112 of December 31, 2001, as well as any discrepancies identified at the time of invoicing.

The total amount of the proposal, pursuant to subparagraph (H), is _____(in figures and words).
This proposal is valid for _____(_____) calendar days, counting from the date of its submission. (NOT LESS THAN 60 DAYS)

Delivery deadline: _____

Payment method: _____

Guarantee: _____

a) We hereby declare that the prices listed above already include all operating costs, social security, labor, tax, and commercial charges, including those arising from all necessary procedures for customs clearance, such as fees, tariffs, and taxes related to the import license, customs clearance, unloading of the transport vehicle, customs warehousing, stevedoring, airport expenses, freight, and other necessary costs, cargo handling costs—including, where applicable, third-party services or labor—due in the country of origin or in Brazil, as the case may be, and other costs that may directly or indirectly affect the subject matter of the bid, includingPlease indicate the appropriate classification in the Mercosur Common Nomenclature/Common External Tariff (NCM)/TEC, with the respective highlight.

b) We acknowledge that the omission of any expense or cost necessary for the proper execution of the subject matter of this contract will be interpreted as non-existent or already included in the prices, and we may not claim any additional amounts after the submission of the bid.

c) We declare that the proposal submitted fully complies with the specifications and conditions set forth in the terms of reference.

d) We hereby declare that we accept increases or reductions of up to 25% (twenty-five percent) of the updated contract value, in accordance with Law 14.133/2021.

Our company details are as follows:

Company Name: _____

CNPJ (MF) No : _____

Legal representative(s) authorized to sign the contract:

CPF: _____ ID: _____

State Registration No.: _____

Address: _____

Phone: _____ Email: _____

ZIP Code: _____;and

City _____ State: _____

Bank: _____ Checking Account: _____ Branch: _____

Place and date:

Signature of Legal Representative



SERVIÇO PÚBLICO FEDERAL
MJSP - POLÍCIA FEDERAL
COORDENAÇÃO-GERAL DE POLÍCIA MARÍTIMA E SEGURANÇA PORTUÁRIA - CGPORTOS/DPA/PF

ANEXO 8

REGRAS DE TREINAMENTO

1. A Contratada deve apresentar pacote de treinamento já incluído nos custos, para as localidades de entrega previstas no Anexo 4 do Termo de Referência.
2. O treinamento será realizado conforme a tabela abaixo:

REGIÃO DO BRASIL	LOCAL DE TREINAMENTO	QUANTIDADE DE TREINAMENTO	UNIDADES PARTICIPANTES	QUANT. DE SERVIDORES NO TREINAMENTO
SUL	Itajaí/SC	01	NEPOM/DPF/IJI/SC NEPOM/DREX/SR/PF/SC NEPOM/DPF/RGE/RS NEPOM/DPF/FIG/PR NEPOM/DPF/PNG/PR NEPOM/DPF/GRA/PR	10
SUDESTE/CENTRO OESTE	Vitória/ES	01	NEPOM/DREX/SR/PF/ES NEPOM/DPF/STS/SP NEPOM/DREX/SR/PF/RJ NEPOM/DPF/CRA/MS	10
NORTE	Belém/PA	01	NEPOM/DREX/SR/PF/PA NEPOM/DPF/SNM/PA NEPOM /DPF/TBA/AM NEPOM/DREX/SR/PF/AP NEPOM/DREX/SR/PF /RO GEPOM /DPF/CZS/AC	10
NORDESTE	Salvador/BA	01	NEPOM/DREX/SR/PF/BA NEPOM/DREX/SR/PF/PE NEPOM/DREX/SR/PF/CE NEPOM/DREX/SR/PF/MA NEPOM/DREX/SR/PF/RN	10

3. Os locais de treinamento podem sofrer alterações, contudo permanecerão dentro da Região. Exemplo: caso a lancha do NEPOM/SR/PF/PE seja a primeira a ser entregue na região nordeste, o local de treinamento será mudado para Recife/PE. Outro exemplo, caso a lancha do NEPOM/DREX/SR/PF/RJ seja a primeira a ser entregue na região sudeste, o local de treinamento será mudado para o Rio de Janeiro/RJ.
4. Cada evento de treinamento será de (5) dias úteis, com módulos referentes a Operação e Manutenção, destinados para até 10 (dez) policiais.
5. O treinamento consistirá em: visão geral da embarcação e de todos os equipamentos instalados, incluindo, mas não limitado, aos sistemas de navegação, sistemas de comunicação, propulsão, sistema de colar flutuante, sistemas elétricos. O treinamento em andamento inclui verificações pré e pós-operacionais, manobras de proximidade, lançamento e recuperação, familiarização de componentes e solução de problemas, manobras de reboque e ancoragem.
6. Todos os custos de passagens do instrutor da CONTRATADA tais como: hotel, transporte local, refeições, etc., serão às custas da CONTRATADA.
7. É obrigação da CONTRATADA entregar manuais impressos no idioma português de todos os equipamentos instalados, sistemas de navegação, sistemas de comunicação, propulsão, sistema de colar flutuante, sistemas elétricos e quaisquer outros que a CONTRATADA ou a CONTRATANTE considerar como relevante.
8. Deverá, ainda, ser explicado em detalhes os procedimentos de realização de ativação das lanchas, a partir da ativação realizada na lancha do treinamento, a fim de capacitar os policiais para a realização da ativação no local de sua lotação.
9. Os policiais que receberem treinamento estarão aptos a transmitir o conhecimento na sua unidade e realizar ativação da lancha, desde que a lancha seja entregue nas mesmas condições do treinamento realizado.
10. A CONTRATANTE é responsável pelo custo do combustível utilizado durante o treinamento, colocação dos barcos no local do treinamento e fornecimento de instalações adequadas em sala de aula, conforme necessário.
11. A CONTRATADA apresentará o programa de treinamento à CONTRATANTE que será avaliado para a efetiva execução.

TECHNICAL STAFF
Electronic Signature



FEDERAL PUBLIC SERVICE MJSP -
FEDERAL POLICE
GENERAL COORDINATION OF MARITIME POLICE AND PORT SECURITY - CGPORTOS/DPA/PF

ATTACHMENT - 1

TERMS OF REFERENCE

TECHNICAL SPECIFICATIONS FOR THE PATROL AND INTERCEPTION BOAT (LPI)

1. MODEL OF THE OBJECT

- 1.1. Multipurpose vessel for patrol and interception.
- 1.2. It is a multipurpose semi-rigid boat for coastal/river navigation, complete with its respective accessories, specially designed, manufactured, and certified for police patrols, boardings, and interceptions.
- 1.3. The hull design should include a step on the transom for mounting outboard motors.



(step on the transom)

- 1.3.1. The vessel must have full-length, fully welded concave performance skegs. Perpendicular or 90-degree angle skegs will be accepted, provided the company demonstrates performance compatibility in the design.
- 1.3.2. Deck drainage: The decks must be fully self-draining without the need to move the vessel forward or backward.
- 1.3.3. Performance fins: The proposed boat may have performance fins incorporated into the design. The fins must be reinforced for greater support and longevity. The reinforcements and performance fins must not penetrate the watertight hull at any point. Designs without fins will be accepted, provided that a technical document demonstrates that the absence of these fins does not affect the boat's performance.
- 1.4. Length of 7.5 m, with a 10% tolerance upward, excluding the transom step and the engines, for the purposes of determining the vessel's size;
- 1.5. Semi-rigid hull made of marine-grade aluminum;
- 1.6. The vessel must be made of matte black aluminum, and the deck must be covered with 3M marine-grade black non-slip material or equivalent.
- 1.7. The vessel must meet the requirements of ISO 12217-1:2022 and ISO 11812/2020, and the bidder must provide calculations demonstrating how the proposed vessel complies with ISO 12217-1:2022.
- 1.8. The vessel must be delivered placed on a temporary cradle (metal or treated wood), sized to support its structural load and ensure full stability. The contact surfaces of the cradle must be covered with a resilient, non-abrasive material, ensuring absolute protection of the hull against scratches, deformations, or cosmetic damage. The assembly must be equipped with reinforced casters for movement on hard surfaces, ensuring the safety of the vessel from origin to final delivery.
- 1.9. Modified sports/recreational vessels will not be accepted.
- 1.10. The vessels must be delivered in perfect condition for use and operation, in accordance with the submitted proposal and required technical specifications.
- 1.11. During the construction of the vessel, the parties (contractor and client) may propose changes to the design, provided that such changes do not compromise the original vessel's structure or alter its certification as a patrol and interception vessel. Furthermore, such changes must not incur additional costs for their inclusion in the original design (which could lead to an increase in the commercial proposal's price) and must be formally agreed upon by both parties.
- 1.12. The equipment must be new (not used or refurbished), of the latest commercially available model, and in the most up-to-date version for all *hardware* and *software* components; it must be of modular construction (panels and "targa") and easily accessible and removable for maintenance.
- 1.12.1. The equipment and engines must be manufactured in the year of the vessel's delivery or the preceding year.

2. VESSEL CERTIFICATION

- 2.1. The vessel must have a registration certificate from a reputable Classification Society/Certification Body recognized by the Brazilian Navy, which is the Brazilian Maritime Authority (AMB), and which is a member of the *International Association of Classification Societies* (IACS).
- 2.2. The Classification Societies/Certification Bodies listed here are provided as examples (DNV, ABS): "type approval certificate" or "Statement of Compliance" by DNV (Det Norske Veritas) as 1A HSLC (High Speed Light Craft) R3 PATROL BOAT (S) or by the American Bureau of Shipping as a "Statement of Compliance" or "type approval certificate" for A1 HSC Riverine Naval Craft OE, AMS. Any certification bodies recognized by the Brazilian Navy will be accepted.
- 2.3. Certifications must be submitted upon delivery of the first vessel; however, all vessels to be delivered must follow the same certification standard as the first.
- 2.4. The certification to be used in the manufacture of the vessel must be submitted both in the initial proposal and during the bidding phase of the electronic auction.

3. GENERAL CHARACTERISTICS

- 3.1. New vessel, with a model date corresponding at least to the invoice date and from a commercial production line specifically designed for police use;
 - 3.1.1. The model presented must be verifiably manufactured and marketed for use in police operations or similar activities (sales already made);

- 3.1.2. Prototypes will not be accepted. A prototype is defined as: something made for the first time, often copied or imitated; images displayed on websites, brochures, or catalogs that were designed using computer programs such as Corel, Adobe, or AutoCAD, but were never actually produced. Or, even if produced, were never sold or marketed;
- 3.1.3. Vessels intended for sports and recreation, and/or sports and recreation vessels modified/adapted to serve as police vessels, will not be accepted without proof of construction for the purpose of the acquisition;
- 3.1.4. Multipurpose Police Vessel (patrol and interception);
- 3.1.5. Semi-rigid hull constructed of marine-grade aluminum;
- 3.1.6. The vessel and all visible parts of its structure must be BLACK with a MATTE finish, including the hull.

4. GENERAL SPECIFICATIONS

- 4.1. The vessel must achieve, at a minimum, the following performance standards regarding navigational safety and maneuverability:
 - 4.1.1. 40 knots, relative to the ground, under the following conditions:
 - 4.1.1.1. Vessel with tank(s) fully filled, minimum of 700 liters;
 - 4.1.1.2. Total payload (900 kg), including both equipment and passengers;
 - 4.2. Average range of 150 nautical miles at an average cruising speed of 35 knots.

5. SPECIFIC FEATURES

- 5.1. Minimum capacity of 8 (eight) people, with 4 (four) seated;
- 5.2. Minimum payload capacity of 900 kg;
- 5.3. The vessel must be equipped with sacrificial anodes made of a material compatible with marine-grade aluminum;
- 5.4. Three maintenance-free marine-grade gel batteries (each engine must have its own dedicated starter battery, and there must be at least one battery dedicated to the electronic equipment);
- 5.5. 02 (two) USB ports, capable of charging up to 02 (two) devices, IPX6 rated, with a locking cover, UV-resistant, providing a minimum output of 36W, equal to or exceeding the brand/model: ROKK Charge Pro Waterproof dual USB

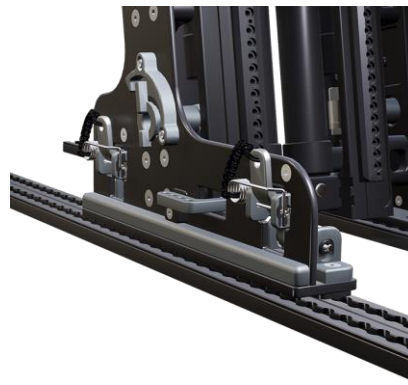


- 5.6. At least 03 (three) independent bilge pumps, with a minimum flow capacity of 14,000 liters/hour each, with manual and/or automatic activation systems, installed below deck;
- 5.7. All electrical components, where possible, must use DEUTSCH (or superior or equivalent) connectors, terminals, and accessories specifically designed for critical applications in harsh environments where dust, dirt, moisture, salt air, and vibration can contaminate or damage electrical connections and systems.



6. DECK, COCKPIT, AND T-TOP

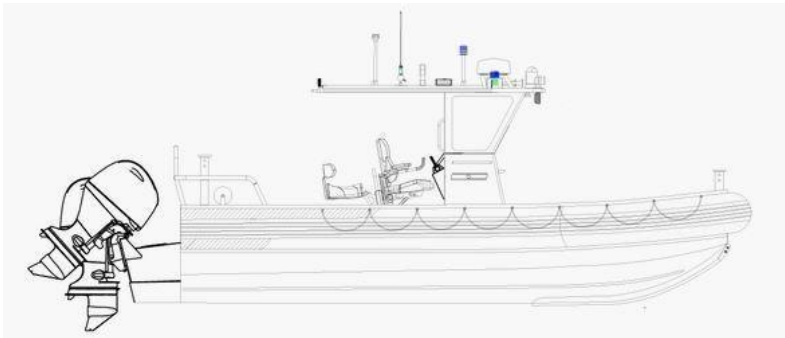
- 6.1. The deck must be equipped with a 3M black marine anti-slip system or equivalent, with automatic drainage, and the pilot and co-pilot seats must feature a SHOXS TRAXS mounting system (or equivalent or superior), allowing for easy repositioning of the seats on the boat or their complete removal.



6.2. The cockpit must have, at the front, a reinforced tempered glass windshield that is transparent and does not cause optical distortion, and must be at least 2.10 m (two meters and ten centimeters) high, measured from the main deck;

6.3. Rule 21 The vessel's T-top must have a matte black aluminum mast between 40 and 44 cm in length with a white mast light, in accordance with RIPEAM

6.4. It must be equipped with a cockpit and an entire upper canopy (T-top) made of marine-grade aluminum, which must protect the four seats;



6.5. The interior top section of the T-top must be equipped with LED lights controlled via the dashboard, in white and red, with independent controls; see the example below:



6.6. The upper cover (T-top) must have handrails along its outer edges, see example below:



6.6.1. Seats must be arranged as follows:



Photo for illustrative purposes only showing the seat layout and the extent of the roof

- 6.6.1.1. 4 (four) seats in total, located behind the cockpit;
- 6.6.1.2. Two by two, with the pilot and co-pilot seated together.
- 6.6.1.3. Seats covered with non-slip material must be installed in the trunk located in front of the cockpit, as well as two in the trunks installed on the transom.
- 6.6.2. The seats must have the following characteristics:
 - 6.6.2.1. The pilot and co-pilot seats must be equipped with the (SHOXS TRAXS) system or an equivalent or superior system; they must have shock absorption, which allows for safer navigation at high speeds;
 - 6.6.2.2. The two (2) black aluminum rear seats must be equipped with the SHOXS TRAXS system or an equivalent or superior system, and must feature shock absorption in a jockey-style seat design;
 - 6.6.2.3. Ergonomic seat design with backrests; the driver's and co-driver's seats must be reinforced and feature armrests;
 - 6.6.2.4. Independent shock absorption for loads between 50 kg and 120 kg;
 - 6.6.2.5. Seat manual in Portuguese
- 6.6.3. Reference model: SHOX 6300, SHOCKWAVE HIGH-BACK HELM SEAT SW-S2-1300, equivalent or superior (pilot and co-pilot) - 02 (two) per vessel. The seats may have rail positions, either horizontal or vertical.



6.6.4. Must have an individually adjustable seatbelt and a central quick-release buckle. May be configured with fixed adjustable straps or with self-retracting inertia reels. (Pilot and co-pilot).

6.6.5. Jockey-style seats or passenger seats with 10 inches of suspension travel. Reference model: SHOX 5005 (crew) or equivalent or higher – 2 (two) per vessel.



6.7. Must have a spacious console;

6.8. Must have integrated navigation and communication systems;

6.9. Pilot and co-pilot must have access to all navigation and communication equipment on the panel;

6.10. Mounting base for weapon mounts:

6.10.1. The vessel must have, at the bow, a structure fixed to the hull with 4 bolts for mounting machine guns integrated into the forward mooring post/bow weapon mount, and at the stern, the same structure attached to the rear mooring post/stern weapon mount designed to accommodate an MG-4/HK machine gun mount or similar for weapons up to 7.62mm NATO standard caliber. Only the foundations will be provided by the bidder; the mounts and ballistic bulkheads will be the responsibility of the BRAZILIAN FEDERAL POLICE.



7. **BOAT LENGTH**

- 7.1. Total length of 7.5 m with a 10% tolerance upward, excluding the step at the stern and the engines, for the purpose of determining the vessel's size;
- 7.2. With regard to the overall length, the horizontal distance measured between the perpendiculars to a horizontal plane containing the bow-to-stern line of the vessel, and passing through the extreme points of the vessel at the bow and stern. The overall length is commonly referred to as the wheel-to-wheel length.

8. **HULL TYPE - NAVAL ALUMINUM**

- 8.1. "V"-shaped hull with a "transom" deadrise angle of 23° or greater.
- 8.2. The aluminum alloys used for the construction of the hull of the vessel to be acquired: Naval aluminum alloy - 5083/5086 or Naval aluminum alloy - 6000 (should not be used below deck, as it is not corrosion-resistant), must comply with DNV quality standards or similar or equivalent standards;
- 8.3. Black color with a matte finish.

9. **FLOATATION DEVICES**

- 9.1. Floats (collar system): must be designed for buoyancy and stabilization, and must provide a redundant level of buoyancy above and beyond the watertight hull design. The floating collar system must be filled with foam. The specified foam must

be made of lightweight expanded polyethylene and must be closed-cell to prevent water absorption, as well as chemically resistant to fuels and solvents. Collar systems filled only with air (without foam) will not be accepted.

9.2. The collar system must be removable via a mechanical fastening system and must not use any glue or adhesive as a fastening method. It must be puncture-resistant during boarding and maintain buoyancy in any situation.

9.3. The collar system must be covered with black CSM (formerly Hypalon)/Neoprene technical fabric, resistant to UV rays, abrasion, and chemicals. It must have a central section with a black "rubstrake" (rubber strip).

9.4. The collars must be combined with foam installed within appropriate compartments in the hull, allowing the vessel to remain afloat in the event of an accidental hull rupture (i.e., all parts of the vessel remain above the static waterline). Alternatively, the hull may be compartmentalized into several watertight sections that have been pressure-tested to ensure safety against water ingress, meeting the stability and buoyancy requirements of ISO 12217-1

9.5. Depending on the type of technology used in the construction of the RIB (Rigid Inflatable Boat), with regard to 100% foam floats, the Federal Police procurement committee will analyze any discrepancies between the vessel presented and the specifications described in these Terms of Reference, always seeking the best cost-benefit ratio for the Administration and ease of maintenance.



Illustrative photo of the "rubstrike" Float Protection System

10. POWERPLANT AND FUEL SYSTEM

10.1. Twin 4-stroke engines with electronic fuel injection, each with a minimum power output of 300 HP (reference model: Mercury Sea Pro, equivalent or superior), pair of 300 HP 4-stroke outboard engines with electronic control - *DTS (Digital Throttle & Shift)*, black in color, intended for service use (service engines – withstand a higher degree of wear), 1 clockwise (starboard) and 1 counter-clockwise (port)

10.2. Fuel system consisting of fuel tank(s) below deck, with a total capacity of at least 700 (seven hundred) liters, constructed of marine-grade aluminum, with an electronic fuel level indicator.

10.3. A digital panel, such as the Smartcraft system for each engine, must be installed on the control console, which must display:

- 10.3.1. Hour meter;
- 10.3.2. Ammeter for alternator current;
- 10.3.3. Lubricating oil pressure gauge;
- 10.3.4. Engine temperature gauge;
- 10.3.5. Fuel consumption gauge;
- 10.3.6. Speedometer;
- 10.3.7. Voltmeter to indicate battery charge, one voltmeter for each battery;
- 10.3.8. Fuel tank capacity gauge(s);
- 10.3.9. Trim indicator;
- 10.3.10. Engine RPM gauge

10.4. The Smartcraft system or similar must display on a single independent screen the information listed in the subitem above and other more traditional information regarding the engine and fuel system;

10.5. The propulsion system must be equipped with a visual and audible alarm system for high cooling water temperature and low lubricating oil pressure for each engine;

10.6. The propellers must be made of stainless steel, with a pitch suitable for the vessel's characteristics and the maritime and/or river conditions of each location, generating maximum performance in both initial acceleration and final speed;

10.7. The engines must be calibrated to operate properly under Brazilian conditions of use, temperature, fuel, and lubricants;

10.8. The engines and their systems must be capable of operating under any operating conditions, whether continuous or intermittent;

10.9. All piping must be seawater-resistant;

10.10. All hoses connected to hull penetrations must have double clamps at both ends;

10.11. There will be a marine-grade aluminum structure to protect the outboard motors.



11. ELECTRONIC CONTROLLERS FOR MULTIPLE MOTORS, JOYSTICK, AND STEERING

- 11.1. Digital Throttle and Shift (DTS) controls, equivalent or superior, Mercury Sea Pro model, as per the proposal;
- 11.2. Wireless throttles, for improved vessel performance and fuel efficiency.
- 11.3. The engines must allow for standard Mercury engine joystick (JPO) control.
- 11.4. Electric power steering: Pure electric: Fluid-free (Mercury Electric Power Steering or equivalent), for V8/V10 AMS, low inertia, IP67; commonly used in military RHIBs.

12. NAVIGATION AND COMMUNICATION EQUIPMENT

- 12.1. All electronic assemblies must be secured, integrated, and installed in the navigation console (GARMIN OR EQUIVALENT).
- 12.2. They must be constructed from material compatible with marine-grade aluminum (e.g., material that does not cause oxidation);
- 12.3. The visible parts of the equipment, its accessories, and peripherals must be dark in color, preferably black;
- 12.4. Reference models 2025 or newer;
- 12.5. The vessel must be equipped with a marine VHF radio to comply with Maritime Authority regulations (reference brand/model: IC-M330G ICOM, or equivalent or higher), which shall be installed on top of the wheelhouse and must have a registered MMSI;
- 12.6. A VHF antenna compatible with the installed VHF radio, with the smallest possible height, allowing for the maximum possible range;
- 12.7. GPS/Sonar/Echo Sounder that are part of a single state-of-the-art multifunction system with integrated and interconnected display, featuring two 12-inch (12") color screens and enabling individual or shared (split) viewing of the systems (GPS/Sonar/Echo Sounder), reference model, GARMIN GPSMAP 1222XSV SONAR, accompanied by the GPSMAP 1222XSV transducer, external GPS/GLONASS antenna (or equivalent or superior);
- 12.8. A secondary digital marine instrumentation system must be installed on the control panel for speed, wind, geolocation, and other functions useful for navigation (reference model: GARMIN GPSMAP 723)
- 12.9. The vessel must have one (1) depth transducer (reference model: GARMIN GT51M-THP), which should not be confused with the main multifunction system (GPS/Sonar/Echo sounder and Garmin 18xHD Radar or equivalent or superior);
- 12.10. Up-to-date nautical charts for Brazil/South America, installed on the respective multifunction displays (primary and secondary), with periodic updates for the duration of the equipment warranties and the option to update the charts after the warranty period expires;
- 12.11. AIS system (reference model: Garmin AIS 800 Class B) that only receives signals and does not transmit. The company must deliver the boat with the registration completed.
- 12.12. All electrical components of the vessel must use the DEUTSCH connector system (equivalent or superior), including the control panel, where possible.
- 12.13. LED navigation lights, black (navigation light housing), reference model CPLREG 72' - Hella NaviLED lights (or equivalent or superior);
- 12.14. LED Nautical Searchlight, black (body), with a minimum of 5,500 lumens, minimum illumination of 500 meters, color temperature 6500K (white), mounted on the roof of the wheelhouse, IP67 standard, waterproof and marine-grade, with 360° rotation + up & down via remote control mounted on the navigation console panel, reference model ACR RCL 75 (or equivalent or higher);
- 12.15. 2 (two) pairs of fixed auxiliary LED navigation lights, with one pair directed toward the bow and the other toward the stern of the vessel (for night navigation), black (body), FLOOD lenses, color temperature 6500K (white), minimum luminous flux of 4,800 lumens, with an illumination range of no less than 300 meters, waterproof and marine-rated, IP67 standard, operating voltage: 10VDC~30VDC, reference model/equivalent or superior, Bullpro ST516;
- 12.16. 02 (two) pairs of infrared headlights, black (body), one directed toward the bow and the other toward the stern of the vessel, wavelength of 940 nm, reference model INFRARED ROK 40 (or similar);
- 12.17. Marine-rated acoustic and visual signaling kit (strobe light/siren/loudspeaker), with a blue LED strobe light dome, with a minimum power of 200 Watts, reference models: strobe light SHARK H BLEU SY142; siren INTAV SS. ITE 790 HS f53; loudspeaker: ICON SP-MAR36 or equivalent or superior);
- 12.18. 01 (one) magnetic compass (reference model: RITCHIE F-83), with calibration performed and deviation card to be provided.

13. ACOUSTIC/VISUAL SIGNALING EQUIPMENT

- 13.1. Visual signal with a dark blue dome;
- 13.2. Acoustic warning device, consisting of loudspeakers and a siren, with a minimum power output of 200 watts (Strobelight/siren/loudspeaker kit);
- 13.3. The control system for the visual and acoustic signaling devices must be a single system and allow for the independent operation of both systems;

13.4. The system controls must be highly durable and easy for the operator to activate, as well as feature a backlight option for the keys to facilitate nighttime visibility and allow the key backlighting to be turned off when necessary.

14. RESCUE EQUIPMENT

- 14.1. 01 (one) set of pyrotechnic devices for coastal navigation;
- 14.2. 01 (one) circular lifebuoy, securely fastened and easily accessible;
- 14.3. 04 (four) pairs of life jackets, per vessel supplied, (quantity based on crew capacity) in MULTICAM or COYOTE color, designed to integrate with tactical vests or tactical belts using the MOLLE (Modular Lightweight Load-carry Equipment) system, reference model Mustang Survival or equivalent or superior (TACTICAL INFLATABLE SIDE POUCH PFD (AUTO HYDROSTATIC) Model: MD1250. The current tactical and ballistic vests of NEPOM operators are compatible with this attachment system.



15. MOORING AND ANCHORING SYSTEM

- 15.1. 6 (six) mooring lines, black in color, 10 meters in length each, flexible, and of a thickness compatible with the vessel's dimensions and weight;
- 15.2. 01 (one) anchor with a rope line, black, 50 meters per unit, according to the vessel's dimensions and weight;
- 15.3. 06 (six) medium-sized fenders, black, all with protective covers (must be marked) and cables for securing to the vessel, both black;
- 15.4. 2 (two) lightweight, durable oars, black in color, in sufficient quantity and of sufficient size to provide propulsion in the event of engine failure, mounted on the inner side of the vessel in a compact manner so as not to obstruct movement on the deck

16. GRAPHICS

- 16.1. The matte black paint scheme must be submitted, with the necessary adaptations to the model and size of the vessel being offered, at the time of submitting the proposals, and must include the specifications of the paints used, the number of coats, the thickness of the dry film, and other relevant data.
- 16.2. The graphics on the vessels must be executed in accordance with Federal Police standards and adapted to allow for more discreet visibility given the covert nature of the operations, without, however, removing the vessel's distinctive and recognizable markings;
- 16.3. NEPOM Emblem - Applications of the NEPOM emblem (to be made available in a .cdr file) must be made of sandblasted stainless steel and placed on the front of the vessel's navigation console



NEPOM Emblem - Applications of the NEPOM emblem (to be made available in a .cdr file) must be made of sandblasted stainless steel and placed on the front of the vessel's navigation console



Illustrative photo showing the graphic design

- 16.4. The engine cowlings must be painted matte black (and not covered with decals or wrapped) without any outboard motor brand/model decals.
- 16.5. The entire vessel, including the hull and interior parts, must be matte black, including stainless steel accessories and the bodies of lighting and navigation equipment.
- 16.6. "Federal Police - NEPOM" lettering in gray on the exterior of the floats, running from bow to stern.
- 16.7. The final graphic design for the vessels must be submitted for adjustments and approval by the committee no later than three (3) months prior to, or at the appropriate time by the winning company upon delivery of the final product.

17. OTHER CHARACTERISTICS

- 17.1. Prepared for towing another vessel with at least two (2) mooring points on its stern and one (1) mooring point on its bow for towing.
- 17.2. Prepared for hoisting with at least 3 (three) lifting points using lifting straps capable of supporting the vessel, with 2 (two) at the transom and 1 (one) at the bow.
- 17.3. Black stainless steel cap on the fuel tank and corresponding vent.
- 17.4. Fuel shut-off valve.
- 17.5. One (1) freshwater tank of 30 L or larger with a retractable hose and a stainless steel shower head at the end.
- 17.6. The hose must not be left loose on the deck.

18. SPARE PARTS

- 18.1. 01 (one) set of navigation lights for each motorboat, identical to those installed on the vessel;
- 18.2. 01 (one) stainless steel anchor, compatible with the vessel's weight;
- 18.3. 01 (one) "factory-original" repair kit (basic maintenance *kit*) necessary for the maintenance of floats, provided that no manufacturer intervention is required, per vessel;
- 18.4. 01 (one) set of "factory-original" tools (basic maintenance *kit*) necessary for retightening nuts, bolts, spark plugs, and basic repairs to the vessel and purchased engine, which do not require manufacturer intervention, per vessel.
- 18.5. 02 (two) sets of propellers with propeller pitch matching the pair of engines to be purchased, per vessel.
- 18.6. 04 (four) pairs of black fenders, per vessel.
- 18.7. The vessel must come with 01 (one) gray protective cover, large enough to cover and protect the entire vessel, including the engines.
- 18.8. 01 (one) spare set of fuses, by type and quantity, identical to those used on the vessel;
- 18.9. 1 (one) starter key for each engine (spare keys), with a single circuit breaker for the engines.

19. MANUALS AND DRAWINGS

- 19.1. The following manuals and drawings, all in Portuguese, must be provided:
- 19.1.1. manual and descriptive drawing with dimensions of the entire structure and hull
- 19.1.2. manual for electronic equipment such as *chartplotter*, navigation lights, VHF radio, engine throttles, headlights, etc.
- 19.1.3. manual for lifesaving equipment and life jackets
- 19.1.4. 4-stroke engine manual
- 19.1.5. Boat Owner's and Technical Warranty Manual
- 19.1.6. Seat manual
- 19.1.7. Boat operation manual (pre- and post-startup procedures for engines, etc.)
- 19.1.8. Manual and floor plan identifying all wiring/cables, connectors, and fuse box (which must be easily accessible) of the electrical system
- 19.1.9. floating collar kit manual

20. CONTRACTING TEAM

20.1. Therefore, based on the foregoing, particularly regarding the chosen market solution, which includes sustainability criteria and practices, the Planning Team designated by Ordinance No. 64991518/2025-DICON/CGAD/DLOG/PF considers the purchase to be feasible, as well as necessary to meet the needs and interests of the Administration.

20.2. All electronic signatures follow Brasília official time and are based on §3 of Art. 4 of Decree No. 10,543, dated November 13, 2020.

DPF MARCELO JOAO DA SILVA
Competent authority

Requesting Officer,
Federal Police ID:
11.030
CONPORTOS/DPA/PF

EPF GLAUCO VANILSON URACHE VIEIRA

Member of the contracting committee
Alternate requester
Federal Police ID:
11.123
CONPORTOS/DPA/PF

APF FERNANDO RODRIGUES DOS SANTOS

Member of the hiring committee
Technical member
P.F. ID: 18.327
NEPOM/DPF/UJ/SC

APF RICARDO JOSE DA MOTA MOREIRA

Member of the hiring committee
Alternate technical member
P.F. No.: 15,552

APF GUTEMBERG DE JESUS RODRIGUES SILVA

Support team Head of
inspection
Reg. No.: 16,525
CONPORTOS/DPA/PF

EPF LUCIANO ÂNGELO SILVEIRA

Support Team Responsible for
substitute supervision
P.F. No.: 15.935
CONPORTOS/DPA/PF



FEDERAL PUBLIC SERVICE MJSP -
FEDERAL POLICE
GENERAL COORDINATION OF MARITIME POLICE AND PORT SECURITY - CGPORTOS/DPA/PF

ANNEX 2

OF THE TERMS OF REFERENCE

VESSEL ACCEPTANCE TEST - LPI

ACCEPTANCE TESTS:

1. The first vessel delivered (BOAT 01) shall undergo tests to be conducted at a location specified by the manufacturer, with all costs related to the necessary resources and equipment borne by the winning bidder, and shall be monitored by a technical team from the Public Administration.
2. The acceptance tests on BOAT 01 must be observed by members of the committee responsible for developing this project.
3. All equipment, accessories, and peripherals of the vessel must be installed during the tests and comply with Annex 01—Technical Specifications Manual.
4. Tests on the other boats will be conducted at the delivery location by designated staff following prior training, and definitively certified by at least three (3) staff members designated by the competent local authority, as per the addresses in Annex 4.
5. The designated team must issue a report at the end of the tests, including photos and *links* to videos of the tests.
6. The tests must follow the standards established by the certifying bodies regarding nautical tests, where applicable.

STABILITY

7. **Test condition:**
 - 7.1. The vessel must maintain stability (positive freeboard) at any point on the vessel, even with all passengers concentrated on one side or at the bow or stern—test 01
 - 7.2. The vessel must maintain stability (positive freeboard) at any point on the vessel, with passengers distributed on board, while varying speed and performing sharp turns to port or starboard – Test 02
 - 7.3. Minimum capacity of 8 (eight) people.
8. **Load conditions during the test:**
 - 8.1. Full fuel (vessel with tanks completely full);
 - 8.2. Total payload (900 kg), understood as equipment plus people;
9. **Result to be obtained:**
 - 9.1. Satisfactory or Unsatisfactory

BUOYANCY

10. **Test conditions:**

10.1. The vessel, even when filled with water, must maintain positive or neutral buoyancy (above or at the waterline) while moored at the dock with the bilge pumps operating—test 01

10.2. The vessel, even when filled with water, must maintain positive or neutral buoyancy (above the waterline or at the waterline) while operating at low speed—Test 02, with a minimum capacity of 8 (eight) people, 4 (four) of whom are seated on shock-mitigation seats;

11. **Load conditions during the test:**

11.1. Full fuel (vessel with tanks completely full);

11.2. Total payload (900 kg), understood as equipment plus people;

12. **Measurement Criteria:**

Parameter	Specification
Buoyancy	Positive or neutral
Edge	≥ waterline
Method	Draft measurement before/after
Tolerance	Edge ≥5 cm above waterline

13. **Result to be obtained:**

13.1. Satisfactory: Positive/neutral buoyancy with visible edge.

13.2. Unsatisfactory: Partial or total sinking.

SPEED

14. **Test conditions:**

14.1. Navigation in calm waters.

14.2. Course to be defined by the manufacturer;

14.3. Speed and distance from the ground (determined by GPS).

15. **Test conditions with full payload:**

15.1. Full payload (900 kg), understood to include equipment plus passengers;

15.2. Minimum capacity of 8 (eight) people, with 4 (four) people seated in shock-mitigating seats;

15.3. Full fuel (boat with tanks completely full);

16. **Range test conditions:**

16.1. Start the test with the tanks fully filled and without the possibility of refueling during the test;

16.2. Starting from the throttle levers in neutral, accelerating slowly and gradually until the throttle levers are in the "full" position (all the way forward), the vessel must reach a minimum of 40 knots

17. **Measurement Criteria:**

Parameter	Specification
Minimum speed	40 knots
Method	GPS with continuous recording
Tolerance	±5% (38 to 42 knots)

Distance	≥5 nautical miles
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Results obtained:

- 17.1. Satisfactory: reaching 40 knots and maintaining that speed for 5 nautical miles.
- 17.2. Unsatisfactory: speed less than 38 knots.

RANGE

18. **Test conditions:**

- 18.1. Route to be defined by the manufacturer;
- 18.2. Speed and distance relative to the ground (determined by GPS).

19. **Test conditions with full payload:**

- 19.1. Full payload (900 kg), understood as equipment plus passengers;
- 19.2. Minimum capacity of 8 (eight) people, with 4 (four) people seated in *shock-mitigation* seats;
- 19.3. Full fuel (vessel with tanks completely full);

20. **Range test conditions:**

- 20.1. Begin the test with the tanks fully filled and without the possibility of refueling during the test;
- 20.2. Starting from the neutral position of the throttles, accelerating slowly and gradually to cruising speed, the vessel must travel 20 (twenty) U.S. nautical miles (1,852 km)

21. **Measurement Criteria:**

Parameter	Specification
Minimum Distance	20 nautical miles (37.04 km)
Cruising speed	≥30 knots
Maximum RPM	4,000 rpm
Method	GPS + odometer + RPM gauge

22. **Results obtained:**

- 22.1. Satisfactory: complete 20 nautical miles at a speed of ≥30 knots with RPM ≤4,000.
- 22.2. Unsatisfactory: failure to complete the distance.

ENGINES SHUT DOWN DUE TO LACK OF HELMSMAN

23. **Test condition:**

- 23.1. Mechanism to shut down both engines in the event of a helmsman failure, via the circuit breaker.

24. **Measurement criterion:**

Parameter	Specification
Stop time	<5 seconds per motor
Method	Electronic stopwatch
Test	10 simulations per mechanism

Tolerance	100% functionality in 10 out of 10 tests
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25. **Result to be obtained:**

25.1. Satisfactory or Unsatisfactory

PASSENGER CAPACITY

26. **Test condition:**

26.1. Minimum capacity of 8 (eight) people, with 4 (four) people seated in shock-mitigating seats;

27. **Measurement Criteria:**

Parameter	Specification
Capacity	Minimum of 8 people
Simulated Weight	75 kg/person (600 kg total)
Shock-mitigation seats	4 positions
Safety	No structural overload
Method	Collective weighing, visual inspection

28. **Desired result:**

28.1. Satisfactory: transport of 8 people without overloading

28.2. Unsatisfactory: structural deformation or overload on the boat and engine assembly (boat having difficulty gaining speed and stabilizing quickly)

29. **Test conditions:**

29.1. Minimum capacity of 8 (eight) people, with 4 (four) people seated on shock-mitigation seats;

29.2. Full fuel (boat with tanks completely full);

30. **Towing test conditions:**

30.1. Tow a vessel weighing the same or more than its own weight from the stern at a speed of 5 knots for 30 minutes without sustaining damage;

30.2. To be towed by the bow by a vessel of equal or greater weight, at a speed of 5 knots for 30 minutes, without sustaining damage.

31. **Measurement Criteria:**

Parameter	Specification
Towing vessel	Displacement \geq LPI
Speed	5 knots (± 1 knot)
Duration	30 continuous minutes
Method	GPS + stopwatch
Damage inspection	Visual and tactile inspection after the test

32. **Result to be achieved:**

- 32.1. Satisfactory: complete tow with no structural damage.
- 32.2. Unsatisfactory: structural damage or inability to tow.

LIFTING

33. **Test conditions:**

- 33.1. No people on board, only the vessel and engines
- 33.2. Full fuel (vessel with tanks completely full);

34. **Hoisting test conditions:**

- 34.1. Using a winch or similar equipment, the vessel must be hoisted 5 meters above the ground for 5 minutes without sustaining damage, through the compartments of its structure using the lifting straps provided, with no persons on board.

35. **Measurement Criteria:**

Parameter	Specification
Height	5 meters
Duration	5 minutes
Hoist	Certificate/capacity \geq LPI weight
Lashing points	Structural certificates
Method	Visual inspection + tension measurement
Tolerance	No permanent deformation

36. **Result to be obtained:**

- 36.1. Satisfactory: hoisting without deformation or damage to straps/lashing points
- 36.2. Unsatisfactory: structural deformation, torn straps, or failure at hoisting points.

ROWING PROPULSION

37. **Test conditions:**

- 37.1. Minimum capacity of 8 (eight) people, with 4 (four) people seated in shock-mitigating seats;
- 37.2. Full fuel (boat with tanks completely full);

38. **Race conditions:**

- 38.1. Without the aid of engines, the vessel must be propelled using only its oars.

39. **Measurement Criteria:**

Parameter	Specification
Minimum distance	100 meters
Maximum time	10 minutes
Crew	8 people on board (minimum 4 rowing)
Method	GPS + stopwatch
Control	Controlled movement (should not turn $>90^\circ$)

40. **Experiment result:**

40.1. Satisfactory or Unsatisfactory

REPLACEMENT OF PARTS DAMAGED IN THE TEST

41. Once the acceptance tests on LANCHA 01 have been completed, any damaged parts, materials, or equipment shall be replaced at the CONTRACTOR's expense, at no cost to the CONTRACTING PARTY;

42. The replaced parts, materials, or equipment must be new (unused and not refurbished) and of an identical or newer model than the one being replaced.

EQUIPMENT, ACCESSORIES, PERIPHERALS

43. General inspection to ensure everything is in perfect working order, free of hazards, cracks, or any malfunctions, and that the software is fully operational and up to date.

CONTRACTING TEAM

44. Therefore, based on the foregoing, particularly regarding the chosen market solution, which includes sustainability criteria and practices, the Planning Team designated by Ordinance DICON/CGAD/DLOG/PF considers the purchase to be feasible, as well as necessary to meet the needs and interests of the Administration.

45. All electronic signatures follow Brasília official time and are based on §3 of Art. 4 of Decree No. 10,543, dated November 13, 2020.

DPF MARCELO JOAO DA SILVA

Competent Authority
Lead Requester Mat.
P.F.:11.030
CONPORTOS/DPA/PF

EPF GLAUCO VANILSON URACHE VIEIRA

Member of the contracting committee
Alternate requester
Federal Police ID No.:
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APF FERNANDO RODRIGUES DOS SANTOS

Member of the contracting committee
Technical member
P.F. ID: 18.327
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APF RICARDO JOSE DA MOTA MOREIRA

Member of the hiring committee Alternate
technical member
P.F. No.: 15,552

APF GUTEMBERG DE JESUS RODRIGUES SILVA

Support Team Responsible
for primary supervision
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CONPORTOS/DPA/PF

EPF LUCIANO ÂNGELO SILVEIRA

Support Team Deputy

Inspector

Federal Police ID:

15.935

CONPORTOS/DPA/PF



FEDERAL PUBLIC SERVICE MJSP
- FEDERAL POLICE
GENERAL COORDINATION OF MARITIME POLICE AND PORT SECURITY - CGPORTOS/DPA/PF

ANNEX 3
OF THE TERMS OF REFERENCE
GUARANTEES

WARRANTIES

1. Regarding the need for operational guarantees (validity, warranty, and technical assistance).
2. If the manufacturer's warranty exceeds the minimum warranty provided for in this instrument, the longer warranty shall always prevail.
3. The supplier must replace any equipment delivered with manufacturing defects, or that exhibits a deterioration in quality, or that has undergone any changes in its characteristics.
4. All warranties must be specified in writing in Portuguese.
5. Upon delivery of the material, the CONTRACTOR must provide a warranty certificate, effective from the date of issuance of the invoice; either through a separate document or a notation (printed or stamped) on the invoice.
6. The manufacturer's warranty coverage is limited to what is stated in the warranty terms for its products, provided it does not conflict with the Brazilian Consumer Protection Code.
7. In the event of a manufacturing defect during the warranty period, the CONTRACTOR shall be notified and must, within a maximum of 30 (thirty) calendar days from receipt of the notification, take all necessary steps to arrange for technical assistance, with a view to providing for the proper replacement of the defective part, if applicable, at no cost to the CONTRACTING PARTY, including any costs associated with removal.
8. Against manufacturing defects or premature wear and tear, not classified as "misuse," for a period of 12 (twelve) months, including parts and services, at no cost to the Administration.
9. Given the nature of the item to be purchased—vessels for police service—and the significant amount of public funds allocated to the acquisition, it is reasonable to require a warranty covering the hull, engine, and equipment.
10. Hull and Superstructure Warranty: Minimum warranty of 24 (twenty-four) months, standard market practice for this type of vessel, including all mandatory inspections specified in the manufacturer's manual for this period, including parts and labor
11. Warranty for Electrical and Hydraulic Systems: Minimum warranty of 12 (twelve) months, including parts and labor;
12. Matte Black Paint Warranty: Minimum warranty of 24 (twenty-four) months covering damage to the original paint on parts of the vessel resulting from a paint defect.
13. Warranty for Electronic and Navigation Equipment: Minimum warranty of 12 (twelve) months against malfunction, deterioration, and oxidation of electronic components, including parts and labor;
14. Warranty for Safety Equipment: Minimum warranty as per the manufacturer's manual, which may not be less than 12 (twelve) months, against malfunction, deterioration, and

abrasion.

15. Warranty on the Supply of Parts for the vessel:

15.1. A minimum of 15 (fifteen) years for original parts, purchased and installed, with the possibility of retrofitting, starting from the date of sale recorded on the invoice.

15.2. Authorized technical assistance must also be maintained to perform periodic maintenance during this period, provided that, after the contractual warranty expires, the costs of parts and maintenance will be borne by the Administration;

16. All other items of the subject matter not specified above must have a minimum warranty of 12 months.

17. The Federal Police will refuse to accept any item whose quality is compromised.

18. The Bidder must provide all replacement parts for the equipment to ensure its full operation, provided they are covered by the warranty and within its term.

TECHNICAL SUPPORT

19. The Bidder must have technical assistance in Brazil and shall be responsible, at no cost to the Federal Police, for the periodic inspections specified in the manufacturer's manual for the engines, hull, floats, and electronic equipment installed on the vessel, for the duration of the warranty stipulated in this contract.

19.1. This assistance is not to be confused with the supply of parts provided for in item 1.15 above.

20. The warranty includes replacement of parts and labor resulting from manufacturing defects or premature wear of parts during the warranty period.

21. Provide a technical ticket opening center, making it possible to open tickets:

21.1. via email address;

21.2. or an internet portal (or an app serving the same purpose). Upon opening a ticket, a unique identification number must be provided to the Federal Police. All tickets, as well as the measures taken, must be stored in the CONTRACTOR's ticket management system. Access to this system must be made available to the Federal Police upon request. Furthermore, open tickets may only be opened and closed after authorization by the Federal Police;

22. Any ticket closed without the Federal Police's consent or without the problem having been actually resolved will be reopened, and the deadlines will be calculated from the original opening of the ticket, including for the purpose of applying the penalties provided for;

23. The ongoing activities performed by the NEPOMs are permanent and regular, essential to the implementation of public safety policy. Such activities cannot be suspended without prejudice to the institutional missions assigned to the Federal Maritime and River Police. Therefore, it is necessary to adopt channels and means that allow for the resolution of any issues arising with the vessels to be acquired as quickly as possible, as they are essential instruments for the operation and performance of the NEPOMs.

24. THE MAXIMUM MAXIMUM RESPONSE RESPONSE for first service (technical/maintenance ticket) will be up to 5 business days after the technical ticket is opened.

25. THE MAXIMUM RESOLUTION TIME (technical/maintenance call) will be 10 business days after the technical call is opened.

CONCLUSION

26. The product warranty, whether statutory or contractual, is not contingent on any provision in the contract, by virtue of a clear statutory requirement set forth in Articles 119 and 120 of Law No. 14,133/2021.

27. It is emphasized once again: the supplier's liability is not waived with respect to any defects or latent defects that may be discovered in the goods received by the Administration. This means that the product warranty offered by the manufacturer must be honored by the supplier, even in the absence of a contractual provision, and should not be included within the contract's term, as it has its own separate timeframe and cannot, ultimately, be classified as a future obligation.

CONTRACTING TEAM

28. Therefore, based on the foregoing, particularly regarding the chosen market solution, which includes sustainability criteria and practices, the Planning Team designated by Ordinance No. 64991518/2025-DICON/CGAD/DLOG/PF considers the purchase to be feasible, as well as necessary to meet the Administration's needs and interests.

29. All electronic signatures follow Brasília official time and are based on §3 of Art. 4 of Decree No. 10,543, dated November 13, 2020.

APF FERNANDO RODRIGUES DOS SANTOS

Member of the contracting committee

Technical member

Federal Police ID:

18.327

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FEDERAL PUBLIC SERVICE
MJSP - FEDERAL POLICE
GENERAL COORDINATION OF MARITIME POLICE AND PORT SECURITY - CGPORTOS/DPA/PF

ANNEX 4

SCHEDULE FOR DELIVERY OF PATROL AND INTERCEPTION VESSELS

TERMS OF DELIVERY OF MATERIALS (DEADLINES, LOCATIONS, AND INSTALLATION).

1. Delivery shall be made in accordance with Incoterms, which define the roles of the seller and buyer in an international transaction.
2. **The International Commercial Term (INCOTERM) to be adopted will be DPU - Delivered At Place Unloaded.**
3. Customs formalities will be handled by the contractor, who must bear the costs of international transport insurance, international freight, customs clearance, and other applicable costs, taxes, and fees, in accordance with the International Commercial Terms - INCOTERMS 2020, DPU (Delivered At Place Unloaded) - as well as costs for storage, handling, and transportation/freight to the delivery location;
4. The motorboats must be delivered to the locations listed below.
5. It is mandatory that the INCOTERMS term used be DPU: Delivered At Place Unloaded.

SHIPMENTS

6. The CONTRACTED company must deliver the Patrol and Interception Boats according to the schedule below, by agency.
7. The CONTRACTOR shall deliver 21 (twenty-one) Patrol and Interception Boats within 31 (thirty-one) months, in accordance with the schedule below:

CONSTRUCTION EXECUTION	DPU BRAZIL	LPIs	TOTAL NUMBER OF VESSELS DELIVERED
MONTHS	MONTHS	UNITS	UNITS
09	10.5	1	1
12	13.5	1	2
15	16.5	2	4
17	18.5	2	6
19	20.5	2	8
21	22.5	2	10
23	24.5	2	12
25	26.5	3	15
27	28.5	3	18
29	31	3	21

8. By mutual agreement between the parties (manufacturer and PF), the delivery deadline may be brought forward.
9. **The delivery period for the goods is up to 31 (thirty-one) months, counted from the signing of the contract (for Brazilian companies) or the issuance of the letter of credit (for international companies), in partial shipments, according to the schedule, address, and quantities specified in this annex.**
10. **The last shipment may not exceed the delivery deadline of 31 (thirty-one) months as specified in this annex.**
11. When submitting its proposal, the company must specify the average and single freight rate for all regions (North, Northeast, South, and Southeast), with the total amount considered as the bid, since, for standardization purposes, the speedboats must be identical across all Federal Police units;
12. The determination of the quantity and delivery location of the speedboats will follow the Principle of Public Interest, with no requirement to maintain proportionality among regions or states.

13. For the purpose of calculating shipping costs, below is a table listing the delivery addresses of the Federal Police's LPIs:

	UNIT	DELIVERY LOCATION	QUANTITY
1	NEPOM/DPF/IJI/SC - Special Maritime Police Unit of the Federal Police Station in Itajaí, SC	755 Pref. Paulo Bauer Ave. - Downtown, Itajaí - SC	1
2	NEPOM/SR/PF/ES - Special Maritime Police Unit of the Federal Police Regional Superintendency in Espírito Santo	242 Getúlio Vargas Ave., Parque Moscoso, Vitória - ES	1
3	NEPOM/DPF/GRA/PR - Special Maritime Police Unit of the Federal Police Station in Guaíra/PR	55 Beira Rio Ave., Vila Velha Neighborhood, Guaíra/PR	1
4	NEPOM/SR/PF/SC - Special Maritime Police Unit of the Regional Superintendency of the Federal Police in Santa Catarina	310 14 de Julho Street - Estreito, Florianópolis, SC	1
5	NEPOM/SR/PF/BA - Special Maritime Police Unit of the Regional Superintendency of the Federal Police in Bahia	1010 Lafayette Coutinho Avenue, Salvador - BA	1
6	NEPOM/SR/PF/PE - Special Maritime Police Unit of the Regional Superintendency of the Federal Police in Pernambuco	Av. Engenheiro José Estelita, s/n, Cabanga, Recife-PE	1
7	NEPOM/SR/PF/RJ - Special Maritime Police Unit of the Regional Superintendency of the Federal Police in Rio de Janeiro	Av. Infante Dom Henrique, S/N - Glória, Rio de Janeiro - RJ	1
8	NEPOM/DPF/STS/SP - Special Maritime Police Unit of the Federal Police Station in Santos, São Paulo	400 Engenheiro Magalhães Gama Ave., Porto Ponta da Praia, Santos/SP. Between terminals 35 and 37.	1
9	NEPOM/SR/PF/MA - Special Maritime Police Unit of the Regional Superintendency of the Federal Police in Maranhão	Av. dos Portugueses s/n, Porto do Itaqui, São Luís-MA	1
10	NEPOM/DPF/RGE/RS - Special Maritime Police Unit of the Federal Police Precinct in Rio Grande/RS	Rua Capitão-Tenente Heitor Perdigão, S/N - Downtown, Rio Grande - RS	1
11	NEPOM/SR/PF/PA - Special Maritime Police Unit of the Federal Police Regional Superintendency in Pará	Júlio César Ave., s/n - Souza, Belém - PA	1
12	NEPOM/DPF/SNM/PA - Special Maritime Police Unit of the Federal Police Precinct in Santarém, PA	Av. Cuiabá, no number, Vera Paz Neighborhood, Santarém, PA	1
13	NEPOM/DPF/PNG/PR - Special Maritime Police Unit of the Federal Police Station in Paranaguá, PR	504 Benjamin Constant Street, Costeira neighborhood, Paranaguá/PR	1
14	NEPOM/DPF/FIG/PR - Special Maritime Police Unit of the Federal Police Station in Foz do Iguaçu/PR	3471 Paraná Avenue – Jardim Pólo Centro, Foz do Iguaçu/PR	1
15	NEPOM/DPF/TBA/AM - Special Maritime Police Unit of the Federal Police Station in Tabatinga, AM	Avenida do Turismo, Tarumã Road, Praia Dourada, Agent Mauro Lobo Extension, No. 40, Ponta Negra neighborhood, Manaus-AM, ZIP Code 69034650	1
16	NEPOM/DREX/PF/AP - Special Maritime Police Unit of the Federal Police Regional Superintendency in Amapá	Intersection of the North-South Highway and BR-210, no number - Infraero, Macapá, Amapá, 68908-910	1
17	NEPOM/DREX/PF/RN - Special Maritime Police Unit of the Regional Superintendency of the Federal Police in Rio Grande do Norte	155 Dr. Lauro Pinto Street, Lagoa Nova, Natal-RN - 59064-165	1
18	NEPOM/DREX/PF/RO - Special Maritime Police Unit of the Regional Superintendency of the Federal Police in Rondônia	2905 Lauro Sodré Ave. - Olaria, Porto Velho - RO, 76802-449	1

19	NEPOM/DREX/SR/PF/CE - Special Maritime Police Unit of the Regional Superintendence of the Federal Police in Ceará	Port Pier, Fortaleza - CE, 60180-415	1
20	NEPOM/DPF/CRA/MS - Special Maritime Police Unit of the Federal Police Station in Corumbá/MS	51 Praça da República - Downtown, Corumbá, MS 79301-140	1
21	GEPOM/DPF/CZS/AC - Special Maritime Police Unit of the Federal Police Station in Cruzeiro do Sul, AC	350 Minas Gerais Street - Do Telégrafo, Cruzeiro do Sul - AC,	1

14. Delivery will take place on business days between 9:00 a.m. and 5:00 p.m. Prior scheduling is mandatory at least 72 hours before delivery for goods originating from within Brazil, and 20 days for goods coming from abroad.

CONTRACTING TEAM

15. All electronic signatures follow Brasília time and are based on Paragraph 3 of Article 4 of Decree No. 10,543, dated November 13, 2020.

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Competent Authority

Head of the Requesting

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FEDERAL PUBLIC SERVICE MJSP
- FEDERAL POLICE
GENERAL COORDINATION OF MARITIME POLICE AND PORT SECURITY - CGPORTOS/DPA/PF

ANNEX 5

TECHNICAL JUSTIFICATIONS

BOAT WARRANTY

1. The warranty will allow for greater efficiency and effectiveness in the use of vessels, as it will prevent them from remaining out of service for too long due to defects or damage. It will also allow for the replacement of parts, repairs, and exchanges more quickly, in accordance with the principles of efficiency, economy, and reasonableness. Furthermore, it will enable NEPOMs to have a vessel ready for immediate use.
2. The ultimate goal is the public good and the continuous provision of an essential service, without avoidable interruptions. With this preventive measure, and in respect for public funds—the use of which must benefit the public—the purpose of the bidding process will be fulfilled, preventing the substantial immobilization of assets in inoperative and costly vessels.
3. Article 40, item III, and Article 92 of Law No. 14,133/2021 provide for the possibility of a warranty established by contract, within the limits set by law or by the contract.”
4. Hull and Superstructure Warranty: A minimum warranty of 24 (twenty-four) months, which is standard market practice for this type of vessel, including all mandatory inspections specified in the manufacturer’s manual for this period, covering both parts and labor;
5. The term of the administrative contract is established according to the time necessary to fulfill the contract’s purpose and the corresponding payment by the Administration; this should not be confused with the term of the technical warranty, which must be established based on conditions practiced in the private sector, in accordance with market realities.
6. Furthermore, the minimum warranty period required in this proceeding is standard among manufacturers, ensuring equal treatment of all bidders and respecting custom as a subsidiary source of law.
7. Given the nature of the item to be purchased—vessels for police service—and the substantial amount of public funds involved in the acquisition, the warranty requirement is reasonable.

REQUIREM RATING/CERTIFICATION	OF	CERTIFICATION	OF	QUALITY	ISSUED	BY	RATING
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8. Assuming that the Federal Police’s primary objective with this acquisition is to procure quality equipment designed to safeguard the lives of Federal Police officers operating along the borders (rivers) and at sea, market research was conducted in the nautical sector to identify “tools” that would demonstrate the manufacturing quality and operational capability of a vessel intended for police use (police patrol boats – PATROL BOAT) and to avoid purchasing vessels designed to meet the needs of the recreational sports market (leisure), with superficial modifications to comply with the bidding notice (e.g., a leisure boat, painted black and fitted with police lights and sirens only).
9. The “class certification” instrument was identified, the purpose of which is to verify that a patrol vessel meets the requirements for continuous and intense operation in

coast guard, patrol, and interception, maintaining high speeds even under severe weather conditions, as well as certifying that it was built in accordance with international quality standards recognized by the International Maritime Organization (IMO).

10. Thus, a study was conducted to clarify what a PATROL VESSEL is, what the role of a CLASSIFICATION SOCIETY is (e.g., *The American Bureau of Shipping - ABS*, *Det Norske Veritas - DNV*, *Germanischer Lloyd - GL*, *Registro Italiano Navale - RINA*, *Nippon Kaiji Kyokai - ClassNK*, and *Russian Maritime Register of Shipping - RS*, all of which are authorized to classify and certify the vessel sought by the PF) and the importance of CLASS CERTIFICATES for patrol vessels issued by these organizations.

11. First, considering the type of vessel sought by the Federal Police—a reliable boat intended for police work—it should be noted that most of the classification rules (quality standards) adopted by the renowned classification societies mentioned above are derived from the International Code of Safety for High-Speed Craft (HSC Code), established by the International Maritime Organization (IMO). These rules prescribe safety construction and operational criteria for high-speed commercial vessels, providing them with a greater assurance that they will reach their port of destination without polluting the environment and with risks to the safety of the crew and the vessel mitigated.

12. Meanwhile, regarding classification rules, the “standards” adopted by classification societies are not identical, but they share convergent understandings and concepts based on the HSC Code and other international conventions, as previously mentioned. For example, in the case of a patrol vessel, a boat designed and built according to the DNV Classification Society’s standards would be heavier than a vessel designed and built according to the rules applied by the ABS Classification Society’s standards. This is while maintaining the other rigorous technical criteria required for the classification of a police vessel, since the Classification Societies oversee the entire construction of the vessel, from the selection of engines and nautical equipment to the determination of metal alloys and the type of weld to be used by a certified welder.

13. Thus, the endorsement (through relevant documentation) provided by a classification society recognized by the Brazilian Maritime Authority and a member of the International Association of Classification Societies (IACS) will assure the Federal Police that the vessel was built for police use in accordance with international safety and quality standards.

14. The Federal Police took care not to create obstacles to companies’ participation in the bidding process, following the guidelines of the Federal Court of Accounts’ Jurisprudence Bulletin on Bidding and Contracts No. 60, thereby maintaining broad competition.

CERTIFICATION

15. The mechanism used in this procurement to ensure that the vessels to be delivered meet these expected standards is CERTIFICATION.

16. Product certification has increasingly become a requirement of the current market, resulting from consumer demands for quality and fair pricing.

17. Certification is of interest to the manufacturer, the consumer, and the government.

18. The advantage manufacturers gain from maintaining certification is the ability to provide and demonstrate a guarantee regarding the quality of the products they manufacture, as verified by an independent entity. This enhances product quality through constant testing and quality control, thereby preventing accidents and minimizing environmental impacts.

19. For consumers, it provides unbiased information about the product, improves their ability to make informed choices, and facilitates purchasing decisions, ensuring that products comply with quality standards established by regulations or other normative documents.

20. For the government, it serves as a regulatory mechanism for the circulation of certain products that affect consumer health and safety and the environment.

21. Just as a simpler product, such as a toy or a mask, requires certification—in this case provided by INMETRO—to attest to its quality for the consumer, we use in this process not INMETRO, but an organization designated by law (Maritime Authority Standard—NORMAM 331) as a Classification Society or Certification Body.

CLASSIFICATION AND CERTIFICATION SOCIETY - BRAZILIAN NAVY DELEGATION

22. The Brazilian Navy, through an administrative order, delegates its authority to Classification Societies or Certification Bodies to act on behalf of the Brazilian Government in implementing and overseeing the correct application of the requirements of International Conventions and Codes ratified by Brazil and relevant National Standards, relating to navigation safety, the safeguarding of human life, and the prevention of environmental pollution.

23. When the Brazilian Navy, by delegation, authorizes these organizations to act on its behalf, they are referred to as Recognized Organizations (ROs), as we will also refer to them from now on.

24. For the purpose of meeting the quality requirements for the motorboat to be acquired, in addition to being recognized by the Brazilian Navy, the RO must be a member of the *International Association of Classification Societies* (IACS);

25. Each RO has its own regulations for certifying vessels, but these are equivalent to the regulations of other ROs, as all are required to perform services in Brazil in accordance with the provisions of NORMAM-331/DPC and other standards of the Maritime Authority;

26. Since there is a list of Classification Societies, it is necessary to choose one as a standard so that we can list the references required for the vessel to be acquired; among the Classification Societies, *Det Norske Veritas* (DNV) was chosen as the reference;

27. Therefore, all classification standards referenced in this technical study were issued by DNV, which will be used as the reference, without excluding other classification societies.

28. NORMAM 331, in Chapter 1, establishes the requirements and procedures for the recognition of Specialized Entities to act on behalf of the Brazilian Maritime Authority (AMB) in the regulation, control, and certification of vessels.

29. In this regard, Resolution MSC.349(92) defines a certifying society (RO) as an organization that has been assessed by a Maritime Authority and found to comply with the guidelines set forth in the RO Code, to act in the regulation, control, and certification of vessels.

30. According to NORMAM 331, Classification and Certification Societies or Recognized Organizations (RO) are organizations with delegated authority established in accordance with the Maritime Authority's Standards for the Recognition of Classification Societies to act on behalf of the Brazilian Government, in the implementation and oversight of the correct application of the requirements of the International Conventions and Codes ratified by Brazil and relevant National Standards, relating to navigation safety, the safeguarding of human life, and the prevention of environmental pollution.

31. Thus, NORMAM 331 establishes the following definitions, which, in my humble opinion, can be used as synonyms for an entity that verifies a vessel's manufacturing quality, raw materials used, intended purpose, and other specific characteristics.

32. Recognized Organization (RO) – A specialized entity authorized to act on behalf of the AMB in the regulation and control of vessels regarding aspects related to navigation safety, the safeguarding of human life, and the prevention of environmental pollution.

33. Classification Society – an organization with proven capability to maintain a vessel under statutory certification and/or with proven capability to maintain a vessel under its own class rules. Treated as an RO when recognized to act on behalf of the AMB.

34. Specialized Entity – for the purposes of the rules contained herein and [Law No. 9,537, of December 11, 1997](#) – such as Classification and Certification Societies.

35. Broadly speaking, there is a difference between certification and classification. Certification involves meeting the minimum standards established by the Brazilian Navy (maritime authority) in its regulations (NORMAMs) and receiving the corresponding certificates. The “Certifier - OR” does not have its own rules and verifies only the minimum requirements established by the maritime authority. Certifiers do not monitor construction nor do they assess the quality of the materials used. They only conduct an inspection of the vessel once it is complete or in the final stages of completion.

36. “Classification – Classification Society,” on the other hand, involves not only meeting the requirements necessary for “certification” but also complying with the specific construction and design rules of the Classification Societies. Classification involves analyzing the construction design and monitoring the construction process to ensure compliance with the standards established by the Classification Society (as well as with the maritime authority’s requirements), resulting in a higher-quality vessel upon delivery. The problem with classification is the relatively high cost, which significantly increases the final price of the product, especially for small vessels, as they have a lower market value and are not intended for crossings.

37. A list of Classification Societies and Certification Bodies recognized by the Brazilian Navy, which is the Brazilian Maritime Authority responsible for the regulation, control, and certification of vessels, is available on the website <https://www.marinha.mil.br/dpc/sociedades-classificadoras>:

NAME	TYPE	SITE
American Bureau of Shipping	SC	ABS
Bureau Veritas, Inc.	SC	BV
Bureau Colombo, Inc.	SC	BC
DNV GL	SC	DNV-GL
Lloyd's Register Brazil	SC	LRB
Nippon Kaiji Kiokai do Brasil	SC	NKKB
Italian Naval Register	SC	RINA
Brazilian Register of Ships and Aircraft	SC	RBNA
Brazilian Certification Body for Vessels and Systems	EC	CBES
Autoship	EC	AUTOSHIP
ABS Group Services Brazil - Port 401/17	EC	ABS
Record Naval Certification Ltd.	EC	RECORD
AWS Engineering, Consulting, Inspection, and Certification	EC	AWS
JVC Engineering, Consulting, and Certification	EC	JVC
CBS Certification Ltd.	EC	CBS
Intercontinental Bureau Classification, Ltd. - IBC	EC	IBC

PATROL BOAT

38. In the absence of a definition in the legislation, the concepts of classification societies were used to define what constitutes a high-speed patrol vessel. Thus, the HSLC (*High Speed Light Craft*) classification standard used by DNV (DNVGL-RU-HSLC, Pt. 5, Ch. 5, August 2021 Edition, p. 7) defines light and fast craft as those intended for a range of services, such as: pilotage, police, customs, rescue, and coast guard.

39. Similarly, the Germanischer Lloyd classification society (GL 2010, I – Pt. 3, Ch. 6, 2010 Edition, p. 1-1) classifies a patrol boat as a small naval, coast guard, or police vessel, smaller in size than a corvette, commonly engaged in various border protection functions, including anti-smuggling, counter-terrorism, anti-piracy, and immigration law enforcement patrols. It is also frequently used for rescue operations and can serve as a bridge between smaller maritime patrol vessels and larger *offshore* patrol vessels.

CERTIFICATION PARAMETERS

40. Companies have certification standards ranging from general to very specific requirements for various types of vessels used for a wide variety of purposes. The same requirements will apply to the vessel to be purchased;

41. Among the general standards of DNV (reference standard), we list below those that ensure the required quality for the vessels to be purchased:

- General vessel specifications;
- Structural certification;
- Certification for naval aluminum hulls;
- Certification for manufacturing tests;
- Certification for police patrol boats.

42. Below are the specific standards required, structure certified by DNV (reference standard):

- **1A, HSLC (High Speed Light Craft), R3, Patrol Boat (S) - “HSLC R3 PATROL”** or equivalent;
- **1A** – This designation indicates that the vessel will be certified taking into account the hull/engine combination;
- **HSLC (High Speed Light Craft)** – The main objective of this requirement is to ensure that the acquired vessel is of the planing type, meeting the speed-versus-displacement standards described in the standard;
- **R3** – A designation indicating the service area in which the vessel may operate, i.e., the maximum distance it may travel from a port or anchorage; in this case, 50 to 100 nautical miles from the Brazilian coast, taking sea conditions into account;
- **PATROL BOAT (S)** – The main objective of this requirement is to ensure the safety of the crew and other persons on board in adverse weather conditions. This includes the safety of the vessel itself. The “S” refers to the vessel’s length being less than 24 meters.

CONCLUSION

43. In this context, it is concluded that, given the objective of acquiring a vessel intended for the performance of police missions, as provided for by law in the Federal Constitution, Art. 144, § 1, and in the International Code for the Security of Ships and Port Facilities (ISPS Code) – [SOLAS Convention](#), ratified by the Brazilian State, it is necessary to include in the public notice a requirement for the submission of a class certificate issued by a Classification Society (duly recognized by AMB, as well as a member of the *International Association of Classification Societies* - IACS), for the purpose of proving that the vessel to be acquired by the Federal Police is fit to fulfill its duties, having been designed and built in accordance with “quality standards” described in international conventions recognized by the International Maritime Organization – IMO.

44. Furthermore, the “classification” of a vessel issued by a “classification society” proves that it meets the requirements for continuous and intensive operation in coast guard, patrol, and interception missions, maintaining high speeds even under severe weather conditions—since all phases of the vessel’s construction were supervised by a highly specialized technical team.

45. Thus, the winner of the tender must submit a class certificate issued by a classification society (duly recognized by the Brazilian Maritime Authority—AMB, as well

a member of the *International Association of Classification Societies*—IACS) attesting to the classification (or equivalent classification).

46. As a patrol boat designed and built in accordance with the HSLC (High Speed Light Craft) Rules of DNV (Det Norsk Veritas), it would be heavier than a vessel designed and built in accordance with the requirements of the ABS HSNC, while meeting the other technical and evaluation criteria required by both classification societies.

CONTRACTING TEAM

47. All electronic signatures follow Brasília time and are based on §3 of Art. 4 of Decree No. 10,543, dated November 13, 2020.

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TEMPLATE FOR PRICE REGISTRATION MINUTES
Law No. 14,133, of April 1, 2021



PUBLIC AGENCY OR ENTITY

Administrative Proceeding No. **08211.000263/2025-10**

Price Registration Minutes No. **XX/2026**

THE **GENERAL ADMINISTRATION COORDINATION OFFICE** [public agency or entity responsible for managing the price registration record], headquartered at [address], in the city of [city]/[state], registered with the CNPJ under No. [CNPJ], hereby represented by [title and name], appointed by Ordinance No. **XX**, dated [day] of [month] [year], published in the Official Gazette on [day] of [month] [year], holder of Employee ID No. [ID No.], considering the award of the [auction-style bidding, in electronic form] OR [direct contracting procedure], for PRICE REGISTRATION No. /202..., published on of /.... /202..., administrative proceeding No. xxxxx.xxxxxx/xxxx-xx,

RESOLVES to record the prices of the company(ies) listed and qualified in these Minutes, in accordance with the ranking achieved by such company(ies) and the quantities quoted, in compliance with the conditions set forth in the [Bidding Notice] OR [Direct Contracting Notice], with the parties subject to the provisions of Law No. 14,133, of April 1, 2021, and Decree No. 11,462, of March 31, 2023, and in accordance with the following provisions:

1. SUBJECT MATTER

1.1. The purpose of these Minutes is to record prices for the potential procurement of **PATROL AND INTERCEPTION BOATS (LPI)**, specified in item(s) **XX** of the Terms of Reference, Annex **XX** of the [bid notice] OR [direct contracting notice]-No. xxxx/xxxx, which is an integral part of these Minutes, as well as the bids whose prices have been recorded, regardless of transcription.

2. PRICES, SPECIFICATIONS, AND QUANTITIES

2.1. The recorded price, the specifications of the subject matter, the minimum and maximum quantities for each item, the supplier(s), and the other conditions offered in the bid(s) are as follows:

TR Item	Supplier [company name, CNPJ/MF, address, contacts, representative]							
X	Specification	Brand (if required in the notice)	Model (if required in the notice)	Unit	Maximum Quantity	Minimum Quantity	Unit Price	Warranty or Shelf Life
1	PATROL BOAT AND INTERCEPTION							

2.2. The list of the reserve registry pertaining to this price record is attached to these Minutes.

3. MANAGING AGENCY(IES) AND PARTICIPANT(S)

3.1. The managing agency shall be **DLOG PF** *[public agency or entity that will manage the price registration minutes]*.

3.2. *Apart from the administrator, no other public agencies or entities are involved in the price registration process.*

OR

~~3.3. —In addition to the administrator, the following public agencies and entities participate in price registration:~~

<i>Item No.</i>	<i>Participating Agencies</i>	<i>Unit</i>	<i>Quantity</i>

4. ACCEPTANCE OF THE PRICE REGISTRATION MINUTES *(mandatory item)*

~~4.1. Adherence to the price registration minutes resulting from this bidding process or this direct contracting will not be permitted, as justified in the preliminary technical studies.~~

OR

4.2. *During the term of the minutes, agencies affiliated with the Ministry of Justice and Public Security and public security agencies that did not participate in the IRP procedure may adhere to the price registration minutes as non-participants, subject to the following requirements:*

4.2.1. *submission of a justification for the benefits of joining, including in situations of likely shortages or discontinuation of public services;*

4.2.2. *demonstration that the recorded amounts are consistent with market rates pursuant to Article 23 of Law No. 14,133 of 2021; and*

4.2.3. *prior consultation with and acceptance by the managing agency or entity and the supplier.*

4.3. *Authorization by the managing agency or entity will only be granted after the supplier has accepted the application.*

4.3.1. *The managing agency or entity may reject applications if they could harm the performance of its own contracts or its management capacity.*

4.4. *Following authorization by the managing agency or entity, the non-participating agency or entity must carry out the requested procurement or contracting within ninety days, subject to the term of validity of the minutes.*

4.5. *The deadline referred to in the preceding subitem, regarding the execution of the contract, may be extended on an exceptional basis, upon request by the non-participating agency or entity accepted by the managing agency or entity, provided that the time limit for the validity of the price registration record is respected.*

4.6. *The agency or entity may adhere to an item in the price registration minutes of which it is a member, in the capacity of a non-participant, for those items for which it has no registered quantity, subject to the requirements of item 4.1.*

Limits on Additional Purchases

4.7. *Additional purchases or contracts may not exceed, per agency or entity, fifty percent of the quantities of the items in the call for bids recorded in the price registration minutes for the manager and for the participants.*

4.8. The total quantity resulting from the adhesions may not exceed, in total, twice the quantity of each item recorded in the price registration minutes for the administrator and the participants, regardless of the number of non-participating agencies or entities that adhere to the price registration minutes.

4.9. For emergency purchases of medicines and medical and hospital supplies by federal, state, district, and municipal government agencies and entities, adherence to the price registration protocol managed by the Ministry of Health shall not be subject to the limit set forth in item 4.7.

4.10. Adherence to the price registration protocol by state, district, and municipal public administration agencies and entities may be required for the purposes of voluntary transfers, and shall not be subject to the limit referred to in item 4.7, provided that it is intended for the decentralized implementation of a federal program or project and the compatibility of the registered prices with market rates is proven in accordance with Article 23 of Law No. 14,133 of 2021.

Prohibition on Increasing Quantities

4.11. It is prohibited to increase the quantities set forth in the price registration minutes.

5. VALIDITY, FORMALIZATION OF THE PRICE REGISTRATION MINUTES, AND RESERVE REGISTRATION

5.1. The Price Registration Record shall be valid for one (1) year, effective from the first business day following the date of publication on the PNCP, and may be extended for an equal period with the supplier's consent, provided that the advantageous price is verified.

5.1.1. In the event of an extension of the minutes, the quantity originally registered ~~[may]~~ ~~OR~~ ~~[may not]~~ be renewed.

5.1.2. The contract resulting from the price registration record shall have its term established in the contractual instrument itself and shall take into account, at the time of contracting and for each fiscal year, the availability of budgetary appropriations, as well as the forecast in the multi-year plan, when it extends beyond one (1) fiscal year.

5.1.3. Upon formalization of the contract or substitute instrument, the availability of the respective budgetary appropriations must be indicated.

5.2. Contracts with suppliers registered in the minutes shall be formalized by the interested agency or entity through a contractual instrument, issuance of a commitment note, purchase authorization, or other appropriate instrument, in accordance with Article 95 of Law No. 14,133 of 2021.

5.2.1. The contractual instrument referred to in item 5.2 must be signed within the validity period of the price registration minutes.

5.3. Contracts resulting from the price registration system may be amended, in accordance with Article 124 of Law No. 14,133 of 2021.

5.4. After the approval of the bidding process or direct contracting, the following conditions must be met to formalize the price registration minutes:

5.4.1. The minutes shall record the prices and quantities of the successful bidder, noting whether the bidder offered a proposal for a quantity less than the maximum specified in ~~the [bid notice]~~ ~~OR~~ ~~[direct contracting notice]~~ and agreed to be bound by its limits;

5.4.2. The minutes shall include, as an annex, a list of bidders or suppliers who:

5.4.2.1. Agree to quote the goods, works, or services at prices equal to those of the successful bidder, subject to the classification of the bid; and

5.4.2.2. Maintain their original bid.

5.4.3. In all contracts and agreements, the ranking order of bidders or registered suppliers as recorded in the minutes shall be respected.

5.5. The registration referred to in item 5.4.2 is intended to create a reserve list in the event that the signatory of the minutes is unable to fulfill the contract.

5.6. For the purposes of the ranking order, bidders or suppliers who agree to reduce their bids to the successful bidder's price shall take precedence over those who maintain their original bid.

5.7. The qualification of bidders who will comprise the reserve list referred to in item 5.4.2.2 will only be carried out when there is a need to contract the remaining bidders, in the following cases :

5.7.1. When the winning bidder fails to sign the price registration record within the timeframe and under the conditions established in *the [bid notice] OR ~~[direct contracting notice]~~*; and

5.7.2. When the bidder's registration or the price registration is canceled under the circumstances provided for in item 9.

5.8. The registered price, indicating the bidders and suppliers, will be published on the PNCP and will remain available for the duration of the price registration record.

5.9. Following the approval of the bid or direct award, the highest-ranked bidder or the supplier, in the case of a direct award, shall be summoned to sign the price registration record, within the timeframe and under the conditions established in the bidding notice or direct contracting notice, under penalty of forfeiting the right, without prejudice to the penalties provided for in Law No. 14,133 of 2021.

5.9.1. The deadline for the summons may be extended once, for an equal period, upon request by the summoned bidder or supplier, provided that the request is submitted within the deadline, is duly justified, and the justification is accepted by the Administration.

5.10. The price registration minutes shall be signed via digital signature and made available in the Price Registration System.

5.11. If the selected bidder fails to sign the price registration minutes within the deadline and under the conditions established in the notice of invitation to bid or the notice of award, in accordance with item 5.7 and its subitems, the Administration may call upon the remaining bidders from the reserve list, in order of ranking, to do so within the same deadline and under the conditions proposed by the first-ranked bidder.

5.12. In the event that none of the bidders referred to in Section 5.4.2.1 accepts the contract under the terms of the preceding section, the Administration, subject to the estimated amount and any adjustments thereto in accordance with *the [bid notice] OR ~~[direct award notice]~~*, may:

5.12.1. Invite the remaining bidders or suppliers whose prices were recorded without reduction to negotiate, in accordance with the ranking order, with a view to obtaining a better price, even if higher than the successful bidder's price; or

5.12.2. Award and execute the contract under the conditions offered by the remaining bidders or suppliers, in accordance with the ranking order, when negotiations for better terms fail.

5.13. The existence of registered prices shall imply a commitment to supply under the established conditions, but shall not oblige the Administration to contract, and it shall be permitted to conduct a specific bidding process for the intended acquisition, provided that it is duly justified.

6. CHANGES OR UPDATES TO REGISTERED PRICES

6.1. Registered prices may be changed or updated as a result of a reduction in market prices or a circumstance that increases the cost of the registered goods, works, or services, in the following situations:

6.1.1. In the event of force majeure, unforeseeable circumstances, or acts of God, or as a result of unforeseeable or foreseeable events with incalculable consequences that render the execution of the contract as agreed unfeasible, pursuant to subparagraph “d” of item II of the main provision of Article 124 of Law No. 14,133 of 2021;

6.1.2. In the event of the creation, modification, or elimination of any taxes or legal charges, or the enactment of legal provisions that demonstrably affect the registered prices;

6.1.3. In the event that the public notice or direct contracting notice includes a clause for adjustment or renegotiation of the registered prices, pursuant to Law No. 14,133 of 2021.

6.1.3.1. In the case of an adjustment, the annual period and the index specified for the contract must be respected;

6.1.3.2. In the case of renegotiation, this may be at the request of the interested party, in accordance with the criteria defined for the contract.

7. NEGOTIATION OF REGISTERED PRICES

7.1. In the event that the registered price becomes higher than the market price due to unforeseen circumstances, the managing agency or entity shall summon the supplier to negotiate a reduction in the registered price.

7.1.1. If the supplier refuses to reduce its price to market rates, it will be released from the commitment made regarding the registered item, without the application of administrative penalties.

7.1.2. In the event described in the preceding paragraph, the manager shall summon the suppliers from the reserve list, in order of ranking, to verify whether they agree to reduce their prices to market levels and shall not summon bidders or suppliers whose registration has been canceled.

7.1.3. If negotiations are unsuccessful, the managing agency or entity shall cancel the price registration record and take the necessary measures to secure a more advantageous contract.

7.1.4. In the event of a reduction in the registered price, the manager shall notify the agencies and entities that have entered into contracts based on the price registration agreement so that they may assess the advisability and timeliness of initiating negotiations with a view to amending the contract, in accordance with the provisions of Article 124 of Law No. 14,133 of 2021.

7.2. In the event that the market price becomes higher than the registered price and the supplier is unable to fulfill the obligations established in the minutes, the supplier shall be entitled to request that the administrator amend the registered price, upon proof of a supervening event that allegedly makes it impossible to fulfill the commitment.

7.2.1. In this case, the supplier shall submit, along with the request for amendment, supporting documentation or a cost spreadsheet demonstrating the unfeasibility of the registered price in relation to the conditions initially agreed upon.

7.2.2. If no supervening circumstance is proven to render the registered price unfeasible, the request will be denied by the managing agency or entity, and the supplier must comply with the obligations set forth in the minutes, under penalty of cancellation of its registration, in

terms of item 9.1, without prejudice to the penalties provided for in Law No. 14,133 of 2021 and applicable legislation.

7.2.3. In the event of cancellation of a supplier's registration, pursuant to the preceding section, the managing entity shall contact the suppliers on the reserve list, in order of ranking, to verify whether they agree to maintain their registered prices, subject to the provisions of section 5.7.

7.2.4. If negotiations are unsuccessful, the managing agency or entity shall cancel the price registration record, in accordance with item 9.4, and shall take the appropriate measures to secure the most advantageous contract.

7.2.5. In the event that an increase in the market price is proven to render the registered price unfeasible, as provided for in item 7.2 and item 7.2.1, the managing agency or entity shall update the registered price in accordance with the actual market rates.

7.2.6. The managing agency or entity shall notify the agencies and entities that have entered into contracts arising from the price registration minutes of the effective change in the registered price, so that they may assess the need for a contractual amendment, in accordance with the provisions of Article 124 of Law No. 14,133 of 2021.

8. REALLOCATION OF QUANTITIES REGISTERED IN THE PRICE REGISTRATION MINUTES

8.1. The quantities specified for items with prices recorded in the price registration minutes may be reallocated by the managing agency or entity among agencies or entities that are and are not participating in the price registration.

8.2. Such reallocation may only be made:

8.2.1. From a participating agency or entity to a participating agency or entity; or

8.2.2. From a participating agency or entity to a non-participating agency or entity.

8.3. The managing agency or entity that has estimated the quantities it intends to procure shall be considered a participant for the purposes of such reallocation.

8.4. In the event of a reallocation from a participating agency or entity to a non-participating agency or entity, the limits set forth in Article 32 of Decree No. 11,462 of 2023 shall be observed.

8.5. It shall be incumbent upon the managing agency or entity to authorize the requested reallocation, with a reduction in the quantity initially reported by the participating agency or entity, provided there is prior consent from the agency or entity whose reported quantities are being reduced.

8.6. If the reallocation is made between agencies or entities of different states, the Federal District, or municipalities, the supplier benefiting from the price registration record shall, subject to the conditions established therein, decide whether or not to accept the supply resulting from the reallocation of the items.

8.7. In the case of centralized procurement, if the managing agency or entity does not specify the quantities allocated to the participants in the centralized procurement, pursuant to Section 8.3, the distribution of quantities for decentralized execution shall be carried out through reallocation.

9. CANCELLATION OF THE REGISTRATION OF THE SUCCESSFUL BIDDER AND THE REGISTERED PRICES

9.1. The supplier's registration shall be canceled by the manager when the supplier:

9.1.1. Fails to comply with the terms of the price registration minutes without just cause;

9.1.2. Fails to obtain the letter of commitment, or equivalent instrument, within the deadline established by the Administration without reasonable justification;

9.1.3. Refuse to maintain its registered price, in the case provided for in Article 27, paragraph 2, of Decree No. 11,462, of 2023; or

9.1.4. To be subject to the penalty provided for in subparagraphs III or IV of the main provision of Article 156 of Law No. 14,133, of 2021.

9.1.4.1. In the event of the application of a sanction provided for in subparagraphs III or IV of the main text of Article 156 of Law No. 14,133, of 2021, if the penalty imposed on the supplier does not exceed the term of validity of the price registration record, the managing agency or entity may, by means of a reasoned decision, decide to maintain the price registration, with contracts derived from the record being prohibited for as long as the effects of the sanction persist.

9.2. The cancellation of registrations in the cases provided for in item 9.1 shall be formalized by order of the managing agency or entity, ensuring the principles of adversarial proceedings and full defense.

9.3. In the event of cancellation of a supplier's registration, the managing agency or entity may summon the bidders on the reserve list, in accordance with the order of classification.

9.4. The cancellation of registered prices may be carried out by the manager, in a specific price registration record, in whole or in part, in the following cases, provided they are duly proven and justified :

9.4.1. For reasons of public interest;

9.4.2. At the supplier's request, due to unforeseeable circumstances or force majeure; or

9.4.3. If negotiations are unsuccessful, in cases where the market price becomes higher or lower than the registered price, pursuant to Articles 26, paragraph 3, and 27, paragraph 4, both of Decree No. 11,462 of 2023.

10. PENALTIES

10.1. Failure to comply with the Price Registration Minutes shall result in the application of the penalties established in the ~~[call for bids] OR [direct contracting notice]~~.

10.1.1. The sanctions also apply to members of the reserve list in the price registry who, when summoned, fail to honor the commitment they made without justification after signing the minutes.

10.2. The manager is responsible for applying penalties resulting from non-compliance with the terms agreed upon in this price registration agreement (Art. 7, XIV, of Decree No. 11,462, of 2023), except in cases where the non-compliance relates to contracts entered into by the participating agency or entity, in which case the respective participating agency shall be responsible for applying the penalty (Art. 8, IX, of Decree No. 11,462, of 2023).

10.3. The participating agency or entity must notify the managing agency of any of the occurrences provided for in item 9.1, given the need to initiate proceedings to cancel the supplier's registration.

11. GENERAL CONDITIONS

11.1. The general conditions for the performance of the contract, such as delivery and receipt deadlines, the obligations of the Administration and the registered supplier, penalties, and other terms of the agreement, are defined in the Terms of Reference, attached to ~~the [call for bids] OR [direct contracting notice]~~.

~~11.2. —In the case of awarding a contract based on a lump-sum price for a group of items, contracting for only a portion of the items in the group will be permitted only if a prior market study has been conducted and the benefits to the agency or entity have been demonstrated.~~

To confirm the validity of the agreement, these minutes were drawn up in (.....) copies of equal content, which, after being read and found to be in order, are signed by the parties, *and a copy is forwarded to the other participating entities (if any).*

Place and date

Signatures

Legal representative of the managing agency and legal representative(s) of the registered supplier(s)

Appendix:

Reserve List

In order of ranking, below is a list of suppliers who agreed to quote prices for the items equal to those of the successful bidder:

Item from the TR	Supplier <i>[business name, CNPJ/MF, address, contacts, representative]</i>							
X	Specification	Brand <i>(if required in the call for bids)</i>	Model <i>(if required in the notice)</i>	Unit	Maximum Quantity	Minimum Quantity	Unit Price	Warranty or Validity Period

In order of ranking, below is a list of suppliers who maintained their original bid:

Item TR	Supplier <i>[company name, CNPJ/MF, address, contacts, representative]</i>							
X	Specification	Brand <i>(if required in the announcement)</i>	Model <i>(if required in the announcement)</i>	Unit	Maximum Quantity	Minimum Quantity	Unit Price	Warranty or Validity Period



FEDERAL PUBLIC SERVICE MJSP -
FEDERAL POLICE
CONTRACTS DIVISION - DICON/CLC/CGAD/DLOG/PF

CONTRACT DRAFT

Case No 08211.000263/2025-10 Contract

XX/20XX-C GAD/DLOG/PF

ADMINISTRATIVE CONTRACT No. XX/20XX, ENTERED INTO BETWEEN THE FEDERAL GOVERNMENT, ON THE ONE HAND, AND
THROUGH AND THE COMPANY

The [Federal Government] OR [Local Government XXXXX] OR [Foundation XXXXXX], through the [contracting entity], with headquarters at [address], in the city of [city]/[state], registered with the CNPJ under No.º [CNPJ], hereby represented by [title and name], appointed by Ordinance No. XX, dated [day] of [month] of [year], published in the Official Gazette on [day] of [month] of [year], holder of Employee ID No. [n registration], hereinafter referred to as the CONTRACTING PARTY, and the [CONTRACTOR], registered with the CNPJ/MF under No.º [CNPJ], headquartered at [address], in the city of [city]/[State], hereinafter referred to as the CONTRACTED PARTY, hereby represented by [name and position at the CONTRACTED PARTY], pursuant to [company's articles of incorporation] OR [power of attorney on file], in view of the contents of Case No. 08211.000263/2025-10 and in compliance with the provisions of Law No 14,133, of April 1, 2021, and other applicable legislation applicable, hereby agree to enter into this Contract, arising Electronic Auction No XX/XXXX, subject to the terms and conditions set forth below.

1. ARTICLE ONE — PURPOSE

1.1. The purpose of this instrument is the acquisition of 21 (twenty-one) PATROL AND INTERCEPTION BOATS (LPI), in accordance with the conditions, quantities, and requirements established in the Terms of Reference.

1.2. Subject matter of the contract:

ITEM	SPECIFICATION	CATMAT	UNIT OF MEASUREME NT	QUANTITY	PRICE UNIT	TOTAL TOTAL
1	PATROL AND INTERCEPTION	48011	Unit	21		

1.3. The following documents are binding for this contract, regardless of whether they are transcribed:

1.3.1. The Terms of Reference;

1.3.2. The Bid Notice;

1.3.3. The CONTRACTOR's Proposal;

1.3.4. Any attachments to the aforementioned documents.

2. ARTICLE TWO — TERM AND EXTENSION

2.1. The term of this contract shall be two (2) years and seven (7) months, effective from the date of its execution, in accordance with Article 105 of Law No. 14,133 of 2021.

2.2. The term of validity shall be automatically extended, regardless of any amendment, if the subject matter is not completed within the period set forth above, subject to **the applicable measures in the event of fault** on the part of **the contractor, as provided for in this instrument**.

3. THIRD THIRD — TEMPLATES OF PERFORMANCE AND (ART. 92, IV, VII, AND XVIII)

3.1. The contract performance regime, management and execution models, as well as the deadlines and conditions for completion, delivery, inspection, and acceptance of the subject matter are set forth in the Terms of Reference, attached to this Contract.

4. ARTICLE FOUR — SUBCONTRACTING

4.1. The rules regarding subcontracting of the subject matter are those set forth in the Terms of Reference attached to this Contract.

5. CLAUSE FIVE — PRICE (ART. 92, V)

5.1. The total total of the contract is is R\$......
(.....).

5.2. The above amount includes all direct and indirect ordinary expenses arising from the performance of the contract, including applicable taxes and/or levies, social security, labor, pension, tax, and commercial charges, an administration fee, freight, insurance, and other expenses necessary for the full performance of the contract.

5.3. The amount above is merely an estimate, so that payments due to the CONTRACTOR will depend on the quantities actually supplied.

6. SECTION SIX - PAYMENT (ART. 92, V AND VI)

6.1. The payment terms for the contractor and other related conditions are set forth in the Terms of Reference, attached to this Contract.

7. CLAUSE SEVEN - ADJUSTMENT (ART. 92, V)

7.1. The rules regarding the adjustment of the contract amount are those defined in the Terms of Reference, attached to this Contract.

8. CLAUSE EIGHT - OBLIGATIONS OF THE CONTRACTOR (ART. 92, X, XI, AND XIV)

8.1. The CONTRACTING PARTY is obligated to:

8.1.1. To ensure compliance with all obligations assumed by the CONTRACTOR, in accordance with the contract and its annexes;

8.1.2. To receive the subject matter within the timeframe and under the conditions established in the Terms of Reference;

8.1.3. Notify the CONTRACTOR, in writing, of any defects, flaws, inaccuracies, imperfections, failures, or irregularities found in the performance of the contractual subject matter, setting a deadline for its replacement, repair, or correction, in whole or in part, at the CONTRACTOR's expense, ensuring that the solutions proposed by the CONTRACTOR are the most appropriate;

8.1.4. Monitor and supervise the performance of the contract and the CONTRACTOR's compliance with its obligations;

8.1.5. Make payment to the CONTRACTOR for the amount corresponding to the supply of the subject matter, within the timeframe, manner, and conditions established in this Contract and in the Terms of Reference.

8.1.6. Impose on the CONTRACTOR the penalties provided for by law and in this Contract;

8.1.7. Notify the legal representation body of the Office of the Attorney General of the Union to take appropriate measures in the event of the CONTRACTOR's failure to comply with its obligations;

8.1.8. Explicitly issue a decision on all requests and complaints related to the performance of this Contract, except for requests that are manifestly irrelevant, merely dilatory, or of no interest to the proper performance of the agreement.

8.1.8.1. The Administration shall have a period of *up to thirty (30) days*, from the date of filing of the request to make a decision, subject to a justified extension for an equal period.

8.1.9. Respond to any requests for the restoration of economic and financial balance made by the CONTRACTOR within a maximum period of **60 (sixty)** days;

8.2. The Administration shall not be liable for any commitments entered into by the CONTRACTOR with third parties, even if related to the performance of the contract, nor for any damage caused to third parties as a result of acts by the CONTRACTOR, its employees, agents, or subordinates.

9. CLAUSE NINE - OBLIGATIONS OF THE CONTRACTOR (ART. 92, XIV, XVI, AND XVII)

9.1. The CONTRACTOR must comply with all obligations set forth in this Contract and its annexes, assuming sole responsibility for the risks and expenses arising from the proper and satisfactory performance of the subject matter, and must also comply with the following obligations:

9.2. Comply with the regular directives issued by the contract supervisor, contract manager, or higher authority, and provide any clarification or information requested by them;

9.3. Repair, correct, remove, rebuild, or replace, at its own expense, in whole or in part, within the timeframe set by the contract supervisor, any goods or services found to have defects, flaws, or inaccuracies resulting from the execution of the work or the materials used;

9.4. To be liable for defects and damages arising from the performance of the contract, as well as for any and all damages caused to the Administration or third parties; this liability shall not be limited to the CONTRACTING PARTY's supervision or monitoring of the contract's performance, and the CONTRACTING PARTY shall be authorized to deduct the amount corresponding to the damages suffered from the payments due or from the performance bond, if required;

9.5. When it is not possible to verify compliance in the Supplier Registration System (SICAF), the CONTRACTOR must submit the following documents to the department responsible for contract supervision, along with the invoice for payment purposes:

9.5.1. proof of good standing with Social Security;

9.5.2. a joint certificate regarding federal taxes and the Federal Government's outstanding debt;

9.5.3. certificates proving compliance with the State or District Treasury of the CONTRACTOR's domicile or headquarters;

9.5.4. FGTS Compliance Certificate — CRF; and

9.5.5. Certificate of No Outstanding Labor Debts — CNDT.

9.6. Be responsible for complying with all labor, social security, tax, fiscal, commercial, and other obligations provided for in specific legislation, the non-compliance with which does not transfer liability to the CONTRACTING PARTY and shall not encumber the subject matter of the contract;

9.7. Promptly notify the Contract Supervisor, taking into account the urgency of the situation, of any abnormal occurrence or accident that occurs at the site where the subject matter of the contract is being performed, within 24 (twenty-four) hours;

- 9.8. Suspend, upon the CONTRACTING PARTY's instruction, any activity that is not being performed in accordance with good practice or that endangers the safety of persons or the property of third parties;
- 9.9. Maintain, throughout the term of the contract and in accordance with the obligations assumed, all conditions required for eligibility in the bidding process or for qualification in direct contracting;
- 9.10. Comply, throughout the entire term of the contract, with the quota requirements established by law for persons with disabilities, individuals rehabilitated under the Social Security system, or apprentices, as well as with any other quota requirements provided for by law;
- 9.11. Provide proof of the job quotas referred to in the clause above, within the deadline set by the contract supervisor, indicating the employees who filled those positions;
- 9.12. Maintain confidentiality regarding all information obtained as a result of the performance of the contract;
- 9.13. Bear the burden resulting from any error in the quantification of the quantities in its bid, including variable costs arising from future and uncertain factors, and shall supplement them, if what was initially provided for in its proposal is not sufficient to fulfill the purpose of the contract, except when any of the events listed in Article 124, II, d, of Law No. 14,133 of 2021 occurs;
- 9.14. Comply, in addition to the applicable federal, state, or municipal legal requirements, with the CONTRACTING PARTY's safety standards;
- 9.15. Assign the necessary employees to ensure full compliance with the terms of this contract, with appropriate qualifications and knowledge;
- 9.16. Provide services in accordance with established parameters and procedures;
- 9.17. Provide all required materials, equipment, tools, and supplies in adequate quantity, quality, and technology, in compliance with accepted best practices, standards, and applicable laws;
- 9.18. Conduct the work in strict compliance with the provisions of applicable legislation, adhering to the requirements of government authorities, and maintaining the work site clean and in optimal conditions of safety, hygiene, and discipline;
- 9.19. Submit in advance, in writing, to the CONTRACTING PARTY, for review and approval, any changes to the execution methods that deviate from the specifications of the bill of quantities or similar document;
- 9.20. Comply with occupational safety and health regulations, including those related to workplace safety and health;
- 9.21. Not subject workers to degrading working conditions, exhausting work schedules, debt bondage, or forced labor;
- 9.22. Not to permit the employment of any person under sixteen years of age, except as an apprentice for those over fourteen years of age, in accordance with applicable laws;
- 9.23. Not subjecting minors under eighteen years of age to night work or work in hazardous or unhealthy conditions, or to activities listed in the List of the Worst Forms of Child Labor, approved by Decree No. 6,481 of June 12, 2008;
- 9.24. Receive and appropriately address complaints of discrimination, violence, and harassment in the workplace;
- 9.25. Deliver the product along with the user manual, including a Portuguese-language version, and a list of authorized service centers;
- 9.26. Assume responsibility for defects and damages arising from the item, in accordance with the Consumer Protection Code (Law No. 8,078, of 1990);
- 9.27. Notify the CONTRACTING PARTY, within a maximum of 24 (twenty-four) hours

precedes the delivery date, the reasons preventing compliance with the scheduled deadline, with proper proof;

9.28. Provide guidance and training to its employees regarding the obligations set forth in Law No. 13,709, dated August 14, 2018, and adopt effective measures to protect the personal data to which it has access pursuant to the performance of this contract;

9.29. Bear the costs for trials, tests, approvals, registrations, and other evidence required by official technical standards for the proper performance of the subject matter of the contract;

9.30. To faithfully perform the supply, delivering the contracted goods in accordance with the agreed terms, deadlines, and quantities, as set forth in the Terms of Reference, Request for Proposals, and commercial proposal, without any additional costs to the Contracting Party;

9.31. Accept, under the same contractual conditions, any additions or deletions that may be necessary, up to 25% (twenty-five percent) of the updated initial value of the Contract, in accordance with the first paragraph of Article 125 of Law No. 14133/21;

9.32. Replace, exchange, substitute, collect, and transport to the origin/destination and vice versa, within 60 (sixty) calendar days, at its sole expense, in whole or in part, the equipment found to have been supplied with errors, not meeting the required standards, defective, or incorrect, resulting from the supply provided, including issues arising from its contracted third parties, effective from the receipt of the notice issued by the Contracting Party's competent department;

9.33. Provide the items duly certified by the regulatory agency for controlled products, in cases where such certification is required, in accordance with the provisions of Law No. 10,826/03 and Decree No. 10,030/2019. Select, hire, and pay the fees of the Customs Clearance Agent (broker), who will assist the Contractor's Receiving Committee with customs clearance, in the case of a foreign company or entity that does not operate in Brazil, if necessary, at the expense, risk, and responsibility of the company representing the foreign bidder(s) in Brazil;

9.34. To provide all necessary assistance to the Customs Broker, duly accredited with the Foreign Trade System (SISCOMEX), for the effective customs clearance with customs authorities and other government agencies that may be involved in the process of regularizing the entry of the subject matter of this bid into the country; the responsibility for the selection, hiring, and payment of fees for the Customs Brokerage Firm ("Broker") shall be exclusively at the expense, risk, and responsibility of the CONTRACTED company,

9.35. Be responsible for the expenses related to taxes, labor, social security, and tax charges, commercial fees, freight, insurance, personnel travel, provision of guarantees, and any other expenses that apply or may apply to the performance of the contract.

9.36. Pay all fees related to import costs, such as insurance, freight, and transportation of goods, as established in the INCOTERMS, using the DPU term;

9.37. The contractor shall bear the costs of international transport insurance, international freight, customs clearance, and other applicable costs, taxes, and tariffs, in accordance with the International Commercial Terms (INCOTERMS 2020) under the DPU (Delivered At Place Unloaded) term, as well as costs related to storage, handling, and transportation/freight to the delivery location.

9.38. Deliver the goods to the destination city as per Annex 4 of the Terms of Reference, to the addresses indicated in the supply order issued by the contracting party, under its full responsibility, on a business day, at a previously established time.

9.39. At the time of signing the contract, provide a detailed price list for all equipment parts and accessories, technical support services, and any other items deemed relevant.

9.40. Provide manuals in Portuguese, accessories, certificates, instruments, and tools that must accompany each item.

9.41. Use only original parts, materials, and accessories; under no

under any circumstances use items from the parallel market or of other origin without the express prior authorization of the Contracting Party;

9.42. Provide the Contracting Party with all technical documentation and technical drawings of the subject matter necessary for the proper administration and/or monitoring of the Contract.

9.43. Notify the Contracting Party of any changes to the manuals, technical characteristics of the product (parts, durability, conditions of use, potential for failure, etc.), or other changes that affect the use, maintenance, or safety of the product and/or its users.

9.44. If the goods fall under the provisions of Article 20 of Law No. 12,305 of 2010—National Solid Waste Policy—the CONTRACTOR must prepare a solid waste management plan, subject to approval by the competent authority.

10. CLAUSE TEN — OBLIGATIONS RELATED TO THE LGPD

10.1. The parties must comply with Law No. 13,709 of 2018 (LGPD) with respect to all personal data to which they have access as a result of the bidding process or any administrative contract that may be entered into, effective from the submission of the proposal in the contracting procedure, regardless of any declaration or express acceptance.

10.2. The data obtained may only be used for the purposes that justified its access and in accordance with good faith and the principles of Article 6 of the LGPD.

10.3. Sharing the data obtained with third parties is prohibited except in cases permitted by law.

10.4. The Administration must be informed within five (5) business days of all subcontracts signed or to be entered into by the CONTRACTOR.

10.5. Once data processing has been completed in accordance with Article 15 of the LGPD, the CONTRACTOR is required to delete such data, except in the cases provided for in Article 16 of the LGPD, including those in which documentation must be retained to demonstrate compliance with legal or contractual obligations, and only for as long as such obligations remain in effect.

10.6. It is the CONTRACTOR's duty to instruct and train its employees on the duties, requirements, and responsibilities arising from the LGPD.

10.7. The CONTRACTOR shall require SUBCONTRACTORS and SUBCONTRACTORS to compliance with the duties set forth in this clause, remaining fully responsible for ensuring such compliance.

10.8. The CONTRACTING PARTY may take steps to verify compliance with this clause, and the CONTRACTOR must promptly respond to any requests for proof that are made.

10.9. The CONTRACTOR shall provide, within the timeframe set by the CONTRACTING PARTY (which may be extended for justified reasons), any information regarding personal data to comply with the LGPD, including information regarding any disposal that may have taken place.

10.10. Databases created from administrative contracts, particularly those intended to store personal data, must be maintained in a controlled virtual environment, with a traceable individual record of processing activities (LGPD, Art. 37), including each access, date, time, and purpose, for the purpose of accountability in the event of any omissions, deviations, or abuses.

10.10.1. Such databases must be developed in an interoperable format to ensure the reuse of this data by the Administration in the circumstances provided for in the LGPD.

10.11. The contract is subject to amendment with respect to procedures related to the processing of personal data, when so directed by the competent authority, in particular the ANPD, through technical opinions or recommendations issued in accordance with the LGPD.

10.12. The contracts and agreements referred to in § 1 of Article 26 of the LGPD must be reported to the national authority.

11. CLAUSE ELEVEN — PERFORMANCE GUARANTEE

11.1. There shall be no requirement for a contractual performance guarantee.

12. CLAUSE TWELFT — VIOLATIONS A ADMINISTRATIVE

12.1. The rules regarding violations and administrative sanctions related to the performance of the contract are those defined in the Terms of Reference, attached to this Contract.

13. CLAUSE THIRTEEN — TERMINATION OF THE CONTRACT

13.1. The contract shall terminate upon the fulfillment of the obligations of both parties, even if this occurs prior to the stipulated term.

13.2. If the obligations are not fulfilled within the stipulated timeframe, the term of the contract shall be extended until the work is completed, in which case the Administration shall adjust the schedule set forth in the contract.

13.2.1. When the failure to complete the contract referred to in the preceding paragraph is due to the contractor's fault:

- a) the contractor shall be deemed to be in default, and the applicable administrative sanctions shall be imposed; and
- b) the Administration may choose to terminate the contract and, in such case, shall adopt the measures permitted by law to ensure the continued performance of the contract.

13.3. The contract may be terminated before the obligations set forth therein have been fulfilled, or before the term specified therein has expired, for any of the reasons provided for in Article 137 of Law No. 14,133/21, as well as by mutual agreement, provided that the parties are afforded the right to be heard and a full defense.

13.3.1. In this case, Articles 138 and 139 of the same Law also apply.

13.3.2. A corporate restructuring or a change in the company's purpose or structure shall not give rise to termination unless it restricts its ability to fulfill the contract.

13.3.2.1. If the transaction involves a change in the contracting legal entity, an amendment must be formalized to reflect the change in the contracting party.

13.4. The termination notice shall, whenever possible, be preceded by:

- 13.4.1. A summary of contractual obligations that have been fulfilled or partially fulfilled;
- 13.4.2. A list of payments already made and those still due;
- 13.4.3. Compensation and penalties.

13.5. Termination of the contract does not preclude recognition of economic and financial imbalance, in which case compensation shall be granted through a compensation agreement (Art. 131, caput, of Law No. 14,133, of 2021).

13.6. The contract may be terminated if it is found that the contractor has a technical, commercial, economic, financial, labor, or civil relationship with an officer of the contracting agency or entity, or with a public official who has performed a role in the bidding process or is involved in the oversight or management of the contract, or who is the spouse, partner, or relative of such an individual—whether by blood, marriage, or affinity—up to the third degree (Art. 14, item IV, of Law No. 14,133, of 2021).

13.7. The CONTRACTING PARTY may also:

13.7.1. in cases where the CONTRACTOR is required to pay a fine, to forfeit the security deposit provided, in accordance with the applicable laws; and

13.7.2. in cases where compensation is required for losses caused to the Administration, pursuant to item IV of Article 139 of Law 14,133 of 2021, withhold any existing credits in favor of the CONTRACTOR arising from the contract.

13.8. The contract may be terminated if it is found that the CONTRACTOR maintains a relationship of

technical, commercial, economic, financial, labor, or civil relationship with an officer of the contracting agency or entity, or with a public official who has performed a role in the bidding process or direct contracting, or who is involved in the supervision or management of the contract, or who is the spouse, partner, or relative of such an individual—whether by blood, marriage, or affinity—up to the third degree.

14. CLAUSE FOURTEEN - AMENDMENTS

14.1. Any contractual amendments shall be governed by the provisions of Articles 124 et seq. of Law No. 14,133 of 2021.

14.2. The CONTRACTOR is obligated to accept, under the same contractual terms, any additions or deletions that may be necessary, up to a limit of 25% (twenty-five percent) of the contract's updated initial value.

14.3. Deletions resulting from an agreement entered into between the contracting parties may exceed the limit of 25% (twenty-five percent) of the updated initial contract value.

14.4. Contract amendments must be made by executing an amendment agreement, subject to prior approval by the CONTRACTING PARTY's legal counsel, except in cases where there is a justified need for the amendments to take effect immediately, in which case the amendment must be formalized within a maximum period of one (1) month.

14.5. Records that do not constitute a contract amendment may be made by simple addendum, without the need to execute an amendment, pursuant to Article 136 of Law No. 14,133 of 2021.

15. CLAUSE FIFTEEN — BUDGET ALLOCATION

15.1. The expenses arising from this contract will be covered by specific funds allocated in the Federal Budget for this fiscal year, under the appropriation detailed below:

I) Management/Unit:

II) Source of Funds:

III) Work Program:

IV) Expenditure Item:

V) Internal Plan: and

VI) Commitment Note:

16. CLAUSE SIXTEEN — OMISSIONS

16.1. Cases not provided for herein shall be decided by the contracting party in accordance with the provisions of Law No. 14,133 of 2021 and other applicable federal regulations and, subsidiarily, in accordance with the provisions of Law No. 8,078 of 1990—the Consumer Protection Code—and general rules and principles of contract law.

17. ARTICLE SEVENTEEN — PUBLICATION

17.1. The CONTRACTING PARTY shall be responsible for publishing this instrument on the National Public Procurement Portal (PNCP), as provided for in Article 94 of Law No. 14,133 of 2021, as well as on its official website, in accordance with Article 91, caput, of Law No. 14,133 of 2021, and Article 8, §2 of Law No. 12,527 of 2011, in conjunction with Article 7, §3, item V, of Decree No. 7,724 of 2012.

18. CLAUSE EIGHTEEN — JURISDICTION

18.1. The Federal Court in Brasília, Federal District Judicial Section, is hereby designated as the venue for resolving any disputes arising from the performance of this Contract that cannot be settled through conciliation, pursuant to Article 92, Paragraph 1, of Law No. 14,133/21.

Brasília/DF, of 20XX

Legal Representative of the CONTRACTING PARTY

Legal Representative of the CONTRACTOR

WITNESSES:

- 1.
- 2.



Document electronically signed by ELISANGELA ALVES FERREIRA, Administrator, on March 30, 2026, at 7:22 p.m., Brasília time, pursuant to Article 6, Paragraph 1, of [Decree No. 8,539, dated October 8, 2015](#).



The authenticity of this document can be verified at
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