



Government of Bermuda

Ministry of Transport

Department of Marine & Ports Services

Addenda
For
Two (2) New 500 Passenger Catamaran Fast Ferries

Procurement No.: MOT-2023-500PAXFERRIESX2

Issued: **July 31, 2023**

Submission Deadline: **September 1, 2023**

Addenda No, **#4**

The following addendum supersedes information contained in the solicitation document issued for this procurement to the extent referenced. This Addendum forms part of the solicitation documents and will be subject to all of the conditions set out in the contract conditions.
Questions and Reponses

Question 1:	Specifications require a service speed of 28kn at 85% MCR. What are the trial dead weight percentages?
Answer 1:	<p>The minimum service speed required is 28kn at 85% MCR or less at 100% DWT</p> <p>Passengers – 80%</p> <p>Fuel – 50%</p> <p>Water – 100%</p> <p>Sewage – 50%</p> <p>Motorbikes – 100% (80kg per unit)</p> <p>Luggage – 75%</p> <p>Tools and bar stores – 50%</p>

Question 2:	Is the use of a transformer allowed to meet the 120/208V 60hz?
Answer 2:	Yes. Isolation step-down transformer to be fitted for shore current as required.

Question 3:	Regarding the landing dock freeboard, is the 2.3m +/- 0.5m concerning the tide difference?
Answer 3:	No. The freeboard difference is our floating docks which remain the same with all tides.

Question 4:	Annex C specification – Will the Department of Marine & Ports Services release this in Microsoft Office format to enable easy completion?
Answer 4:	No. However, responses may be provided on a separate sheet/document with reference to the specific item number and section number within Annex C.

Question 5:	Will the Department of Marine & Ports Services accept LR Class without HSC notation?
Answer 5:	Yes. The HSC notation is exempted from this project

Question 6:	Will the Department of Marine & Ports Services accept alternative Flag State rules in lieu of USCG, subject to Bermuda Flag accepting that a Proponent's proposed Flag State rules are equivalent and at a similar level of technical requirement?
Answer 6:	Yes

Question 7:	Does the Department of Marine & Ports Services require the vessels to be delivered in LR Class with LR Class Certification, or will M&P accept a Flag State (e.g. USCG or equivalent) certification that the vessel was designed and built in accordance with LR Class but without Class Certification?
Answer 7:	Yes

Question 8:	Will the Department of Marine & Ports Services accept an IACS Class Society approval for materials including aluminium in lieu of Lloyds Classification?
Answer 8:	No. Unless approved by Lloyd's

Question 9:	Will the Department of Marine & Ports Services accept ABS (American Bureau of Shipping)?
Answer 9:	No. The vessels must be built to Lloyd's class (LR)

Question 10:	What are the maximum inclement weather conditions a ferry will be required to operate between Dockyard and St. George's (i.e. Orange Route)?
Answer 10:	Generally we can tolerate an average of 25kn wind conditions, an estimated 4 foot sea conditions. Vessels should be designed and constructed for these conditions.

Question 11:	What is the desired power source for the optional bow thruster? Electric or Hydraulic?
Answer 11:	Electric is preferred

Question 12:	Is it acceptable to use the second standby generator to power the bow thruster, hence leaving the other generator dedicated to ship service?
Answer 12:	No. Please make recommendation of generator size with two options. One option without electric bow thruster, and second option generators to supply all vessel electrical requirements and bow thruster.

Question 13:	Specify the size and number of commercial grade monitors required
Answer 13:	The yard should make proposal taking into consideration safety, aesthetics, and ability to view for passengers in interior spaces.

Question 14:	Under Annex A – Goods and Services Agreement the “Technology Errors and Omissions for damages arising from the use of software required in order to enable the use of the Goods” on page 25. Would this be what is considered as “Cyber Security Insurance”?
Answer 14:	<p>Firstly, it is important to understand Errors and Omissions (E&O) Insurance as a type of Professional liability insurance that protects companies, their workers, and other professionals (within industries) against claims of inadequate work or negligent actions made by their clients. E & O insurance costs vary based on industry projected risks; thus, it is specific to goods and/or services required.</p> <p>What (general) E & O Covers</p> <p>Broadly speaking, E & O insurance covers:</p> <ul style="list-style-type: none"> • Mistakes, oversights incurred during development • Failure to meet deadlines • Professional negligence (intentional & un-Intentional) • Failure to exercise due care where best practices are industry specific. <p>Technology E & O</p> <p>In Matters as presented, Technology Errors and Omissions (tech E & O) considers possible mistakes from a technical perspective, especially in the digital world and our reliance and dependency on technology. The proponent is really asking to ensure that their (company X) is absolved of negligence by the insertion/ inclusion of this type of coverage.</p> <p>The answer is YES, as a technology service or product is offered. The Proponent will need to be held harmless from any liability that may negatively affect their digital assets and input/outputs of the business unit that relies on or is dependent on those digital assets.</p> <p><i>*Often associated in the cyber protection space where use of vetted and non-vetted software is a liability. i.e., potential harm to persons, digital information and/or infrastructure presents a potential risk.</i></p>

Question 15:	Is a dry docking plan required to be submitted with the proposal?
Answer 15:	No. However, this may be required during negotiation period prior to contract signing.

End of Addenda No, #4 Released July 31st 2023