



Government of Bermuda

Ministry of Tourism, Transport, Culture and Sport

Department of Marine and Ports

Addenda

For

Provision of Harbour Tug Charter Services

Request for Proposals No.: **MAP-TCH-001**

Issued: **Friday September 25, 2026**

Submission Deadline: **Friday October 2, 2026 05:00:00 PM Bermuda local time**

Addenda No, **2**

Addenda Type: Questions and Responses

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 Responses to Questions

Question 1:	Immigration, operating permits and crew requirements Could you please clarify the process and expected timeframe for obtaining the necessary temporary work permissions, vessel operating/coastal permissions and other local authorisations for a foreign-flagged tug and its crew following contract award? Our proposed vessel would mobilise from Mexico, so we would also appreciate confirmation of: • whether the crew may remain living onboard throughout the charter and standby periods; • whether valid Mexican SICT Seafarer Medical Certificates and Seafarer Identity Documents would be accepted; • whether any additional Bermuda-specific medical examinations, drug/alcohol testing or vaccination requirements would apply.
Answer 1:	The Department of Marine & Ports Services will assist the successful Proponent with obtaining the required local operating permits, immigration permissions and other necessary authorisations for the vessel and crew to operate in Bermuda for the charter period. The vessel's crew will be permitted to remain accommodated onboard the chartered tug throughout the charter and standby periods, subject to compliance with applicable requirements. As part of the Proposal, the Proponent shall submit all relevant vessel and crew documentation, including Certificates of Competency, STCW certificates, medical certificates, Seafarer Identity Documents and other applicable certifications. The documentation submitted will be reviewed by the Bermuda Flag State Administration to determine its acceptability and whether any additional Bermuda-specific requirements must be satisfied. Accordingly, Proponents should submit copies of the applicable Mexican SICT Seafarer Medical Certificates and Seafarer Identity Documents with their Proposal for review. Any additional medical, drug/alcohol testing, vaccination or certification requirements identified during that review will be communicated to the successful Proponent.

Question 2:	2.Port agency and local support Will the Government nominate or provide a local port agent to coordinate vessel clearance, customs, immigration, husbandry and other local requirements, or should the successful Proponent appoint its own agent? If the latter, would the Government be able to provide details of recognised local agents familiar with this type of operation?
Answer 2:	The Department of Marine & Ports Services will assist the successful Proponent with the local arrangements required for vessel clearance, customs, immigration, port agency and other local requirements associated with the charter. If the Proponent anticipates requiring any additional agency or husbandry services beyond those being coordinated by the Department, these requirements should be clearly identified in the Proposal, together with any associated costs.

Question 3:	3. Berthing and shore services Could you please confirm the arrangements applicable during the charter for: • secure berth/standby location; • shore power, where available; • fresh water; • waste reception and disposal, including domestic waste, bilge/oily water and slops.
Answer 3:	The successful Proponent will be provided with the berth normally occupied by the Department's Government-owned tug that will be away for dry docking. Shore power is available at this berth. The Proponent shall identify the vessel's shore-power requirements and connection specifications in its Proposal so that compatibility with the available shore supply can be confirmed. The Department of Marine & Ports Services will provide access to fresh water and normal garbage disposal facilities. Waste reception and disposal requirements, including bilge/oily water and slops, will be coordinated with the Department's shoreside team. The Proponent shall identify its anticipated requirements in its Proposal to allow the necessary arrangements to be made.

Question 4:	4. Bunkers, lubricants, provisions and other operational costs For pricing purposes, could you please clarify which party is expected to bear the cost of: • bunkers consumed during mobilisation, the operational charter period and demobilisation; • lubricants and technical consumables; • crew provisions and potable water; • port dues, pilotage, berthing and other local marine charges; • local agency/husbandry expenses. This clarification is important so that we can ensure that our Pricing Schedule is prepared on the correct and fully transparent basis.
Answer 4:	For pricing purposes, responsibilities will be allocated as follows: • Mobilisation and demobilisation: The Proponent is responsible for all costs associated with delivering the tug to Bermuda and returning/repositioning the vessel following completion of the charter. • Bunkers during the operational charter period: Fuel required for operation of the tug during the agreed charter period in Bermuda will be supplied by the Department of Marine & Ports Services. • Lubricants and technical consumables: The responsibility and cost of the Proponent. • Crew provisions: The responsibility and cost of the Proponent. • Potable water: Supplied by the Department of Marine & Ports Services during the charter period. • Port dues and pilotage: No separate charge to the Proponent for the services arranged by the Department in connection with this charter. • Local agency services: The Department of Marine & Ports Services will coordinate the required local agency services associated with the charter. • Additional husbandry: Any additional husbandry or other services specifically required by the Proponent beyond those being provided or arranged by the Department shall be identified in the Proposal, together with any associated costs. Proponents should prepare their Pricing Schedule on this basis and clearly identify any additional assumptions, exclusions or services required.

Question 5:	5. Mobilisation, demobilisation and payment structure As the proposed tug would mobilise internationally to Bermuda, could you please clarify the intended payment mechanism for the fixed mobilisation and demobilisation costs.
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	Would the Government also consider a technical inspection or approval of the proposed tug prior to its departure for Bermuda, followed by the normal on-hire survey upon arrival? Additionally, please clarify whether any Bermuda withholding tax, foreign service provider tax, cabotage fee or similar local charge would be applicable to payments made under the contract.
Answer 5:	Mobilisation and demobilisation shall be separately priced as lump-sum items in the Pricing Schedule. Payment will be made in accordance with the resulting Agreement and applicable Government of Bermuda payment procedures. The Government Service Agreement provides for payment of undisputed invoices thirty (30) days in arrears, subject to proper invoicing and supporting documentation. The Department of Marine & Ports Services reserves the right to review vessel documentation and technical information prior to mobilisation. However, the formal vessel acceptance process identified in the RFP is to occur prior to the tug entering operational service in Bermuda. The Department may, where considered necessary and practicable, arrange additional pre-mobilisation verification or inspection; any such arrangement would be coordinated with the successful Proponent.
Question 6:	6. Firm charter period and extensions We understand from Addendum No. 1 that the anticipated operational charter period is approximately 14 calendar days. Could you please confirm that this will be treated as a continuous calendar-day period, including weekends and public holidays, and advise how any extension beyond the initial period would be activated and priced?
Answer 6:	Confirmed. The anticipated operational charter period of approximately fourteen (14) calendar days is a continuous calendar-day period, including weekends and public holidays. The tug is required to remain available twenty-four (24) hours per day, seven (7) days per week during the charter period, subject to the terms of the resulting Agreement. Where the Department of Marine & Ports Services requires an extension beyond the agreed charter period, the extension will be activated by written authorization. The applicable extension rate shall be the daily extension rate submitted by the Proponent in the Pricing Schedule, subject to the final agreed contractual terms.
Question 7:	7. Liability, insurance and off-hire provisions Given the marine nature of the services, could you please clarify whether the final Agreement will incorporate marine-standard liability principles, including an appropriate knock-for-knock allocation of risk between the parties.

	We would also appreciate clarification regarding: • the circumstances in which the vessel would be considered off-hire; • treatment of delays resulting from weather, port congestion, Government instructions or other circumstances outside the Proponent's control; • application of liquidated damages to marine operational delays; • the intended requirement for Professional Liability Insurance in addition to the vessel's standard H&M and P&I cover.
Answer 7:	The final Agreement will address the applicable allocation of liability, indemnification, insurance, vessel availability, non-performance and other contractual risk matters. Proponents are also required to submit their proposed standard Tug Charter Agreement, Marine Services Agreement or equivalent contractual terms as part of their Proposal. Those terms will be reviewed and, where necessary, negotiated prior to execution of the Agreement. The RFP has not prescribed a specific knock-for-knock liability regime. Proponents may identify their proposed marine-standard risk allocation within their proposed contractual terms for consideration during contract negotiations. The tug is required to remain fully operational and available throughout the charter period. Any period during which the tug is unable to provide the required Services due to vessel breakdown, defect, maintenance or other circumstances attributable to the Proponent will be addressed in accordance with the final Agreement. Weather, port congestion, instructions from the Department of Marine & Ports Services, and circumstances beyond the Proponent's reasonable control will be considered in accordance with the applicable provisions of the final Agreement and the circumstances of the event.
Question 8:	8. Vessel service speed The technical requirements refer to a minimum service speed of 12 knots. Could you please confirm that this refers to the tug's free-sailing/service speed and not to its speed while actively engaged in towing, escort or push/pull operations, where the safe operating speed would naturally depend on the operation, tow condition, weather and Master's assessment?
Answer 8:	The stated 12-knot service speed is provided as a reference to the characteristics of the Department's existing tug and is not intended to prescribe a minimum operating speed while engaged in towing, escort or push/pull operations. The Department of Marine & Ports Services is seeking a tug with operational characteristics comparable to its existing ASD tug. The primary considerations are the required certified

	bollard pull of 60 tonnes ahead or greater, manoeuvrability, propulsion arrangement, towing capability and overall suitability for harbour towage operations in Bermuda. An identical vessel, make, model, dimensions or propulsion configuration to the Department's existing tug is not required.
Question 9:	9. Crew changes in case of extension Should the Government extend the charter sufficiently to require a crew change, could you please clarify how immigration support, local agency arrangements and associated crew-change logistics would be handled? We appreciate that some of these matters may ultimately be addressed during contractual finalisation; however, clarification at this stage would assist us considerably in preparing an accurate and commercially compliant proposal.
Answer 9:	Should an extension of the charter period require a crew change, the Department of Marine & Ports Services will assist the successful Proponent with the necessary Bermuda immigration arrangements and local coordination required to facilitate the crew change. The Proponent will remain responsible for providing appropriately qualified replacement crew and for providing all required crew documentation in sufficient time to allow the necessary reviews and approvals to be completed. The Department of Marine & Ports Services and the successful Proponent will coordinate any required local agency arrangements and crew-change logistics. Any special requirements or additional services required by the Proponent should be communicated to the Department as early as reasonably practicable.

End of Addenda No, 2