



GOVERNMENT OF BERMUDA
Ministry of Public Works and Environment

May 29, 2026

Dear Proponents,

Ref: 44-28-75-04-N Swing Bridge Replacement

This Addendum #7 contains (12) pages including this front page. The following addendum supersedes information contained in the RFP to the extent referenced. This addendum forms part of the RFP documents and will be subject to all of the conditions set out in the contract.

PART 1 – Questions and Responses

	Question	Response																
1.0	Could you please confirm the weights for each of the spans?	<p>As requested for the purpose of initial logistics information only, the estimated span weights of the steelwork only can be taken as follows:</p> <table border="1" data-bbox="1066 776 1524 1187"> <thead> <tr> <th data-bbox="1073 781 1297 829">Span</th> <th data-bbox="1297 781 1518 829">Weight (kg)</th> </tr> </thead> <tbody> <tr> <td data-bbox="1073 829 1297 878">S1 (A1 to P2)</td> <td data-bbox="1297 829 1518 878">45,000kg</td> </tr> <tr> <td data-bbox="1073 878 1297 927">S2 (P2-P3)</td> <td data-bbox="1297 878 1518 927">50,000kg</td> </tr> <tr> <td data-bbox="1073 927 1297 976">S3 (P3-P4)</td> <td data-bbox="1297 927 1518 976">50,000kg</td> </tr> <tr> <td data-bbox="1073 976 1297 1024">S5 (P5-P6)</td> <td data-bbox="1297 976 1518 1024">55,000kg</td> </tr> <tr> <td data-bbox="1073 1024 1297 1073">S6 (P6-P7)</td> <td data-bbox="1297 1024 1518 1073">50,000kg</td> </tr> <tr> <td data-bbox="1073 1073 1297 1122">S7 (P7-A8)</td> <td data-bbox="1297 1073 1518 1122">45,000kg</td> </tr> <tr> <td data-bbox="1073 1122 1297 1170">Lift Span (P4-P5)</td> <td data-bbox="1297 1122 1518 1170">240,000kg</td> </tr> </tbody> </table> <p data-bbox="625 1208 1961 1256">It will be for the individual contractors to verify these and undertake detailed take-off of quantities and weights of elements once the full Works Information package is provided.</p>	Span	Weight (kg)	S1 (A1 to P2)	45,000kg	S2 (P2-P3)	50,000kg	S3 (P3-P4)	50,000kg	S5 (P5-P6)	55,000kg	S6 (P6-P7)	50,000kg	S7 (P7-A8)	45,000kg	Lift Span (P4-P5)	240,000kg
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S7 (P7-A8)	45,000kg																	
Lift Span (P4-P5)	240,000kg																	

2.0	Is UK Export Finance support being sought for this project, and thus subsequent UK content requirements associated with the scheme?	<p>The Government of Bermuda is <u>not</u> seeking UK Export Finance support for this project. We do not impose any UK content requirements.</p> <p>We place no restrictions on proponents from participating in this or similar schemes, but will not assume responsibility for eligibility/compliance.</p>
3.0	When do you want the bridge to start delivering? Erection complete?	<p>The Government will be ready to hand over the site upon execution of the Agreement (estimated October 28th 2026). Preparations are already underway to create the necessary laydown and working areas on the south side of the bridge, and more details about this will be included in the Works Information Package.</p> <p>Proponents will have broad discretion to schedule the deliveries of materials and components to suit their construction/erection methods, be it front loaded, just-in-time, or somewhere in-between.</p> <p>The Government is seeking efficient project delivery, and this should be reflected in the Programme (mandatory submission requirement). That said, we do not have a hard deadline for completion and do not require a highly compressed schedule.</p>
4.0	Could you please confirm whether the Government intends to appoint (or has already appointed) an independent Engineer or independent construction supervision team for this project? Additionally, we would like to understand the scope of their role during design review, construction, and commissioning.	<p>The Government intends to appoint an independent Engineer to administer the contract.</p> <p>The Engineer will have the typical broad authority afforded by the FIDIC contracts. A summary of duties and authority is included in clause 3.1 of the Conditions of Contract and amended by the Particular Conditions. The scope of services may be better appreciated once the full specifications are released to registered parties on April 15th.</p> <p>The Government of Bermuda is planning to issue an RFP for the services of the Engineer in the week of April 13th. Firms interested in the role of the Engineer may choose to register for both RFP's to keep abreast of any changes/amendments.</p> <p>Firms providing design or management services under the main contract will not be allowed to perform the role of the Engineer.</p>
5.0	Will you make the list of GCs and or registered companies public before or after the site visit?	<p>The Government will <u>not</u> be sharing the details of registered proponents.</p> <p>The Meet-and-Greet event is the appropriate opportunity for proponents and contractors to share their details with each other, if they wish to do so. Proponents will be required to undertake their own research and due diligence on contractors and vice versa. The Government of Bermuda, as the client, will remain removed from such discussions.</p> <p>Additionally, the Government has an RFI open to gather information from companies interested in participating as trade specialists during the construction process of the Swing Bridge Replacement. Responses and information gathered during this RFI will be shared with registered proponents of the RFP. The intended purpose of the RFI is to link registered proponents to locally available resources, however it is not restricted to local businesses. Any specialist company (ie erection specialist, hydraulic specialist, heavy fabricators) could submit their information through the RFI, and it will be disseminated to <u>all</u> registered proponents of the RFP.</p>

		<p>The Trade Specialist RFI can be found here: https://www.gov.bm/procurement/rfi-44-28-75-04-o-swing-bridge-replacement-trade-specialists</p>
6.0	<p>Is there a Value Engineering avenue available for bidders to try to combine some constructability items with the design for overall value?</p>	<p>Yes, but within defined limits and through specific channels.</p> <p>The first pathway is described in Appendix D part B Material Disclosures (page 30) reproduced here for convenience:</p> <p style="text-align: center;">Request for Changes to Design or Specifications Prior to Submission of Proposal</p> <p style="text-align: center;">If the Proponent wants approval of a change to design or specifications prior to tender submittal, he may request the change during the Question and Answers period of the tender process: the question and answer will then be made public allowing all Proponents the same deviation from design or specifications.</p> <p>If submitting a request for change, please include a clear description of the proposed change and what it replaces, technical justification for the change, and assertion that the design intent and performance requirements are maintained.</p> <p>Alternatively, proponents may demonstrate innovative/alternative construction techniques in the Method Statement portion of their submission. Again, this should include a clear description of the proposed change and what it replaces, technical justification for the change, and assertion that the design intent and performance requirements are maintained. With this approach, the change would not be approved ahead of submission, and the Government of Bermuda is under no obligation to accept an alternative proposal. Proponents may choose to submit two options (as-designed and value-engineered) for consideration.</p> <p>It is also worth noting that an independent check (Category 3) of the existing detailed design has already been performed. Any structural changes would need to be re-checked, the cost of which would be borne by the proponent. Deviation from the construction sequence (3502-RAM-SB-XX-DR-CB-30201 to 3502-RAM-SB-XX-DR-CB-30204) may alter the built-in stresses and require re-checking.</p> <p>Value-engineered changes proposed after contract award would be subject to the variation procedures and design requirements as described in the contract documents.</p>
7.0	<p>Having looked through the Works Information Package there does not seem to be a formal ITT Document, Scope of Works, or a programme for the return of Tenders.</p> <p>Is the information shared with us complete?</p>	<p>The documents issue to date are complete. The Works Information Package is to be read together with the documents published on the Government's procurement website.</p> <p>The formal Invitation to Tender is Part 1 of the main RFP document. This section also includes the return of tenders; 1.5 Submission of Proposals. The scope of works is described in Appendix D – RFP Particulars, section A titled "Deliverables".</p>

8.0	Could the level of performance bond be changed?	Question received – we are reviewing the performance security requirements and will provide an answer in separate addendum.
8.1	Is there a payment component to the performance bond?	As it is currently written, no. This may be revisited if the level of cover is reduced (see above).
8.2	Does Bermuda have any lien laws?	No, Bermuda does not have lien laws.
8.3	Do you have any recommendations on bond structure?	Securities can take many forms, and we do not have a stated preference. Surety bonds are common for the expected contract value, and bank guarantees are acceptable. Parent company guarantees are less desirable, but will be assessed individually. Simple structures are preferred, but given the international nature of the Works we are open to intermediaries/SPVs if necessary.
9.0	The following information was requested about Stokes Point <ul style="list-style-type: none"> - Bathymetry - Dimensions of piers - Channel widths - Historic/record drawings of the pier construction - Route of cables/services crossing the channel 	The requested information is included in the documents as part of this addendum. Details of existing services in the area are not available at this time, but inquiries are being made.
9.1	Can we demolish any of the Stokes Point piers?	Yes. Demolition should be complete down to seabed, and work methods should include all appropriate protections for workers and the natural environment. Proponents should also be aware of services in the area, which cross the channel on both sides, parallel to the old bridge alignment.
10.0	Is bathymetry available for Marginal Wharf?	Yes; refer to the included survey information.
10.1	Is Marginal Wharf privately owned? Is there a cost to use it?	The wharf is operated by the Bermuda Land Management Corporation (BLMC) which is a quango. BLMC are aware of the project and ready to support it. Berthing fees may be waived, but the wharf is not intended to be used as laydown. Goods left on the wharf for an extended time may be subject to demurrage.

10.2	Would the Government be interested in modifications to Marginal Wharf to help with larger ship deliveries?	The Government and BLMC are open discussion about modifications. The wharf is used somewhat regularly, so any modifications must be considerate of current and future use.
11.0	What are the Customs arrangements when delivering at Marginal Wharf?	Importers may write to the Collector of Customs requesting permission to land goods at Marginal Wharf, or any other facility not typically staffed. The request should include the vessel information, arrival date, manifest etc. Requests are typically made 1 month in advance.
11.1	Are there associated costs with Customs at Marginal Wharf?	There are no additional fees for clearing customs at Marginal Wharf (or other facilities) within normal working hours. After-hours work may incur a call-out fee.
11.2	Will Customs accept deliveries directly to the site?	Yes, Customs will be able to accept shipments directly to the site.
11.3	What is the timing of customs declaration for duty relief?	Duty relief is applied for at time of import. The Bermuda Customs Declaration form is reviewed, along with the supplier invoices, and verify that the goods are for the intended end-use. A waiver certificate is then issued, which the importer can present to Customs or the shipping agent.
11.4	Can local suppliers benefit from the duty reliefs associated with this project, when contractors make purchases in their shops?	Duty relief can be claimed up to 12 months after import. The importer will need to produce the documentation from the time of import and apply for a refund of duty already paid. Local suppliers may be reluctant to sell their goods 'duty free' before the refund is received. This is not a common practice, and retailers may not have a system in place at the point-of-sale. Overall this process is not well suited to smaller retail purchases, but may be worthwhile if arranged in advance with larger suppliers.
12.0	What are the Government's expectations for project accommodation?	The Government is not in a position to supply accommodation for the project. Proponents must make their own arrangements. Past projects of a similar scale have housed workers in hotel or guest houses. Anecdotally, hoteliers have been pleased to receive long term commitments, particularly over the winter months.
12.1	Would the Government be interested in on-site temporary accommodation? eg shipping container village	The Government and BLMC are open to the concept. Land for this use is limited; a temporary village will not be acceptable on Park land. A possible location is the "Potential Laydown Area" marked in blue on drawing 3502-RAM-SB-XX-DR-Z-30031. Temporary accommodations would be subject to approval by the Department of Planning. More information about that process can be found on their website https://planning.gov.bm/ Zoning and other information can be viewed here: https://bdagov.maps.arcgis.com/home/index.html

13.0	Can we release the Works Information Package to our subcontractors?	Yes, the Works Information Package can be shared with subcontractors as needed. Subcontractors should abide by the same confidentiality as required of the prime proponents.
14.0	Are there fees associated with building permits?	Building permit fees will either be waived or paid directly by the Ministry of Public Works an Environment: no cost to the contractor.
15.0	Do extension of working hours require permits? What are the limitations on working hours?	Proposed site working hours shall be subject to prior agreement with the Bermuda Government Planning Department. Normal site working hours for Contractors are Monday to Saturday – 0730 to 1930 hours. Any working outside of these hours is to be agreed in advance with the Employer. No work on the site shall be undertaken on Sundays or Public Holidays, unless approved in writing by the Overseeing Organisation’s Site Representative. Permission for extended working hours will not be unreasonably withheld, but of course will need to consider the impacts of noise, light, and other disruptions.
16.0	Are disposal fees waived?	Yes, disposal fees at Government facilities will be waived.
16.1	Can dredge materials be disposed of at the airport dump?	Yes, the airport waste facility can accept uncontaminated dredge materials, as well as clean demolition waste. Care should be taken during transport not to foul the roadway. Additional relevant information can be found at the following links: https://www.gov.bm/solid-waste-management https://www.gov.bm/commercial-waste
16.2	Are contaminated soils expected?	Contaminated soils are not expected. If contamination is discovered, remediation and proper disposal will be treated as a variation.
17.0	When does the design of Contractor designed parts need to be submitted?	Please refer to the following documents: Procuring Entity Requirements: Submittals Section 9 of the Hydraulic Specification
18.0	Where is the location of the Transformer room?	The proposed transformer room and trench route is marked in the attached drawing PL-SB-150.
19.0	Can painting systems be proposed?	Three acceptable Type II paint system are described in the Civil and Structural specification document 3502-RAM-XX-XX-SP-CB-30111. This document references paint numbers defined in the Specification for Highway Works series 1900. Recognising the ongoing advancements in coating technologies, demonstrably superior products/systems may be proposed as a value-add.

19.1	Would Fluoropolymer paint systems be permissible as alternatives?	The Government would consider alternatives should these be demonstrated to be able to be more durable with longer life to maintenance, this would include Fluoropolymer paint systems. Incidentally we understand that these are now part of the accepted paint systems adopted in National Highways SHW since the original specifications were written.
19.2	Can weathering steel be proposed?	Weathering steel will <u>not</u> be accepted as an alternative material.
20.0	Can adequate aggregate be found on island, or is importing necessary?	While local material is available, aggregate is regularly imported for use in concrete and asphaltting. Local suppliers will be well positioned to assist in sourcing quality material for the project. There have been cases of AAR in the past, so particular attention should be paid to reactivity.
21.0	Will the government accept temporary blocking to waterway traffic during construction?	Yes, we recognise that this is unavoidable. Efforts should be made to maintain access for small vessels whenever possible. Marine activity should be coordinated with the Maritime Operations Centre (MarOps) and Rescue Coordination Centre (RCC), formerly Bermuda Radio. These bodies are ready to support the project and can issue Notice to Mariners whenever the marine channel will be closed, or for any other relevant reason.
22.0	What are the government's thoughts regarding a temporary trestle or bridge to provide access for marine works, spanning over the shoreline and terminating within the project site? (may span over protected species)	Generally this would be acceptable. We would consider this from the perspective of ecological impact; a trestle could reduce the amount of spudding and propwash from barges over the project duration and contain foreshore activity to one location. Proposals should include justification for this approach, as well as environmental impacts and mitigations, and how it compares to the alternative (barge based work). Any temporary works of this nature must be fully removed upon completion.
23.0	Are there permit requirements for work near the airport (tall cranes, drone flying etc.)	This falls within the authority of the Bermuda Civil Aviation Authority. The airport operator, Skyport, would be involved as well. The Airport Control Protection Area uses the ICAO Annex 14 Obstacle Limitation Surfaces, and is defined in Chapter 25 of the Bermuda Plan 2018, available for download at https://planning.gov.bm/index.php/bermuda-plan-2018/ Past determinations set the allowable height at 46.99m (154.2') above sea level. Within this height we expect simple consultation/notification will be sufficient, rather than formal permitting. The crane was required to fly a red and white flag on top of the boom. Barge cranes must lower their boom when transiting Ferry Reach. Aerial Work Permission may be granted for drone pilots to operate within the St George's No-Fly zone. This requires an application form, Class 3 FAA medical certificate, third party liability insurance for Bermuda and territorial waters to the minimum amount of 1,000,000 SDRs, and a documented operating procedure. Once this is reviewed and accepted, the pilot must pass an Air Law Quiz and complete a demonstration flight. A list of Aerial Work Permission holders and map of the no-fly zones are available on the BCAA website https://www.bcaa.bm/

24.0	Is everything of the old bridge to be demolished to seabed?	<p>The approach piers are to be demolished down to seabed.</p> <p>The pivot pier is to be demolished to 300mm below seabed.</p> <p>The south abutment is to be demolished to seabed, and the foreshore re-graded to a natural state.</p> <p>The north abutment is to be re-graded down to the level of the adjacent dock in such a way as to allow access to the operator's cottage.</p>
25.0	What special surfacing is on lift span?	Hot rolled asphalt, grading and binders per SHW specification append 7/1.
26.0	What electrical requirements or conduits etc are installed within lift span?	None.
27.0	Are nose locks required eg for wind vibration or surges?	Not required, by design.
28.0	Is there a specific manufacturer for the barrier?	No there is not as it is a completely bespoke barrier.
29.0	Why not using a wireless system rather than cables?	Wireless system is less reliable and more sophisticated. The risk of intentional or accidental damage to the cables was evaluated as very low.
30.0	Can the submission deadline be modified by two weeks?	Yes – the key dates in section 1.4.1 are updated as below.
31.0	Will a local Bermudian stamp be required for contractor means and methods, phasing, design of temporary works to facilitate the construction (for either the erection of the superstructure or the design of the cofferdams)?	<p>A local stamp will <u>not</u> be required for temporary works. This does not relieve the Contractor of their typical responsibilities for ensuring the stability and safety of temporary works. Rather, we will expect the industry accepted engineering/design of your home jurisdiction, as appropriate for local conditions.</p> <p>Additionally, the Contractor need not procure local review/stamp of the Contractor Design Portions; the category 3 independent check will be sufficient.</p> <p>The notable exception to this is the electrical works. As per Appendix D part D (page 36 of the RFP document) the team must include a local Bermudian electrical sub-contractor to ensure compliance with requirements of the Department of Planning and to facilitate future maintenance works. While a full review and stamp is not explicitly required, it is expected that a local electrical engineer will be engaged to ensure compliance with the latest version of the National Electric Code (NEC).</p>

32.0	<p>The drawing indicate all elevations are based on Ordnance Datum (General Note 4, Dwg 30111).</p> <p>Please confirm that the drawings are actually completed in Ordnance Datum.</p>	<p>The drawings are completed in Ordnance Survey Datum.</p>
32.1	<p>The boreholes indicate a datum of BNG 2000.....but my understanding is that this is a coordinate system not a vertical datum.</p> <p>Please identify the vertical datum used for the boreholes....is it BNG 200 or BDA 2000?</p>	<p>BNG 2000 is a Bermuda local horizontal cartesian grid coordinate system, in meters, and utilizes the vertical datum of Ordnance Survey Datum (OS Datum). However, other vertical datums can be referenced.</p> <p>BDA 2000 is a geo-centric cartesian reference system , that can be used for xyz coordinates however this is <u>not</u> used in the Swing Bridge project documentation, or typically any local Bermuda project.</p> <p>Geotech report is in BNG2000, with vertical levels to Ordnance Survey Datum. Boreholes were drilled from a barge, and levels appear to be referenced from the barge deck; tide levels may not have been accurately accounted for in the records.</p> <p>The recently supplied hydrographic “Swing Bridge Project Map” uses lidar data from 2019 and the depth depictions reference a vertical datum of British Admiralty Chart Datum. A note has been added to the document to reflect this.</p> <p>0.00m Ordnance Survey Datum = +0.61m Chart Datum.</p> <p>Bermuda Vertical Datum Difference Table (updated April 2015) is supplied as part of this addendum.</p>
32.2	<p>I understand a more modern vertical datum in Bermuda is BDA 2000.</p> <p>If the borehole datum is different than the drawing datum can the difference between the two datums be provided?</p>	<p>BDA 2000 is <u>not</u> a vertical datum. It is not used in the Swing Bridge project documentation.</p> <p>The bore holes reference the same datum as the drawings: Ordnance Survey Datum.</p>

32.3	It appears as if the soundings represented in the drawing package on drawing 30101 are in BDA 2000 not Ordnance Datum.....I am simply comparing the actual survey drawing included in the Site Information folder (which indicates BDA 2000) to drawings 30101 of the Civil Structural drawings.	<p>The survey information supplied in the Site Information folder is to BNG 2000 with vertical levels to Ordnance Survey Datum.</p> <p>Both drawings use the same BNG2000 and OS Datum system.</p>
33.0	On Page 38 of the RFP reference is made in paragraph 2 under F. RATED CRITERIA to "specified businesses." What is meant by the term specified businesses ?	<p>The term "Specified business" is defined on the Local Benefits Form (annex E), reproduced here for convenience:</p> <p>"Specified Business", according to the Code of Practice Project Management and Procurement (page 8 and 9), means a Bermudian-owned and owner-operated business enterprise with such characteristics as the Bermuda Economic Development Corporation may determine and</p> <p>(A) gross annual sales of less than one million dollars, or an annual payroll of less than five hundred thousand dollars; or</p> <p>(B) at least three of the following attributes:</p> <ul style="list-style-type: none"> (i) gross annual revenue of between \$1,000,000 and \$5,000,000; (ii) net assets of less than \$2,500,000; (iii) an annual payroll of between \$500,000 and \$2,500,000; (iv) between a minimum of 11 and a maximum of 50 employees; and (v) been in operation for a minimum of 10 years. <p>Please note that BEDC has not yet requested any additional requirements of businesses to be categorized as a Specified Business. Any Bermuda owned company that satisfies the criteria on item A or item B above will be considered a Specified Business.</p>
34.0	The Sample Certificate of Incumbency references the Islands of Bermuda; please confirm whether we may revise the certificate to reflect our registration in our location, or alternatively, satisfy this requirement by providing our Articles of Incorporation	<p>Articles of Incorporation, or similar documents, from your own place of registration will be accepted.</p> <p>We recognise that different jurisdictions have different legal structures and terminology. Please be assured that submissions will not be rejected if the documents provided don't align directly with the descriptions in the RFP. Administrative items like this may be clarified post-submission.</p>

35.0	Considering both difficulties with travel arrangements and time constraints, we kindly ask that you consider accepting the bid submissions electronically.	Electronic submission will <u>not</u> be accepted. The submission requirements (section 1.5 of the RFP document) remain unchanged.
36.0	When do Contractor Designed Parts need to be submitted?	Please refer to the document titled "Submittals – PER.Rev01", which is part of the Works Information Package. This is a revised document, and supersedes the previously issued "Submittals – PER".
37.0	Will the government provide assistance with obtaining work visas for foreign workers?	<p>The Ministry of Public Works and Environment will lend support to the applicants, in relation to the Swing Bridge Replacement project. We will not provide concierge application services; it is up to the applicant to ensure that the documents are completed and submitted properly.</p> <p>Proponents should familiarize themselves with the Work Permit Policy: https://www.gov.bm/sites/default/files/2026-05/WorkPermit-Policy.pdf</p> <p>The Ministry of Public Works and Environment will support a waiver of advertising for key members of the project team, and for specialist skills that are not available locally.</p>
38.0	<p>Annex F - Submission Checklist lists several items under "Additional Information" that are also included in the Method Statement requirements (E.g., proposals for Contractor Designed Parts, subcontractor selection process, proposals for customer care, etc.).</p> <p>Please confirm whether this information should be submitted twice, or only within the Method Statement.</p>	<p>The submission checklist is primarily an administrative aide, to help ensure that all documents are submitted.</p> <p>There is no need to duplicate information in the submission documents.</p>
39.0	Any there any restrictions on using graphics or photos in the Proposal submission?	<p>No restrictions.</p> <p>The key thing to be aware of is that there is no incorporation by reference; the entire content of the proponent's proposal should be submitted in a fixed form, and the content of websites or other external documents referred to in the proponent's proposal but not attached will not be considered to form part of its proposal.</p>

40.0	<p>Do the Professional Reference Letters have to be project-specific?</p> <p>May the firms use reference letters from award submissions or other pursuits?</p>	<p>Professional references should be recent and relevant.</p> <p>Firms can generally reuse reference letters from award submissions or other pursuits, provided the scope and context align with the Swing Bridge Replacement project. Permission should be sought from the referee, or at minimum notified of the intent to re-use the reference.</p>
41.0	<p>Do you have any documentation available that highlights the below;</p> <ul style="list-style-type: none"> - Schedule of Payments - Payment Terms 	<p>The FIDIC Conditions of Contract for PLANT and Design-Build (1999), Annex A – Sample Form of Agreement, and Annex B – Illustrative Activity Schedule Pricing Form.</p> <p>Proponents shall submit their own Activity Schedule, with corresponding lump sum amounts. The Schedule of Payments will be agreed with the Procuring Entity, and shall be reasonably consistent with the Activity Schedule Pricing Form submitted with the Contractor’s Proposal and with the Contractor’s accepted Programme. Instalments will be paid against the actual progress, following the relevant Contract clauses (14.3 Application for Interim Payment Certificates, 14.4 Schedule of Payments etc) as amended by the Particular Conditions.</p> <p>Payment Terms will follow the FIDIC General Conditions, as amended by the Particular Conditions.</p>

This Question and Response table will be updated and re-issued (via separate addenda) as more questions are received.

END OF PART 1

Absolute Differences Between Hydrographic and Topographic Datums

UPDATED April 2015

Main Side of Table

HAT	0.206	0.285	0.300	0.500	0.700	0.790	1.000	1.044	1.068	1.200	1.300	1.400	2.097
MHHW	0.079	0.094	0.294	0.494	0.494	0.584	0.794	0.838	0.862	0.994	1.094	1.194	1.891
MHW		0.015	0.215	0.415	0.415	0.505	0.715	0.759	0.783	0.915	1.015	1.115	1.812
MHWS			0.200	0.400	0.400	0.490	0.700	0.744	0.768	0.900	1.000	1.100	1.797
MHWN				0.200	0.200	0.290	0.500	0.544	0.568	0.700	0.800	0.900	1.597
0.663	0.457	0.378	0.363	0.163	MSL	0.090	0.300	0.344	0.368	0.500	0.600	0.700	1.397
					0.127	OS Datum	0.210	0.254	0.278	0.410	0.510	0.610	1.307
					0.337		MLWN	0.044	0.068	0.200	0.300	0.400	1.097
					0.381			MLW	0.024	0.156	0.256	0.356	1.053
					0.405				MLLW	0.132	0.232	0.332	1.029
					0.547					MLWS	0.100	0.200	0.897
					0.637						LAT	0.100	0.797
					0.737							Chart Datum	0.697
					1.434								Esso Sta. Datum

Use these values when referencing to NOAA MSL; otherwise use main side of table

Source Data Notes:

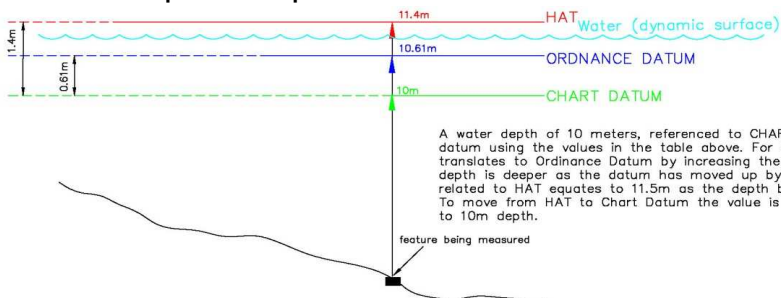
Elevation diff btwn MLLW and OS Datum, for Tidal BM # 4, also known as GBM 80225 (G1/9)

Data as stated on Savage OS Map Series

Data obtained from Admiralty Tide Tables, Vol 2, 2012 p.xxxviii

Data obtained from email, noaa, Thomas Landon regarding Station Datum values above Station Datum, Esso Pier Benchmark Sheet for 2695540 dated 11/23/2011

Example water depth of 10 meters referenced to CHART DATUM



These differences are derived from a benchmark (BM #4) as referenced by NOAA and MAG. Information can be found at the NOAA website and in file 30_214 Hydrographic Surveys.