



Government of Bermuda  
Ministry of Transport  
Department of Public Transportation

**Addenda**  
**For**  
**Electric Bus Charging Facility**

Procurement No.: **DPT2021-02 Electric Bus Charging Facility**

Issued: **19 July 2021**

Submission Deadline: **Monday August 09, 2021 03:00:00 PM AST**

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**

<b>Question 1:</b>	<b>Request to extend submittal date</b>
<b>Answer 1:</b>	<p>Requests for an extension to the submission date, which is currently 2 August 2021, have been considered in the context of the overall time constraints for delivering the project. Understanding that any submission date is a critical component of this RFP to consequently allow the timely and successful delivery of the project for the new electric bus fleet, an extension of one week only has been considered and can be accommodated.</p> <p><b>The submission deadline is therefore extended to 3:00pm AST, Monday 9 August 2021.</b></p>

<b>Question 2:</b>	<p><b>Re: Addenda #1, Question 7; Response indicates that “Performance liquidated damages are listed in the FIDIC Silver Book contract”. Clause 8.8 “Delay Damages” of the FIDIC Silver Book indicates that “...Delay Damages shall be an amount stated in the Contract Data...”. No value for Delay Damages has been established in the bid documents that we can see. Is it the intention of the Employer to implement Delay Damages and if so, what is the daily value?</b></p>
<b>Answer 2:</b>	<p>The FIDIC EPC (Silver Book) Contract allows for delay damages. The draft Contract documents included in the RFP documents outline the complete suite of agreements that the EPC turnkey contract may include.</p> <p>It is the intention of the Employer to negotiate delay damages with the identified preferred proponent(s) during the contract negotiation period. (Refer to 2.5.2 of the RFP documents.) It is important to note that the Government seeks a pricing scheme from proponents, which will be mutually beneficial and sustainable for both parties.</p>

<b>Question 3:</b>	<b>FIDIC Silver Book Clause 4.2 details Performance Security requirements. Is it the intention of the Employer to require Performance Security (i.e. bonding) and if so at what value/terms?</b>
<b>Answer 3:</b>	<p>The FIDIC EPC (Silver Book) Contract allows for Performance Security requirements. The draft Contract documents included in the RFP documents outline the complete suite of agreements that the EPC turnkey contract may include.</p> <p>It is the intention of the Employer to negotiate Performance Security amounts and terms, (i.e. bonding) with the identified preferred proponent(s) during the contract negotiation period. (Refer to 2.5.2 of the RFP documents.) It is important to note that the Government seeks a pricing scheme from proponents, which will be mutually beneficial and sustainable for both parties.</p>

<b>Question 4:</b>	<b>Is BELCO constructing the high voltage vault (incl. all walls, fire alarm systems, fire suppression systems, HVAC, power / data requirements), and have they confirmed the Owner's proposed location of the vault is suitable for their use?</b>
<b>Answer 4:</b>	Proponents must include the construction of, and compliance with all Codes, for the HV vault construction. The location of the HV vault needs to be considered within the overall design solution submitted. BELCO will supply and install the HV switchgear and HV metering, Proponents are to supply the transformer and LV switchgear.

<b>Question 5:</b>	<b>Have pre-consultations taken place with the Department of Planning to verify that the proposed BELCO vault / low voltage vault locations and tunnel can be used; the tunnel does not appear to fall within the same parcel of land.</b>
<b>Answer 5:</b>	Pre-Consultations with the Department of Planning have taken place. Note that those pre-submission consultations were based on high-level conceptual, possible design solutions that would need to be verified once a final design solution has been determined. The conceptual ideas discussed with the Department of Planning included using the tunnel for cable run and possible transformer locations.

<b>Question 6:</b>	<b>Is the tunnel and fort listed as a conservation / protected site and are there limitations to what works can be carried out in and on the structure?</b>
<b>Answer 6:</b>	The tunnel is within a Historic Protection Area and under Woodland Reserve. It currently accommodates services including electrical cable conduit and a water supply line. The tunnel is hewn directly from the Bermuda stone. Any proposal to use the tunnel for services should not alter the extent of the tunnel itself in either width or height.

<b>Question 7:</b>	<b>Has the Owner performed a structural assessment for the tunnel and fort area to verify the feasibility of using this for the service pathway?</b>
<b>Answer 7:</b>	No. No structural work is envisaged.

<b>Question 8:</b>	<b>What are the required parameters for the minimum size of the battery energy storage system? I.e. should the minimum size be for the full after-hours charging of the buses for overnight period? Alternatively, please specify a minimum size requirement.</b>
<b>Answer 8:</b>	Proponents are required to recommend a battery solutions based on the Solar PV Development and the total number of charging pedestals.

<b>Question 9:</b>	<b>Is there a requirement for the PV system / BESS to back-feed the grid when there is a surplus of power?</b>
<b>Answer 9:</b>	No. There is a requirement to for the GRID to power the electric bus charging pedestals.

<b>Question 10:</b>	<b>Is the Owner furnishing, installing, programming, and commissioning the charge management controller? And is there a requirement to integrate the charge management controller with the BESS system controls?</b>
<b>Answer 10:</b>	The charging pedestals have their own charge management system. However, the proponent should recommend an overall charge management control to take into consideration the PV system, the bus power requirements and the GRID supply.

<b>Question 11:</b>	<b>Does the amperage rating of the EV bus chargers accounting for the continuous load at 125% for 3-hours?</b>
<b>Answer 11:</b>	Please refer to the technical specifications for the charging pedestals provided in Annex E which relates to all amperage requirements, including maximum input AC current and output DC current which takes into consideration stabilized current precision.

<b>Question 12:</b>	<b>Does the Owner require curbs and bollards for the protection of each charger?</b>
<b>Answer 12:</b>	Yes, protection such as curbs and bollards are required for the protection of each charger.

<b>Question 13:</b>	<b>Are we required to relocate or remove any services located in the Owner's proposed location for the BELCO and low voltage vaults?</b>
<b>Answer 13:</b>	Proponents are required to ensure that the proposed vault meets the building code. If this requires services to be relocated then as a turnkey project this would be the responsibility of the successful proponent.

<b>Question 14:</b>	<b>Will the new BELCO and Low Voltage switchgear vaults have to be incorporated into the Bus Garage Depot's existing fire alarm system (FAS)? If so, please provide the specifications for the building's existing FAS.</b>
<b>Answer 14:</b>	Yes. Digital Electronics Security will provide the necessary specifications to add the system to the existing.

**End of Addenda No, 2**