



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: **5 July 2021**

Submission Deadline: **Monday August 02, 2021 03:00:00 PM AST**

Addenda No, **1**

Addenda Type: **Clarifications / Questions and Responses / Supplementary Information**

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**

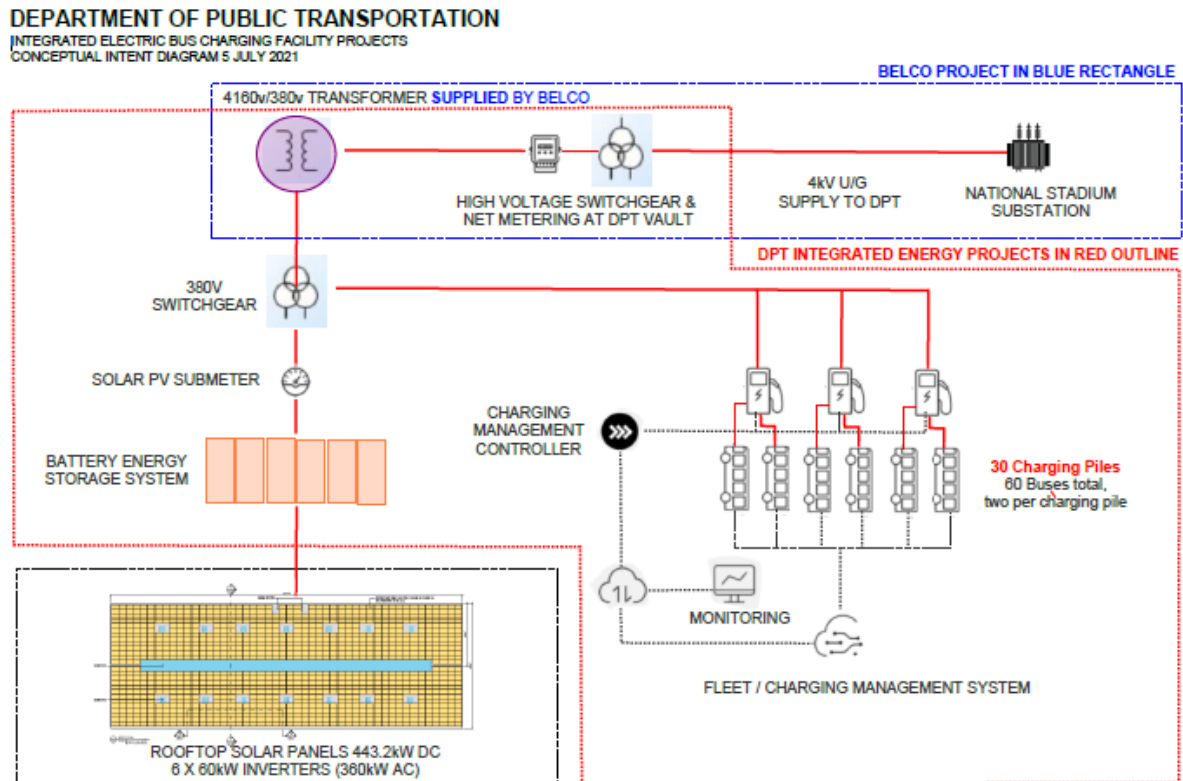
Item No.	Clarification / Question	References
<b>1.0</b>	<b>Clarification was provided regarding the phased approach for the initial 15 Charging Stations</b>	
Clarification	The RFP is looking for a total of thirty (30) Charging Stations, including a Battery Energy Storage Solution (BESS) to interface with the 443kW DC (360kW AC) Rooftop Solar PV Array. Consider the site activity during construction to allow for continuing bus operations, including phasing if required.	RFP 1.1: Invitation to Proponents (Page 4)
<b>2.0</b>	<b>Will the proponents be expected to organize with other contractors to address, the electrical, civil and mechanical works?</b>	
Question Response	<ul style="list-style-type: none"> <li>a. Proponents are required to coordinate with BELCO for the 4kV grid supplies project from the National Stadium substation to the new DPT HV vault. BELCO will supply and install HV switchgear, metering and transformers. The shared utilities trench will stop at the Palmetto Road entrance to the Fort Langton Depot. The proponent is responsible for all trenching within DPT site and construction of the DPT vault to allow BELCO to install the switchgear and transformers. The electrical interface for the proponents is the LV terminations on the 4160/380V transformers. Proponents are required to liaise with the Ministry of Public Works regarding interface of the proposed BESS with the Garage roof PV array project.</li> <li>b. Proponents are required to provide a turn-key design solution including any civil, mechanical, electrical and HVAC works required.</li> </ul>	<p>Annex A – Form of Agreement - Contract Agreement.</p> <p>Refer to Integrated Energy Projects diagram (attached)</p>
<b>3.0</b>	<b>What are the potential areas for Charging Pedestals and Switchgear Equipment?</b>	
Question Response	<p>As a turn-key project, proponents are required to submit their own engineered design solutions. However, the following suggestions are offered:</p> <ul style="list-style-type: none"> <li>a. Charging pedestals should be installed to support two buses per pedestal, utilizing the existing bus parking bay locations as a guide.</li> <li>b. Government proposed to utilize the existing Tunnel and Fort magazine to install HV and LV cables along the wall to save on trenching in the depot facility. Government also proposes to use the room at the end of the tunnel to house the required switchgear. Trenching will be</li> </ul>	Annex D – Ft. Langton Site Information

	<p>required for cabling from the entrance of Fort Langton to the east end of the Tunnel in the Magazine. Trenching will also be required to supply the charging pedestals within the depot yard.</p> <p>c. It should be noted that the depot has brick paving which can be removed and reinstated.</p>	
<b>4.0</b>	<b>Will the Solar Project start before the EV Charging Infrastructure Project?</b>	
Question Response	The Garage rooftop Solar PV project will start before the EV Project. Note: AES Ltd. have been awarded the Solar PV Contract, which is being managed by the Department of Public Works. The successful proponent will need to coordinate with the Solar PV Project Manager to connect the BESS with the Rooftop Solar PV Project.	Annex F – Solar PV Array information
<b>5.0</b>	<b>Are the Charging Pedestals provided by the Bus Manufacturer?</b>	
Question Response	Yes. The contractor will be responsible for installing the supplied pedestals. The bus charging pedestals have a manufacturer’s warranty.	Annex E – Xiamen Electric Charging Pedestal Information
<b>6.0</b>	<b>Are the proponents require to provide all materials for the project?</b>	
Question Response	The RFP describes a turn-key project, which, with the exception of the supplied charging pedestals, requires the successful proponent to construct, supply and install all materials, components and equipment required to deliver a fully commissioned project. The FIDIC EPC Turn–key Contract (Silver Book) prescribes that the proponent will be responsible for all aspects of the project, including project management.	Annex A – Contract Forms. Example Form of Parent Company Guarantee (paragraph 3)
<b>7.0</b>	<b>Are liquidated damages included?</b>	
Question Response	Performance liquidated damages are listed the FIDIC silver book contract. This is in line with contract forms where performance parameters need to be measured and specific levels achieved in order for completion and occupancy/commissioning to occur. (Typical of power projects and process plants).	The FIDIC Silver Book, Impact for Project Financed EPC contracts - a detailed analysis, Trinity International LLP (trinityllp.com) – Sub clause 8.8 and 9.4, 11.4 and 12.4 <ul style="list-style-type: none"> <li>• Example Form of Parent Company Guarantee (paragraph 3)</li> </ul>
<b>8.0</b>	<b>Does each contractor require \$3 million liability insurance and is this level of liability required?</b>	
Question Response	The winning proponent (or the lead proponent in a joint venture submission) will be required to maintain \$3 million liability insurance. Proponents must comply with the RFP requirements.	RFP: D. Mandatory Technical requirements - Insurance (Page 28)

	Alternative solutions may be presented as a supplemental to the bid requirements.	& Annex C – Scope of Work (page 1)
<b>9.0</b>	<b>Are International Companies allowed to bid on the project?</b>	
Question Response	Government notes that International Companies have shown interest in this project. Proponents are directed to the Evaluation section of the RFP documents and to note that the evaluation of bids is heavily weighed on local representation as well as timing.	Part 2 - Evaluation, Negotiation and Award (Page 7) & Joint Venture Submission (Page 27)
<b>10.0</b>	<b>What low voltage input is required for the Charging Stations? In the RFP there is reference to 400V, 380V at 50Hz</b>	
Question Response	For the avoidance of doubt, the required input low voltage for the Charging Pedestal is 380V 60Hz.	Annex C – Scope of Works (Page 2)
<b>11.0</b>	<b>Are there any AutoCAD drawings of the Fort Langton Depot?</b>	
Question Response	The site Survey is available as an AutoCAD drawing (.dwg format). It is important to note that the underground utilities on this drawing will need to be verified on site by the winning proponent.	CAD drawings will be emailed to registered proponents

### Supplemental Information

#### Integrated Electric Bus Charging Facility Projects: Conceptual Intent Diagram



End of Addenda No, 1