



## Addendum #1

August 26, 2019

Dear Respondents. This Addendum supersedes information contained in the Request for Information (“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 conditions.

This Addendum contains three (3) pages.

**Bidder’s Questions (Q) and Government’s Responses (R) are shown below.**

Q1. In which colors should be the bus? Any colors distinction between Lot A & Lot B? Should the color remain the same as it is now? If yes, what is the color code? Would this be done by the manufacturer? (to be supplied to PTB colors)

R1. Yes, the colors will remain the same as it is now. This will be done by the manufacturer and the color code will be supplied by DPT. See attached photo of existing bus for indicative color scheme.

Q2. Could you give us some clarity on ultra-low Sulphur fuel to Bermuda spec? (when we not have much say)

R2. Ultra-low sulfur fuel refers to Ultra-low Sulphur diesel US specifications.

Q3. Is it acceptable to submit English spec sheet instead of English catalog?

R3. Yes it is acceptable to submit English spec sheets instead of English Catalogs, as a supplement to the mandatory specifications detailed in the lot response form.

Q4. Would a height of 3,100mm be acceptable based on RFP spec (2,980mm)?

R4. Yes, a height of 3,100mm would be considered.

Q5. Would proponent of Lot A bus be disqualified if delivery within 6 months of contract signing was not achieved?

R5. A proponent would not be disqualified if delivery within 6 months of contract signing was not achieved, however, this is the preferred order fulfilment period.

Q6. Would proponent for Lot A be disqualified if all 30 units could not be delivered within 6 months of contract signing?

R6. A proponent would not be disqualified if delivery within 6 months of contract signing was not Achieved, however, this is the preferred quantity and lead time for lot A.

Q7. Can proponents participate only in the tender of Lot A or Lot B?

R7. As detailed in the RFP document, a proponent may respond to both lot A and B.

Q8. In case a proponent participates in the tender for the both Lot A and B, will the outcome for each Lot be different?

R8. Yes, each lot will be evaluated on its own merit to identify the preferred small bus and the preferred larger bus. Consideration will also be given to the merit of a single supplier for both small and large buses.



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- Q9. Does Lot A vehicles require a destination header including side header?  
R9. Yes, Lot A vehicles do require a destination sign including side sign
- Q10. What is the lead-time for supply on Lot B bus?  
R10: A lead time was not stated for the supply on Lot B bus, however, six to nine months from contract signing is considered reasonable
- Q11. What is the duty structure on the technology with the technology being close to hybrid (33.5%)(power down)?  
R11. The duty structure on the technology being close to hybrid is 33.5%.
- Q12. Does PTB have a concession for import duty?  
R12. No, DPT does not have a concession for import duty.
- Q13. Can PTB provide a parts list anticipating demand (historical) versus an initial stock order list from the manufacture?  
R13. For the purpose of this RFP the supplier should submit their list of recommended spares.
- Q14. What are the expectations of a local supplier on parts?  
R14. It is preferred that DPT will have a direct relationship with the OEM for the efficient procurement of parts.
- Q15. What is the expectation of training? (define)  
R15. The OEM should propose the appropriate training to certify DPT technicians to perform the required maintenance on the proposed vehicles.
- Q16. Can you define training support required including online training?  
R16. Training support may entail overseas training, onsite training, online training and/or technical support from the OEM
- Q17. Does the lead-time on supply start with the purchase order release?  
R17. The lead-time on supply will start with the signing of the contract.
- Q18. Do you have a photo of the driver's seat area and cockpit (surrounding area) and electric panel and rear camera? We want to understand this better with our manufacture we are working with?  
R18. Photos of the driver's seat, cockpit area electrical panel and rear camera have been provided in this Addendum.
- Q19. Are all vehicles parked at the same location? If no, how many locations are there and how many buses are parked at each?  
R19. The vehicles are currently dispatched from three locations. This is subject to change and should not be considered a limiting factor for respondents.
- Q20. Can you please provide a mileage chart for each vehicle, containing information such as time-in, time-out, duration of layovers, kilometers driven per segment and per day, and other duty-cycle information for each bus and route?  
R20: Electric buses are required to achieve a minimum of 150km per charge. The bus schedule and work rosters will be subject to change dependent on the selected vehicles.
- Q21. Are specific buses assigned to specific routes, or can any bus of a given size be used for a particular route?  
R21. The bus schedule and work rosters will be subject to change dependent on the selected vehicles.



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- Q22. What is the size of the existing electrical service(s) at the depot (phases, voltage, and amperage)?
- R22. The electricity supply is 480V 60Hz. The new supply at the charging depot will be sized to meet the requirements of the fleet.
- Q23. Can you please provide 12 months of electricity bills and 15-minute interval electricity data for 12 months in CSV format ?
- R23: This information is not relevant to the RFP response. DPT will develop operating scenarios and calculate total cost of ownership based on the RFP responses.
- Q24. How many kilometers does the entire fleet travel each month?
- R24: The average monthly mileage per vehicle for the 18 series buses is 7000 kms?
- Q25. If you have conducted soil samples with core drilling where the buses park, please provide the results.
- R25. We have not conducted soil samples where the buses park.
- Q26. Can you please provide any further detail about passenger seat type – hard without upholstery, cloth or “vinyl” finish? Any specified brand?
- R26. The seat type should be suitable for public transit operations, highly durable and easy to maintain. Solid plastic and thin removable upholstered pads are currently deployed.
- Q27. Does specified seat number include or exclude tip up seats in the wheelchair bay?
- R27. Yes, the seat number does includes tip up seats in the wheelchair/buggy bay.
- Q28. Can you please provide any further detail about operator intercom = Driver Microphone + Speakers or two way radio?
- R28. The operator intercom includes a microphone for the operator and speakers in the cabin.
- Q29. Can you please provide any further detail about driver’s seat – Belted or unbelted. Any particular brand or type?
- R29. The current driver seat is unbelted. The brand of seat currently supplied is BEGE
- Q30. Manual or powered wheelchair ramp?
- R30. Both options will be considered.
- Q31. Drivers cab door and/or assault screen required?
- R31. No, this is not required.
- Q32. Any particular ticket requirements? Power only?
- R32. Power supply only.
- Q33. Any particular tire brand?
- R33. There is no preferred brand, however tire specification should be provided.
- Q34. Preferred size of CCTV DVR. Any brand preferred?
- R34. There is no preferred brand.
- Q35. What is the current electricity tariff rate of the DPT depot and tariffs?
- R35. The DPT depot operates under BELCO demand tariff class. The electricity tariff for potential electric buses is subject to further discussion with the Regulatory Authority and the Utility.
- Q36. Is there any flexibility of delivery timing for Lot A?
- R36: Refer to question 6 above.
- Q37. What is the average price of fuel per liter?



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R37. The price of diesel per liter for the DPT is 134.7 cents, which is 53.3 cents lower than the Bermuda retail pump price.

Q38. How much does the DPT spend per year on bus maintenance?

R38. As per the 2016/2017 Actual Budget Book, DPT maintenance costs included \$5.2M on labor and \$2.2M on inventory.

Q39. Regarding the appendix A we need the following clarifications on Point 11 and Point 14

R39. Appendix A is only a sample contract. These items can be clarified and addressed in negotiations with the preferred proponent.

Q40. What is the currency for the payment?

R40. The currency for payment is to be specified by the vendor and will be converted based on current exchange rates.



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R1. Photo of the Existing Color Code of the Bus





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R18. Photo of Rear Camera







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R18. Photo of the Driver cab

