

Clarifications and Responses

Project Title: Passenger Ferry Services Operating from Little Bay, Montserrat

Ref #: OP-08-120826

Date: 12th October 2026

The Bidder has the following clarification request regarding the ITT:

ITEM	Clarification	Response
1	Award Timeline, Mobilization, and Vessel Certification. The tender stipulates that the designated vessel must be positioned in Montserrat waters by November 27, 2026, with commercial operations commencing on December 1, 2026. Given the compressed mobilization timeline, please clarify: a. Notification of Award: What is the targeted date for notifying the successful tenderer and executing the contract? This date is critical for finalizing vessel arrangements, crew positioning, insurance endorsements, and transit scheduling.	a. Within Two (2) weeks of the Tender closing.
	b. Vessel Survey Window: What is the estimated timeframe required by the Montserrat-assigned maritime surveyor to inspect and certify the vessel upon arrival in local waters?	b. The Montserrat Maritime Authority will schedule an inspection once the contract has been awarded. The window will depend on surveyor availability.
	c. Inter-Administration Survey Coordination: To mitigate mobilization timeline risks, can the initial vessel survey or elements of the required certification process be conducted in coordination with or through recognized inspection by the Antigua and Barbuda Department of Marine Services and Merchant Shipping (ADOMS) prior to the vessel's arrival in Montserrat?	c. Please refer to the MMA Lead (Port Manager)

2	Service Schedule, Trip Definition, and Volume Baselines. a. Schedule Baseline for Evaluation: The tender outlines a variable range of 5 to 6 trips per period. Will financial proposals be evaluated against a standardized fixed baseline number of trips, and if so, what specific number should bidders use as the common evaluation baseline?	a. The operator is expected to use 5 days for off peak and 6 days for peak which is December and March.
	b. Guaranteed vs. Estimated Volume: Please confirm whether the stated trip range represents a guaranteed minimum service volume or an estimated operational requirement subject to adjustment during the contract period.	b. GoM will cover the contract amount only. Volumes of passengers will depend on season and marketing efforts by the operator. There will be no adjustments during the contract period.
	c. Schedule Adjustments: Where the Government requires additional or fewer sailings than the base schedule, what is the formal mechanism for authorizing and pricing these schedule variations?	c. The operator must consult with the Access Division, Office of the Premier for any adjustments with pricing based on the daily rate provided in the Tender response.
3	Pricing, Statutory Charges, and Financial Evaluation. a. Financial Evaluation Methodology: Please clarify the specific formula or methodology that will be used to evaluate and compare financial submissions, including baseline assumptions regarding trip counts, passenger numbers, and fuel pricing.	a. All evaluation methodologies have been provided the ITT document.

	b. Treatment of Statutory Port and Authority Fees: Third-party statutory expenses, including Montserrat and foreign port authority dues, passenger safety levies, customs and immigration clearance fees, and after-hours/weekend clearance surcharges, vary according to sailing times and passenger volumes. Please confirm whether these costs should be: i. Fully incorporated into the tenderer's fixed trip unit price; or ii. Treated as pass-through reimbursable expenses at actual cost upon presentation of official port invoices. If these costs must be embedded in the quoted price, please provide the applicable official fee schedules or establish common baseline fee assumptions for all bidders.	b. Refer to i. (In accordance to the ITT GoM will cover all operational costs. These need to be set out in the Cost Matrix and will determine the contract price.
4	Seafarer Certification and Crew Requirements. a. Certifications in Progress: Please confirm whether evidence of required crew certifications or flag-state endorsements currently in progress (e.g., STCW updates, flag endorsements, or medical renewals) will be accepted at submission, provided the tenderer includes proof of application and a binding commitment that all crew will hold fully valid, compliant documentation prior to December 1, 2026.	a. All crew will need to be fully certified and hold valid compliant documentation on submission of the Tender.

	b. Crew Substitution Protocol: Please clarify the notification and approval procedure for deploying appropriately qualified, certified substitute crew during the contract period for operational rotations, leave, or illness.	b. The Access Division will need to be notified of any changes that may affect the service or service continuity.
5	Service Continuity, Weather, and Alternative Transport Protocols. Given seasonal sea and swell conditions at Little Bay, clarification on service continuity and interruption protocols is requested: a. Weather and Sea State Cancellations: Where a scheduled sailing cannot safely operate due to adverse weather, swell conditions, or port closures outside the operator's reasonable control, please confirm that the voyage will be recorded as a weather-cancelled service without penalty, and clarify how compensation or fixed-cost coverage applies.	a. Please read the contract this was factored into it.
	b. Rescheduled / Replacement Services: Where a sailing is cancelled due to weather or safety considerations, is the operator required or permitted to operate a replacement sailing once conditions clear, and under what approval protocol?	b. The operator will need to move the passengers on the next available service or refund the customers or develop the required relationship with other operators to move the customers. And factor these options into the terms and conditions of travel.
	c. Relief Vessel Approval: Where the primary vessel becomes temporarily unavailable due to scheduled dry-docking, emergency repairs, or mechanical issues, what is the pre-approval process and timeframe for deploying an equivalent relief vessel?	c. The operator should provide these contingency plans to the Access Division for approval.

	d. Aviation Contingency Authorization: In circumstances where adverse sea conditions prevent safe ferry operations, is the successful operator permitted, subject to prior Government authorization, to arrange alternative passenger uplift via a certified regional air charter operator to preserve island connectivity?	d. The operator will need to make separate arrangements with Air operator if this is part of the Operators contingency plan. Approval from GoM is not required.
	e. If permitted, please clarify whether air contingency arrangements are evaluated as an authorized service-continuity measure, and whether associated costs are reimbursable or must be structured into the financial proposal.	e. This will not need approval as this type of arrangement will be between the Operator and the Air carrier. There will be no reimbursement of costs as the operator will be fully responsible for moving the passengers. The operator therefore could use their daily rate to cover the cost of moving the passengers.
6	Mobilization Dependencies and Schedule Adjustments. Given the tight sequence between award notification and operational deployment, please confirm that any administrative delay in award notification, contract execution, regulatory clearances, or Government-controlled inspections that directly impacts the mobilization critical path will result in a corresponding, non-penalized adjustment to the required commencement date. In accordance with Form 8.15 (Tender Securing Declaration), we reiterate our binding commitment to maintain the validity of our submission throughout the required tender validity period.	The GoM in consultation with the PPB will make the necessary adjustments in the event there is a delay which impacts the process.