



Below is the final set of questions and responses which I hope has covered all the areas of concern.

1. What about the responsibility for the Passengers during boarding, un-boarding in the long boats, who is organising the insurance and who is paying for it?  
Final responsibility is with the respective captains of the vessels.  
All passengers are required to have their own travel insurance.
2. Is there some weather limits for boarding, charging - discharging in Pitcairn - Mangareva or is it all captains and longboat skippers decision?  
There are no weather limits. Due to Pitcairn's small size, vessels are able to find a lee somewhere around the Island's shore for safe transfer.  
Mangareva is protected by a reef and transfer of passengers presents no issues.
3. Who takes the costs for waste disposal, water and lubricants?  
The Owner.
4. Is there a good possibility to get provisions in Mangareva or close to?  
No. Mangareva is also a small isolated Island with limited provisions which are provided by their own freighter service operating out of Papeete.
5. How reliable is supply of provisions, technical support in Tauranga?  
Very reliable. Tauranga is home to New Zealand's largest port and is the fifth largest city in the Country.
6. Do passengers require any satellite communication (phone, internet) on board and if so, who will pay for it?  
There is no expectation that passengers have access to internet or telecommunications while at sea. If it was required then the cost would be the responsibility of the individual concerned.
7. Mangareva boarding: the government document speaks about a kai to go along-site but the answer on question 26 talks about anchoring and using own tenders, what's right?  
Vessels are expected to anchor and use their own tenders.
8. There is some confusion about deck space, there was talk about 200 square metres then another time about 200 cubic metres. To be sure, what's right?  
The requirement is for a minimum of 200 cubic meters of cargo to be carried during any supply run.

9. The following Q&A requires expansion.  
a) *We note Charters responsible for all NZ port charges and vessel fuel. Please confirm.  
Yes. These would be a Charters cost as per any normal Time Charter arrangement.*

With reference to above question and answer please confirm this is option 1 only in your tender and applies to cargo only.

*It will apply to Option 1, but could also apply under option 3 depending on the terms of the contract.*

10. For options 2 and 3 then further clarification is needed - where will you order the ship for fuel as availability and quality need to be acceptable?  
Alternatively, please confirm that Option 1 is time charter only and that options 2 and 3 are voyage charters. Your tender documents are confusing in this regard.  
*Fuel arrangements will be dependent on the overall structure of the new shipping service.*

11. For option 1 it means that the ship is not on a passenger service for about 6 months of the year (four cargo sailings) as it must come to NZ.

The passenger service is limited to about 3 months per year unless the ship is used for a greater number of rotations on the Mangareva Pitcairn legs – where will you fuel the ship if the charter ship stays in such a rotation longer than its normal maximum range?

*As above.*

12. For Option 1, your indicated service with a 12 passenger ship can only carry about 100 passengers per year from Mangareva flights.

Please confirm this is your target number for 2019 – 2021 (the first two years). If more, then a larger ship than 12 passengers will be needed from the outset, but this is not stated in the tender - 12 pax is stated. What is your passenger lift requirement per year?

*We are looking at a minimum of 100 passengers during the first two years, but accept that the vessel chosen may be limited on the number of passengers it can carry due to its class and regulations. A more frequent passenger service out of Mangareva is advantageous.*

13. You also state ‘‘ For this expression of interest, we would like to add a fourth sailing to Pitcairn at the end of each of the four rotations ‘‘ is this fourth sailing a cargo sailing from NZ or a passenger sailing from Mangareva?

*A passenger rotation between Mangareva & Pitcairn*

14. For option 2 you state ‘‘The second option contemplates a fortnightly service from Mangareva to Pitcairn, again connecting with the weekly flight. There are two exceptions. At six monthly intervals, it will operate three weekly services, as per the current service’’

How often in option 2 will the fortnightly service be expected to operate, every three months?

*This will be dependent on the vessel chosen.*

*The three weekly rotations are designed to provide a longer stay alternative to visitors but do not need to occur during any set period.*

15. For option 2 if a smaller non cargo vessel can lift max 12 passengers but without coming to New Zealand for cargo then it can lift more than 100 per year – perhaps even double that number with an increased frequency of service. Will this be an advantage for the tenderer?  
*Yes. Within commercial and financial limitations.*

16. Then for option 3 - where transshipment occurs (acceptable under the tender document) for cargo, fuel and containers into Pitcairn and for empties back – there is no requirement to call New Zealand direct. If this generates greater frequency or greater cargo capacity e.g. for projects, is this an advantage?  
**Yes. But it would need to be considered within the context of the overall shipping service.**
17. For options 2 and 3 together will you accept a tender of two voyage charters (cargo and passengers), where the costs of the two voyage charters (4 cargo and perhaps a two call rotation every second month for passengers) including fuel but excluding New Zealand cargo handling costs, are cheaper than a time charter of 365 days a year plus fuel, port charges and cargo handling when all tenders are put together from all parties?

In simple terms, if a two ship series of voyage charters each year is cheaper than a one ship time charter on a total cost comparison is this an advantage to the voyage tenderer?

**Yes. But it would need to be considered within the context of the overall shipping service.**