



RFT TPI-8936314-26 – Provision of Insurance Brokerage and Placement Services (BusConnects Insurance Brokerage Requirements Competition #2)

Tender Circular

(See Section A for Tender Queries, Section B for Amendments and Section C for Additional Information)

**National Transport Authority,
Haymarket House,
Smithfield,
Dublin 7
D07 CF98**

23rd September 2026

SECTION A: TENDER QUERIES

Detailed hereafter is a query that has been received with respect to the National Transport Authority (NTA) RFT TPI-8936314-26 – Provision of Insurance Brokerage and Placement Services (BusConnects Insurance Brokerage Requirements Competition #2), together with the NTA's response:

Query No. 1

We confirm the RFT states NTA anticipates that in the next Scheme, the Clongriffin to City Centre Core Bus Corridor, construction contracts will be awarded in the first half of 2027. Up to a further three insurance programme placement / advisory requirements are expected to commence during the term of this Provision of Insurance Brokerage, Placement and Advisory Services BusConnects Dublin (Tranche 2) contract, together with possible ancillary services for associated NTA infrastructure projects during the first four years of any contract signed under this procurement. However the pricing schedule only reflects the requirement to price the fee for the Confriffin project. Please could you clarify.

Response 1

All tenders received will be evaluated using the Clongriffin to City Centre Core Bus Corridor Scheme as the sample project for both quality and pricing.

This Clongriffin to City Centre Core Bus Corridor Scheme Design and Build Contract is currently out to tender for Main Works Contractors under the NEC4 ECC Option C Design and Build format. The programme for the construction of further projects is not crystalised at this point.

The remaining *Insurance Brokerage, Placement and Advisory Services* to be completed under this *Tranche 2* contract will be on a fixed fee basis aligned with the Clongriffin to City Centre Core Bus Corridor Scheme pricing methodology, or hourly rates as indicated where appropriate. Each will be agreed when programme progression is known, on a project by project basis.

Note: advices on future public transport infrastructure contracts/strategies may be required on either a hourly rate basis as tendered or a fixed fee basis to be agreed between the parties. Whilst NTA relies on fair and reasonable pricing behaviours from all our service providers, this contract does include a non-exclusivity clause.

Query No. 2

Please advise the approximate contract value of the Clongriffin project.

Response 2

RFT TPI-8936314-26 – Provision of Insurance Brokerage and Placement Services (BusConnects Insurance Brokerage Requirements Competition #2)

The Clongriffin to City Centre Core Bus Corridor Scheme is currently out to tender for a Main Works Contractor under the NEC4 ECC Design and Build format. Therefore, the approximate contract value is not available to NTA at this time. Please use the nominal values on page 31 of the RfT as indicative sums insured/limits of liability.

Query No. 3

Please advise the estimated value of the subsequent three projects.

Response 3

Unknown at this point.

All tenders received will be evaluated using the Clongriffin to City Centre Core Bus Corridor Scheme as the sample project for both quality and pricing.

This Clongriffin to City Centre Core Bus Corridor Scheme Design and Build Contract is currently out to tender for Main Works Contractors under the NEC4 ECC Option C Design and Build format. The programme for the construction of further projects is not crystalised at this point.

The remaining *Insurance Brokerage, Placement and Advisory Services* to be completed under this *Tranche 2* contract will be on a fixed fee basis aligned with the Clongriffin to City Centre Core Bus Corridor Scheme pricing methodology, or hourly rates as indicated where appropriate. Each will be agreed when programme progression is known, on a project by project basis.

Note: advices on future public transport infrastructure contracts/strategies may be required on either a hourly rate basis as tendered or a fixed fee basis to be agreed between the parties. Whilst NTA relies on fair and reasonable pricing behaviours from all our service providers, this contract does include a non-exclusivity clause.

Query No. 4

Can the Contracting Authority confirm whether the scope, nature and construction methodology described within the Clongriffin to City Centre Core Bus Corridor Scheme Chapter 05 Construction document are broadly representative of the remaining BusConnects Core Bus Corridor Schemes anticipated under this contract and, if not, identify any material differences between schemes?

Response 4

Chapter 05 ("Construction") maps and details are published individually within the Environmental Impact Assessment Report (EIAR) for each specific BusConnects Dublin Core Bus Corridor Scheme. Each of the BusConnects Core Bus Corridor Schemes may have its own peculiarities in terms of risk (roundabouts, retaining walls, pedestrian/cycle/mixed bridges, underpasses, water adjacent, mainline rail, Luas or motorway adjacent, etc.).

RFT TPI-8936314-26 – Provision of Insurance Brokerage and Placement Services (BusConnects Insurance Brokerage Requirements Competition #2)

By way of example only, alphabetically and not indicative of programme timing:

- The Belfield/Blackrock Scheme includes a significant retaining structure next to Blackrock Park.
- The Kimmage Scheme includes a high profile cycle bridge over the grand canal.
- The Lucan Scheme includes a new pedestrian bridge spanning 5-6 traffic lanes just outside the M50 Junction.
- The Ringsend to City Centre Scheme includes the Scherzer Bridges at George's Dock being deconstructed, relocated and reinstated, with the northern bridge restored for occasional opening. The pedestrian bridges adjacent to the Scherzer Bridges will be removed, and a new replacement carriageway bridge across the George's Dock entry channel will be constructed.
- The Tallaght Clondalkin Scheme includes a landmark overbridge at the junction of the Naas Road/ Long Mile/ Nangor Road.

Should any Tenderer wish to review all or any of the specific Chapter 5 Construction reports, please visit the relevant links below listed alphabetically:

Belfield / Blackrock Scheme	https://belfieldblackrockscheme.ie/wp-content/uploads/sites/12/2022/05/Chapter-5-Construction.pdf
Blanchardstown Scheme	https://blanchardstownscheme.ie/wp-content/uploads/sites/6/2022/06/Chapter-05-Construction.pdf
Bray Scheme	https://brayscheme.ie/wp-content/uploads/sites/11/2023/07/Chapter-05-Construction-1.pdf
Kimmage Scheme	https://kimmagescheme.ie/wp-content/uploads/sites/4/2023/07/Chapter-05-Construction.pdf
Lucan Scheme	https://lucanscheme.ie/wp-content/uploads/sites/7/2022/10/Chapter-05-Construction-1.pdf
Ringsend Scheme	https://ringsendscheme.ie/wp-content/uploads/sites/13/2023/07/Chapter-05-Construction-2.pdf
Swords Scheme	https://swordsscheme.ie/wp-content/uploads/sites/5/2023/05/Chapter-5-Construction.pdf
Tallaght / Clondalkin Scheme	https://tallaghtclondalkinscheme.ie/wp-content/uploads/sites/9/2023/05/Chapter-05-Construction.pdf
Templeogue / Rathfarnham Scheme	https://templeoguerathfarnhamscheme.ie/wp-content/uploads/sites/10/2023/03/Chapter-5-Construction.pdf

Query No. 5

Can the Contracting Authority confirm whether any of the BusConnects schemes anticipated under this contract include significant structures such as bridges, viaducts, underpasses, tunnels, retaining walls or other major civil engineering works that may require specialist insurance consideration?

Response 5

See Response 4.

Query No. 6

Please provide the estimated construction value for each of the 12 BusConnects Core Bus Corridor Schemes.

Response 6

Not available at this juncture. None of the outstanding Core Bus Corridor Schemes have gone to market at this point.

The Clongriffin to City Centre Core Bus Corridor Scheme is currently out to tender for a Main Works Contractor under the NEC4 ECC Design and Build format. Therefore, please use the nominal values on page 31 of the RfT as indicative sums insured/limits of liability.

For the Liffey Valley Scheme and the Ballymun Finglas Schemes the PL limit is €50m (being mainline rail adjacent) and the CAR sum insured is €100m - €150m.

Query No. 7

Please provide the anticipated construction duration for the remaining BusConnects Core Bus Corridor Schemes.

Response 7

See Response 4.

Note: Specific construction packages may be completed within a Scheme prior to the remainder of a Scheme being tendered.

Query No. 8

Please provide any draft NEC4 ECC Option C contract documentation, including proposed X and Z clauses, for the Clongriffin to City Centre Core Bus Corridor Scheme to allow tenderers to assess the anticipated insurance and indemnity requirements.

RFT TPI-8936314-26 – Provision of Insurance Brokerage and Placement Services (BusConnects Insurance Brokerage Requirements Competition #2)

Response 8

The NEC4 ECC Option C contract was used and the relevant Contract Data 1 accompanies this tender circular.

Query No. 9

Can the Contracting Authority confirm which broker was appointed under the first BusConnects Dublin insurance brokerage and advisory services procurement completed in 2025?

Response 9

Marsh Ireland

SECTION B: TENDER AMENDMENTS

The information provided in this Section B, Tender Amendments, constitutes part of the Request for Tenders.

Tender amendment no.1

The tender deadline has been extended until Wednesday, September 30th.

SECTION C: ADDITIONAL INFORMATION

The information provided in this Section C, Additional Information, constitutes part of the Request for Tenders.

Additional information will not be included in this Tender Circular.