

**ADDENDUM NO. 1**

**Date of Issue: 02/18/2021**

To

REQUEST FOR PROPOSAL

LAKE CHARLES HARBOR AND TERMINAL DISTRICT

For

**PLC PROJECT NO. CP19005A**

PROCUREMENT OF (1) NEW BULK MATERIAL SHIP LOADER

PREPARED BY

BOOS NAVARRE, LLC

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DAPHNE, AL

(251) 459-0862 PHONE

The following items should be noted by the bidders on the above referenced project:

1. RFP Proposal Request paragraph 1.1.2. shall be replaced as follows:

- 1.1.2. The ship loader and its replacement/spare parts shall be delivered to obtain substantial completion within five hundred fifty (550) calendar days after execution of the procurement contract. Time is of the essence and a delivery period shorter than 550 days is preferred.

2. Responses are provided to potential bidder questions as follows:

- Q1. Please clarify what "substantial completion within 365 days means.

- A1. Please note items No. 1 above revising the period for substantial completion to 550 days from 365 days. While the contract language defines "Substantial Completion", the basic clarification is that the Contractor has 550 days from the NTP date to hand over the crane to the Owner, certified, tested and ready for operation with only punchlist items remaining which have been agreed upon with the Owner. Note that this simple explanation does not change the contract language and is simply provided as a generalization.

- Q2. If a Contractor decides to concentrate its efforts solely on an alternate design, would this disqualify the Contractor from the bidding process?

A2. No, while it is preferred that all Contractors submit a base bid, any alternate bids may be considered.

Q3. Regarding the UL certificate of the loader, does the loader need to be qualified with the certificate before delivery or after startup at the terminal?

A3. It is not required that the ship loader itself be certified as UL; however, all components installed on the ship loader must be UL certified. If there are any components of the ship loader that cannot be UL certified, please identify that in your proposal.

Q4. Is it possible to request a deviation from the IP67 protection level or NEMA?

A4. Yes, deviations are allowed to be submitted with the proposal. Depending on the extent of the deviations and the impact it has on the intent of the technical specification, evaluation of the Contractor's proposal may be impacted. We encourage all potential Contractors to submit a compliant proposal with minimal deviations.

Q5. Please confirm the data in the RFP regarding the elevation of the Conveyor 6A belt.

A5. We confirm the accuracy of the Conveyor 6A elevation as +27.06 or 13'-9" above the top of dock.

Q6. Are we able to extend the maximum tripper length of 75' in order to achieve a height that fits better with the ship loader layout?

A6. Yes, a technical deviation may be submitted for our consideration.

Q7. Please confirm the vehicle clearance under the main structure is 20 ft and not 16.77m.

A7. Correct, the vehicle clearance shall be 20 ft or 6.09 m. 16.77m as shown in technical specification paragraph 3.5.1 is incorrect.

Q8. There is an enclosed structure on the Conveyor 6A landside. Please provide additional information on this structure and how the structure will have an effect on the belt, the tripper, and the loader.

A8. This structure houses the tail end of the Conveyor 6A and the transfer from other yard equipment. The new ship loader will not need to travel beyond this structure and the limit of ship loader travel along the dock will ensure the tripper does not enter this structure.

Q9. Could you provide the air draft for the design vessels? As per the layout, in this moment we have something around 14.5m (47/48 ft) and, in our experience, it should be around 16/17m (52/55ft). Do the vessel arrive to the dock with a lot of ballast in order to achieve this air draft mentioned in the spec?

A9. The information provided in the specification is all we have available at the moment. Please prepare your proposal based on these requirements and indicate any possible design deviations required to accommodate an increased air draft. If more information becomes available before the proposal due date, we will provide; otherwise, we will discuss prior to finalizing a contract with a Contractor.

Q10. Specification paragraph 5.5.1 states "rubber lagging is not acceptable" however, 5.5.8 states "drive pulleys only shall be furnished with Chevron ½" thick rubber lagging". Please clarify.

A10. Specification paragraph 5.5.1 shall be modified to remove the statement regarding "rubber lagging is not acceptable". Paragraph 5.5.8 regarding drive pulley lagging shall apply.

Q11. Is there access to the ship loader area of the dock for a small crane?

A11. Yes, there are two ramps that can access the dock; however, the crane must not exceed the dock allowable loading.

Q12. We request a two week bid extension to continue developing our best proposal. Please confirm.

A12. Please note the proposal deadline is extended to March 12, 2021 at 10:00 AM CDT.

If you have any further questions or comments, please submit them in writing via email/mail to Shaunna Davis @ sdavis@portlc.com / 1611 W. Sallier St, Lake Charles, LA 70601. Please have all questions submitted no later than March 5, 2021 at 10:00 AM CST.