



M724 – Berths 10, 11 & 12 Enhancement and Related Low Profile STS Crane Procurement

ADDENDA & RESPONSES TO QUESTIONS November 17, 2023

The attention of consultants submitting proposals for the RFQ is called to the following Addenda & Responses to Questions to the subject RFQ. The items set forth herein, whether of omission, addition, substitution, or clarifications are all to be included in and form a part of the proposal submitted.

Responses to Questions:

- 1. In previous Massport RFPs, Massport has preferred a resume for each key role by discipline as listed in the RFP be included in the submittal. This RFP covers more than 10 disciplines however there is a limit of 10 resumes. Would Massport consider increasing the allowable number of resumes?**

There will be no increase in the allowable number of resumes. Please prepare the best proposal with the allowable number of resumes provided.

- 2. Is the intent of the upgrade to maintain the 96 ft crane gage like the existing Berth 10?**

No determination on this issue has been made; however, all existing berths at Conely Terminal (Berths 10, 11 and 12) currently have a 96 foot crane gauge.

- 3. Is environmental permitting (based on the agreed upon upgrade concept developed by the selected consultant) part of the scope?**

Yes.

- 4. It is stated that Cranes 1-4 will require replacement. As part of extending Berth 10 westward, does Massport intend to purchase additional cranes beyond replacing Cranes 1-4?**

No determination on this issue has been made. Massport is procuring the consulting team to advise Massport on the best course of action associated with future purchase or replacement of existing low profile ship to shore cranes.

- 5. How many cranes does Massport intend to purchase based on the project budget?**

No determination on this issue has been made. Massport is procuring the consulting team to advise Massport on the best course of action associated with future purchase or replacement of low profile ship to shore cranes.

6. Will the new cranes be electric or diesel powered?

All existing low profile ship-to-shore cranes at Conley Container Terminal are fully electric. Massport has no plans to procure diesel low profile ship-to-shore cranes. Massport encourages the consulting teams to review Massport's Roadmap to Net Zero.

7. What is the current offset of the centerline of cable slot from centerline of the waterside rail at Berth 10? What are the dimensions of the cable slot?

Massport is happy to share the as-built drawings for the construction of Berth 10 with the selected consulting team. But will not provide that documentation as part of the RFQ process for M724.

8. What is the current maximum reach (in terms of XXX-wide) of the shortest of the new Berth 10 cranes?

The outreach of all new ship to shore cranes on Berth 10 are the same (22 containers wide).

9. Please provide any as-built drawings and geotechnical reports for existing Berths 11 and 12. The following two drawing sets in particular.

- a. M545-C1 New Berth 10 and Berth 11 Deepening Project**
- b. M524-C2 Berth 11 & 14 Rehabilitation**

Massport is happy to share the as-built drawings for the construction of Berth 10 and the rehabilitation of Berth 11 with the selected consulting team. But will not provide that documentation as part of the RFQ process for M724.

10. What is the anticipated design vessel size to be docked at the berths on completion of construction?

No determination on this issue has been made. Massport is procuring the consulting team to advise Massport on such issues.

11. What utilities other than crane power are intended to be provided at upgraded berths?

No determination on this issue has been made. Massport is procuring the consulting team to advise Massport on such issues.