



THE PORT OF
VIRGINIA®

VIRGINIA INTERNATIONAL TERMINALS, LLC

601 World Trade Center, Norfolk, VA 23510
(757)683-8000

ADDENDUM NO. 1

Request For Proposal: 2023-11-VIT PMT OSW EQUIPMENT SUPPORT

Closing Date: December 23, 2022 @ 2:00 p.m.

Solicitation Close Date Currently Reads:

December 1, 2022 @ 2pm

Updated to:

December 23, 2022 @ 2pm

The following questions and answers are provided to all Offerors:

1. Q. Please confirm allowable ground bearing pressure in storage areas for towers, blades, TP's, and MPs. Majority of the area is indicated as 700PSF. This is about one third of the number we would expect to see for an operation such as this, and thus the SPMT count could approximately triple. GBP required for 40t/line SPMTs at maximum capacity is approximately 2400 PSF; for 48t/line SPMT at maximum capacity is approximately 2900 PSF.
 - A. The storage areas were designed with a bearing capacity for temporary loads of 5,500 psf. The pavement is stiff enough to support 5,500 psf temporarily in confined areas, but the ground below the pavement would settle significantly if 5,500 psf was placed over a large area for long lengths of time, so the drawings show 700 PSF as a uniform live load.
2. Q. Who does the ballasting for RORO operations?
 - A. Currently the line operator for the barge/vessel will manage the ballast for RORO operations.
3. Q. Who provides ballast pumps for RORO operations?
 - A. See Question 2.
4. Q. Who provides ramps?
 - A. See Question 2.
5. Q. What is capacity of the ramp landing zone? Where is the ramp loading zone? The ramp leading edge will create a line load on the dock at higher values than the SPMTs will introduce.
 - A. The MP wharf concrete structure was designed to support 2,050 psf (10 tons / m²). There is no specific ramp landing zone and it was assumed that additional load spreading measures would be placed at the ramp landing zone as needed (i.e. steel plates). The 2' DGA layer acts to spread the load out on the concrete slab to some degree. 40 ton/line SPMT loads were specifically considered in the design, but 48t/line SPMT loads were not.

6. Q. How many pieces of cargo arrive per ship? Each type?
 - A. Additional information to be published.

7. Q. LOLO indicates geared vessel. Will it be a geared vessel or were you intending shore-based cranes?
 - A. Expected operations will utilize both geared vessels and shore based cranes. Installation Vessel loading operations for WTG components will require tandem lifts from both ship's gear and shore based cranes.

8. Q. What is installation strategy for WTGs? Feeder barge or Installation vessel? Or other?
 - A. For the purpose of the CVOW project all towers, nacelles, and blades will be loaded via Dominion Energy's installation vessel, Charybdis.

9. Q. What are individual tower sections' dimensions and weights, COG location?
 - A. Additional information to be published.

10. Q. Will tower sections be preassembled prior to load out? How many sections together? How many get loaded out together?
 - A. Additional information to be published.

11. Q. What is the weight of lifting and tailing tools for towers?
 - A. Additional information to be published.

12. Q. Are there different lifting tools for load out vs upending?
 - A. Additional information to be published.

13. Q. Grillage details for ro-ro operations? This needs to be suitable for SPMT self-loading.
 - A. Additional information to be published.

14. Q. Nacelle - what are overall dimensions?
 - A. Additional information to be published.

15. Q. Please provide COG location.
 - A. Additional information to be published.

16. Q. Does the weight indicated include the base frame?
 - A. Additional information to be published.

17. Q. Can you provide nacelle reactions on frame when staged?
 - A. Additional information to be published.

18. Q. Please provide lifting tool details and weights (if crane load-out operation is required).
 - A. Additional information to be published.

19. Q. Grillage details for ro-ro operations? This needs to be suitable for SPMT self-loading.

- A. Additional information to be published.
20. Q. Blades - Weight includes shipping/transport frames?
A. Additional information to be published.
21. Q. Can a single crane lift the blades? Are two cranes required?
A. Additional information to be published.
22. Q. Rigging and/or spreader frame provided for a single crane lift? Or two crane lift?
Please provide details.
A. Additional information to be published.
23. Q. What are the overall shipping dimensions of the blade with frames (please provide drawings if possible)?
A. Additional information to be published.
24. Q. TPs - Drawings for transition pieces available (COG location, TP details)?
A. Additional information to be published.
25. Q. Grillage for TPs for RORO operations?
A. Additional information to be published.
26. Q. Rigging details are required for LOTO operations.
A. Additional information to be published.
27. Q. MPs - Is the grillage suitable for SPMT self-loading?
A. Additional information to be published.
28. Q. Are sand dunes considered load spreading? Who provides sand dunes?
A. Sand berms are considered storage solutions for OSW foundation components and will fall under contractor liability.
29. Q. How are the components arriving?
 - How many and what type of components per HTV
 - How many HTV are incoming
 - What are the dims (or drawing) of the HTV with components on it?
 - Is there a more refined schedule of delivery (timings of HTVs)?A. Additional information to be published.
30. Q. How are the components leaving?
 - How many and what type of components per barge (assumed)
 - How many barges
 - What are the dims (or drawing) of the barge(s) with components on it?
 - Is there a more refined schedule for load-out (timing of barges)?A. Additional information to be published.
31. Q. Who is arranging/coordinating the HTVs/Barges?

- A. VIT will manage all berth and wharf coordination.
32. Q. Who is providing:
- Grillage and ballasting?
 - Motion analysis engineering?
 - Marine Warranty Surveyor?
 - NDT of Welds?
- A. Additional information to be published.
33. Q. Longshoremen: How many are being provided? What types of work will they be able to do? Act as Riggers? Welders? Flaggers?
- A. All ILA will be under direct employment of VIT. All ILA job functions will be in direct relation to stevedore operations within their jurisdiction. Specifics to the Offshore Wind ILA Labor Agreement are currently in negotiation.
34. Q. Stevedores: Is the Port of Virginia providing? What job functions will they be filling?
- A. See question 33.
35. Q. Is there a PLA established with the local unions for the duration of the project? If so, please provide.
- A. See question 33.
36. Q. Please provide a Division of Responsibility (it will help clear up a handful of the Technical and Commercial questions).
- A. VIT and all associated support will manage the stevedoring, marshalling, and storage of all offshore wind components through Portsmouth Marine Terminal.
37. Q. Please clarify what type and level of certification is required for the personnel we would be expected to train.
- A. Minimum certification requirements will be developed jointly between VIT and supporting contractor.
38. Q. Will the training requirements need to be performed by an accredited program?
- A. See Question 37.
39. Q. Who would be responsible for signing off on the trainer personnel?
- A. See Question 37.
40. Q. When would training of personnel start relative to the start date of the project?
- A. See question 37.
41. Q. When would certification be expected to be completed for these personnel?
- A. See question 37.
42. Q. Would trained personnel be expected to carry out operations during the CVOW project or for future projects?
- A. See question 37.
43. Q. When will VIT award contract to Offeror after RFP's are submitted?
- A. Our intent is to award by end of January

44. Q. We would like to request an extension to deadline of three weeks as it will take considerable time to gather all necessary labor and equipment cost for this RFP
A. VIT will grant an extension to Dec. 23rd.
45. Q. Page 17 - ILA Integration Requirements: Will there be labor rates available for the ILA as these will be required for the RFP.
A. See question 33.
46. Q. Page 17: Yard Layout: Are there currently any geotechnical survey documentation on the site available
A. Not currently
47. Q. Page 17: Yard Layout: Is there any information on the load bearing capacity of the PMT facility
A. See question 1.
48. Q. Does VIT feel there is enough time to conduct a state assessment and load bearing analysis prior to October 2023 when first monopiles are expected?
A. Yes
49. Q. Is the PMT site currently developed?
A. PMT is currently under construction.
50. Q. Is an AutoCad drawing of the facility available?
A. Additional information to be published.
51. Q. Will VIT have a contract with a third party such as a developer or OEM for this project – will the selected Offeror also have an agreement with a third party such as an OEM or developer for this project?
A. The selected VIT subcontractor will directly support VIT in the stevedoring, marshalling, and storage of offshore wind components on Portsmouth Marine Terminal. While VIT will have a separate serviced agreement with the developer/OEM, the selected subcontractor will not.
52. Q. Page 14 – 7. Inspections of job site - Is this to be done prior to RFQ submission, if so what inspection is required?
A. PMT is currently under construction and any inspections will be done post award.
53. Q. Page 17 – ILA integration requirements - What roles are included?
A. See question 33.
54. Q. Page 17 – Task 1: – Yard layout-When does this need to be done, is it prior to RFQ submission? Are we to do plate bearing test of the whole area to confirm attached engineering drawings bore hole tests?
A. Conceptual designs are encouraged but final design will be conducted after contractor award.

55. Q. Page 17 – Task 1-2: Please clarify- the term “BERMS”
A. The term “berms” refers to the sand aggregate used in the storage solutions of monopiles.
56. Q. Page 17 - Task 1-3: Does this mean that VIT will assist in the marshalling activities and component layout plan?
A. YES
57. Q. Page 18 – Task 3-1:
• Please confirm if this includes the upending and erection of tower sections on the tower foundations at the quayside, to be ready for loadout to the barge or WTIV?
A. Upending and erection is outside of the current VIT scope
58. Q. What combination of towers will be built up on the tower foundations e.g. (T1, T2 on one pack and T3, T4 on another or T1, T2, T3 on one pack and T4 on another, or full tower erection?) etc.
A. See Question 57.
59. Q. Page 19 – Which VIT/ILA port personnel roles will be used to mirror the Ops team on-site?
A. See question 33.
60. Q. Cargo drawings: where can we download drawings and information regarding all components which need to be lifted, transported and stored?
A. Additional information to be published.
61. Q. GBP Allowance areas. Can you please indicate the maximum allowed GBP for areas not indicated on your drawings?
A. See question 1.
62. Q. Minimum crane distance from berth edge line. This is the distance we need to keep in mind when locating our crane close to the berth edge with keeping the higher GBP in mind.
A. Additional information to be published.
63. Q. Stowage drawings for delivery inbound and outbound vessels and barges. For calculating and drawing lifting all components we would like to receive stowage plans of ships & barges.
A. Additional information to be published.
64. Q. Reception schedule. A schedule of ships unloading and barge loading to make sure enough resources will be available for all actions to happen within indicated time frames.
A. Additional information to be published.
65. Q. I would like to make a site visit, how do I go about that?
A. Any inspections or site visits would be conducted post award.

66. Q. Please provide drawings of WTG components and foundations: MPs/TPs/Tower sections/blades
A. Additional information to be published.
67. Q. Please provide stowage plan of inbound vessels with MPs/TPs/nacelle/towers/blades for ro ro and lo lo and inform on quantities to offload from these vessels
A. Additional information to be published.
68. Q. Please inform the responsibility of supplying and operating link spans/ballasting equipment/mooring for MPs and TPs in case of ro-ro.
A. Additional information to be published.
69. Q. Please inform if blades will arrive in transport frames.
A. Blades will be arriving with transport frames.
70. Q. Please inform if WTG pre-assembly is part of the scope of work and if so if VIT has already determined pre-assembly methodology
A. Pre- assembly is not is not currently in the scope of work for selected contractor.
71. Q. Please inform who is responsible for releasing of sea fastening/grillage of MPs/TPs/tower sections/nacelle/blades
A. VIT and associated labor force, in conjunction with chosen contractor will manage the releasing of sea fastening of WTG components.
72. Q. Please provide details of outbound vessel and inform on quantities of foundations and WTG components to be loaded
A. Additional information to be published.
73. Q. If available, please provide detailed information on arrival sequence of in- and outbound vessels for MPs/TPs/nacelle/towers/blades.
A. Additional information to be published.
74. Q. Please provide engineering drawings of WTG components, so that we can prepare our own transport & lifting drawings.
A. Additional information to be published.
75. Q. Please provide more details about each of the tower sections (weight, length, diameter) so we can prepare transport drawings accordingly.
A. Additional information to be published.
76. Q. Please indicate how the WTG components will arrive at the Port facility: geared vessel? Deck barge? Shall we provide crane(s) for discharge?
A. WTG and foundation components will require both roll on roll off and lift on and lift off operations.
77. Q. Please indicate how the WTG components will depart from the Port facility: geared vessel? Deck barge? Installation vessel directly picking up at quay? Shall we provide crane(s) for reloading?

- A. WTG components will load directly to installation vessel. Shore cranes will be required for tandem lifts.
78. Q. Please confirm if we must provide stools for WTG components storage at Port, or if PMT will provide. (we consider that nacelle will be offloaded on stools, and not on the ground)
- A. All transportation equipment (TEQ) will arrive with WTG components.
79. Q. Please provide more detailed schedule of Load-In / Load-Out of WTG components (aim = optimization of SPMT axle lines required)
- A. Additional information to be published.
80. Q. Please confirm that Lashing/Unlashing, Mating/Load Spread Installation & Removal will be performed by ILA stevedores (and not by us, but we can supervise)
- A. VIT and associated labor force, in conjunction with chosen contractor will manage the releasing of sea fastening of WTG components.
81. Q. Please advise if Sand dunes maintenance will be performed by ILA stevedores (and not by us, but we can supervise)
- A. Construction and maintenance of storage solutions for foundation components will fall under contractor responsibilities.
82. Q. Please kindly provide costing sheets in excel format
- A. Excel format will be provided.
83. Q. With reference to the subject tender, and considering the importance and complexity of this tender, we kindly request an extension of time for a period of a minimum of 15 days (16th December 2022). This gives us sufficient time to define our technical solutions and prepare a competitive offer.
- A. Proposal extension is now until Dec. 23rd.

Note – Remaining questions will be answered and posted in a Second Addendum.

Acknowledgement Required on Following Page



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Note: A signed acknowledgement of this addendum must be received via email to proposals@vit.org either prior to the proposal due date and hour or attached to your proposal. Signature on this addendum does not substitute for your signature on the original proposal document. The original proposal document must be signed.

Best Regards,

A handwritten signature in black ink that reads "Meg Mergenmeier".

Meg Mergenmeier
Procurement Manager

Name of Firm

Signature/Title

Date