

**REQUEST FOR PROPOSAL
FOR THE SHIFTING, SCRAPPING OR EVACUATION OF 1 QUAY CRANE QC 13,
AND OPTIONAL RELOCATION OF QC 01 OR 02
AT MALTA FREEPORT TERMINALS LTD.**

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1 Presentation

At Malta Freeport Terminals Ltd, QC13 has reached its end of life. It is currently parked, boom down, at the West of Terminal 1.

Malta Freeport Terminals Ltd (MFTL) is launching a tender for the evacuation of this QC13. Two options are being considered:

- Option 1: Shifting of one Quay Crane from one location to another one within the port, then dismantling and scrapping of the Quay Crane.
- Option 2: It is also considering as an alternative the transfer of one Quay Crane from its current location onto an awaiting barge for shipping of the crane to a remote location for scrapping purposes.

Either of the above is planned to be carried out during the period 4th quarter 2020.

The contract will be a turnkey contract and the Contractor must take responsibility of the realization of the whole project as well as the project management.

The Tender documentation is composed of the following documents:

- Request for Proposal
- Contract Agreement

As MFTL will be doing works on QC01 and QC02 at the end of this year, MFT is considering as an Option to exchange the positions of QC01 and QC02.

Therefore in parallel to this tender, we require the bidder to quote the option 3 below:

- Option 3: Preparing one QC 01 or 02 to be shifted back to allow QC 02 or 01 to be moved to its left or right and then to move forward once again QC01 or 02 onto the rails.

2 Scope of Work

The scope of works shall include the following points:

- **Option 1: Transferring of QC 13 to Dismantling Area**
 - The shifting of QC 13 from current location on Eastern end of Terminal 1 North Quay to Area within MFT referred to as “Dismantling Area”.
 - The scrapping of QC 13. MFT reserves the right to keep some items from said cranes as per Exclusions list attached in **Appendix 4**.
 - The removal of scrapped metal, concrete, oils and other components from MFTL according to agreement.
- **Option 2: Transferring of QC 13 onto Barge**
 - The Bidder can propose an alternative solution to the dismantling of the crane on the terminal.
 - The proposal shall include all necessary services and costs related to transfer QC onto barge, barge leasing, to ship, dismantle and dispose of the Quay Crane.
- **Option 3: Changing Position of QC01 or 02 with 02 or 01 respectively**
 - QC 01 or 02 would be handed over enough days in advance to prepare all necessary works to allow QC when required to be installed with lifting beams which would be hoisted up by SPMTs.
 - MFT would then boom up QC and allow SMPTs to take up final position. Contractor would set up the steel plates spanning the rail gauge and then, HV cable would be isolated and disconnected by MFT. MFT would also coil up HV cable onto reel. MFT would take care to connect an auxiliary power to keep the Main and Auxiliary Transformers heated to reduce risk of failure via an auxiliary generator installed on one of the Sill Beams.
 - Contractor would lift up QC and move towards the yard sufficiently to allow the other QC to move to its left or right as required to take up its new relative position.
 - QC would be moved back onto the rails taking all necessary care to install qc again perpendicular to the rails. While Contractor would start dismantling of the beams and SPMTs, MFT would carry out all actions required to uncoil the HV cable and run it up to the hv pit for reconnection.
 - All the operations must be in accordance with Maltese and EU regulations. Bidder shall provide all technical and commercial details in its proposal.

The option can be triggered either at the signature of the contract or within a period of three weeks after the signature of the contract, with a minimum notice period of three weeks before the start of the operations on site.

3 Method of Execution

The Contractor is expected to possess the necessary technical expertise for the Engineering of the truss/dolly system that shall be used for the safe shifting of the QC referred to earlier.

The Contractor must provide the following services:

1. Design and supply of the lifting brackets with their attachments to the crane. The design must be approved by the crane manufacturer or by a third party engineering company.
2. Supply the self-motorized truss/trailer system (SPMTs).
3. Manoeuvre the crane as supported by the truss system with the crane in boom down condition along the pathway as previously agreed with MFT. During manoeuvre, the Contractor shall ensure to take all necessary precautions, safeguards to warrant a trouble free operation of the motorized units so as to ensure that shifting of the crane from departure to arrival points respectively shall be done in a safe and speedy manner. This in order to limit the impact on the operational condition of the Terminal.

The maximum time for the shifting operation from the crane current location to the Dismantling Area is 12 hours. Penalties will be applied if a maximum period of 24 hours is exceeded.

4. Supply supervision and labour for assembling/disassembling the truss/dolly system and for relocating the crane.
5. Supply all necessary tools and lifting equipment necessary for the whole operation.
6. Prior to any shifting of the qc, a self-sustained aircraft warning light system to be installed at the A-frame and to be kept lighted until dismantling of complete A-Frame.
7. Scrapping of QC 13 (unless Option 2 is taken up):
 - To safely dismantle, cut up & remove from site all parts of equipment except for the items indicated in the Exclusions list in **Appendix 4**.
 - Supply all necessary onsite equipment (cranes, aerial platforms, forklifts, welding machines, oxy-acetylene burning equipment etc.) to support the works.
 - To obtain all necessary permits for the dismantling operation and provide certificate of disposal for the scrapped materials.
 - The dismantled parts of the crane become the property of the Contractor, exception made of the parts described in the exclusion list in **Appendix 4**.
 - To note that the waterside and landside sill beams plus part of the portols have concrete ballast included. Concrete ballast will also be carted out and disposed of safely outside of the Terminal.
8. Mobilization and demobilization of all necessary equipment to/from Malta Freeport Terminal.
9. Ensure full compliance with MFTL Safety and Environmental Rules and

Regulations for Users of the Terminal, Issue 11, January 2005 or more recent updates.

10. Ensure compliance with all Maltese laws and regulations.
11. Shall ensure that the complete shifting of the crane from departure to arrival point shall be carried out within the same day without any stoppages for resting of the personnel.
12. Shall also ensure to carry the necessary artificial lighting in case a part of the manoeuvre would be completed after sunset.
13. Shall have the necessary spare emergency parts at hand such that burst hydraulic hoses or other problems can be resolved within the shortest possible time to enable continuation / completion of the shifting operation.
14. In the case Option 2 is chosen and QC 13 is to be shipped out from MFT after being transferred onto a barge in the fully erected and boom down condition, Contractor shall be expected to return at his own cost and charge the items in the Exclusion List to MFT (**Appendix 4**).

Any of the Exclusion List (**Appendix 4**) items that can be removed in time prior to the barge sailing may be handed over to MFT in advance provided the deadlines of the overall programme previously agreed upon are not compromised.

15. For options 1 and 2, to have an adequate insurance to cover transport, any damage incurred during the entire process including, but not only, quay surface, rails, cope edge of the quay, other equipment whether fixed or mobile, street furniture including lightings etc.
16. Drawings showing weights of sections are as provided by Crane manufacturer and the weights indicated should be considered as for indication purposes. Contractor must perform their own verification and evaluation when planning and executing heavy lifts and also for balancing of weights on independent trolleys prior to transportation of said QC.
17. Any loading operations in case of the barge option should take all necessary precautions to protect the cope edge of the quay against loading and any damages.

Contractor would be expected to present their detailed process and method statements in advance for MFT approval, including any relevant necessary permits.

18. Especially in the case of the area between the rails span, Steel plates would have to be provided by contractor to spread the load applied from the trolley to the grounds in order to limit the pressure transmitted. This pressure cannot exceed 3T/m² in any condition. Other areas around the Terminal have different carrying capacity limits

A calculation proving compliance with this requirement and drawings showing layout of positioning of steel plates shall be provided by short listed bidders for final evaluation.

19. To ensure that site is handed back to MFTL in the original state before the crane transfer and dismantling. An original status will be witnessed together with Contractor prior to works.

4 Time-Frame for Execution of works

Execution of the works shall take place at two possible periods:

4th quarter 2020 or 3rd quarter 2021

- Option 1: Dismantling and Scrapping QC 13 – within 6 weeks of arrival at Dismantling Area.
- Option 2: Transfer of QC 13 in fully erected condition onto awaiting barge.
- Option 3: Swapping QC 02 with QC 01 or vice versa.

If option 3 is selected, it would be done in the same period of the other option selected.

Time frame is not contractual and will be reviewed at the signature of the agreement and subject to confirmation 4 weeks prior to the start of each operation.

In any case the price and conditions of the contract must remain valid for a period of one year after the signature of the contract.

5 Documentation

The following documentation is available in Appendix:

- **Appendix 1:** Cranes specifications and general arrangement
- **Appendix 2:** Terminal information, QHSE régulations
Pathway on the terminal for crane shifting operation
- **Appendix 4:** Exclusions list

6 Tender Process

6.1 Site visit

A site visit can be organized for bidders.

Contacts to organize the visit is the following:

Quentin Layet
quentin.layet@maltafreeport.com.mt
+356 99064926

Ivan Curmi:
ivan.curmi@maltafreeport.com.mt
+356 99490798

6.2 Clarifications / questions

All requests for clarifications must be sent by email to the following addresses:
purchasing.manager@maltafreeport.com.mt and copied to
engineering.managers@maltafreeport.com.mt

MFTL will do its best to answer in the shortest possible time.

6.3 Time Frame:

- Site visit would take place latest by mid-August 2020. Additional crane documentation will be made available for bidders during this visit if needed or upon written request.
- The Bids must be received by MFTL **by 31st August 2020 at 12:00** at the latest and must be sent by email to:

purchasing.manager@maltafreeport.com.mt

or by mail to

Malta Freeport Terminals Ltd
Attn.: Mr. Chris Bartolo – Purchasing Manager
Purchasing Department
Freeport Centre, Port of Marsaxlokk
Kalafrana BBG3011,
Malta

Any offer received after the closing date will be rejected.

Shortlisted bidders will be called for a presentation of their offer to MFTL.

6.4 Contents of the bids

The bids must enclose the following contents:

- Presentation of the bidder
- List and presentation of its subcontractors
- Detailed time schedule of each stage of the project
- Experience and references of the bidder in quay cranes transfer and scrapping projects
- A technical proposal detailing all technical choices proposed by the bidder with justification
- The organization the bidder will set in place to realize the project (on site and remotely)
- A Financial Offer including the Detailed Price table provided in **Appendix 3** fulfilled and signed. The excel file must be provided by the bidder.
- QHSE certifications

Any incomplete offer will be rejected.

6.5 Evaluation criteria

The offers will be evaluated according to the following criteria:

- Financial Offer
- Technical Proposal
- Time frame to realize the work

Appendix 1: Quay Cranes specifications

Equipment weights - QC 13 – 800 - 845T as an indication (including concrete ballast).

Other Drawings

QC01 an QC02 general information

Images

Folder sent by email

Appendix 2: Terminal Information

Terminal Layout with move plan for QC 13
Safety and Environmental Rules and Regulations
Terminal Ground Carrying Capacity

Appendix 3:

Detailed price Table

		Q4-2020	Q3-2021
Opt. 1	QC13 scrapped at MFT		
	Shifting of QC 13 from Terminal 1 to Dismantling Area		
1.1	Engineering and design studies		
1.2	Mobilization /demobilization costs		
1.3	Shifting of QCs13		
1.4	Dismantling of QC 13		
1.5	Scrapping and disposal of QC 13		
Opt. 2	QC13 evacuated on a barge		
	Transfer, dismantling and scrapping of QC 13 outside of MFT area.		
2.1	Engineering and design studies		
2.2	Mobilization /demobilization costs		
2.3	Transferring onto Barge, Sea Fastenings		
2.4	Return to MFT of Items on Exclusion List		
Opt. 3	QC01 & QC02 repositioning		
	Exchanging positions between QC01 and QC02		
3.1	Engineering and design studies		
3.2	Preparing QC02 for lifting		
3.3	Shifting of QC02		

Appendix 4:

<u>QC 13 Exclusions List</u>	
	Qty
Main H.V Transformer	1
Auxiliary H.V. Transformer	1
Tension Bars (Forestays) complete sections	whole Set
Gantry Rail Clamp power packs only	2
Re-Reeving Assemblies	2
Manlift	1
Machinery House Service Hoist	1
HV Cable Reel Wheels	2
Festoon System complete with beam and cable from backreach to trolley	1
HV Cable from QC to Ground station	1
Boom, Hoist Trolley Brake Eldro thrusters	1
Boom Emergency Brakes Power Pack	1
Complete Operator's cabin	1