



THE NORTHWEST
SEAPORT ALLIANCE

RFP / TITLE

CONTACT

EMAIL

PHONE NUMBER

SUBMITTAL DUE DATE

Q&A ISSUE DATE

QUESTIONS & RESPONSES #03

PA000000130 - Crane Removal and Offsite Disposal

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9/30/2025 14:00

9/24/2025 10:00

Question ID	Submission Date	Question	Answer
Q-003146	9/15/2025	How many gallons of assorted oils should will be required F10:G14to be pumped out and flushed from the 2 cranes?	Estimate is 500 gallons per crane. This includes all gearbox and hydraulic systems.
Q-003147	9/15/2025	Can you provide more clarity on the scopes covered by the memorandum? When cranes are rented to perform the lift, is this scope to only performed by ILWU Local 23? Is it just the crane operator & riggers or is it all labor up to the point that the crane is static on the barge? Will the ILWU Local 23 be required to be utilized when the crane is being lifted off the barge at a different location, where it will then be sheared up and recycled? I have reached out to the ILWU representative noted in the specifications and the representative did not understand how it would work either.	The contractor and the Port of Tacoma will get with L23 before the crane move to discuss how many gangs will be needed to assist with the move. Once that is determined, L23 will operate any forklifts and cranes to load the barge including the rigging/lashing. The actual loading of the cranes via rail will be done by the contractors and L23. Once the barge leaves Terminal 7, the contractor alone will be responsible for unloading the cranes offsite, depending on where they take it to, and follow the rule/practices at that destination.
Q-003187	9/23/2025	<p>In Section B — Solicitation Objectives and Scope of Work (Page 4 of 65): “provide engineering analysis stamped by a Structural Engineer licensed in the State of Washington....”</p> <p>We kindly request that the type of Engineer is changed from a Structural Engineer to a licensed Washington State Professional Engineer.</p> <p>Thank you</p>	<p>The PM has requested that the current language remain.</p>
Q-003184	9/23/2025	<p>1. Item 4, page 23. Based on the scope of work (demolition of two cranes), would the NWSA delete the requirement for Technology Professional Liability Errors and Omissions insurance? This requirement appears to not be in alignment with the work being completed by the proposer/contractor.</p> <p>2. Item G, page 23. The agreement requires proof that we are enrolled in the Washington State Workers Compensation Fund (commonly referred to as L&I). The scope of work dictates that this work will be completed with Longshore labor (Federal) and thus there should be no need for L&I. Will the NWSA delete this requirement as it is not needed as this is an L&H project.</p> <p>3. Item a), D, 1.d., page 21. This section requires completed operations liability on the Marine General Liability policy. The scope of work is to demolish two cranes. Since there will be nothing remaining when the scope of work is completed, can this requirement be deleted as nothing will remain at the end of the project.</p> <p>Attachment “B” Standard Terms and Conditions</p> <p>4. Paragraph 23. This paragraph sets forth “Shipping Instructions”. Can the NWSA confirm that the provisions of this paragraph 23 DO NOT apply to the transportation (Shipping) of the two cranes via the barge per the scope of work description.</p>	<p>1. This requirement has been removed. See Addendum 1.</p> <p>2. This requirement has been requested to remain.</p> <p>3. This requirement has been requested to remain.</p> <p>4. Paragraph 23 of the Northwest Seaport Alliance Standard Terms and Conditions do not apply to the transportation of the two cranes via barge.</p>
Q-003179	9/23/2025	1.Paragraph D., Page 6. This paragraph indicates that the Port will reject bids that offer an alternative method to the scope of work (unless the Port specifically requests). How do we provide an alternative method to accomplishing the scope of work? How do we request the Port to allow for an alternative method to be submitted or proposed?	The submittal must comply with requirements listed in section B. SOLICITATION OBJECTIVES AND SCOPE OF WORK for removal via barge. This is due to weight constraints on the pier.