November 6, 2013

Addendum No. 1

RFP No. 13-14/06
Lease of Charles P. Howard Marine Terminal, Berths 67-68

Acknowledge the receipt of this addendum in the space provided on the RFP Acknowledgement and Signature Form. Failure to do so may disqualify your proposal.

The following information supplements the above-referenced RFP:

1. During the site tour on October 18, 2013, Port staff pointed out a 12,000 gallon above-ground tank that is anticipated to be removed by the current tenant.

2. During the site tour on October 18, 2013, Port staff identified public utility meters located within the Terminal.

3. During the site tour on October 18, 2013, Port staff pointed out two issues that arose from the 1989 earthquake and were resolved – (a) subsidence of the longshoremen's building and (b) that the land side crane rail was impacted by the earthquake.

4. Howard Terminal has a combined water system. Water service is provided through East Bay Municipal Utility District (EBMUD). Potable and fire water are on the same system. There are two (2) meters along Market Street. The main sewer trunk is 8” leaving the Terminal. Note that new buildings or remodeling of older buildings may trigger the new ordinance that requires certification of the lateral through EBMUD. Proposers are advised to verify the requirement with EBMUD.

There are no other changes to RFP No. 13-14/06.
The following questions were submitted by the deadline and are answered in this addendum.

1. **Is there shore power infrastructure at the terminal?**
   Yes, Berth 68 has been equipped with shore power infrastructure by the Port.

2. **Who provides power for shore power at the terminal?**
   Pacific Gas and Electric Co. (PG&E) is the electric utility provider for all electricity usage including shore power, at the Terminal. PG&E invoices the tenant directly.

3. **Does the Port’s utility tariff apply to shore power at Berth 68?**
   No, it does not because PG&E is the utility provider. However, the Port’s maritime tariff (Tariff 2-A, Section 2500) applies with respect to items such as maintenance cost/responsibility and complying with certain operational requirements including grant requirements. Section 2500 is a new Tariff section subject to the Board’s approval on October 24 and November 14, 2013, by ordinance. The proposed new Tariff section is available in the Data Room and on the Port’s website [http://www.portofoakland.com/about/meetings.aspx](http://www.portofoakland.com/about/meetings.aspx) (see 10/24/13 Board meeting).

4. **Can invoices for shore power for the current tenant be made available?**
   Shore power is not yet operational for the purpose of routine usage on the Terminal and no invoices are available. It is not expected that this will change before December 6, 2013. If it does, the Port will issue an addendum to the RFP and make invoices available in the Data Room. Respondents should assume that such invoices will not be available.

5. **Is there a PG&E tariff for shore power at the terminal?**
   PG&E does not have a tariff for shore power specifically. The rates that will apply for shore power will depend on the load requirements of the ships that will be berthing at the Terminal. Please consult with PG&E for more information on rates.

6. **What are the requirements of the various grants used to fund the construction of shore power at the terminal?**
   The grants obtained by the Port generally require reporting of shore power usage and minimum usage levels (minimum number of vessel plug-ins) at the berth that received grant funding (in this case, Berth 68).

7. **Is there enough capacity to add shore power capability/infrastructure at Berth 67?**
   PG&E provides the service to the Terminal. To the Port’s knowledge, the feeder from PG&E was sized to accommodate up to one 7.5MVa vessel and is currently serving Berth 68 only. However, a separate switch for future shore power at Berth 67 was installed. The Port cannot provide assurances that there is capacity beyond a total of 7.5MVa for the Terminal.

8. **What rate structure applies to the electric circuit that serves the terminal?**
   The rate structure that applies to the electric circuit that serves the Terminal will depend, at least in part, on the time of use. The exact rates for each time period will depend on the Terminal’s load requirements. Please consult with PG&E for more information on rates.
9. What is the condition of the electrical infrastructure (power feed) on the terminal, as observed during the shore power project?
This service is provided by PG&E and is not in the area where shore power was fed from. The condition was not observed by the Port.

10. Is the environmental contamination in the subsurface (soil/groundwater) migrating toward SF Bay?
The Port has monitored groundwater for more than 10 years at the Terminal. Extensive data have been collected and analyzed. Please refer to the documents available in the Data Room for more information.

11. Where do the storm drains on the site drain to?
The storm drains drain to San Francisco Bay.

12. Are the buildings on the terminal ADA compliant?
The Port has not performed a condition survey of the buildings on the Terminal. Proposers are encouraged to make their own assessments of the Terminal’s compliance with the Americans with Disabilities Act.

13. Is using ILWU labor a requirement of the future tenant?
The Port has no authority to specify what organization may represent workers at the Proposer’s facility. The current tenant is a member of the Pacific Maritime Association (PMA), which has a contract with the International Longshore and Warehouse Union (ILWU) for its operations.

14. What pavement repairs have been made at the terminal in the last 5 years (or 10 years if none in the last 5 years)? Please provide their location and cost?
The two most recent pavement repairs (identified in question 19 below) were done at an approximate cost of $316,000 and $253,000 including design, construction and all other related costs. The work was performed between 2010 and 2012.

15. How many reefer plugs are on the terminal?
The Terminal includes 204 plugs power for refrigerated containers at 480 Volts.

16. If PG&E and the Port swap land parcels for the relocation of the Gas Load Center, will the former Gas Load Center become part of Howard Terminal or will the tenant have the first right of refusal for the land?
The terms of a potential swap of land parcels remain to be determined. While it is anticipated that the area of the former Gas Load Center would likely become part of Howard Terminal, no such assurance can be provided at this time.

17. Is the low-boy crane operational?
Yes, crane X422 low profile crane is operational.
18. It was noted during the tour that the terminal does not have Radiation Portal Monitors. Is the terminal on a list to receive them?
The Port is not aware if US Customs & Border Protection (CBP) ever planned to install RPMs at Howard Terminal. Proposers are encouraged to contact CBP to determine what, if any, customs installations would be required to support the Proposer’s operations.

19. Of the two pavement repair areas that were pointed out during the tour, are the slabs reinforced and what is the thickness of the concrete?
The pavement repair areas identified were constructed with 10” thick reinforced concrete.

20. Are there any underground storage tanks?
Staff of the Port’s Environmental Programs and Planning Division is not aware of any underground storage tanks located on the Terminal. However, the Port has not conducted a comprehensive physical investigation to identify whether any underground tanks exist. There are, however, two above ground fuel storage tanks in operation today. Proposers are encouraged to perform their own review of the documents available in the Data Room.

21. Is the land side crane rail pile supported?
Yes, please refer to section 3 on page 8 of the RFP.

22. Is there a condition survey for the cranes available?
No, however, the Port may have a condition survey performed before the Terminal is vacated.

23. Is there a crane structural survey available?
No, the Port currently does not have a structural survey and is not planning to perform one.

24. Is there a wharf condition survey available?
The Port does not have any top-side conditions survey. Similarly, the Port does not have any conditions survey of the fenders or the bull-rail. However, a survey of the pilings and soffit is available in the Data Room.

25. Was the wharf part of Wharf Embankment & Strengthening Program (WESP) undertaken by the Port several years ago?
The Terminal wharf was studied as part of the WESP, but wharf improvements were not made.

26. Who owns the temporary buildings at the main gate and the trailer at the back gate?
Modular buildings at "back gate" on Martin Luther King Street are the property of the current tenant. Modular buildings near "main gate" at Market Street are Port-owned assets, excluding one 20' modular building.