

Invitation to Tender
For LOT B: SUPPLY, INSTALLATION AND CONNECTION OF TRANSFORMER
AND HOUSING as formulated in the document “Basic Design eGLM Charging
Infrastructure”
within the e-GreenLastMile project of the
Interreg VA Deutschland-Nederland Program

Date of issue: 8th of July 2019

Deadline for submission: 16th of August 2019 (10.00 CET)

Dear Sir, Madam,

This is an invitation to submit offers for LOT B: SUPPLY, INSTALLATION AND CONNECTION OF TRANSFORMER AND HOUSING, both in Germany as well as in the Netherlands as formulated in the document “Basic Design eGLM Charging Infrastructure”, within the Interreg VA e-GreenLastMile project. The requirements related to lot B including a description of the charging locations within this e-GreenLastMile Project, are described in detail in the document “Basic Design eGLM Charging Infrastructure”.

Interested parties are kindly invited to send their offers in electronic format by sending it as an attachment to an e-mail. The deadline for the electronic submission is on 16th of August 2019 (10.00 CET).

Please send your offer digitally to:

e-mail addresses: rkroon@fier.net and fjousma@fier.net

tel. number Rob Kroon: +31 6 227 300 18

tel. number Floris Jousma: +31 6 101 966 21

Cooperatie eGLM U.A.
Sint Jansweg 20
5928 RC Venlo
The Netherlands

1 Project e-GreenLastMile (eGLM-Project)

Project in the Interreg VA Deutschland-Nederland Program; approved 21st December 2016

Duration: January 2017 – June 2020

Project budget: € 5.232.292,00

Partners:

Lead partner: NV Industriebank LIOF- Limburgse Ontwikkelings- en Investeringsmaatschappij

Project partners:

- Fier Automotive
- CTV BV
- KLG Europe - Venlo bv
- Meulenberg
- Sustainable Mobility Ventures
- CTV GmbH
- Köppen GmbH
- Samskip Multimodal Rail Terminal
- Smurfit Kappa Group
- Grosse Vehne GmbH
- BCTN B.V.
- Cooperatie eGLM U.A.

Additionally an Advisory Board is established which will have an active role in the project as well.

Project Summary:

The overall goal of the eGLM-project is the implementation of electric heavy duty trucks within the containers and distribution transport sector within the cross-border logistic hotspot region of North Limburg - Duisburg. An implementation that meets the demand of the transport sector and the priorities of Euregio that will contribute to creating a market leadership in electric-powered heavy duty trucks as well as innovative smart sustainable logistics concepts.

Working structure:

Work Package Management

Work Package PR and Communication

Work Package 0: Project Preparation

Work Package 1: Defining electric trucks and charging infrastructure

Work Package 2: Testing

Work Package 3: Application of logistic concepts

2 Instructions to tenderers

1. At its discretion, the Cooperatie eGLM U.A. may either waive or insist on strict compliance with any requirement set out in this document.
2. The tenderer is deemed to have satisfied themselves as to the sufficiency of their tender and to have included in it any incidental and contingent expenses relating to the delivery of the support provided.
3. If the tenderer wishes to sub-let parts of the works, or engage the services of individual specialists, they must state this clearly in their Tender. The tenderer must include the name or names of the subcontractors or others they wish to employ and supply sufficient details of such sub-contractors or others, as will enable the Cooperatie eGLM U.A. to evaluate their suitability to be engaged on work included in the contract.
4. In case of a non-performance of the contract by the tenderer, the Cooperatie eGLM U.A. may dissolve the contract at its discretion.
5. The following rules apply:
 - Any tenders received after the due date indicated will result in the tender being rejected;
 - Any tender not in accordance with these instructions will result in the tender being rejected;
 - Any qualifications, alterations or variations to the terms set out may result in the tender being rejected;
 - Any tender that is incomplete may result in the tender being rejected;
 - Tender must be written in English;
 - If your tender deviates from any requirement within this invitation, tenderer must mention this clearly and separately in his tender;
6. The price offered has to be a maximum price for all work to be executed. Additional costs will not be accepted.
7. Only offers related to LOT B: SUPPLY, INSTALLATION AND CONNECTION OF TRANSFORMER AND HOUSING, in which all charging locations, both in Germany as well as in the Netherlands, as described in the document “Basic Design eGLM Charging Infrastructure”, are integrated, will be accepted.
8. This tender procedure is a so called public tender procedure as listed in the Interreg VA Deutschland-Nederland Programme. This means that each tenderer has to be aware of the public tender regulations as set by the Interreg VA Deutschland-Nederland Programme. Any tenderer whose offer is not in line with this regulation, will result in the tender being rejected.
9. Due to unforeseen situations, the Cooperatie eGLM U.A. has always the option for making adjustments or even stopping this tender procedure or stopping/skipping specific parts of, as described in the document “Basic Design eGLM Charging Infrastructure”.

3 Requirements related to LOT B: SUPPLY, INSTALLATION AND CONNECTION OF TRANSFORMER AND HOUSING as formulated in the document “Basic Design eGLM Charging Infrastructure”.

The eGLM-partnership has asked Resnovae to support the partnership in providing a detailed description of the work requirements related to realise a charging infrastructure.

This information is provided in the document “Basic Design eGLM Charging Infrastructure”.

For setting up this structure the work is divided in 3 independent lots, which are strictly demarcated.

LOT A: MANAGEMENT DELIVERY The delivery of the hardware related to the charging systems will take place by means of a management delivery under the responsibility of the eGLM cooperation and is not within the scope of this tender.

This LOT has already been tendered separately.

LOT B: SUPPLY, INSTALLATION AND CONNECTION OF TRANSFORMER AND HOUSING

A new transformer will have to be supplied for most locations. This transformer must be placed in a housing in accordance with the applicable local guidelines. The delivery, installation and connection of the housing and the transformer is the responsibility of the contractor. The connection on the primary side of the transformer will have to take place in consultation with and by the grid manager. Further detailing of work and delivery of components per location is elaborated in chapter 3 of this document.

General requirements and deliveries included in this part of the project are:

a) For most locations a transformer must be delivered. This transformer should provide sufficient power and fulfil the requirements of the charging infrastructure that is connected to it. In addition, this transformer must be placed in a compact housing and connected.

Suggested specification of the transformer to be supplied: 10.5/0.42 kV, 630 kVA, Dyn5, dry type (casting resin);

b) In case a transformer is delivered for a location, a compact housing for the transformer and the associated distribution system must be supplied and installed for this location. This work includes groundwork/excavation and foundation;

c) For the relevant locations, a medium-voltage cable must be supplied, laid and connected from the grid manager's substation to the newly placed transformer. This work includes groundwork and excavation work;

d) For the relevant locations, a medium-voltage distributor must be supplied. In addition, this distributor must be placed in the compact housing and connected;

e) For the relevant locations, a low-voltage distributor must be supplied. In addition, this distributor must be placed and connected in the compact housing;

f) At each location, collision protection (anti-ramp poles) must be installed if the compact housing and/or the substation is located close to the roadway of the trucks;

g) All components to be delivered should preferably be SF6-free; h) At each location planning and execution of the works must be executed in consultation with the relevant site manager;

i) For each location the commissioning and handover documents must be arranged, namely:

Testing of the entire installation including handover to the relevant site manager;

▪ *Drawing up a commissioning document in consultation with the relevant site manager;*

▪ *Supply as built drawings for the cabling and cabinets;*

▪ *Supply an overview list of applied materials;*

▪ *Supply an overview list of CE markings and/or CE reports of materials supplied;*

- *Supply an updated floor plan indicating the cable routes in accordance with KLIC and TIM-Online.*

This lot B is the subject of this tender!

LOT C: INSTALLATION AND CONNECTION OF CHARGING SYSTEMS

The supplied charging systems, as mentioned in chapter 2.8 of the document “Basic Design eGLM Charging Infrastructure”, must be installed and connected at the relevant locations. With the 50 kW charging systems, the power cabinet and the charging station are integrated in one module. With the 350 kWp charging systems, the power cabinet and the charging station are separated into separate modules. The connection from the secondary side of the transformer to the respective combined or separate modules of the charging systems is the responsibility of the contractor. Further detailing of work and delivery of components per location is elaborated in chapter 3 of this document.

This LOT C is not subject of this tender but will be tendered separately.

Regarding LOT B - SUPPLY, INSTALLATION AND CONNECTION OF TRANSFORMER AND HOUSING- the above listed requirements are more specific described for each of the charging locations which are situated either in Germany or in the Netherlands. The detailed specifications as listed in the document “Basic Design eGLM Charging Infrastructure” is leading in this.

4 Engagement Process

Your organisation is invited to submit a full tender (in English). The following table lists the main dates of this tender procedure:

Invitation to tender issued	8th July 2019
Asking questions	8th July 2019 – 22nd July 2019 (10.00 CET)
Questions answered to each tenderer	26th July 2019
Submission deadline	16th August 2019 (10.00 CET)
Evaluation period	19th August 2019 – 23rd August 2019
Tenderers informed about result of the evaluation proces	23rd August 2019
Contract award	30th August 2019

The engagement process starts with the issuance of this invitation to tender. The tenderers will have the opportunity of asking further information until the 22nd of July 2019 (10.00 CET). If there is a need for further clarification, tenderers can contact the contact person as listed below. Questions and answers will be forwarded to each tenderer on the 26th of July 2019. After the submission deadline which is set on 16th of August 2019 (10.00 CET) there will be an evaluation period. During this evaluation period and if needed, we may talk to up to three tenderers on the phone or if needed face to face for receiving further clarification or explanation. The Evaluation period will end on the 23rd of August 2019 and the tenderers will be informed. Finally the contract award is planned for 30th of August 2019.

The objective of the evaluation process is to assess the responses to this invitation to tender and select one supplier with whom to enter into a contract for LOT B: SUPPLY, INSTALLATION AND CONNECTION OF TRANSFORMER AND HOUSING . The weighting of the criteria is as following:

- Level of technical qualifications as defined - 30%
- Plan of approach and delivery (verification and validation, delivery, security plan, level of service, maintenance and guarantee, who is doing what) - 40%
- Price and commercial terms – 30%

Offers received will be judged and compared. For each criteria an offer can receive up to a maximum of 5 points. Based on the weighting of the criteria, the offer with the highest score will receive the contract.

For asking further clarifications or information on the content of this public tender, you can contact:

Floris Jousma

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