



GUAM POWER AUTHORITY

ATURIDÁT ILEKTRESEDÁT GUÅHAN
P.O.BOX 2977 • HAGÁTÑA, GUAM U.S.A. 96932-2977

August 16, 2024

AMENDMENT NO.: II

TO

INVITATION FOR BID NO.: GPA-107-24

FOR

ELECTRIC VEHICLE (EV) CHARGING STATION

Prospective Bidders are hereby notified of the following changes and responses to an inquiry's received from Bidder No. 4 dated July 30, 2024 and Bidder No. 5 dated August 08, 2024:

CHANGES:

1. Bid Opening Date is changed **FROM** 10:00 A.M., Tuesday, August 20, 2024 (CHamoru Standard Time)
* **TO NOW READ** 10:00 A.M., Tuesday, August 27, 2024 (CHamoru Standard Time).

REMOVE Page 3 of 48 and **REPLACE** with Page 3a of 48 (see attached)

A. Under **INVITATION FOR BID, INSTRUCTION TO BIDDERS**, verbiage is changed

FROM:

This bid shall be submitted in duplicate and sealed to the issuing office above no later than **(Time) 10:00 A.M. , Date: August 20, 2024** and shall be publicly opened. Bid submitted after the time and date specified above shall be rejected. See attached General Terms and Conditions and Sealed Bid Solicitation for details.

TO NOW READ:

- * This bid shall be submitted in duplicate and sealed to the issuing office above no later than **(Time) 10:00 A.M. , Date: August 27, 2024** and shall be publicly opened. Bid submitted after the time and date specified above shall be rejected. See attached General Terms and Conditions and Sealed Bid Solicitation for details.

RESPONSE:

Bidder No.: 4 dated 07/30/2024:

QUESTION:

1. Connector Type and Standards:

The bid document specifies Type 2 (European standard) connectors: "Connector type: Type 2 (European standard)" (Page 67). Given Guam's adherence to U.S. standards, would GPA consider using Type 1 (North

American standard) connectors and CCS1 connectors for DC fast charging? Additionally, we observed during the site visit that the current setup utilizes DSS-EV-50P-V3 connectors, which are Type 1, whereas the bid documents specify Type 2 connectors. Can GPA clarify the rationale for this discrepancy and confirm whether Type 1 connectors will be acceptable for compliance with project requirements?

ANSWER:

Type 2

QUESTION:

2. **Power Output and Amperage:**

The bid specifies 7.2 kW nominal power and 30A rated charge current: "Nominal power: 7.2 kW" and "Rated charge current: 30A per phase" (Page 67). Is GPA open to higher power outputs, such as 60-120 kW for DC fast charging, to future-proof the installation?

ANSWER:

Please follow existing power output.

QUESTION:

3. **Safety Certifications:**

The bid mentions IEC standards: "The EV chargers must comply with UL 2202, UL 2594, IEC 61851, and IEC 62477-1 standards" (Page 67). Will GPA accept ETL certifications as equivalent to UL certifications, given that these are also widely recognized in the U.S.?

ANSWER:

ETL is acceptable as long as the ETL certifications site the UL equivalent.

QUESTION:

4. **Environmental Protection Rating:**

The bid specifies a NEMA 3R enclosure rating but also mentions IP54 or higher: "Enclosure rating: NEMA 3R" and "Environmental durability is addressed through IP54 or higher ratings" (Page 67).

Can GPA clarify if chargers meeting an IP65 rating would satisfy the environmental protection requirements?

ANSWER:

IP65 rating is good.

QUESTION:

5. **Communication Protocol Versions:**

The bid mentions SAE J1772 for vehicle communication and OCPP for backend integration: "SAE J1772 is required for vehicle communication, while the Open Charge Point Protocol (OCPP) enables backend system integration" (Page 67). Can GPA specify which version of OCPP is required (e.g., OCPP 1.6J or 2.0.1) and if there are any specific implementation requirements?

ANSWER:

Highest version of OCPP. Please provide design specifications.

QUESTION:

6. Charging Cable Length:

The bid specifies an 18-foot charging cable: "Charging cable length: 18 feet" (Page 67). Is there flexibility in this length requirement, considering potential site-specific needs or safety considerations?

ANSWER:

Yes, we are flexible considering site-specific needs, accessibility and safety considerations.

QUESTION:

7. Local Electrical Code Compliance:

Can GPA provide specific local electrical codes or regulations that bidders should be aware of, beyond the general specifications provided in the bid document?

ANSWER:

GPA does not have any standards/specifications specific to charging stations. We follow the NEC, NESC, and IBC codes at a bare minimum.

QUESTION:

8. Grid Integration Capabilities:

Does GPA have any specific requirements for smart charging or grid integration capabilities beyond those mentioned in the bid document?

ANSWER:

We are looking at the basic, automatic shut-off at "fully charged" feature. Please include monitoring equipment for end-user/operators and any pertinent information regarding any/all add-ons in case GPA plans on upgrading the capabilities of the charging station.

QUESTION:

9. Warranty and Service Requirements:

Can GPA provide more details on the expected warranty period and any specific service level agreements required for the charging stations?

ANSWER:

At least 1 year for product warranty, installation should include manual for GPA personnel and include training for proper operation (without vendor) and regular maintenance.

QUESTION:

10. Installation Timeline:

The bid specifies a 240 calendar day contract period: "Contract time is 240 calendar days after issuance of Notice to Proceed" (Page 1). Is this timeline flexible, and are there any specific milestones or deadlines within this period?

ANSWER:

Timeline is critical (GPA/GWA fleets on the way); completion period will remain at 240 calendar days after NTP.

QUESTION:

11. Vehicle Types and Connector Compatibility:

Can GPA provide information on the types of electric vehicles currently in use or anticipated to be used with these charging stations? This will help ensure we propose connectors compatible with GPA's fleet.

ANSWER:

Currently in use is an EV Nissan Leaf, but subject for change depending on which vendor will meet the appropriate specifications of future EV purchases.

QUESTION:

12. **Current Charging Setup Performance:**

What is the average charging time with the current EV charging setup? Understanding this can help us propose solutions that potentially improve charging efficiency.

ANSWER:

Average 6-8 hours.

QUESTION:

13. **Optional Features:**

Are there any additional features or capabilities, while not mandatory, that GPA would consider beneficial for these charging stations? Examples might include:

- Interface preference
- DC Fast charging
- Enhanced user authentication methods

ANSWER:

Monitoring system, automatic on and off feature.

Bidder No.: 5 dated 08/08/2024:

QUESTION:

1. On page 68, the charger station calls for two (2) ports per station. Our new offering is a single station and port on one pedestal. Will 10 individual ports/stations be considered in-place of two charging ports on a single station/pedestal? (See Figure 1.)

ANSWER:

Yes, ten (10) individual ports/stations may be considered, as long as it can supply ten (10) EVs simultaneously.

QUESTION:

2. On page 69, one of the specifications Charger controller Kiosk: our chargers no longer provide a control kiosk. Units can be monitored via online management portal via internet connection. Kiosk systems are no longer an industry standard. Should the kiosk malfunction, the entire bank of chargers that kiosk controls will be offline. Individually controlled charging ports/stations are more resilient when dealing with load managed charging stations, should one charger in the bank go offline, the others will still be functioning. Can GPA forgo the Kiosk specification due to updated EVSE industry standards?

ANSWER:

Yes, individually controlled charging units via internet connection is acceptable.

QUESTION:

3. One of the specifications for the chargers calls for NEMA 4x rated enclosure. Our charger offering is IP55 rated for Indoor/Outdoor applications. IP55 is equivalent to NEMA 3 rating standard. Additionally, we can add a stainless-steel canopy/hood for additional protection from direct sun, UV, rain and wind conditions further increasing the water and dust resistance. These are the same units deployed in Okinawa, Fukuoka, across Korea, and parts of Canada without issue. Would GPA be willing to forgo the NEMA4x specification as our offering will meet every other specification required. Our offering has been deployed on the Triple J HQ roof and has not been affected by environmental factors. (see Figure 2).

ANSWER:

We are looking at environmental durability which is addressed through IP54 or higher ratings. IP55 is acceptable with additional stainless-steel canopy/hood as you provided in Figure 2.

QUESTION:

4. On Page 69, one specification calls for real-time data evaluation and energy monitoring. Typically, with fleet systems, an internet connection is required for such capabilities. Our public Chargers use LTE connection for monitoring and control, which we pay local telecom carriers for data buckets. Does GPA have a plan specifically for networking? For example, run ethernet cables directly from GPA HQ server rooms, or use monthly invoiced data services via LTE connections?

ANSWER:

Please provide conduit/allow for provision to the meter for network connectivity.


QUESTION:

5. Our charger offering will be able to offer Plug and Charge capability from the factory, alternatively, the charger offering will be able to be onboarded to a charger control portal at any given time after install to even include public access and revenue generation. Taking note that GPA will have a smart meter installed for each charger bank site, will this suffice for monitoring charger usage until GPA decides how the networked services will be attained? For networked services we can offer a paid solution for LTE/5G connections per device, or GPA can run Cat5/6 cable to each charger for connectivity. As mentioned, we can add this support or remove it as needed throughout the life of the charger.

ANSWER:

Please provide conduit/allow for provision to the meter for network connectivity.

All other Terms and Conditions in the bid package shall remain unchanged and in full force.


JOHN M. BENAVENTE, P.E.
General Manager
