

Πειραιάς, 05/11/2024

PROVISION OF TENDER CLARIFICATIONS

Subject: STRUCTURAL STUDY FOR REDESIGN OF END STOPPERS FOR QCS (SPP PANAMAX) AND RMGS OF PIER I

The interested parties are kindly requested to refer to all the clarifications and any additional information published by PPA S.A. regarding the present tender. Therefore, please visit PPA S.A.'s website regularly to be informed about the latest information concerning the present tender.

The present reply constitutes an integral part of the Call

Question 13:

“.....As illustrated in provided drawing for the RMG crane’s end stopper geometry, existing end stoppers are mobile. Does same requirement apply for the new end stoppers too?.....”

Answer 13:

No, the new end stoppers should be fixed on the concrete.

Question 14:

“.....Subsequently to your reply to question 8, crane’s collision force at the end stopper results from the collision of the crane (at the trail end) to the end stopper. Collision force magnitude depends on the crane’s travel speed, the weight and hoisting capacity as well as certain coefficients, not available to us. At SPP crane’s calculations report, the total crane collision force is provided, i.e. 556kN (~55tn horizontal force). Could this force be used for the SPP crane’s end stopper design? Is it possible for the other two crane suppliers to provide the corresponding collision force values?.....”

Answer 14:

The collision force forces should be calculate in accordance with the FEM 1.001 Standards

Question 15:

“.....For the three crane types (SPP, RMG and PANAMAX) the bumper height from the rail is differentiated, (i.e. 1.30m, 1.35m and 1.08m respectively). Provided that the collision force for the three cranes is the same, RMG crane end stopper design is the most critical, since the collision force application height is the greatest (1.35m). Is it acceptable to adopt a common end stopper type for all cranes and only applying a different geometry resulting from the bumper height? This consideration could facilitate the structure uniformity..
.....”

Answer 15:

Each stopper should be designed separately.

Question 16:

“..... Subsequently to your reply to question 10, please confirm that the rail will be interrupted at the end stopper location and the end stopper will be supported directly to the concrete foundation.....”

Answer 16:

Yes.

Question 17:

“..... For crane types SPP and PANAMAX an analytical general arrangement drawing is provided. Could you provide a corresponding drawing for RMG crane?.....”

Answer 17:

There is no any corresponding drawing for the RMG crane.