

MAINE DEPARTMENT OF TRANSPORTATION

BUY AMERICAN WAIVER

TO: Carlos Pena, Planning and Development Mgr., FHWA

FROM: Nathan Moulton, Director Office of Freight and Business Services

DATE: March 8, 2017

SUBJ: Maine Department of Transportation (MaineDOT), BUY AMERICA ACT Waiver Request: **2016 FASTLANE Project 021942.04 Mobile Harbor Crane**

Due to the continued growth at the International Marine Terminal (IMT) in the port of Portland, Maine and the need for increased efficiency and increased capacity for handling containers more efficiently the Maine Port Authority (MPA) requires an additional mobile harbor crane at the IMT.

The purchase of the 124 ton mobile harbor crane, estimated at \$4.5M, is part of the larger \$15.4M Maine Intermodal Port Productivity Project under the USDOT FASTLANE Program. The overall project is designed to increase efficiency and capacity at the IMT with this additional mobile harbor crane being an integral part of the project. In looking at costs for recently acquired mobile harbor cranes at other ports in Maine and the United States, the \$4.5M estimate is a reasonable cost.

The Maine Department of Transportation requests under the Federal Acquisition Regulations a waiver to allow the purchase of a mobile harbor crane produced outside the United States.

A Mobile Harbor Crane is a specialized piece of equipment unique to the Port industry and is used at Ports throughout the world for moving containers on and off vessels or barges. There are two manufacturers of this equipment, both German companies, Liebherr – Rostock, Germany; and Gottwald – Dusseldorf, Germany. **Mobile harbor cranes are not manufactured in the U.S.** Smaller US and world ports have shifted operations to mobile harbor cranes because they are specifically designed for handling container operations, heavy lift and bulk commodities. They are ideal for repetitive high productivity operations, ‘back and forth’ between ship and shore, and assist in meeting vessel schedules and minimizing labor costs.

Mobile harbor cranes provide superior operations, versatility, improved safety, and improved mobility. Their rubber tires make them highly maneuverable instead of steel tracks associated with construction cranes, and the rubber tires do not cause as much damage to the wharf pavement. The cab is designed and placed on the crane optimally for viewing the work which is below the surface of the wharf (-35 feet) that is not easily done with a modified construction crane. The controls are designed for rapid vessel loading and unloading with anti-sway technology to manage heavy container loads when rapidly cycling back and forth between shore and vessel during container loading/unloading vessels.

MaineDOT and Maine Port Authority staff consulted with other Ports, both domestic and foreign and equipment consultants and confirmed that Liebherr and Gottwald-a division of Demag AG are highly reputable firms that have successfully completed projects at other similar US ports and they are the only producers of this type of equipment in the world.

An RFP for the mobile harbor crane will be issued and both Liebherr and Gottwald are expected to respond. The Maine will ensure that best value is secured for the taxpayers.