

MEPNN Supplier Scouting Opportunity Synopsis

Section 1: General Information

Scouting Number	2026-498
Item to be Scouted	BABA: New Ship-To-Shore Container Handling Gantry Crains
Days to be scouted	30
Response Due By	10/16/2026
Description	The Customer is seeking to better understand the current market capability for Build America, Buy America [BABA] compliant ship-to-shore container handling cranes with respect to the ever changing global market, current trade

Section 2: Technical Information

Type of supplier being sought	Louisiana Manufacturer
Reason	BABA
Describe the manufacturing processes (elaborate to provide as much detail as possible)	The manufacturing process for the ship-to-shore (STS) container handling gantry cranes is a large-scale, engineered-to-order manufacturing and integration process involving engineering, component sourcing, structural fabrication, mechanical and electrical integration, full crane assembly, testing, transportation, site installation, commissioning, and final acceptance. The process begins with engineering and detailed design based on the customer's required operating envelope, structural requirements, load classifications, electrical requirements, and performance specifications. The manufacturer is expected to identify whether engineering is performed by in-house personnel or outside engineering organizations and to demonstrate prior experience designing similar STS crane systems and equipment for U.S. projects. The cranes are designed for very heavy-duty container terminal service. The specified configuration includes approximately 68 meters of waterside outreach, 20 meters of backreach, 53 meters of lift above the waterside rail, 18 meters below rail, a 100-foot rail gauge, and a 65-long-ton twin-lift spreader capacity. The crane must also accommodate an 85-long-ton cargo beam. Structural design is required to comply with F.E.M. 1.001, 3rd Edition, with the crane structure classified for U8 utilization, Q3 spectrum and A8 group classification. Major operating mechanisms—including the hoist, trolley, boom and gantry—also have defined utilization, loading and classification requirements. Following engineering, the crane enters the fabrication stage at designated manufacturing facilities. The contractor is required to identify the factories that will perform fabrication, disclose whether those facilities are contractor-owned or operated by subcontractors, and identify subcontractors manufacturing contractor-designed products. During manufacturing, major structural assemblies and purchased components are integrated into the complete crane system. The RFQ requires identification of the manufacturer's preferred major-component suppliers and alternate suppliers, including any components for which BABA requirements create sourcing or technical-compliance concerns. Electrical systems are designed to operate from a 13.8 kV, 60 Hz power supply, with electrical requirements referencing the National Electrical Code and NFPA 70. Crane operating systems include the hoist, trolley, boom, gantry drive system, cable reel, emergency drive capabilities, and associated control and power systems.

	Once fabrication and component integration are completed, the crane moves to assembly, erection and factory testing. The manufacturer must demonstrate the capability to fully erect and test the STS crane prior to shipment. The RFQ also evaluates the manufacturer's historical performance for on-time handover, final commissioning, final customer acceptance and warranty-related downtime. For this project, manufacturing must also incorporate Build America, Buy America compliance controls. The contractor is responsible for documenting applicable material percentages, cost percentages, component sources, and manufacturing and assembly locations. The manufacturer must identify the locations where significant manufacturing work is performed, the work conducted at each location, and the fabrication, assembly and erection locations specifically used to achieve BABA compliance. After testing, the completed crane may either be shipped fully assembled or transported for assembly/erection at the project site. The manufacturer must provide a shipping plan, offloading and/or erection plan, installation schedule, and qualifications of the field personnel supporting the installation. The final manufacturing and delivery process includes site commissioning, functional verification, customer acceptance and warranty support. Quality controls are supported by the manufacturer's QA/QC program, qualified QA/QC personnel and applicable ISO certifications.
Provide dimensions / size / tolerances / performance specifications for the item	• Rail Gage: 30.48 m [100'] • Landside Rail Height Above Waterside Rail: 304.8 mm • Allowable Rail Loading: 1,000 PSF • Center of Waterside Rail to Face of the Fenders: 6,803 mm • High High Water to Waterside Rail: 2,475 mm • Low Low Water to Waterside Rail: 7,273 mm • Draught at Mean Low Water: 17,069 mm • Ambient temperature -20°C to +45°C and 100% relative humidity • 25 m/s operating wind speed • 70.2 m/s stowed wind speed • 13.8kV 60Hz power supply • • 18,000 TEU vessels [23 containers wide and 10 containers high on deck] • 68 meter outreach from WS rail, 100' rail gage, 20 meter backreach • 53 meter lift above the WS rail, 18 meter below the WS rail. • 18.3 meter between legs, 27 meter overall width, 15.24 meter portal clearance • 65 long ton twin lift spreader • 85 long ton cargo beam • Twin-twenty capable, spreader included in scope • Single hoist, single trolley manual operation from trolley mounted cabin • Hoist: 1.5 seconds to 90 m/min at 65LT and 3 seconds to 180 m/min at 10LT • Trolley: 4 seconds to 240 m/min with 65 LT • Boom: 3 minutes to 45° and 6 minutes to 80° • Gantry: 8 seconds to 50 m/min • Minimum of 75% driven gantry wheels, vertical motors • Full speed gantry travel with boom at 0°, 45° and 80° degrees • 650 meter cable reel • Emergency motor per motion [except gantry] and ability to operate on a single drive • Minimize use of hydraulics, note any locations where hydraulic remain • Structural - F.E.M. 1.001, 3rd Edition Revised 1998. 10.01 Booklets 1 to 8 based upon the following criteria

List required materials needed to make the product, including materials of product components	Detailed material grades and Bill of Materials are not provided at the RFQ stage. The selected manufacturer will be responsible for identifying the major materials and components incorporated into the STS crane, their suppliers and manufacturing origins, and documenting the applicable material/component cost percentages necessary to demonstrate BABA compliance.
Are there applicable certification requirements?	Yes
Certification(s) required	ISO
Details	• F.E.M. 1.001, 3rd Edition Revised 1998 — structural and component design/classification requirements for the crane. • National Electrical Code (NEC) / NFPA 70 — required for the crane electrical system. • Build America, Buy America (BABA) — the crane must comply with applicable domestic sourcing requirements, and the contractor must document material, cost, component-source, manufacturing, and assembly information.
Are there applicable regulations?	Yes
Details	Build America, Buy America Act requirements under the Infrastructure Investment and Jobs Act, Pub. L. 117-58, §§ 70911–70917; applicable FHWA BABA requirements and guidance. Technical compliance includes F.E.M. 1.001, 3rd Edition Revised 1998, and NEC/NFPA 70.
Are there any other standards, requirements, etc.?	No
Additional Technical Comments	the requirement is for up to four ship-to-shore (STS) container handling gantry cranes, with options for additional units. The cranes are intended for 18,000 TEU vessels and must accommodate 23 containers wide and 10 containers high on deck. Required geometry includes approximately 68 m waterside outreach, 20 m backreach, 53 m lift above the waterside rail, 18 m below rail, and a 100-ft rail gauge. The crane must support a 65-long-ton twin-lift spreader and an 85-long-ton cargo beam. The equipment must be designed for operation in ambient temperatures from -20°C to +45°C, up to 100% relative humidity, with an operating wind speed of 25 m/s and a stowed wind speed of 70.2 m/s. Electrical supply is 13.8 kV, 60 Hz. The manufacturer must demonstrate the capability to fully erect and test the crane prior to shipment and provide documentation of fabrication, assembly, testing, commissioning, and final acceptance capabilities. The shipping approach may include delivery fully assembled or assembly/erection at the project site. The project is subject to Build America, Buy America (BABA) requirements. Suppliers should be prepared to document material/component cost percentages, component suppliers, fabrication locations, assembly locations, and significant work performed at each location. The manufacturer must also provide information regarding major component suppliers, any BABA-related component or technical compliance issues, QA/QC capabilities, ISO certifications, warranty support, spare-parts availability, and U.S.-based service capability.

Section 4: Business Information

Estimated potential business volume	Up to 4
Estimated target price / unit cost information (if unavailable explain)	Not specified in the RFQ.
When is it needed by?	December 1, 2030 Initial four cranes must also be completed within 730 days of contract execution.

Describe packaging requirements	Not specified in the RFQ. Supplier must provide a shipping plan, including whether equipment will be shipped fully assembled or assembled on site, plus proposed offload/erection procedures and schedule.
Where will this item be shipped?	Louisiana International Terminal, Violet, Louisiana, United States.

Additional Comments

Is there other information you would like to include?	
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