Sustainable Energy Development Project (SEDeP) IDA-2610-MH, Project Number: P160910

Clarifications No. 1

To Request for Quotation (Re-Invited) issued on Nov 16, 2020

Procurement of:

Supply and Installation of Charging Stations and Central Management System for EV pilot project at Majuro, Republic of Marshall Islands

RFP No: MH-MEC- 160488-GO-RFQ (Re-invited) (RFQ-R)

Client: MARSHALLS ENERGY COMPANY INC.

Country: Marshall Islands

Issued on Dec 11, 2020

The Marshall Energy Company on behalf of the government of the Marshall Islands, now issues this **Clarifications 1 to the RFQ**, issued on November 16, 2020. This Clarifications No. 1 dated **December 11, 2020**, **now forms part of the RFQ** and should be recorded and noted in your Submission Letter. This clarifications No. 1 provides responses to questions received till Dec 8, 2020.

This Clarifications No. 1 provides the following clarifications:

Item No.	Reference in the RFP	Description	Question	Answer
1	A. General Requirements EVSE Type	Dual port AC EVSE with 6-10 kW/port	Can we propose L1 and L2 as single-phase AC 208V with the maximum output rate of 8.4 kW?	8.4kW is within the required range of 6-10 kW.
2	B. System Structure, no. 6 Interface Inter-operability	Interoperable with any EV (non-dedicated, can be used by any consumer).	This is in conflict with requirements specified under D) "Output requirements", as per which the charger connector type shall be SAE J1772, Type 1 Plug/Socket Please clarify.	The charger connector type shall be SAE J1772, type 1 plug/socket. Anyone who has EV that is compatible and wants to use the chargers will be able to.
3	D. Output Requirements, No. 2 output Current	To be set the maximum output current ripple should be less than 5%.	Ripple is applicable in case of DC output. The RFP specifies AC output. Is this still applicable?	No current ripple should be specified in case of AC charger. The description shall be deleted.
4	E. Functional Requirements No. 4 Locking system	Lock and Keys for main board and lockable connector	The connector could be physically locked by the EV, but there will not be any physical lock for main board. The connector will not be lockable for the main board. Normally, the lockable connector is used for DC EVSE. Will this be acceptable?	As specified the mainboard itself shall be locked with key to avoid any unnecessary access by suspicious persons. Also, the connector shall lock to EV during charging to avoid any unexpected unlocking the connector from EV.
5	H. User Interface and Display Requirements, No. 4 Display	LCD screen, user interface with touch screen or key pad	Will automatic RFID (card) system with LCD display and without touch screen or keypad be acceptable?	The display must be as per the specifications included in the RFP.

6	H. User Interface and Display Requirements, No. 6 Display message	Duration since start of charge: kWh and time idle/charging in process: State of charge (SOC) % fault conditions	Will it be acceptable that SOC will not be displayed? Normally SOC is displayed on the EV.	The display must be as per the specifications included in the RFP.
7	J. Billing and payment Requirements, No.2 payment	As per OPCC, the supplier shall propose options as mobile application payment, membership system supported by credit card, debit card and other type of pre/post-paid systems	Will the pre-paid RFID card system for payment be accepted?	Yes, that is acceptable form of payment.

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Marshalls Energy Company