



ADDENDUM NO. 2

Official Responses to Respondent Questions Illinois International Port District's ("IIPD") Request for Proposals ("RFP") For: Qualified Vendor List for the Purchase of Battery-Electric Vehicles and Equipment at the Illinois International Port District

1. **Question:** Would IIPD consider a battery-electric pickup truck with a smaller overall footprint than a traditional full-size pickup, provided it offers sufficient payload, towing capacity, driving range, and passenger capacity to support the intended port operations?

Answer: IIPD is not evaluating or pre-approving specific manufacturers or models through the Questions and Answers process. Respondents should propose equipment that meets or exceeds the minimum specifications contained in the RFP. Equivalent products from any manufacturer will be considered, provided the proposal demonstrates that the equipment satisfies the operational and technical requirements of the solicitation. Vendor offerings will be evaluated by a selection committee to create a qualified list by category from which terminal operators can place orders.

2. **Question:** How many units of each equipment type will be awarded and purchased as part of this process? An estimate or range would be helpful.

Answer: The number of units procured within each equipment category will be based on terminal operator needs, the ability of the proposed equipment to meet the requirements of the RFP, and available budget. Following completion of this qualification process, IIPD will provide the final list of qualified vendors with

anticipated equipment quantities by category as part of subsequent procurement activities.

3. **Question:** Is this a prequalification or an official RFP?

Answer: This solicitation is a prequalification process to establish a list of qualified vendors by equipment category. Vendors determined to be qualified may be invited to participate in subsequent procurement activities and submit proposals or quotations for specific equipment needs. Placement on the qualified vendor list does not guarantee the award of a contract or the purchase of any equipment.

4. **Question:** The RFP states on page 2 under *55% Domestic Content Waiver Provision* that terminal tractors 'contracted delivery date' must be on or before 12/31/26 and must deliver no later than 7/1/27. Can you explain the difference between the 'contracted delivery date' and 'must be delivered by date' in this context?

Answer: The Contracted Delivery Date is the anticipated delivery date established in the purchase order issued by the applicable port operator at the time an equipment order is placed. The Final Delivery Date is the actual date on which the equipment is delivered and accepted and will serve as the contractually binding delivery milestone. Contracted Delivery Dates and Final Delivery Dates may vary by equipment category to align with the applicable delivery timelines established under the [EPA Clean Ports Program General Applicability Public Interest Waiver](#).

5. **Question:** On page 15, under *Timeline for Delivery and Commissioning*, the RFP states that equipment must be delivered by September 30, 2026. Can IIPD clarify the required delivery date for vehicles and equipment?

Answer: The September 30, 2026, delivery date included in the RFP was an administrative error. This error has been corrected in Addendum No. 1, issued on July 10, 2026. The required delivery date for all vehicles and equipment is September 30, 2028.

6. **Question:** Is the duty cycle for the battery-electric terminal tractors limited to 8–10 hours, or will there be multiple shifts? We are asking because multiple battery capacity options are available, and we want to ensure we propose the most appropriate configuration.

Answer: Operational requirements may vary among participating terminal operators. Some terminal operators may operate a single shift, while others may operate multiple shifts. Many anticipate charging equipment at the end of the workday, while others may be able to accommodate opportunity charging during breaks or between shifts. We would encourage vendors to include equipment with technical specifications or options such as larger battery capacity to accommodate the diverse needs of terminal operators.

7. **Question:** There is no charger listed in the RFP. Can you provide information on the charging equipment that has been or will be installed (e.g., manufacturer and model)?

Answer: Charging equipment has not yet been selected. Respondents should identify compatible EVSE for their proposed equipment, including applicable technical specifications and any demonstrated interoperability. A separate procurement for charging infrastructure will be conducted after the final equipment selections and anticipated quantities have been determined based on terminal operator needs and equipment orders. This phased procurement approach will enable IIPD to procure charging infrastructure that is appropriately sized and configured to support the selected equipment and the operational requirements of participating terminal operators.

8. **Question:** Do the battery-electric terminal tractors need to be DOT-certified for on-road use, or are off-road-only models acceptable?

Answer: This RFP is intended to support the procurement of both on-road and off-road battery-electric terminal tractors, depending on the operational needs of the participating terminal operators. On-road terminal tractors used for drayage operations to and from the Illinois International Port District must meet all applicable U.S. Department of Transportation (DOT) and other required regulatory certifications for their intended use. Off-road terminal tractors that will operate exclusively within port terminals are not required to be DOT-certified but must meet all other applicable safety and regulatory requirements. All equipment proposed under this RFP must be commercially available, fully certified for its intended application, and suitable for revenue service. Demonstration or prototype models requiring future certification will not be considered.

9. **Question:** For terminal tractors, what are the weight limits, and is a single-axle or tandem-axle configuration required?

Answer: For on-road terminal tractors, the anticipated gross vehicle weight rating (GVWR) is approximately 82,000 pounds. For off-road terminal tractors, the anticipated minimum fifth-wheel lift capacity is approximately 80,000 pounds. While these operating conditions may be well suited to tandem-axle configurations, respondents may propose either single-axle or tandem-axle terminal tractors, provided they demonstrate that the proposed configuration is appropriate for the intended application and meets the performance requirements of the RFP. Offering multiple configuration options is encouraged where available to provide terminal operators with flexibility based on their operational needs.

10. **Question:** In order to bid the correct product for the dump bed truck and utility LSV truck, can IIPD provide additional guidance regarding the desired gross vehicle weight rating (GVWR)? We anticipate proposing the Volvo VNR Electric day cab and a Kalmar battery-electric terminal tractor and would also like to determine whether the Mack MD Electric would be an appropriate option for the dump bed truck.

Answer: The RFP does not establish a specific GVWR requirement for the battery-electric dump bed truck or utility LSV truck. Respondents are encouraged to propose one or more commercially available models or configurations that are appropriate for the intended application and clearly identify the applicable GVWR and performance specifications for each. This may include vehicles in a lower weight class than the Volvo VNR Electric, provided they satisfy the intended operational needs. Utility LSV trucks should be Class 1 vehicles and otherwise meet the requirements set forth in the RFP.

11. **Question:** The RFP does not specify whether federal excise tax or state and local sales taxes should be included in pricing. Is IIPD exempt from these taxes?

Answer: IIPD is exempt from state and local sales tax on equipment purchases. IIPD is confirming whether any federal excise tax exemptions apply and will notify all respondents if additional information becomes available. Respondents should separately itemize any applicable taxes in their pricing proposals.

12. **Question:** The RFP states that a Letter of Intent is due by July 13. We do not intend to submit a proposal under this RFP but may be interested in responding to a future

solicitation for EV charging infrastructure. Should we submit a Letter of Intent at this time?

Answer: Vendors that do not intend to submit a response to this RFP for battery-electric vehicles and equipment are not required to submit a Letter of Intent. A separate RFP for EV charging infrastructure will be issued by IIPD at a later date. Information regarding that solicitation, including any applicable submission requirements, will be provided as part of the future procurement.