Request for Expressions of Interest:

Wind Turbines Transportation and Logistics Services for Nain Wind Microgrid Project

Date of Issue:	Closing Date for Receipt of EOI: 02-February-2026

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1.0 Introduction

1.1 Project Overview

The Nain Wind Microgrid Project (The Project) is a renewable energy project being developed between the Nunatsiavut Government and independent power producer, Natural Forces in the community of Nain, Labrador.

The Project consists of 2 wind turbine generators (WTG's) and a battery energy storage system (BESS) connected to the existing remote electrical grid in Nain, significantly reducing the demand for diesel generator use to power the town.

Nain is located on the north-east coast of Labrador and is the northern most permanent settlement in the province of Newfoundland and Labrador. Nain is not accessible by road, only by air or sea. Nain is approximately 1 hour and 10 minutes by air from Goose Bay International Airport. Nain is also serviced by a weekly passenger ferry service during the ice-free season. The passenger ferry (MV Kamutik W) details can be found at: https://labradormarine.com/routes-and-fares/lcs-routes-and-fares/lcs-freight-services/.

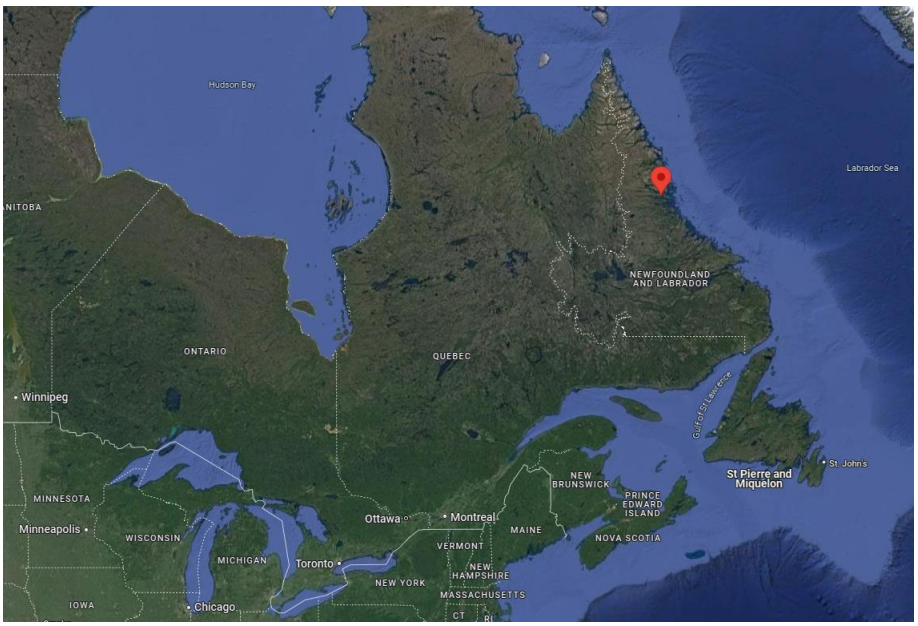

Figure 1: Nain location within Canada

For additional geographical reference, Nain is located approximately 35 km northeast of the Voisey's Bay mining project.

1.2 Planned Project Schedule

Construction of the Project will start in Q2, 2026 with project completion targeted for late 2027 – early 2028. The WTG components are planned to arrive at a Canadian Port in the September – November 2026 timeframe and will be stored overwinter. The WTG components and associated equipment will be transported to Nain the following year, somewhere within in the August – October 2027 period.

1.3 Purpose of Request for Expression of Interest

Project construction will require an experienced and capable transport and logistics provider (Service Provider) to handle, store, and transport the WTG components and support equipment from the Canadian port of entry to Nain, returning support equipment and shipping frames once the WTG is erected and cranes are ready for demobilization from Nain.

Considering the numerous ports of entry options in Atlantic Canada, and the constraints for unloading, transporting, and lifting WTG components in Nain, The Project management team is seeking input and ideas from experienced logistics companies interested in providing this service in an upcoming tendering process.

RFEOI responses from interested parties will assist the project management team to identify qualified service providers with a strategic presence in Atlantic Canada who can deliver comprehensive solutions for the transportation and handling of project components. Due to Nain's limited accessibility and the short construction season (typically July to October), the project requires service providers with proven expertise in complex logistics operations. It is anticipated the tendering request will be issued by late Q1 – early Q2, 2026.

RFEOI responses will also assist the project management team in finalizing the capital budget and tendering approach. Response to this process may allow an invitation to tender or direct source approach, provided the conditions of the Nunatsiavut Government's Procurement Act (The Act) are satisfied. Otherwise, the services will be procured through an Open Tender process stipulated in The Act. Interested parties shall pay particular attention to the Indigenous content factor as a part of tender award considerations. Additional information on The Act can be found online at: https://nunatsiavut.com/legislation/.

Please note that participation in this RFEOI is non-binding, and submittal received does not create any commitment or obligation on either party.

2.0 Project Specifics

The Project consists of two (2) Enercon E82 EP2 E4 2.35 MW wind turbine generators, each at 58.91 m hub height, for offloading, storage and delivery. The detailed E82 packing list for both WTG's is:

Quantity	Description	Stackable	Deck option	Max. length m	Max. width m	Max. height m	Single gross weight ton	Storage m^2	Volume m^3
2	nacelle upper part - half assembled unpacked on steel support	no	no	5.89	4.99	3.85	20.00	58.78	226.31
2	nacelle lower part (+cooling fan) unpacked on wooden frame	no	no	4.97	3.00	2.50	0.60	29.82	74.55
2	spinner cap + nacelle cap unpacked on steel support	no	no	3.60	2.70	2.79	0.67	19.44	54.24
2	set of 3x blade extensions in steel frames	no	no	4.91	2.44	2.44	1.30	23.96	58.46
2	hub - half assembled without loading support unpacked on steel support (for Loading support +25cm in height)	no	no	5.56	4.99	3.61	35.00	55.49	200.31
2	generator unpacked on steel support	no	no	5.28	4.99	2.48	68.00	52.69	130.68
6	rotorblade without rotorblade fin unpacked with 2 frames position: a) flange 0m b) 25,05m distance from flange	yes, 3-high	yes	39.80	2.90	2.48	9.60	692.52	1717.45
2	3x rotorblade fin 40' s.o.FR	yes, 3-high	no	12.19	2.44	2.90	2.46	59.49	172.51
6	**single rotorblade fin packed on wooden frames (on demand, to be checked)**	**no**	**no**	**6.75**	**2.05**	**2.91**	**0.45**	**83.03**	**241.60**
1	external staircase	no	yes	3.10	2.20	1.60	1.10	6.82	10.91
1	20' s.o. Bx E-82 tower cable	yes	yes	6.10	2.44	2.60	8.50	14.88	38.70
1	20' s.o Bx Delivery Unit Service Hoist	yes	yes	6.10	2.44	2.60	10.00	14.88	38.70

2	E-Module Transformer Platform (EM1.04)	no	no	3.70	3.00	3.05	10.00	22.20	67.71
2	E-Module Power cabinet 1	no	no	3.60	2.60	3.05	7.60	18.72	57.10
2	E-Module Power cabinet 2	no	no	3.60	2.60	3.05	9.00	18.72	57.10
35	**TOTAL SHIPMENT (Converter):**							**1,171.45**	**3,146.34**
2	steel tower E-82 section 1 (net-length in m 23,235 flange 2,49/ 2,95) unpacked on saddles	no	yes	23.39	2.95	3.10	45.68	137.97	427.71
2	steel tower E-82 section 2 (net-length in m 20,98 flange 2,95/ 4,03) unpacked on saddles	no	yes	21.13	4.03	4.18	62.87	170.31	711.89
2	steel tower E-82 section 3 (net-length in m 11,77 flange 4,03/ 4,30) unpacked on saddles	no	yes	11.91	4.30	4.45	65.11	102.43	455.80
2	steel tower E-82 section 4 upright position (about 4 weeks before)	no	yes	4.77	4.77	1.39	13.15	45.51	63.25
2	pre delivery foundation basket 6 weeks before	yes	yes	10.00	2.45	2.00	6.30	49.00	98.00

The Project's BESS is a lithium-ion battery storage system, with a rated 3.0 MW output and 5.0 MWh of energy storage. This equipment consists of three (3) sea-container skids per the anticipated packing list:

Quantity	Description	Stackable	Deck option	Max. length m	Max. width m	Max. height m	Single gross weight ton	Storage m^2	Volume m^3
2	Battery container skids	no	N/A	6.058	2.438	2.896	29.6	14.769	42.772
1	PCS/transformer skid	No	N/A	6.058	2.438	2.896	~15	14.769	42.772

Nain has very limited options for equipment offloading. It is assumed the ferry dock ramp for roll-on/roll-off operations is the only suitable infrastructure for unloading. The concrete jetty adjacent to the ferry dock ramp is not suitable for heavy lifting operations. Therefore, all project components arriving via marine transport will either have to be drivable or towable to offload. It's important to note the ferry dock ramp provides a critical coastal supply marine service, where the coastal ferry typically docks overnight, usually once every 7 days within season. The coastal ferry service cannot be disrupted as it's a lifeline for supplies on the north coast of Labrador. Therefore, the Project transport and logistics operations will be required to move off from the ferry dock if the coastal ferry arrives during any period of offloading.

In addition, the shallow draft at Nain's ferry dock will need to be considered for suitable marine transport equipment. Please refer to **Appendix 1 – Nain Jetty** for additional information on Nain's ferry dock and surrounding bathymetric charts for consideration.

Project components arriving on the marine transport will be transported on the roads through Nain, to the project construction areas. The Project management team will be responsible to ensure the route obstacle avoidance measures and new road construction are complete as per design in advance of the WTG and associated components arriving. Please refer to **Appendix 2 – Access Road Drawings** for the WTG site road design and **Appendix 3 – Route Through Town** for town route obstacle avoidance measures.

The WTG installation contractor, working with the Project's construction manager or delegate, will coordinate all material and equipment site transport locations in preparation for pre-assembly and erection. The Service Provider will be responsible for the assembly of cranes at the work area, and unloading of the WTG and related components, including cribbing and securement at the laydown and pre-assembly areas.

Once all the cargo is unloaded off the marine transport at Nain and transported through town to the project construction areas, the WTG installation contractor will require the WTG erection cranes for pre-assembly and WTG erection. Once the WTG erection is finalized and it is confirmed no more hoisting is needed elsewhere, the demobilization process can commence. The WTG installation contractor will ready all tooling and shipping frames for pick-up by the Service Provider, who will transport these items back to the marine transport vessel, securing cargo before setting sail back to a port chosen to unload and transport frames and various equipment back to their origins.

The estimated schedule for return trip (excluding land mobilization and return of support equipment) is 12 weeks, which includes 7 weeks docked at Nain. This assumes a single return trip marine transport.

3.0 Scope of Services

The Service Provider will be responsible for delivering a complete end-to-end service solution for the transportation, storage, handling, and crane erection services of the WTG components. While the BESS components may be delivered via the coastal ferry service (to be confirmed), it should be assumed in this RFEOI that BESS components will arrive at Nain through the Service Provider's marine transport solution. The BESS EPC contractor will be responsible for the transportation and delivery of the BESS modules to the chosen port of departure.

3.1 Port Selection

The Service Provider shall recommend a suitable and strategic port of delivery in Atlantic Canada for WTG component delivery. Recommendations shall consider:

- Port acceptability reviewed and approved by Enercon (to be confirmed on a case-by-case basis but typically requires a port suitable for docking Enercon E-Ship 1 or similar freighter ships). Useful ship details can be found online at https://en.wikipedia.org/wiki/E-Ship_1
- Suitable materials handling personnel and equipment to receive WTG components off-hook from the ship, and transport to respective storage areas.
- Overwinter secured storage area consisting of an estimated 2,125 m^2 of outside cold storage and 150 m^2 of inside, heated/climate-controlled storage for temperature and humidity sensitive equipment.
- Geographical considerations to minimize sail time and weather-related risk transporting to Nain.
- Roll-on/Roll-Off dock capabilities suitable for loading WTG components and support equipment.

3.2 Support Equipment and Associated Labour

The Service Provider shall procure and schedule all necessary support equipment and labour for the transportation and lifting operations of WTG components, including maintenance support. This requirement shall include all the necessary insurances, permits, rental rates, and all other operating costs associated with both mobilization and demobilization of the equipment to/from the selected Canadian port of origin. The anticipated list of support equipment (estimated and non-exhaustive) is:

- **WTG main erection crane**: Liebherr LTM 1650-8.1 mobile crane (preferred), Liebherr LTM 1750-9.1, or equivalent (Service Provider to confirm with crane provider on suitability for Enercon E82 57 m tower installation of full generator and hub assembly)

- **WTG auxiliary (trailing crane)**: 160t mobile crane
- **Semi Trailers/Dollies**: Required for transport of crane counterweights, crane jib boom, WTG generators, hubs, nacelle's, tower sections, BESS modules, tool containers, and other misc. WTG components per packing list.
- **Semi-Trucks**: Required for efficient loading and unloading of WTG components and related cargo on and off marine transport, and for transportation of cargo at Nain, including any push-pull tractor combinations that may be deemed required at wind turbine sites.
- **Turbine Blade Trailers**: Required for blade section transport on/off barge, blade storage on barge, and transport of blade sections up to WTG installation areas.
- **Marine Transport Stools**: Required for strategic storage and elevation positioning on marine transport to accommodate positioning and loading materials and equipment on trailers (this assumes a single marine transport run, while minimizing the quantity of trailers utilized. The project team is open to any cost effective, safe alternative)
- **Aerial Work Platform**: Self-propelled 45' manlift to support installation
- **Telehandler**: 12,000 lb with forks to support material handling and WTG installation
- **Light Trucks**: Quantity sufficient to support entire Service Provider's team transportation at Nain.
- **Office/Lunch Trailers**: Quantity sufficient to support entire Service Provider's team field work requirements at Nain.

Note: Alternative marine transport for some equipment may be accommodated by the seasonal coastal ferry service. The Service Provider shall be aware that essential community freight takes priority over construction equipment, and this can cause delays that would need to be mitigated not to disrupt the WTG installation schedule.

It is the responsibility of the Service Provider to confirm the support equipment needs to execute the entire scope of work.

3.3 Transportation of WTG, BESS

The Service Provider shall propose a marine transport solution that considers minimization of costs and risks while ensuring the solution is safe for ocean coastal transit and compatible to dock and operate safely at Nain's ferry terminal. Any value-added proposition such as multi-trips, opportunities to part charter, etc. will be considered by the Project management team.

Marine transport shall consider the following:

- All marine-related and cargo handling labour and supervision required to transport and handle cargo from the Canadian port of origin to Nain, return.
- All maintenance labour, materials, and equipment support required for the operation.
- All lifting, transport, and placement of WTG components and support equipment onto marine transport means from Canadian port where WTG components are stored.
- All lashing materials, equipment, and labour associated with lashing cargo for secure marine transport.
- All towlines and motorized vessel if a barge arrangement is to be proposed
- All mooring and berthing equipment
- All operating expenditures including fuel and maintenance
- Evaluation of Nain's ferry dock to confirm marine transport compatibility.
- A marine warranty survey
- Site evaluation of the overland route through Nain in advance of marine transport to address any concerns with clearances, etc.
- A ramp or ramps able to be safely installed at Nain's ferry dock to permit roll-off/roll on cargo transport operations.
- All offloading of marine transport cargo at Nain and transport to the Project assembly or staging areas.
- Accommodations, subsistence, and any other travel costs for all Service Provider team members.
- Load-out of all support equipment and Enercon shipping frames onto marine transport means for return sailing back to Canadian port or origin (or alternative port if there is a more economical option for demobilization costs).
- Overland return of all support equipment to point of origin.
- Marine transport of Enercon shipping frames to overseas point of origin (assumed to be a port near Emden, Germany – to be confirmed). Refer to **Appendix 4 – Back-shipping** for shipping frames back-shipping instructions.

The marine transport capacity shall also account for two (2) Enercon installation tooling 20' sea containers (stackable), two (2) 53' flat deck trailers, and three (3) BESS containers. The Service Provider shall account for the overland pick-up and return of Enercon tooling containers and trailers from Enercon's shop in Boucherville, PQ.

Note that due to timing, the BESS may need to be transported via an alternative plan. This will be confirmed later but should be accounted for in this RFEOI.

Refer to **Appendix 5 – Barge** for a preliminary stow plan completed for the Project in 2024 by Argus Logistics Consulting Ltd, using the McKeil Marine barge Tobias.

3.4 Permitting, Licencing, and Insurance Requirements

The Service Provider will be responsible for securing all required permitting and licencing for end-to-end services, including both land and marine activities.

The Service Provider shall provide comprehensive insurance coverage to mitigate project risks. This will include:

- Commercial General Liability of at least $10 million per occurrence with no hoist or crane exclusions with Project Corp added as additional insured with waiver of subrogation
- Property coverage for all contractor equipment used on-site
- Cargo insurance for all materials under their care insured at 110% of CIF value, extending from the Canadian port to the final construction site in Nain, with Project Corp as loss payee on the policy
- Automobile liability of $5 million coverage, including commercial transportation liability insurance on all road-transport equipment.

All insurance costs should be incorporated into the RFEOI response, with any exclusions disclosed.

4. Expression of Interest Process

The following sections describe the process applicable to the RFEOI, including the schedule; communication; submission requirements, review and follow-up.

4.1 Baseline Schedule Overview

The RFEOI timeline is:

Date	Description
06-Jan-2026	RFEOI issued via: https://nunatsiavut.com/category/requests-for-proposals/
26-Jan-2026	Final day for submission of questions
02-Feb-2026	Submission deadline for RFEOI

4.2 Communication

It is the Respondent's responsibility to inform itself on all aspects of the RFEOI requirements. All submissions inquiries shall be submitted to the RFEOI Administrators at: ttzagarakis@naturalforces.ca and nheffern@naturalforces.ca

While the Project management team will endeavor to provide timely responses to all relevant and appropriate inquiries, they are not obligated to respond to all inquiries or to

provide responses within a specific timeframe. Letters of Interest and supporting details received by the RFEOI response deadline shall constitute the Respondent's RFEOI submission. RFEOI submissions shall be submitted via email per the addresses provided.

4.3 Submission Requirements

Responses should be clear, concise and include:

1. **Transportation Plan**
    - A detailed description of the proposed approach for end-to-end logistics, including all marine and overland transport aspects
    - Key assumptions and risk mitigation strategies
    - Identify selected port(s) with a summary of the reasoning for this selection
    - Proposed schedule (excluding fixed start dates)
    - Identification of single or multiple return trip marine transport
2. **Budgetary Cost Range**
    - Detailed and fulsome cost estimate breakdown of the distinct project activities on a cost-reimbursable basis which includes all labour and rental unit rates over the contract schedule period
    - Respondent's recommendations on the appropriate level of contingency to carry at this stage to capture end-costs
    - A list of qualifications (any assumptions and/or exclusions) pertaining to the budgetary estimate
3. **Strategic Assets in Atlantic Canada**
    - Details of any existing infrastructure, Indigenous partnerships, or resources that support project delivery
4. **Equipment and Personnel**
    - Detailed and fulsome list of proposed equipment, including quantities and capacities. This includes all marine equipment and site support infrastructure for entire logistics team while at Nain
    - Qualifications and experience of any key personnel or organizations associated with the service delivery
5. **Additional Information**
    - Any value-added services, innovative solutions, or alternative approaches that enhance efficiency or reduce cost

5.0 Terms & Conditions

This RFEOI and the expressions of interest received are non-binding and do not result in any commitment from either party. The RFEOI is a process by which the Project can gather market insights and information about this strategic transportation requirement in Atlantic Canada. This RFEOI process does not commit The Project, or any of The Project representatives in proceeding with any further procurement or other commercial process. Any future steps that result in binding commitments will be separate from this process and communicated by The Project management team.

The information contained in this RFEOI is provided for general guidance and planning purposes only. While reasonable efforts have been made to ensure accuracy, the issuer does not warrant or guarantee the completeness, correctness, or suitability of the information for any particular purpose. Respondents are responsible for conducting their own investigations and due diligence to verify all details prior to submitting a response. The issuer shall not be liable for any reliance placed on this document or its contents.

5.1 Confidentiality

Except as expressly stated in this RFEOI, documents and other records submitted by Respondents in this RFEOI Response, or in otherwise satisfying the requirements of this RFEOI process, will be considered confidential unless they have been expressly identified in writing by the Respondent as confidential.

Notwithstanding the preceding paragraph:

a) The Project may disclose any information, documents and other records submitted by Respondents in Responses to this RFEOI, or in otherwise satisfying the requirements of this RFEOI process, whether expressly identified by the Respondent as confidential:

   i) in confidence to employees, consultants and advisors, who, in each case, need to know the applicable information;

   ii) to the Province of Newfoundland and Labrador, or any other governmental authority, as required or requested by such governmental authority;

   iii) as otherwise required by applicable law, including Freedom of Information and Protection of Privacy Act; or

iv) as otherwise required by any judicial, regulatory or governmental order validly issued under applicable law;

b) Any confidentiality obligation will not apply to any information contained in this RFEOI Response, or information otherwise supplied by a Respondent in satisfying the requirements of this RFEOI process, whether or not expressly identified by the Respondent as confidential, that:

i) is or subsequently becomes available to the public;

ii) is subsequently communicated to The Project by an independent third party, which party did not receive such information directly or indirectly under obligations of confidentiality;

iii) was rightfully in the possession of The Project or was known to The Project before disclosure by the Respondent and did not originate, directly or indirectly, from the Respondent; or

iv) was developed independently by The Project without the use of any documents or other records submitted by Respondents.