

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
4 WORLD TRADE CENTER
150 GREENWICH STREET, 21ST FLOOR
NEW YORK, NY 10007

Date: August 24, 2018

ADDENDUM #4

To prospective Proposers to Request for Proposals (RFP) # 54080: Provide, Install, and Maintain a Common Use System for use at Terminal B of Newark Liberty International Airport, and Maintain Automated Passport Control Kiosks at Terminal B

Proposal Due Date: September 11, 2018, no later than 2:00 PM EST

CLARIFICATION:

This Addendum provides clarification to certain answers provided in Addendum 3 and answers new questions stemming from the review of Addendum 3 by prospective proposers.

QUESTIONS AND ANSWERS

The following information is made available in response to additional questions (and requests for clarification) submitted by prospective Proposers to the Port Authority of New York and New Jersey's (the "Port Authority" or the "Authority") RFP for the provision, installation, and maintenance of a Common Use System for use at Terminal B of Newark Liberty International Airport, and the maintenance of automated passport control kiosks at Terminal B. It addresses only those questions that the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Proposer does not mean or imply anything (nor should it be deemed to have any meaning, construction or implication) with respect to the terms and provisions of the RFP, which will be construed without reference to such questions.

The Port Authority makes no representations, warranties or guarantees that the information contained herein is accurate, complete or timely or that such information accurately represents the conditions that would be encountered during the performance of the contract. The furnishing of such information by the Port Authority shall not create or be deemed to create any obligation or liability upon it for any reason whatsoever and each Proposer, by submitting its proposal, expressly agrees that it has not relied upon the foregoing information, and that it shall not hold the Port Authority liable or responsible therefor in any manner whatsoever. Accordingly, nothing contained herein and no representation, statement or promise, of the Port Authority, its Commissioners, officers, agents, representatives, or employees, orally or in writing, shall impair or limit the effect of the warranties of the Proposer required by this RFP and any resulting contract and the Proposer agrees that it shall not hold the Port Authority liable or responsible therefor in any manner whatsoever.

Clarifications to certain answers provided in Addendum 3:

#	Question	Answer in Addendum 3	Clarification
7	Who owns the LAN? Does the LAN belong to SITA (the incumbent)? Does the requirement refer to the port to the desk or the entire configuration?	<p>The entire LAN is owned by the Port Authority.</p> <p>The Port Authority supplies connectivity from the communications room to the check-in/gate locations.</p>	<p>The entire existing LAN is owned by the Port Authority. The LAN is, and will continue to be, dedicated to the Common Use System. The LAN is not part of the Port Authority Wide Area Network (PAWANET).</p> <p>The Port Authority shall supply the cabling infrastructure. The Contractor shall furnish, install, and terminate all other network infrastructure needed to deliver the Common Use System. Other Contractor-provided infrastructure shall include, but not be limited to, patch panels to provide demarcations between the Port Authority's cabling infrastructure and other network infrastructure furnished by the Contractor.</p>
8	Will the Port Authority provide the Wi-Fi?	No	The Port Authority will not provide Wi-Fi under the Contract resulting from RFP 54080.
26	<p>Regarding Attachment D, Page 90, Section 6, the Contractor shall provide LAN connectivity up to and including the user hardware.</p> <p>Is the contractor expected to provide all network related hardware (switches, patch panels, etc .) from the Core room(s) to each endpoint and to the Port Authority's LAN/WAN?</p>	Yes	See the clarification to Question #7, above.
35	Regarding Attachment G, A segregated network and/or an approved Point of Sale terminal should be in place for the system or terminal	The Contractor shall use the existing Port Authority LAN.	See the clarification to Question #7, above.

	<p>used to process credit card transactions.</p> <p>Is the vendor to provide the entire segregated network in their solution or will the vendor utilize existing Port Authority LAN/WAN?</p>		
42	<p>Regarding Attachment I, Page 10, Section V.G, The Port Authority has procured enterprise security tools and services (e.g., anti-virus software tools, network security monitoring services, etc.) to ensure a secure IT enterprise. All computing resource procurements and/or implementations occurring following the date of this AI shall leverage and utilize these enterprise security tools and services, to ensure a consistent enterprise approach that is highly secure and cost effective. Will the Port Authority provide the Contractor with the Enterprise Anti Virus software solution and other security tools including any required licenses?</p>	<p>Since the Common Use System will not reside on the Port Authority's network, the Port Authority will not provide such security tools or licenses.</p>	<p>See the clarification to Question #7, above.</p>

New Questions (stemming from the review of answers provided in Addendum 3):

	Question/Request	Answer
1	<p>To evaluate telecommunication service redundancy, which telecommunication providers (e.g. AT&T, Verizon, Sprint, etc.) have their own physical connection into the EWR airport? Put another way, which</p>	<p>To the Port Authority's knowledge, Verizon has its own physical connection into EWR. The Contractor should confirm which telecommunication provider(s) have their own physical connection into the EWR by contacting them directly.</p>

	providers (e.g. AT&T, Verizon, Sprint, etc.) do not have to rely on a competitors' physical connection into EWR to provide service?	
2	Will the Port Authority provide the Wireless Access Points for the CUSS kiosks?	The Contractor is responsible for providing the CUSS Wireless Access Points.
3	Based on section 4.D LCUSS, there is no mention of an L-DCS. A. Is an L-DCS is required in the scope of work? B. What is the rationale for providing a LCUSS without a L-DCS?	There is currently no requirement for an L-DCS. The purpose of the L-CUSS application is to enable airlines without an existing CUSS application to use the kiosks in conjunction with their existing DCS. Under the contract resulting from RFP 54080, this option will become available to the airlines. The airlines will be responsible for the connection to their DCS.
4	Which airlines currently use LCUSS on the CUSS kiosks?	LCUSS is not currently available to the airlines operating in Terminal B.
5	Clarify the details on the current Network. What is the responsibility breakdown in the core room?	See the clarification to question 7 in the preceding table.
6	Which network components will the Port Authority provide? For example, will the Authority provide cable while the Contractor provides everything else, or will the Authority provide the network switches and program to allow the Contractor to connect?	See the clarification to question 7 in the preceding table.
7	Does the Port Authority provide Wi-Fi?	The Port Authority will not provide Wi-Fi under the contract resulting from RFP 54080.
8	Will LAN connectivity be available for the CUSS kiosks?	The CUSS kiosks shall be connected by Wi-Fi provided by the Contractor.
9	Based on Addendum #3, Page 9, Question #26: Q: "Is the contractor expected to provide all network related hardware (switches, patch panels, etc.) from the Core room(s) to each endpoint and to the Port Authority's LAN/WAN?" A: "YES" However, on page 11 Question #35: Q: "Is the vendor to provide the entire segregated network in their solution	See the clarification to question 7 in the preceding table.

	<p>or will the vendor utilize existing Port Authority LAN/WAN" A: "The contractor shall use the existing Port Authority LAN"</p> <p>and Page 4 Question #7:</p> <p>Q:"Who owns the LAN? Does the LAN belong to SITA (the incumbent)? Does the requirement refer to the port to the desk or the entire configuration?" A: "The entire LAN is owned by the Port Authority. The Port Authority supplies connectivity from the communications room to the check-in/gate locations."</p> <p>The above information seems to conflict. Please clarify:</p> <p>A. Is the Contractor required to provide the entire network component from the core servers to the endpoints? B. Does this include core distribution switches, access layer switches in the communication rooms, and cabling to each user endpoint?</p>	
10	<p>Addendum #3, Page 7, Question #7:</p> <p>Q: "Is it the Port Authority's intention that there is a separate "Test" environment? If so, does the test environment require redundancy or just provide the same functionality as the Production environment?" A: "The Port Authority expects the contractor to have its own test and development, off of Port Authority premises."</p> <p>However, on page 104 of Attachment D (Scope of Work) Section 14.b.iv states: "Related to any changes in the system and for annual disaster recovery tests, maintain a functional</p>	<p>The Port Authority expects the Contractor to have and use its own comprehensive test environment as part of its normal product development and on-going support.</p> <p>The Port Authority will not run a separate test or pre-production environment at the Airport.</p>

<p>copy of the System in the Development Environment, to ensure that testing in the development environment will reflect identical vendor-provided software (except for the changes being tested) in the production environment."</p> <p>Question: Does the Port Authority require an on-premise test system (hardware and software) which will mimic the production environment, however, will NOT require redundancy"?</p>	
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This communication should be initialed by you and annexed to your proposal upon submission. In case any Proposer fails to conform to these instructions, its proposal nevertheless shall be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

CARMEN REIN
GENERAL MANAGER

PROPOSER'S NAME: _____

INITIALED: _____

DATE: _____

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO JAMES SUMMERVILLE:
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