

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT 4 WORLD TRADE CENTER

1/6/2025

ADDENDUM #2

To prospective Respondents on RFI No. 6000002504 - ELECTRIC AUTONOMOUS TRANSPORTATION NETWORK.

The following information is available in response to questions submitted by prospective Respondents. The responses should not be deemed to answer all questions, which have been submitted by Respondents to the Port Authority. It addresses only those questions, which 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 Respondent does not mean or imply, nor should it be deemed to mean or imply any meaning, construction, or implication with respect to the terms.

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 Respondent, by submitting its Response, 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, oral or in writing, shall impair or limit the effect of the warranties of the Respondent required by this Response or a resulting pilot agreement, if any, and the Respondent agrees that it shall not hold the Port Authority liable or responsible therefor in any manner whatsoever.

The Questions and Answers numbering sequence will be continued sequentially in any forthcoming Addenda that may be issued.

I. Respondent Questions and Answers

<i>Question#1</i>	Should the cost proposal cover the pilot period alone or extend to operations post-2029?
<i>Answer #1</i>	Respondents are expected to share the detailed cost of deploying an autonomous transportation system with their technologies and solutions that can transport 1,000 people per hour between two (2) stations spaced 2,500 feet apart for a 5-year period.

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	We will discuss the cost and details of the pilot with individual respondents if they are selected for pilot phase and if we decide to proceed with pilot.
<i>Question#2</i>	If known, could you please tell us if the contemplated networks will be landside or airside?
<i>Answer #2</i>	Landside
<i>Question#3</i>	If a Respondent can offer more than one OEM vehicle solution as part of an AV system, given the 25-page limitation, would the Authority prefer one submission that includes multiple solutions or separate submissions for each OEM vehicle solution?
<i>Answer #3</i>	Please submit a separated response to each solution if there are multiple solutions that you could provide.
<i>Question#4</i>	Can a Respondent provide information in appendices to the proposal that would not be included in the 25-page limit?
<i>Answer #4</i>	Authority encourages respondents to stay withing 25 pages, you can use URLs and links in the response. But please be reminded that all important and relevant information should be indicated in the main content of the response.
<i>Question#5</i>	What is the system's expected daily operational duration (hours per day)?
<i>Answer #5</i>	24 hours a day. 7 days a week
<i>Question#6</i>	Do you intend to purchase the vehicles for the pilot phase, or will the costs be limited to pilot operation only?
<i>Answer #6</i>	We will not purchase any vehicle for pilot. We will discuss the cost and details of the pilot with individual respondents if they are selected as part of evaluation process and if we decide to proceed with a pilot with them. Respondents shall share the detailed cost of deploying an autonomous transportation system with their technologies and solutions that can transport 1,000 people per hour between two (2) stations spaced 2,500 feet apart for a 5-year period.
<i>Question#7</i>	Is the pilot phase expected to simulate a full-scale operation capable of transporting 1,000 people per hour per segment?
<i>Answer #7</i>	If your firm is selected for the pilot phase, scope of pilot will be determined at that time.
<i>Question#8</i>	What is the anticipated range for the fixed duration of the pilot phase, from the shortest to the longest possible timeline?
<i>Answer #18</i>	The pilot phase would be range from 3 to 6 months depending on the availability and complexity of the technology and solutions.
<i>Question#9</i>	Should the cost proposal include a 24/7 remote monitoring solution for the AV system?
<i>Answer #9</i>	Yes. We expect the autonomous transportation system will be monitored and operated remotely 24/7.
<i>Question#10</i>	Is the proposer expected to staff the remote monitoring center, or should the proposal include training costs for your personnel?

	Additionally, should staffing costs be incorporated into the price proposal?
<i>Answer #10</i>	As of now authority is asking for proposer to provide staffing for remote monitoring for the purposes of cost proposal.
<i>Question#11</i>	Can you elaborate on the requirements for the remote monitoring center? a. Is remote driving required? b. Any scheduling requirement? c. Track and Trace?
<i>Answer #11</i>	We refer mainly to the infrastructure requirements (such as internet, hardware and facilities) and the minimum requirement of physical space for setting up a remote monitoring center which may require specific hardware that takes up space and facilities/amenities that need to be considered. Yes, in particular in case of emergency and when encountering obstructions that require decision whether it is safe to move around before proceeding. We expect the system will be operated 24/7 so the monitoring center will also need to be operated 24/7. Yes, we expect that we will be able to track and trace not just the vehicles in terms of their movements, actions made, locations, speeds etc., we also expect every information and decision made in the monitor center will be able to be tracked and traced.
<i>Question#12</i>	Will any integration with existing systems be required? If yes, please elaborate on the systems to be integrated. Read-only/ Read Write?
<i>Answer #12</i>	No, there likely will not be integration with any existing systems.
<i>Question#13</i>	Should the cost proposal cover the pilot period alone or extend to operations post-2029?
<i>Answer #13</i>	Respondents are expected to share the detailed cost of deploying an autonomous transportation system with their technologies and solutions that can transport 1,000 people per hour between two (2) stations spaced 2,500 feet apart for a 5-year period. We will discuss the cost and details of the pilot with individual respondents if they are selected and if we decide to proceed.
<i>Question#14</i>	To calculate maintenance costs accurately, we kindly request information regarding the vehicles' daily mileage and operating hours. Furthermore, could you please clarify whether the maintenance will be carried out by us or by the authority? We would also like to understand which of the following types of maintenance is required: A. Planned Maintenance: Visual checks performed on the vehicle. B. Preventive Maintenance: Replacement of items such as oil, filters, antifreeze, cooling gas, etc. c. Corrective Maintenance: Replacement of components (e.g., PDU, 12V battery) that may fail after a certain mileage.

<i>Answer #14</i>	Please use 2500 ft (one-way, between Point A and Point B) as specified in the RFI. Maintenance cost should be included in the cost proposal A. Yes B. Yes. C. Also, routine maintenance for the good health of the vehicles including tires replacement and rotation.
<i>Question#15</i>	Could you please specify whether passengers will be seated only or if standing passengers will also be allowed?
<i>Answer #15</i>	We expect there will be enough seats for passengers onboard with enough space for at least one luggage per passenger. We could allow standing but for safety concern, at the beginning of the deployment, we are likely to require each passenger to seat down and buckle up before leaving stations.
<i>Question#16</i>	For the charging infrastructure, we can provide guidance and support. Currently, vehicles can be charged with a maximum of 50 kW DC or 7 kW AC. In this regard: a. With DC charging, a full charge takes approximately 1.5 hours, while AC charging takes approximately 11 hours. Could you please share the estimated charging time required based on the operating schedules? b. Do you have a preference for a specific charger brand or model? If so, we would be happy to provide recommendations accordingly.
<i>Answer #16</i>	Please provide charging information and your recommended minimum requirement of charging infrastructure that best serves the type of electric vehicle you are proposing which also meet our requirements and expectations. a. The charging time should be as short as possible so we can keep the fleet size as small as possible as it will affect how many vehicles we will keep so the system can be operated 24/7. b. No we do not. FYI. Our existing charging infrastructures in EWR are provided by networks such as ChargePoint PowerFleX and ABB
<i>Question#17</i>	Are you considering selecting several proposals for the pilot?
<i>Answer #17</i>	After evaluation (of the responses to the RFIInnovation), the Port Authority may select one or more Respondents to submit a Pilot Plan ("Pilot Plan") to demonstrate a portion of their electric AV System at a Port Authority facility in 2026 or sooner.
<i>Question#18</i>	Under autonomous driving mode, is there a maximum driving speed limit?
<i>Answer #18</i>	The maximum speed limit of the autonomous transportation system will be 25 mph.

<i>Question#19</i>	The 2,500-foot road is between the key transfer location and airport terminal. Could you share more information about the key transfer location through textual descriptions, preferably with pictures if available? Because we are particularly interested in knowing whether passengers will get in the autonomous driving EV before or after airport security check, as this will involve the consideration of whether passengers in the EV will be carrying large suitcases or small boardable suitcases. Road Condition : (1) Is the road entirely "outdoor", or "both outdoor and indoor"? If there is an indoor section, please describe it in detail (2) Is there any tunnel or any access that affect EV's sensor signals? (3) Is it flat or does it have slopes? If there is a slope, what is the gradability?
<i>Answer #19</i>	Since the autonomous transportation system will be located in landside, passengers will be boarding the autonomous vehicles before security. We expect passengers will carry their baggage when boarding (1) We expect the autonomous transportation system will be outdoor with minimal coverage (e.g., a canopy), thus it will be subjected to weather such as sun, wind, rain and snow. (2) We do not expect the autonomous transportation system will need to go thru a tunnel, but it may go under a bridge, canopies, or a building. It may also need to run next to/between giant buildings. (3) In general, the terrain of the area where the autonomous transportation system will be, is flat. There will be no steep slope.
<i>Question#20</i>	If the EV can be only autonomous driving in one direction, how much space is left for the EV to turn around in the airport?
<i>Answer #20</i>	Space is extremely limited, tight and cramped in the airport and we expect vehicles which do not operate in bi-directional way may not perform as well.
<i>Question#21</i>	The Performance in complex and dynamic airport environments with limited space and possible interference under canopy, being surrounded by high-rise and/or giant block buildings and airport communication will be evaluated. Has the communications infrastructure been provided to ensure that the Autonomous driving EV and remote driving system are used properly? Or does setting up communications infrastructure need to be proposed by the respondent (such as PIX Moving)and included as a project cost?
<i>Answer #21</i>	Please propose details if you need special communication network.

<i>Question#22</i>	If our proposal is selected for RFI process, for the prospective respondent, are online responses accepted, or are they only available on-site in New York?
<i>Answer #22</i>	Please refer to RFI Section IV for submitting responses.
<i>Question#23</i>	A signed copy of Attachment A (Attachment on Terms of Discussion) hereof (Page 7 of RFI document). Which attachment does it refer to, could you share?
<i>Answer #23</i>	Attachment A (https://www.panynj.gov/content/dam/port-authority/pdfs/goods-and-services-pdfs/Attachment-A_6000002504.pdf)
<i>Question#24</i>	Have we understood correctly from the RFI that there may be multiple pilots running at the same time? Would they be in the same location if so? And what impact might that have on space / shared facilities etc?
<i>Answer #24</i>	Pilots will not be in conflict with each other.
<i>Question#25</i>	A Safety and Risk Mitigation Plan is referred to, is this similar to a Risk Assessment for the operation of the Pilot in a secure environment? What is it being assessed on?
<i>Answer #25</i>	The Safety and Risk Mitigation Plan is required for every autonomous vehicle pilot in PA. We will share the detailed requirements of the Safety and Risk Mitigation Plan when respondents are invited to submit one before entering to the Pilot agreement. The Plan basically documents the types of safety concerns of the Pilot in terms of the proposed technologies and vehicles and their mitigation measures.
<i>Question#26</i>	Re the reference to 1,000 passengers per hour per segment. Does per segment mean per direction or is the intended requirement something else?
<i>Answer #26</i>	Yes, we referred to 1,000 passengers per direction per segment per hour
<i>Question#27</i>	Is this a theoretical requirement that would be necessary for the deployment of the full electric AV system but not the Pilot, as long as the Pilot demonstrates at least this capacity by extrapolation?
<i>Answer #27</i>	No. We expect that the proposed system will be able to demonstrate that they can meet the requirement of 1,000 passengers per direction per segment per hour even in the Pilot.
<i>Question#28</i>	The Ultra-MTS PRT system is regulated under Rail in the UK/Europe and has the relevant certifications for operation. Would this qualify respondents at this stage? The intention would be to obtain the relevant certifications for location specific execution in due course.
<i>Answer #28</i>	Proposers are encouraged to submit any relevant certifications for Authority' consideration and Authority will make the determination upon review.
<i>Question#29</i>	Do public roads have to be included in the response if the system does not use public roads to operate?
<i>Answer #29</i>	AV system is expected to operate on dedicated or semi dedicated roads which are owned by the Authority.

<i>Question#30</i>	Our offering in terms of safety is different given we use a dedicated and fenced-off guideway.
<i>Answer #30</i>	Please specify the uniqueness of your safety system and how it compares to the system that doesn't use a dedicated and fenced-off guideway.
<i>Question#31</i>	Proper Insurance Coverage - will these costs be covered by the paid Pilot for location specific insurance. Insurance costs will be determined by the nature/extent of the Pilot so may not be fully clear at this early stage.
<i>Answer #31</i>	Yes, all the required insurances for a successful pilot will be covered by the cost of the Pilot if there is one. We will discuss the insurance details and requirements with selected respondent(s) before signing a Pilot agreement if there will be one.
<i>Question#32</i>	Is the intent to load 1,000 people per hour onto the system or is it a demonstrable sample to extrapolate?
<i>Answer #32</i>	The proposed system is expected to be able to demonstrate that they can meet the requirement of 1,000 passengers per direction per segment per hour during the Pilot.
<i>Question#33</i>	Are the people being transported members of the public, at Pilot stage?
<i>Answer #33</i>	Public will not be riding the system during initial pilot phase.
<i>Question#34</i>	Is the expectation that the Pilot proposal includes operators and technicians in costing etc.?
<i>Answer #34</i>	Yes. To our understanding, under the current requirement of NHTSA, a safety attendant is still required in an autonomous vehicle in autonomous vehicle pilot. Unless we could apply for exemption, we expect that the safety attendant onboard will be provided by the respondents.
<i>Question#35</i>	Is there a proposed location for the remote setup of the operation / control room?
<i>Answer #35</i>	To be determined.
<i>Question#36</i>	For the pilot we require a control room – this can be on / off site. Is the expectation that there will be space for this onsite?
<i>Answer #36</i>	Respondents are asked to specify detailed requirements in particular the physical dimension of the space and the needed infrastructure and facilities when setting up a remote monitoring center. We understand that it can be on/off site.
<i>Question#37</i>	Is there further information on provision for a maintenance facility on / off site for the Pilot?
<i>Answer #37</i>	We have not identified a location. It could be on or off site of the property of the Newark International Airport on the landside.
<i>Question#38</i>	PANYNJ can provide an at-grade semi-dedicated lane – please can further information be provided?
<i>Answer #38</i>	No further information could be supplied at this stage.
<i>Question#39</i>	What does semi-dedicated mean? This suggests a shared and partially open access running surface.

<i>Answer #39</i>	Semi dedicated means there will be other traffic/vehicles on same roads used by AV network. We are considering systems which use dedicated and semi dedicated roadways.
<i>Question#40</i>	For our system, consideration needs to be given to prevent pedestrians/vehicles entering the semi-dedicated lane. Does this present a restriction for a Pilot?
<i>Answer #40</i>	No. Should it present a major challenge / requirement of your system, please specify requirements in your response."
<i>Question#41</i>	What are the proportions of the semi-dedicated lane?
<i>Answer #41</i>	Standard roadway .
<i>Question#42</i>	Please can you give more information of the physical layout of the Pilot site because we need to ensure sufficient area allocation for stations, support zones (vehicle maintenance/storage area, potentially control room – some of this could be offsite depending on sizing) and chargers and to enable our system to afford all supporting personnel and ‘customers’ optimum safety.
<i>Answer #42</i>	To be determined. Expected to have sufficient space.
<i>Question#43</i>	Should consideration be given to costs to decommission the Pilot?
<i>Answer #43</i>	We do not ask for the cost proposal of a Pilot but the cost to develop and operate a fully functional autonomous transportation network in EWR. The cost of the Pilot will be discuss when we entering the Pilot phase.
<i>Question#44</i>	Is the expectation that costing includes provision for operations and maintenance for the five-year time period referenced?
<i>Answer #44</i>	Yes both operations and maintenance
<i>Question#45</i>	We are in the process of setting up a US Joint Venture with USA PRT, our US JV partner. Already in process is the establishment of local delivery partner relationships for manufacture and installation of systems within the USA. Does the response to the RFI need to come from a business with an existing Federal Tax ID Number or is the fact that it is being established enough at this stage?
<i>Answer #45</i>	There are no such restrictions for submitting response. But please note that we issue payments only in USD.

This communication should be initialed by you and annexed to your Response upon submission. In case any Respondent fails to conform to these instructions, its Response will nevertheless be construed as though this communication had been so physically annexed and initialed.

KEDAR GOKHALE,
PROCUREMENT DEPARTMENT

RESPONDENT'S FIRM NAME: _____

INITIALED: _____ DATE: _____

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO KEDAR GOKHALE, WHO CAN BE REACHED AT (212) 435-4643 or at kgokhale@panynj.gov