

RFP Inquiries for A Camera Surveillance System

1. We are planning to attend the site visit on August 20 at 10:00am. I'm curious to know how much time we should anticipate for the full round-trip tour? **We anticipate no more than one hour at Sugar Island Dock, a half hour at the Neebish Dock and one hour at the Drummond Island Dock (also including the vessels at all three locations). There will be some travel time between locations up to 90 minutes for all locations combined.**
2. Do you have deck plans available for each of the ferries? **We have limited plans that could be reviewed at our EUPTA offices.**
3. Do you have site plans available for each of the docks? **We do not. Google Earth may be helpful along with the site visit.**
4. Is this project subject to Davis-Bacon or other prevailing wage requirements, and if so, do you have a wage rate table for this project? **This project is not subject to Davis Bacon wage rates.**
5. **Proposal Due Date:**
Would you consider extending the bid due date to September 9, 2020?
****Yes, the new revised Due Date for proposals is 09 SEPT 2020 at 4:30 p.m.****
6. **Proposal Delivery:**
May proposals be delivered via email by the due date and time?
No; sealed bids are required.
7. **Remote Access to the Video:**
Do the cameras on the ferry need to be available for remote live viewing while the ferry is in motion?
Yes
8. **System configuration:**
May each of the dock/ferry/dock sets of cameras function as an independent system, or do the three dock configurations need to function as a single system?
They may operate separately.
9. **Power:**
When the ferry is docked overnight, is there continuous power available for the equipment or should we consider that the units will lose power and shut down when the ferry is not in use?
The ferries run through the night except for the Neebish Islander II (which is not included in the camera install for this project). The three vessels included in the proposed contract work, the Drummond Islander III, the Drummond Islander IV and the Sugar Islander II all have "nearly" constant AC power 24/7/365. NOTE: exception is the momentary power lapse every 12 hours when we switch generators from one to the other at shift change (Ferry staff works 12 hour shifts). Also we occasionally shut down for required mechanical maintenance work.
10. **Heat:**
Would you confirm whether the buildings at each dock are heated or have some form or ambient heat?
All are heated.

11. Engine Rooms:

What is the cable rating requirement for any cabling performed in the engine rooms?

Is an "explosion proof" designation required for the cameras or cabling in the engine room?

Cabling will need to be marine grade. See requirements in the Code of Federal Regulations (46 CFR 183).

No "explosion proof" designation is required.

12. Cable Raceways / Cable Protection:

What are the cable raceway requirements on the ferry? Is conduit acceptable or is rubber tubing required?

Any exterior cabling or wiring exposed to the elements shall be in conduit of some type to protect from the weather and weathering. Material type shall meet normal industry standard for similar use.

13. Attachment C:

You mentioned during the site visit that the ability to access some of the cameras via the web is an option for consideration. The Cost Proposal Form provided as Attachment C does not provide a place for optional web access to be quoted. How would you like the option presented for each site?

The RPF as written does not provide for web access as optional. Bid the RPF as written. What I did mention is that depending on how the bids come in, it could be eliminated if it's cost prohibited and puts us severely over budget. Please bid it with the web cams at the docks and the remote viewing ability on the vessels for in-house use. (cctv).

14. System Qualifications:

- a. At the time of bid should the onboard VMS be both designated as a Qualified Anti-Terrorism Technology and certified as an Approved Product for Homeland Security from the United States Department of Homeland Security (DHS). **NO**
- b. At the time of the bid should the onboard video management system (VMS) be UL approved? Meaning the VMS received the UL 2900-2-3 Level 3 cybersecurity certification. Which today validates its resilience against cyber-attack with the highest Level 3 (L3) assessment certification. **NO**
- c. Should the onboard VMS support archive transfer or wireless offload from bus or train to head end. Transfer video from a server to another server in the same system. Transfer video from a federated server to another server. Transfer video from camera storage to a server. It shall be possible to program video transfers either on a recurrent schedule, or to trigger them manually or upon connection. It shall be possible to filter the video of interest for a transfer. **I believe at the conclusion of the site visit, the bidders had a good understanding of our intent and goal in letting this project. Please bid the project to fulfill our objectives to the best of your ability.**
- d. Should the onboard VMS be able to use a Quick Search Tool (at no additional charge), included in the core software to quickly narrow down when an object onboard was left or moved? This would give the ability to quickly search for items left onboard or items moved. **See response to question 3 above.**