QUESTIONS & RESPONSES #01

RFI TITLE	**070932-RFI - NWSA Domestic Container Terminal Truck Monitoring.**
CONTACT	**PROCUREMENT - RFP 070484**
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SUBMITTAL DUE DATE	**June 20, 2018 @ 12:00 Pm (PST)**
Q&A ISSUE DATE	**June 7, 2018**

PROPOSER QUESTIONS	NWSA RESPONSES
Will you please further define what you are looking for with regards to real-time truck movement, specifically, position resolution. There are multiple solutions available for tracking truck movement, some more accurate and resource intensive than others. If you are looking for general locational awareness, i.e. what terminal the truck is in, that would require a lower set of technology. However, if you are looking for +/- 1 foot accuracy within the container stacks, this will require a much more robust system and completely different approach to the "Truck-Tracking Technology" component of the solution.	We are interested in capability to geofence a port terminal at a general level for identifying both truck entry and exit.
What is the estimated cost of the Truck Gate Monitoring Solutions project?	Unknown at this time. The results of the RFI will assist in determining this.
Has the Port allocated funding for Truck Gate Monitoring Solutions yet? If so, through which source (budget, CIP, state/federal grant etc.)?	Not yet.
Which vendor provides the incumbent Truck Gate Monitoring Solution? For Seattle, the RFID and DTR?	Kalmar and Advent/eModal.
What is the number of drayage truck tracking devices anticipated for the Truck Gate Monitoring Solutions?	Projected to be 1100 trucks.
What are the estimated number of users (registered truck owners and NWSA staff/Terminal Operators) for the Drayage Truck Registry?	Projected to be 1100 trucks and 24 users.

Who is the technical contact and/or project manager for the Truck Gate Monitoring Solutions? What is their contact information?	To be determined.
Have you had any external assistance preparing this RFI? If so, whom?	No.
Does the Port anticipate any professional or consulting services may be needed to accomplish this effort? (i.e. project planning/oversight, PM, QA, IV&V, staff augmentation, implementation services etc.)? If so, which, when and through what procurement method?	This will be determined after the RFI results are evaluated.
Who currently provides the current Gate Operation System (GOS) that this system will have to integrate with?	This varies by Terminal Operator.
Does the Port plan on expanding the system beyond the three terminal listed in the RFI? Is there a timeline on that expansion?	This has yet to be determined.