



NATIONAL SAFE SKIES ALLIANCE

Program for Applied Research in Airport Security

PARAS 0024 Project Statement

Project Title:	Consolidated Receiving and Distribution Facilities at Airports		
Program Officer:	Jessica Grizzle	865-738-2080	Jessica.Grizzle@sskies.org
Fiscal Year:	2019		
Contract Time:	15 Months		
Funding Cap:	\$250,000		
RFP Close Date:	July 18, 2019		
Authorization to Begin Work (estimated):	September 2019		

BACKGROUND

Delivery of items, such as merchandise and consumable goods, presents logistical challenges for airports. Some airports receive and physically inspect deliveries at various locations throughout their facility, while others use or are considering the use of a consolidated receiving and distribution facility or warehouse concept. Consolidated facilities allow items to be delivered and inspected in one location, and then distributed throughout the airport as needed. Airports, in cooperation with their stakeholders, must determine the appropriate logistics and inspection solution for their operational needs and regulatory requirements. For those considering a consolidated facility, more information is needed.

OBJECTIVE

The objective of this research is to produce guidance for airports considering a consolidated receiving and distribution facility. At a minimum, the guidance should include:

- Definition and purpose of a consolidated facility
- Questions to consider when exploring a consolidated facility, including:
 - Who will be the project sponsor?
 - What are the advantages/disadvantages?
 - What issues does the airport want to solve?
- Planning/Design
 - Stakeholder identification and engagement strategies
 - Roles and responsibilities, including Subject Matter Expert availability
 - Scope of use (concessions, airlines, and non-concession tenants, etc.)
 - Potential locations (onsite, offsite, or hybrid), including delivery nodes, access considerations , physical security considerations
 - Layout options
 - Space planning/adjacency
 - Operational security considerations (potential threats, type of inspection, threat resolution, etc.)
 - Environmental requirements

- Federal and state regulations
- Financial considerations (capital and operating cost)
- In-house operator versus contractor considerations
 - Contractor
 - RFQ/RFP development
 - Selection criteria
 - Management and oversight
 - In-house
 - Resources
 - Training
 - Technology required
 - Risk and liability
- Transition and implementation considerations
- Performance and compliance considerations

SPECIAL NOTES

- Guidance must be vendor and technology agnostic.
- Broad airport surveys will not be conducted as part of this research effort.
- Some information gathered during the research process may be Sensitive Security Information. Proposers should plan to protect it accordingly.
- Proposers should ensure a plan is in place to provide deliverables that are well executed and free from grammatical errors.
- Proposers are encouraged to ask questions regarding proposed scope and project panel intent. Questions should be directed to Jessica Grizzle, PARAS Program Officer.
- Proposers should be aware of current related PARAS projects, ACRP publications, industry publications and white papers, research, and other relevant literature, documents, and initiatives, and include in the research plan their approach to coordinating with these research efforts. Examples include:
 - PARAS 0004 Recommended Security Guidelines for Airport Planning, Design, and Construction
 - PARAS 0011 Guidance for Airport Security Master Planning
 - PARAS 0019 Vendor/Employee Inspection Program Guidance (In Progress)

RESEARCH PLAN

PARAS is seeking the insights of proposers on how best to achieve the research objective and is asking proposers to develop and include a detailed research plan. Proposers are expected to describe research plans that can realistically be accomplished within the constraints of available funds and contract time. Proposals must present the proposers' current thinking in sufficient detail to demonstrate their understanding of the issues and the soundness of their approach to meeting the research objective. The work proposed must be divided into tasks, and work for each task must be described in detail.

DELIVERABLES

The research plan should include the following Deliverables for PARAS approval at a minimum:

1. Amplified work plan
2. Literature review
3. Annotated outline of the guidance document
4. Interim report that describes work performed in the early tasks and an updated work plan for remaining tasks
5. Draft final deliverable

Additionally, the research plan should build in appropriate checkpoints with the PARAS panel, including at a minimum:

- Kick-off teleconference meeting to be held within 1 month of Notice to Proceed
- One face-to-face interim deliverable review meeting
- Web-enabled teleconferences tied to the panel review and PARAS approval of other interim deliverables as deemed appropriate

The final deliverables will include a guidance document and a Microsoft PowerPoint presentation that summarizes the research of the guidebook, which will be used in presentations to the industry.

Note: The contract time includes 1 week for PARAS review of the Amplified Work Plan, 2 weeks for PARAS review of the interim report, 1 month for PARAS review and comment of the final deliverables, and 1 month for contractor preparation of the final deliverables. For budgeting purposes, proposers should assume that PARAS will provide access to web-enabled teleconference services. Proposers should assume that the face-to-face interim deliverable review meeting will be held in the Washington, DC area.

PROPOSAL

The essential features required in a proposal for research are detailed in the current document entitled *Guidance for Preparing Proposals*. Proposals must be prepared according to this document, and attention is directed specifically to Section V for mandatory requirements. **Proposals that do not conform to the mandatory requirements will be rejected.**

The total funds available are made known in this Project Statement, and line items of the budget are examined to determine the reasonableness of the allocation of funds to the various tasks. **If the proposed total cost exceeds the funds available, the proposal will be rejected.**

All proposals become the property of the National Safe Skies Alliance. Final disposition will be made according to the policies thereof, including the right to reject all proposals.

Proposals (1 electronic and 10 individually-bound hard copies) are due not later than 5:00 p.m. EST on July 18, 2019. The electronic copy should be sent via email to Jessica.grizzle@sskies.org.

This is a firm deadline and extensions are not granted. **In order to be considered for award, the electronic copy, all 10 hard copies, and the executed, unmodified Liability Statement must be in PARAS' offices no later than the deadline shown, or the proposal will be rejected.** Proposers may choose any carrier or delivery service for their proposals. However, proposers assume the risk of proposal rejection if the carrier or delivery service does not deliver all of the required documents by the deadline.

Delivery Address:

Jessica Grizzle
National Safe Skies Alliance, Inc.
1725 Base Pointe Way
Louisville, TN 37777
jessica.grizzle@sskies.org

LIABILITY STATEMENT

The signature of an authorized representative of the proposer is required on the unaltered **Liability Statement** in order for PARAS to accept the organization's proposal for consideration. **Proposals submitted without this executed and unaltered statement by the proposal deadline will be summarily rejected.** An executed, unaltered statement indicates the organization's intent and ability to execute a contract that includes the provisions in the statement.

GENERAL NOTES

- According to the provisions of 49 CFR 21, which relates to nondiscrimination in federally assisted programs, all parties are hereby notified that the contract entered into pursuant to this announcement will be awarded without discrimination on the grounds of race, color, religion, sex, national origin, or disability.
- The contract type is cost reimbursement with a "not-to-exceed" limiting amount.