



Request for Proposals (RFP) No. PSM-HTI-HO-2024-01

ANSWERS TO OFFERORS' QUESTIONS

On April 25, 2024, Chemonics International, Inc. (CCI) received the following questions, to which we present our answers below:

Questions from Interested Firm #1:

General questions

- 1. Please provide historical data (# of shipments, weight, volume, value divided into temperature controlled and general cargo shipments) of the items distributed last year in Haiti under the programmes included in this RFP.**
 - Kindly note that historical data will not be an accurate representation of expected distributions for chartered air transportation services requested under this RFP, as the award resulting from this RFP is intended to be utilized only in the event that transportation via road and/or boat are not possible in Haiti. The air transportation option provided by the subcontracts awarded following the conclusion of this RFP is intended to be a back-up option, which will only be drawn upon if the situation on the ground necessitates it due to security or other challenges. Chemonics and the GHSC-PSM project in no way make guarantees of issuance of work orders, sub task-orders, or usage of this service/any awarded subcontract(s) resulting from this RFP as the intent is to only use this service when no other options are available in country. Therefore, there is no guarantee of any minimum flights per month and the service will only be used on-demand as the security situation necessitates.

- 2. Please provide forecast data (same as above) of the items to be distributed under this contract.**
 - This will depend on whether there is a need to use the air charter service due to the security situation in country. The option to use the chartered air service would be triggered/used when there is no other option to move the product by road or by boat, as noted above. Chemonics and the GHSC-PSM project therefore cannot commit to any size/volume of commodities/business, as this would depend on there being a situation in country that would necessitate the air charter option.

- 3. In short, we do need information regarding the values to be shipped, therefore kindly provide average estimated value per movement.**
 - The maximum expected value would be \$50,000 per flight.

- 4. Kindly provide highest estimated cargo value per movement (we understand this in part depend on the capacity of aircraft but we need guidelines can be shared for discussion with underwriters).**
 - The maximum expected value would be \$50,000 per flight.

5. How often do you anticipate PAX movements and will it always be in combination with cargo movement?

- We do not expect passenger movement with each flight. At times, passenger movements will occur in combination with cargo movement. The first trip may include passengers to have staff available to help receive the cargo, however not all flights will include passengers.
- In addition, there could be times when passenger movement/charter air transportation may be needed for the purpose of evacuation of staff, in which case no cargo would be on board.

6. Please consider an extension of the proposal deadline currently at 05/09/2024.

- We have considered this request and hereby extend the proposal deadline to **Friday, May 17, 2024 at 5:00pm EST.**

7. Please confirm intended contract duration?

- The intended contract duration is through August 28, 2026.

Insurance and Services Questions

1. Please advise if acceptable that Aircraft Liability Insurance is transferred to / maintained by aircraft owner under this contract?

- This would be acceptable upon receipt of a copy of policy language showing liability insurance coverage applies when the offeror is operating aircraft and of policy language showing Chemonics as Additional Insured on the policy.
- In your proposal please state:
 - If you intend to rent aircrafts from other service providers or other owners.
 - If having Chemonics as an insured party written in the policy is feasible and that you commit to do so as part of the preparation of documents for the award if you are selected.

2. Please clarify what insurance coverage is sought under *Comprehensive logistics liability/professional insurance* that is not already included in mentioned coverages?

- To clarify the insurances' coverage, we removed the insurance listed under (j) Professional indemnity and/or error and omissions (E&O) liability and expanded the scope of the Comprehensive logistics liability/professional insurance to include errors and omissions liability. Please see the revised insurances table below.

TYPE	MINIMUM LIMIT
(a) Defense Base Act or equivalent for waived nationals per FAR 52.228-3 and 52.228-4. The coverage shall extend to Employers Liability for bodily injury, death, and for occupational disease.	As required by DBA

(b) Comprehensive General Liability Each Occurrence Combined Single Limit for Personal Injury and/or Property Damage. Comprehensive general liability insurance, including but not limited to, premises liability, contractual liability, products/complete operations is applicable, and personal and	\$10,000,000 per occurrence
(c) Automobile Liability (if applicable) Combined Single Limit each occurrence. Chemonics International Inc shall be included as Additional Insured on policy.	As per AIDAR 752.228-7 and \$1,000,000 per occurrence
(d) Other Required Insurance- Umbrella Insurance additive to (b) and (c) above	\$10,000,000
(e) Goods In Transit Insurance, Coverage: All risks including Fire, Theft, Dishonest Acts, Quake, Flood, and Wind as well as War Clauses and Strikes clauses as applicable.	Liability for cargo loss or damage to Chemonics' goods shall be calculated based on cost of commodities plus freight and insurance
(f) Aircraft Liability Insurance including but not limited to, third party liability for bodily injury and property damage arising out of ownership, use, and maintenance of owned and/or non-owned aircraft and its payload, and personal injury liability. Policy shall include coverage for war, hijacking, and other perils up to the required limit. Chemonics International Inc shall be included as Additional Insured on policy.	\$25,000,000 per occurrence
(g) Comprehensive logistics liability/professional insurance. This insurance must include errors and omissions (E&O) liability.	\$3,000,000 per occurrence and \$10,000,000 in the annual aggregate
(i) Hull coverage: Property insurance/hull coverage to protect against any/all physical loss or damage. Up to the value of the aircraft (if owned by the service provider/offerrer). If not owned by the offeror, proof of leasing/renting agreement/arrangement is required per the Technical Proposal requirements in Section I.7.	Up to the value of the aircraft (if owned by the service provider/offerrer).

3. Please advise if acceptable that Hull coverage is transferred to / maintained by aircraft owner under this contract?

- This would be acceptable upon receipt of copy of policy language showing coverage applies when offeror is operating aircraft under a rental agreement.

Scope of Work Questions

- 1. Please clarify if the intention is to award one or more companies under the IQS but for each individual movement STO's are issued and individually awarded based on cost quote on the STO ?**

- Yes, we confirm that the intention is to award this RFP to one or more companies under a firm fixed price subcontract for each company. For each movement, an individual sub task-order (STO) will be issued based on the pricing/quotations received in response to this RFP and subsequently incorporated into the IQS. The STO would be issued to the company that provides the best value for that particular movement.
- 2. If above is yes, what is the intention of the prices to be included in the RFP and the 90 days validity?**
- The intention of requesting pricing in response to the RFP is to allow for price comparison amongst all offers to determine best-value offers for award. The intent of requesting pricing with 90 days validity is to allow for needed time to draw up a subcontract for the successful awardee(s) and ensure that the quoted pricing in the received offers/proposals is guaranteed by offeror during this period until subcontract execution.
 - The award will depend on the aircrafts and capacities being offered by each offeror. Pricing provided in response to this RFP will also help to determine the maximum expected pricing per aircraft and destination.

Questions from Interested Firm #2:

- 1. Is there an expected frequency and quantity to be routinely delivered or is each shipment ad hoc?**
- We expect the shipments to be ad-hoc depending on the needs and the security situation at the time that commodity transportation is needed. Kindly note that the chartered air services for the transportation of commodities and any awarded subcontracts for this service are intended to be utilized only in the event that transportation via road and/or boat are not possible in Haiti. The air transportation option provided by the subcontracts awarded based on this RFP is intended to be a back-up option, which will only be drawn upon if the situation on the ground necessitates it due to security or other challenges. Chemonics and the GHSC-PSM project in no way make guarantees of usage of this service/any awarded subcontracts resulting from this RFP as the intent is to only use this service when no other options are available. Therefore, there is no guarantee of any minimum flights per month and the service will only be used on-demand as the security situation necessitates.
 - In addition, the quantities of commodities and number of needed flights will be determined based on the availability of flights and the priority ranking of the health commodities per the actual stock levels at health facilities, when the need for chartered air transportation services arises.
- 2. What is the contract term and renewal options?**
- Term: Through August 28, 2026.
 - Renewal options: This depends on the length of the GHSC-PSM contract. The end date for the project contract is November 28, 2026.
- 3. We have 200+ helicopter sites. Would there be a scenario where access beyond the 4 airports might be needed?**

- Yes, there could be a need for access beyond the 4 airports. For example, if one of those airports is closed due to civil unrest, flooding, or other circumstances.
 - In your proposals, we would recommend providing a backup location for each airport (however, no more than 10 locations in total).
- 3. Has Chemonics contemplated the need for last mile air transport from the four airports directly to the rural hospitals.**
- No, this is not a consideration for this agreement/service. The last mile will be the responsibility of the Haitian Ministry of Health.
- 4. What does “Free time” mean?**
- “Free time” mentioned in Annex 2 of the RFP means aircraft wait time at departure or destination that will not incur additional charges to the project.
- 5. What are the minimum and maximum cargo capacity requirements, if any?**
- There are no minimum or maximum cargo capacity requirements. However, the more cargo capacity the better because aircrafts with larger capacity will expedite the deliveries. However, we are able to adjust the cargo to the capacity and capabilities of proposed aircrafts, particularly as we expect that cargo to be transported will be packaged in the form of boxes or cartons.
 - In addition, the quantities of commodities and number of needed flights for each STO will be determined based on the availability of flights and the priority ranking of the health commodities per the actual stock levels at health facilities, when the need for chartered air transportation services arises.
- 6. The requirements are that operators be FAA Licensed for Part 91 and Part 135. Does this include equivalent licensure for aircraft licensed and operating in Haiti under the equivalent government office?**
- We are not considering equivalent licenses in Haiti. However, kindly be reminded that any awardees must be registered in Haiti if/as required by local laws in Haiti and must possess landing rights in Haiti, as noted on pages 6 and 8 of the RFP.
 - **FAA Part 91** is the section of the Federal Aviation Regulations (FARs) that provides general operating and flight rules for civil aircraft.
 - **Title 14 of the Code of Federal Regulations Part 135** is a title which details the certificates required by the Federal Aviation Administration (FAA) for companies to operate as non-scheduled air charter carriers. It establishes safe operating procedures and policies for on-demand jet charters.
- 7. If we, as a US registered Part 135 operator, partner with a local entity duly authorized by the local aviation authority, is this acceptable, or do all aviation partners have to be registered with the FAA?**
- All aviation partners must be registered with the FAA.