

## PERIODIC INDICATIVE NOTICE – UTILITIES

### Supplies

Directive 2004/17/EC

This notice is a call for competition: no

This notice aims at reducing time-limits for receipt of tenders: yes

I: CONTRACTING ENTITY

#### I.1) NAME, ADDRESSES AND CONTACT POINT(S)

Official name:

Schiphol Nederland BV

National ID:

3710536

Postal address:

Evert van de Beekstraat 202

Town:

Schiphol

Postal code:

1118 CP

Country:

NL

Contact point(s):

-

For the attention of:

Michel Rog

Telephone:

-

E-mail:

[rog\\_m@schiphol.nl](mailto:rog_m@schiphol.nl)

Fax:

-

Internet address(es):

General address of the contracting entity:

<http://www.schiphol.nl>

Address of the buyer profile:

<http://www.schiphol.nl/aanbestedingen>

**Further information can be obtained from**

The above mentioned contact point(s)

**Specifications and additional documents (including documents for a dynamic purchasing system) can be obtained from**

The above mentioned contact point(s)

**Tenders or requests to participate must be sent to**

The above mentioned contact point(s)

**I.2) MAIN ACTIVITY**

- Airport-related activities

**I.3) CONTRACT AWARD ON BEHALF OF OTHER CONTRACTING ENTITIES**

The contracting entity is purchasing on behalf of other contracting entities: no

## II: OBJECT OF THE CONTRACT

### **II.1) TITLE ATTRIBUTED TO THE CONTRACT BY THE CONTRACTING ENTITY**

Seamless Passenger Walkthrough. Beforehand awarding in case of voluntary transparency.

### **II.2) TYPE OF CONTRACT**

Type: Supplies

### **II.3) SHORT DESCRIPTION OF THE CONTRACT OR PURCHASE(S)**

The name, given by the contracting entity Schiphol Nederland B.V. (SNBV) to this assignment is "Seamless Passenger Walkthrough" (SPW).

The SPW is a technical infrastructure positioned at and/or integrated with every 'passenger touchpoint' connected via a generic software by which a passenger, with minimal physical effort for this passenger, can gain access to a next 'passenger touch point'. This access is granted using a central controlled manner. A 'passenger touchpoint' is a physical or logical 'place' a passenger has to pass during the process of booking a flight till entering the aircraft. With SPW SNBV intends to enable passengers to travel through the airport and pass through so called passenger touchpoints (for example access control, border control and boarding at the gate) using one or more biometric characteristics of that passenger and hereby eliminating repeated usage of documents such as passport or boarding pass. SPW is necessary for SNBV to remain Europe's preferred Airport, based on top of class passenger experience, while simultaneously increasing capacity (via higher throughput) within the present physical boundaries.

SNBV has developed a business process view and an IT based architectural view for the SPW that assure scalability and governance. This architectural view contains new components (a Biometric Backbone and the Passenger Journey Manager) that are necessary for interoperability between touchpoints and ensure Privacy by Design. The architectural view guarantees that the infrastructure remains extendable.

In 2017 the SPW will encompass enrollment, access control, border control and boarding at the gate, enabling passengers to pass through these touchpoints only showing their travel documents once at enrollment. Enrollment is realized via a new to be developed touchpoint that enables passengers to pass through each of the following touchpoints using the biometrics supported.

This distinctive way of (re)designing the passenger journey at Schiphol is important to ensure that SNBV can reach its strategic objectives. In order to reduce risks, SNBV requires proven technology solutions and demands that the supplier has delivered at least one complete installation enabling biometric walkthrough at an airport.

SNBV sets in the assignment the next five minimum requirements (for more details see under Other particular conditions):

- 1) An airport is a permanent (on a daily base) changing and complex operational environment. In this environment the SPW infrastructure has to be introduced. This results that SNBV, to reduce risks, can only grant assignments to parties with experience to operate under such conditions.

2) As border control has been implemented by the government with Vision Box - Soluções De Visão Por Computador, S.A. (Vision Box) NoQ infrastructure, reuse of this implementation in the SPW is a prerequisite. Usage of another infrastructure would result in early depreciation of the NoQ infrastructure and lead to an unreasonable and disproportional desinvestment.

3) The SPW IT architecture must comply with the applicable Dutch privacy legislation and Ensure Privacy by Design e.g. will not store raw biometric data.

4) The SPW IT architecture must comply with ACRIS standards. It is for SNBV very important to use and adhere to open (sector specific) standards.

5) In order to ensure an efficient implementation, the technology must have been applied in an environment in which it fulfills the SPW requirements of the airport, airline(s) and border authorities.

As a result of an extensive market survey SNBV has concluded that only one (1) supplier, being Vision Box, can comply with the mentioned minimal requirements.

Therefore SNBV, for technical reasons, can only award this contract to Vision Box.

Herewith SNBV announces to the market its intention to start contract negotiations regarding the framework agreement for Seamless Passenger Walkthrough with Vision Box.

#### **II.4) COMMON PROCUREMENT VOCABULARY (CPV)**

Main object:

Main vocabulary:

48000000 - Software en informatiesystemen

Supplementary vocabulary:

-

Additional object(s):

-

#### **II.5) SCHEDULED DATE FOR START OF AWARD PROCEDURES AND DURATION OF THE CONTRACT**

Scheduled date for start of award procedures: -

-

#### **II.6) ESTIMATED COST AND MAIN TERMS OF FINANCING**

##### **II.6.1) Initial estimated cost**

-

##### **II.6.2) Main financing conditions and payment arrangements and/or reference to the relevant provisions governing them**

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## **II.7) INFORMATION ABOUT GOVERNMENT PROCUREMENT AGREEMENT (GPA)**

The contract is covered by the Government Procurement Agreement (GPA):  
yes

## **II.8) ADDITIONAL INFORMATION**

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IV: PROCEDURE AND ADMINISTRATIVE INFORMATION

**IV.1) FILE REFERENCE NUMBER ATTRIBUTED BY THE CONTRACTING ENTITY**

-

**VI: COMPLEMENTARY INFORMATION**

**VI.1) INFORMATION ABOUT EUROPEAN UNION FUNDS**

The contract is related to a project and/or programme financed by European Union funds: no

**VI.2) ADDITIONAL INFORMATION**

-

**VI.3) ESTIMATED TOTAL VALUE OF SUPPLIES OR SERVICES  
CONTRACT(S)**

-

**VI.4) DATE OF DISPATCH OF THIS NOTICE**

16/08/2016

APPENDIX: PERIODIC INDICATIVE NOTICE BEING A CALL FOR  
COMPETITION OR AIMING AT REDUCING TIME-LIMITS FOR THE RECEIPT  
OF TENDERS

## II: OBJECT OF THE CONTRACT

### II.1) DESCRIPTION

#### II.1.1) Title attributed to the contract by the contracting entity

Seamless Passenger Walkthrough. Beforehand awarding in case of voluntary transparency.

#### II.1.2) Type of contract and location of works, place of delivery or of performance

Type: Supplies

Category: Purchase

Main place of delivery:  
Schiphol

NUTS code:

NL326

NUTS code:

NL

#### II.1.3) Information about a public contract, a framework agreement or a dynamic purchasing system (DPS)

- The notice involves the establishment of a framework agreement

#### II.1.4) Information on framework agreement

Framework agreement with a single operator

#### Duration of the framework agreement

Duration in years: 8 or in months: -

#### Estimated total value of purchases for the entire duration of the framework agreement

-

#### II.1.5) Lots

This contract is divided into lots: no

## **II.2) QUANTITY OR SCOPE OF THE CONTRACT**

### **II.2.1) Total quantity or scope**

non-Schengen departure and arrival filters and boarding (approximately 80-120 touchpoints)

### **II.2.2) Information about options**

Options: yes

Description of these options:

extensions of the framework agreement after the initial period of 3 years. After this initial period the framework agreement can be extended 5 times on a yearly basis.

Provisional timetable for recourse to these options:

in months: 60 (from the award of the contract)

### **II.2.3) Information about renewals**

This contract is subject to renewal: yes

Range: between 0 and 5

In the case of renewable supplies or service contracts, estimated timeframe for subsequent contracts:

in months: 60 (from the award of the contract)

### III: LEGAL, ECONOMIC, FINANCIAL AND TECHNICAL INFORMATION

#### III.1) CONDITIONS RELATING TO THE CONTRACT

##### III.1.1) Deposits and guarantees required

-

##### III.1.2) Legal form to be taken by the group of economic operators to whom the contract is to be awarded

-

##### III.1.3) Other particular conditions

The performance of the contract is subject to particular conditions: yes

Description of particular conditions:

Requirement: reuse of border control touchpoints

Description: Minimum requirement: As border control has been implemented by the Dutch government with Vision Box NoQ infrastructure at SNBV, reuse of this implementation in the SPW is a prerequisite. Usage of another infrastructure would result in early depreciation of the NoQ infrastructure and lead to an unreasonable and disproportional desinvestment.

Notes to Document: Supplier must show how his solution can interact with the current border control touchpoints.

Requirement: compliancy with privacy legislation

Description: Minimum requirement: The SPW IT architecture must comply with the applicable Dutch privacy legislation and ensure Privacy by Design e.g. will not store raw biometric data.

Notes to Document: SNBV will appoint an independent audit company that will review suppliers solution to evaluate compliancy with privacy legislation.

Requirement: compliant with ACRIS standards

Description: The IT-architecture of SPW contains new components: a Biometric Backbone and the Passenger Journey Manager. These new components are being determined by ACRIS and will be part of a new Acris standard. To safeguard (future) exchange of information between airports it is essential for SNBV to adhere to sector specific standards.

Minimum requirement:

usage and adhering to open (sector specific) standards.

Notes to Document: Supplier must participate in the creation of the new above mentioned ACRIS standard.

Requirement: compliancy with the European Uniform Procurement Selfdeclaration (in Dutch: "UEA")

Description: All stated minimum requirements in the document "Uniform Europees Aanbestedingsdocument (UEA)" are applicable.

Notes to Document: filled out and duly signed "UEA" form.

## **III.2) CONDITIONS FOR PARTICIPATION**

### **III.2.1) Personal situation of economic operators, including requirements relating to enrolment on professional or trade registers**

Information and formalities necessary for evaluating if the requirements are met:

-

### **III.2.2) Economic and financial ability**

Information and formalities necessary for evaluating if the requirements are met:

-

### **III.2.3) Technical capacity**

Information and formalities necessary for evaluating if the requirements are met:

Requirement: operational experience

Description: An airport is a permanent (on a daily base) changing operational environment. In this complex environment the Seamless Passenger Walkthrough technology will be introduced. This introduction has to be executed with a low operational risk for SNBV. In that context experiments of technical and operational nature must be avoided.

A minimum requirement is that the supplier has operational experience in introducing cutting edge technology in this environment.

Legal reference: Practical skills, knowledge and experience

Notes to Document: Supplier must provide detailed information regarding projects executed in a comparable environment.

Requirement: applied technology

Description: Although SPW will introduce cutting edge technology it is essential for SNBV to guarantee a planned successful implementation. Therefore having applied this technology in an airport environment is a minimum requirement.

Legal reference: Principal deliveries in the past three years

Document: References

Notes to Document: Supplier must supply information regarding at least one reference where his SPW technology has been successfully implemented.

### **III.2.4) Information about reserved contracts**

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## **III.3) CONDITIONS SPECIFIC TO SERVICES CONTRACTS**

### **III.3.1) Information about a particular profession**

Execution of the service is reserved to a particular profession: -

### **III.3.2) Staff responsible for the execution of the service**

Legal persons should indicate the names and professional qualifications of the staff responsible for the execution of the service: -

## IV: PROCEDURE

### IV.1) TYPE OF PROCEDURE

#### IV.1.1) Type of procedure

Open

### IV.2) AWARD CRITERIA

#### IV.2.1) Award criteria

The most economically advantageous tender in terms of the criteria stated below

Criteria: .

Description: -

Requirements: -

#### IV.2.2) Information about electronic auction

An electronic auction will be used: no

### IV.3) ADMINISTRATIVE INFORMATION

#### IV.3.1) Conditions for obtaining specifications and additional documents

Time limit for receipt of requests for documents or for accessing documents:

Date: - Time: -

Payable documents: no

#### IV.3.2) Time-limit for receipt of expressions of interest

Date: - Time: -

#### IV.3.3) Time-limit for receipt of applications for an invitation to tender or to negotiate

Date: - Time: -

#### IV.3.4) Language(s) in which tenders or requests to participate may be drawn up

Official EU language(s):

- EN
- NL

**VI: COMPLEMENTARY INFORMATION**

**VI.1) INFORMATION ABOUT RECURRENCE**

This is a recurrent procurement: no

**VI.2) ADDITIONAL INFORMATION**

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**VI.3) PROCEDURES FOR APPEAL**

**VI.3.1) Body responsible for appeal procedures**

-

**Body responsible for mediation procedures**

-

**VI.3.2) Lodging of appeals**

Precise information on deadline(s) for lodging appeals:

-

**VI.3.3) Service from which information about the lodging of appeals may be obtained**

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**B: INFORMATION ABOUT LOTS**

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