

THE CONNECTICUT AIRPORT AUTHORITY



ADDENDUM TO REQUEST FOR PROPOSALS NUMBER 2013 – 01 INSURANCE BROKERAGE SERVICES

NOTICE OF EXTENSION: DEADLINE FOR SUBMISSION OF PROPOSALS IS EXTENDED TO FEBRUARY 28, 2013.

DUE TO EXTENDED DEADLINE, INTERVIEWS, IF REQUIRED, WILL BE HELD ON MARCH 8, 2013.

QUESTIONS AND ANSWERS:

1. Does the RFP for Insurance Brokerage Services have a Minority, Woman or Small Business Owned Requirement in its provisions.

Answer: The CAA encourages participation in its contracting opportunities by minority, disadvantaged and/or small business enterprises and does not discriminate on any such basis in the award of its contracting opportunities. There is no minimum required level of participation for such enterprises in the current Insurance Brokerage Services RFP.

2. Who is the incumbent Insurance Broker and what is their fee?
3. What is the name of the current insurance provider?

Answer - The Connecticut Airport Authority is a newly formed quasi-public entity presently engaged in the process of assuming control of the state's airports from the Connecticut Department of Transportation. CAA has not previously contracted for insurance brokerage services.

4. What is the current insurance profile?

Answer - The State of Connecticut/Department of Transportation presently operates the airports and insures them consistent with the State insurance program and risk profile. This does not necessarily represent the Authority's needs or desires or the risk profile that will be associated with the Authority's operation of the airports after the transfer.

5. Are CAA operations currently covered under the State of Connecticut's property and casualty insurance program? If so, what fee amount, or percentage of the State's insurance broker fee, is allocated to CAA?

Answer - No – CAA has not yet assumed control of the airports or their operations. State policies apply to the Department of Transportation’s present control and operation of the airports. CAA’s activities are presently focused on governance as well as drafting and negotiating documents that will implement the transfer of the airports. The CAA board members carry Director’s liability.

6. Does CAA own any fixed-wing aircraft or helicopters?

Answer – No.

7. Please provide the names of the insurance carriers currently providing the coverages enumerated in the RFP through the State’s program.

Answer – State/Department of Transportation coverage is in place with the following carriers:

**Airport Liability – QBE North America
Property Damage/Flood – FM Global
Paramedic Coverage - Everest National Insurance Co.
High Value Emergency Vehicles - Everest National Insurance Co.
Energy Center – Steadfast Insurance Co.
Auto Liability – Continental Casualty Co.**

8. Please clarify program placement timeline. Is it the authority’s goal to bind insurance coverage within 30 days of award to broker? This is referenced under the Account Executive and Team Member section along with conducting an initial risk assessment.

Answer – It is the Authority’s intent to bind coverage before the transfer of airports from the Department of Transportation to the Authority occurs. This could occur within the thirty days referenced in this section.

9. Is there a current schedule of insurance for the CAA that includes coverages by line, limits, retentions? If so, please provide a copy.

Answer – No. CAA has not previously acquired insurance for the operation of the airports as it has not yet assumed control of the airports. Existing types and levels of coverage maintained by the State and Department of Transportation for the current operation of the airports do not necessarily reflect the Authority’s needs or desires for its operation of the airports.

10. Is the CAA responsible for insuring the Hotel and Co-Gen?

Answer – The State/Department of Transportation agreements concerning these operations require that the Hotel and Co-Gen carry their own insurance. These agreements will be assigned to the Authority. The selected broker will be provided access to all tenant and service provider insurance requirements so that they may be considered as part of the Authority’s risk assessment to be conducted by the selected broker.

11. Can we receive exposure information, i.e., Property Values, Fleet schedule, Annual Payrolls, etc?

Answer – This information will be provided to the selected broker so that it may be considered as part of the Authority’s risk assessment and recommended coverage.

12. Can we get loss runs by line of coverage?

Answer – This information will be provided to the selected broker.

13. Does the Authority still fall under on the State’s statute of immunity? Please provide a copy.

Answer – No. The Authority will not have sovereign immunity.

14. Can we get a copy of the Co-Gen agreement between the Authority and CL&P?

Answer – This information will be provided to the selected broker.

15. Does the authority use a TPA for claims? If so what is the plan for separating from the State’s program. Will CAA be assuming any past liabilities?

Answer – The Authority will be considering use of a third party administrator as it moves forward with the selected broker. The Authority will not be part of the State’s insurance program upon transfer of the airports, with the exception of group health and welfare policies. The documents implementing the transfer of the airports generally exclude past liabilities. These transfer documents will be provided to the selected broker for evaluation as part of the Authority’s risk assessment and its recommended coverage.

16. What insurance is the DOT currently purchasing for the Energy Center?

Answer: The DOT purchases insurance required by CL&P that is related to the Energy Center’s inter- connectivity with the Grid.