

North – South Commuter Railway (NSCR) Project (Malolos – Tutuban) Package CP03: Rolling Stock			
ITEM NO.	REFERENCE CLAUSE/ SECTION	CLARIFICATION REQUEST	RESPONSE
<i>Invitation for Bids</i>			
1	Page IFB-2, Item 10	To prepare the bona-fide proposal to maximize benefit to the Employer, we need more time to scrutinise and prepare our proposal. We would like to request to extend the deadline of submission of the bid documents for two months at minimum.	Please refer to General Bid Bulletin (GBB) No. 4.
<i>Volume II, Part 2 – Employer's Requirements</i>			
<i>General Specifications</i>			
2	Section VI, Page GS-4, Clause 1.6 Warranty	With regards to the second sentence of the 4th paragraph which reads "Further, shall any design modification or rectification of defects or replacement of failed component or equipment be required to any component or equipment as a consequence of failure, the period of defects notification shall recommence from the date when the modified, rectified or replaced part is re-commissioned into service", the Bidder understands that only those parts either modified, rectified or replaced is subject to recommencement of defects notification period and that defect notification of any reused, reassembled or reinstalled parts not modified, rectified or replaced will not be extended. Please confirm the foregoing understanding is correct.	Yes, the Bidder's understanding is correct.
3	Section VI, Page GS-39, Clause 7.8 Electronic Document Management System (EDMS)	The Bidder requests the Employer to provide the product name and/or technical specification of the Employer's EDMS so that the Bidder can consider an EDMS which is compatible with the Employer's system.	The GC's EDMS is currently under development in-house and is designed to exchange, classify and store the project documentation such as drawings, correspondence, and CAD files. Please also refer to Sub-clauses GS 7.7, 7.8, and 7.9. To reiterate, the Employer's requirements on the EDMS are as

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			<p>follows: “Electronic Documents Management System, with the following proven (i.e., with track record) functionalities [i] approvals tracking, [ii] electronic signature, [iii] access controls, [iv] printing controls, [v] auditing / access tracing function, [vi] digital archiving of future and past documents, [vii] OCR conversion and text searchability, [viii] multi-platform notifications of document sharing, [ix] viewing watermarks, [x] electronic review of designs, plans, and drawings, etc.”</p>
4	Section VI, Page GS-64, Clause 11.5 Consumable Spares	The Bidder opines that, in view of the industry practice widely adopted around the world for similar mass transit projects, it is not reasonable for the Employer to require the Contractor to replenish the stock of all consumable spare parts at the end of the Defects Notification Period (DNP) since consumable spare parts used during the DNP is a result of the Employer using the train sets for its revenue service. Accordingly, the Bidder requests the Employer to remove the last paragraph of this clause.	The Bidder’s request is not accepted.
5	Section VI, Page GS-66, Clause 12.5 Test Instruments	It is required in this clause that calibration shall have “a minimum validity time of 3 months when used.” However, the Bidder notes that it is a normal practice in the industry, which is widely accepted by both Japanese and overseas customers, that the test instruments are used up to the expiration dates of the calibration period of each test instrument. Accordingly, the Bidder requests the Employer to remove the sentence “Calibration shall have a minimum	The Bidder’s request is accepted to revise the referenced clause as follows: “ Calibration shall have a minimum validation time of 3 months when used. ”

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		validation time of 3 months when used.”	
6	Section VI, Page GS-81, Clause 20.6 Issuance of Information Related to Interface and Coordination	The Bidder opines that submission of all correspondence, drawings, meeting minutes, programs related to the Contractor’s coordination with the interface contractors to be within two (2) calendar days from the date of such correspondence and meetings is not practical. Hence, the Bidder requests the Employer to amend the requirement to fifteen (15) calendar days to be in line with the requirement of TS clause 1.2.5.4).	The Bidder’s request is not accepted.
<i>Technical Specifications</i>			
7	Section VI, Page TS-4, Clause 1.4 Track Standards	While the track standards are specified in this clause, information on rail inclination is not provided. The Bidder understands that the rail inclination will be 1/40. Please confirm the foregoing understanding is correct.	Yes, the Bidder’s understanding is correct.
8	Section VI, page TS-14, Clause 1.13.5 Electrical Interface	The Bidder requests the Employer to make the following amendment to this clause, so as to allow the use of different types of waterproof wiring interface connections other than quick coupling (1/4-turn) waterproof and/or fuel proof connectors. <i>“Wiring interface connections shall be made by quick coupling (1/4 turn) waterproof, fuel proof connectors. All cable connectors used in exterior locations shall be of the environmental waterproof variety, with positive locking and visual indication of mating.”</i>	The 1 st paragraph of TS 1.13.5 is amended as follows: <u>“Wiring interface connections shall be made by quick coupling (1/4 turn) waterproof, fuel proof connectors. All cable connectors used in exterior locations shall be rated IP65 using quick connect/disconnect couplings with positive locking and visual indication of mating.”</u>
9	Section VI, Page TS-47, Clause 7.1 Passenger Side Entrance Doors	While the 12th paragraph of this clause specifies the use of “a honeycomb core” for the material of door leaf, the Bidder opines that, from a design optimization perspective, the Contractor should be allowed to propose a suitable material for the door leaf. Accordingly, the Bidder requests	The door leaves shall incorporate the same material as used for the body shell.

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		<p>the Employer to amend the first sentence of the 12th paragraph as follows:</p> <p><i>"The doors shall be manufactured from the same material used in the construction of the vehicle body shell, with a honeycomb core, and shall incorporate the same exterior finish."</i></p>	<p>TS 7.1 is amended as follows: "The doors shall be manufactured from the same material used in the construction of the vehicle body shell with a honeycomb core <u>or equivalent</u>, and shall incorporate the same exterior finish."</p>
10	Section VI, Page TS-59, Clause 10.1 Pneumatic Equipment – General	The Bidder requests the Employer to clarify more concretely the requirement of the third sentence of the third paragraph of this clause which states "Flexible connections from the air compressor to the main supply line shall be likewise protected by check valves."	Flexible connections from the air compressor shall be protected by check valves which shall be positioned within the rigid main pipe.
11	Section VI, Page TS-60, Clause 10.3 Pneumatic System	<p>The Bidder requests the Employer to make the following amendment to the first sentence of the first paragraph, so as to allow other materials such as copper, which is commonly used for similar mass transit projects, can also be used for the pneumatic system.</p> <p><i>"Stainless steel piping <u>Service proven material</u> for the pneumatic system shall be used throughout the cars, unless otherwise specified, subject to review by the Engineer."</i></p>	<p>The referenced clause is amended as follows: "Stainless steel piping <u>or an equivalent service- proven material</u> for the pneumatic system shall be used throughout the cars, unless otherwise specified, subject to review by the Engineer."</p>

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12	Section VI, Page TS-60, Clause 11.1 Propulsion System – General, 1st paragraph, Item 1)	<p>The Bidder requests the Employer to make the following amendment, so as to allow other materials such as aluminum can be used for filter reactor for weight saving.</p> <p><i>“Four DC to AC inverter packages (self-cooling power conversion equipment), one in each motor car powering the sixteen (2 per motor bogie) traction motors in a vehicle. For the purpose of the energy conservation improvement and low center of gravity, the material of the filter reactor shall be copper or other service proven material;”</i></p>	<p>Agree with the Bidder’s proposal to revise the referenced clause as follows:</p> <p><u>“Four DC to AC inverter packages (self-cooling power conversion equipment), one in each motor car powering the sixteen (2 per motor bogie) traction motors in a vehicle. For the purpose of the energy conservation improvement and low center of gravity, the material of the filter reactor shall be copper or other service-proven material, subject to review by the Engineer;”</u></p>
13	Section VI, Page TS-97, Clause 20.3 Design Qualification Testing, Item 8)	<p>The Bidder understands that the purpose of parking brake test is to verify its ability on the specified gradient in accordance with TS clause 1.8.5. Accordingly, the Bidder opines that the actual force measurement will not be required, and therefore requests the Employer to make the following amendment.</p> <p><i>“The parking brake shall be tested to demonstrate its ability to hold a consist on the specified gradient in accordance with TS sub-clause 1.8.5. The test shall record the actual force required to overcome the parking brake in a failure recovery situation on both level track and a 3.5% gradient. The test shall be undertaken at the time of handing over of the Rolling Stock;”</i></p>	<p>The Bidder’s request is not accepted.</p>

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14	Section VI, page TS-102, Clause 21.2 Fasteners	<p>The Bidder requests the Employer to make the following amendment to the 4th paragraph, so as to allow the Bidder to use the most appropriate type of bolts, cap screws and nuts for the Project.</p> <p><i>“Bolts used with nuts shall be the shortest standard size that shall provide at least two full threads through the nut. All <u>high-strength</u> bolts and cap screws shall have the head marked to indicate grade. All <u>high-strength</u> nuts shall be marked to indicate grade. All bolts, nuts, cap screws and machine screws shall be locked to prevent loosening in service. The locking method shall be subject to the Engineer's review.”</i></p>	<p>Agree with the Bidder’s proposal to revise the referenced clause as follows: “Bolts used with nuts shall be the shortest standard size that shall provide at least two full threads through the nut. All <u>high-strength</u> bolts and cap screws shall have the head marked to indicate grade. All <u>high-strength</u> nuts shall be marked to indicate grade. All bolts, nuts, cap screws and machine screws shall be locked to prevent loosening in service. The locking method shall be subject to the Engineer's review.”</p>
15	Section VI, Page TS-102, Clause 21.4.1 Terminals	<p>The Bidder requests the Employer to make the following amendment to the second paragraph, so as to allow other materials such as brass for the quick connect terminals, which is commonly used for similar mass transit projects.</p> <p><i>“The use of quick connect ("FASTON") terminals shall not be allowed, except subject to review by the Engineer. When allowed, quick connect terminals must be of <u>brass or phosphor bronze</u>.”</i></p>	<p>Agree with the Bidder’s proposal to revise the referenced clause as follows: “The use of quick connect ("FASTON") terminals shall not be allowed, except subject to review by the Engineer. When allowed, quick connect terminals must be of <u>brass or phosphor bronze</u>.”</p>
16	Section VI, Page TS-102, Clause 21.4.2 Wire Insulation, Item 4)	<p>The Bidder requests the Employer to clarify the definition of the term "vehicle body wiring" as used in this sentence so as to allow the Bidder to select the appropriate type of cables.</p> <p>In addition, the Bidder requests the Employer to amend the cable insulation rate from 2000V to 1500V in accordance</p>	<p>For the purpose of this specification, “vehicle body wiring” shall be understood as the 1500 Volts DC traction wiring from Overhead catenary up to Variable Voltage Variable Frequency (VVVF) termination point and auxiliary power supply unit.</p> <p>Disagree to amend the cable insulation rate from 2000V to 1500V.</p>

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		with JRIS J 1000, which is the type commonly used for rolling stock in Japan.	
17	Section VI, Page TS-104, Clause 21.6.1 Metals, Item 1)	This clause specifies that “Stainless Steel - chromium content not less than 17%, carbon content not more than 0.12%”. The Bidder requests Employer to make the following amendment to allow the use of stainless steel made to the specification of JIS G 4305. <i>“Stainless Steel (JIS G 4305) — chromium content not less than 17%, carbon content not more than 0.12%,”</i>	Agree with the Bidder’s proposal to revise the referenced clause as follows: “Stainless Steel (JIS G 4305) — chromium content not less than 17%, carbon content not more than 0.12%,”
18	Section VI, Page TS-104, Clause 21.7 Paints, Coating and Protection	The Bidder requests the Employer to make the following amendment to the 5th sentence, so as to allow other paints commonly used in the rolling stock industry. <i>“The interior surfaces of equipment enclosures shall be primed and given one coat of clear-insulating varnish or one coat of white enamel paint.”</i>	Agree with the Bidder’s proposal to revise the referenced clause as follows: “The interior surfaces of equipment enclosures shall be primed and given one coat of clear-insulating varnish or one coat of white enamel paint.”
19	Section VI, Page TS-117, Clause 25.2.1 Environment Simulation Section VI, Page TS-118, Clause 25.2.2 Driver Console and On-board Equipment Simulation	The Bidder requests the Employer to clarify and specify the term “body sensitive seat” as used in these clauses. In addition, the Bidder understands that the simulated driver’s cab body with motion drive system is not required for the Train Operating Simulator. Please confirm the foregoing understanding is correct.	The term “body sensitive seat” is clarified as follows: The driver’s “body sensitive seat” will simulate train motion via pneumatic hydraulic and electric activators. The seat will mimic movement related to actual motion that the driver will experience during various scenarios, i.e. initiating traction, braking, approaching and departing stations, ascending and descending gradients, traversing horizontal and vertical curves, and other typical train motions. The Bidder’s understanding is not correct. Please refer to TS Clauses 25.2.2 and 25.4.1 respectively.

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	Section VI, Page TS-120, Clause 25.4.1 Rolling Stock Cab (Driver Console subsystem)		
20	Section VI, Page TS-120, Clause 25.4.5 Platform and Displays Simulating Platform Image Subsystem	The Bidder requests the Employer to clarify the location and arrangement of PID monitors and Station CCTV cameras.	The layout of the equipment will be determined as part of the interface requirements with CP04 Contractor.
21	Section VI, Page TS-12, Clause 25.5 Major Equipment of the Simulator (Body sensitive of lower case seat)	The Bidder understands that the “Body sensitive of lower case seat” described in Table 25.1 Major Equipment of the Simulator is same as the “body sensitive seat” as used in clauses 25.2.1, 25.2.2 and 25.4.1. Please confirm the foregoing understanding is correct.	Yes, the Bidder’s understanding is correct.
22	Section VI, Page TS-121, Clause 25.5 Major Equipment of the Simulator (Coupler items)	While one (1) set of coupler items including automatic coupler, valve, jumper cable and flag are required in Table 25.1 Major Equipment of the Simulator, the Bidder opines that the coupling scenarios will be provided by software and no physical coupler will be required. Therefore, the Bidder understands that the coupler items required for the simulator are mounted to the Simulated Driver’s Cab without integration with software or hardware of the	Yes, the Bidder’s understanding is correct. A physical coupler is not required; software simulation is acceptable, provided the required coupler controls are provided on the Driver’s console.

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		Simulator. Please confirm the foregoing understanding is correct.	
23	Section VI, Page TS-121, Clause 25.5 Major Equipment of the Simulator (Driver's console)	While the wiper is required in Table 25.1 Major Equipment of the Simulator, the Bidder opines that the wiper will be represented virtually by software and therefore physical wiper will not be required. Accordingly, the Bidder requests the Employer to remove the requirement to supply the wiper.	Yes, the Bidder's request is accepted. A physical wiper is not required; a virtual wiper is acceptable, provided the required wiper controls (on/off/speed) are provided on the Driver's console.
24	Section VI, Page TS-121, Clause 25.5 Major Equipment of the Simulator (70 inch LCD monitor)	The Bidder requests the Employer to clarify the layout of three (3) 70 inch LCD monitors.	The layout of three 70" flat screen LCD monitors will be determined during design review.
25	Section VI, Page TS-122, Clause 25.5 Major Equipment of the Simulator	For the purpose of calculating the quantities required for items listed in Table 25.2 Spare and Expandable Parts, the Bidder requests the Employer to clarify the period that the spare and expandable parts will be required.	The spares and expendable parts shall be provided in accordance with TS Sub-clause 25.8 Design Life.
26	Section VI, Page TS-122, Clause 25.8 Design Life	In accordance with this clause, all systems shall be replaced 15 years after completion. The Bidder understands that all hardware and software of the train driving simulator to be replaced after the said 15 years should not be included in the Price Bid. Please confirm the foregoing understanding is correct.	Yes, the Bidder's understanding is correct.
27	Section VI, page TS-123, Clause 25.10.1 Location	The Bidder requests the Employer to provide the CAD drawings of the simulator room as well as mobilization route to the simulator room for the purpose of tender	Space has been allotted for the simulator in the Training Room on the 4 th floor of the Operations Control Center (OCC). Drawings (PDF Format) of the OCC are available in the CP01

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	s	preparation.	<p>Bidding Documents, Volume II, Drawings, Book 8 of 11, Pages CP01-B8-195 to CP01-B8-509 in the link is as follows: https://drive.google.com/drive/folders/17W1qsDAYxNTV9w0dfdxW0xHpAqXgHnpJ The same link can also be accessed in the Procurement Service (PS), DOTr and Philippine National Railways (PNR) Websites.</p> <p>The mobilization route to the simulator room can be determined from the referenced drawings.</p>
<i>Volume III, Part 3 – Conditions of Contracts and Contract Forms</i>			
28	Section VII, General Conditions, Pages GC-57 to GC-64, Clause 14 Contract Price and Payment	Please provide the bidder with the payment schedule or expected plan because it directly affects the total costs of the project and may change the bidding price.	There is no payment schedule. General Conditions (GC) Sub-Clause 14.4 refers to a "Schedule of Payments". There will be no Schedule of Payments for this Contract. The reference clause states: "If the Contract does not include a Schedule of Payments, the Contractor shall submit non-binding estimates of the payments which he expects to become due during each quarterly period. The first estimate shall be submitted within 42 days after the Commencement Date. Revised estimates shall be submitted at quarterly intervals, until the Taking-Over Certificate has been issued for the Works." The payment process shall be further administered in accordance with GC Sub-Clause 14.3 Application for Interim Payment Certificates.
29	Section IX, page CF-2 Contract Agreement	The Bidder understands that the order of precedence of the Bidding Documents and the Contract is as listed in the Contract Agreement, where "(i) the Letter of Acceptance" having the most priority and "(xi) the Acknowledgement of Compliance with Guidelines for Procurement under Japanese ODA Loans" having the lowest priority. Please confirm the foregoing understanding is correct.	<p>No. The Bidder's understanding is incorrect for the reason as below:</p> <p>The Bidder's referenced citation is an information list provided under the Contract Agreement for the documents, which shall be deemed to form and be read and construed as part of the Contract Agreement, but which does not establish any order of precedence of Contract documents.</p>

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			For the avoidance of doubt, with regard to information regarding the Priority of Documents, the Bidder is referred to Section VII, GC Sub-clause 1.5 Priority of Documents.