

# PRE-BID CONFERENCE



**The Malolos to Clark Railway Project (MCRP)  
for  
Package Nos. CP N-01, CP N-02 and CP N-03**

7 March 2019

# Presentation Outline

## 1. Introduction & Project Features

- i. Alignment, Stations and Key Features
- ii. Typical Constraints and Interfaces

## 2. Government Procurement Process

- i. Governing Rule: ADB Guideline
- ii. Bid and Contract Method
- iii. Procurement Timeline
- iv. Communication Protocol
- v. Key Qualification & Criteria
- vi. Evaluation Criteria

## 3. Specific Matters of Outstanding Information

## 4. Q & A Session

# Disclaimer

- Any statement made at the Pre-Bid Conference does not modify the terms of the Bidding Documents, unless such statement is specifically identified in writing as an official Addendum through a Bid Bulletin.
- The Pre-Bid Conference is also an opportunity for the prospective Bidders to request for clarifications about the Bidding Documents. However, such request must be followed up in writing and BAC IV will respond in writing by issuing Bid Bulletins uploaded to the websites of PS-DBM, DOTr and PNR as follows:

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# INTRODUCTION & PROJECT FEATURES



# Alignment, Stations, Key Features

# Overview of NSCR Project and Extensions



**Malolos to Clark Railway Project (MCRP) a.k.a.**

**NSCR-Clark Extension (PNR Clark Phase 2)**

**North-South Commuter Railway (NSCR) (PNR Clark Phase 1)**

**NSCR-Calamba Extension (PNR Calamba)**



CIA

53 km

Malolos

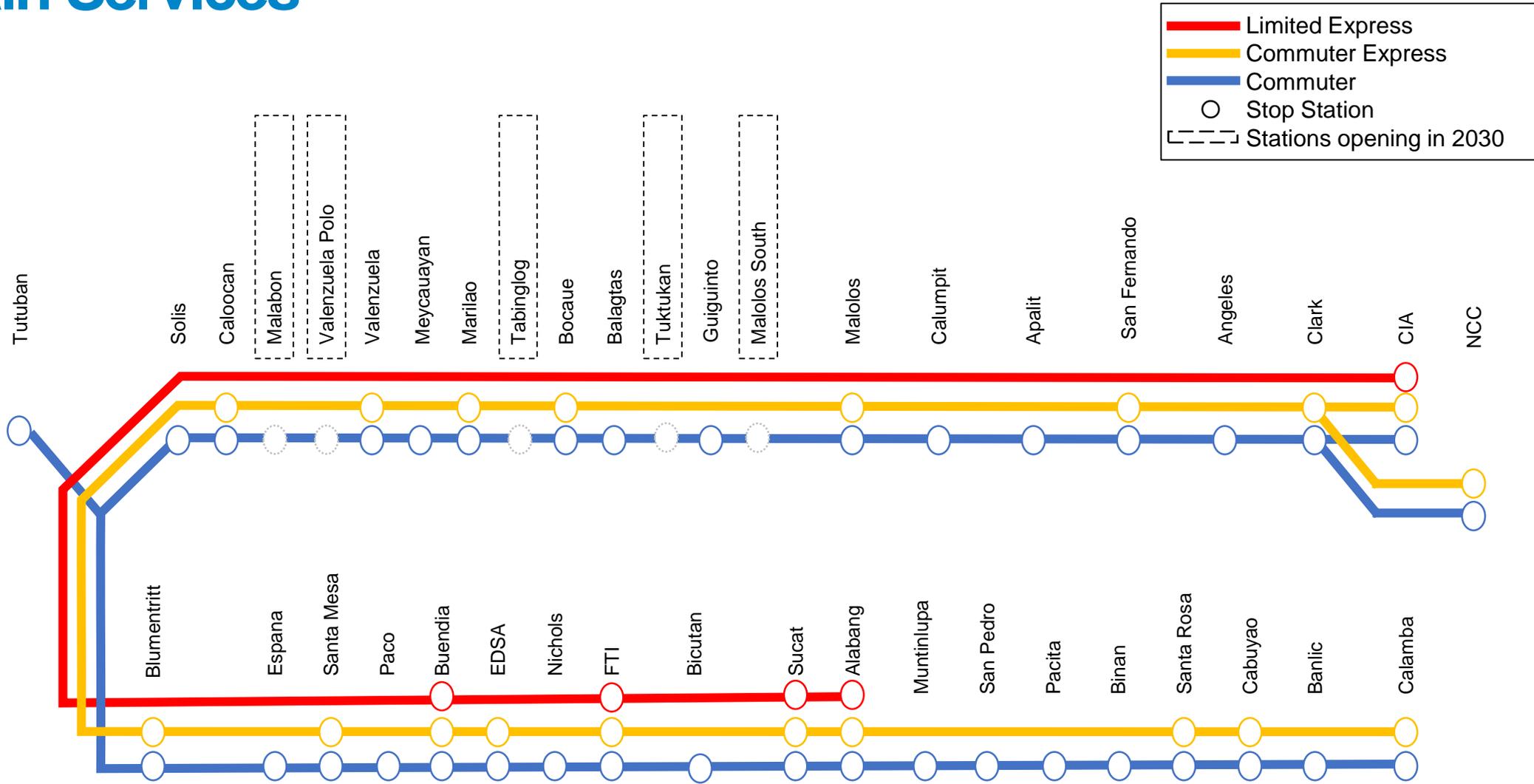
38 km

Metro Manila

56 km

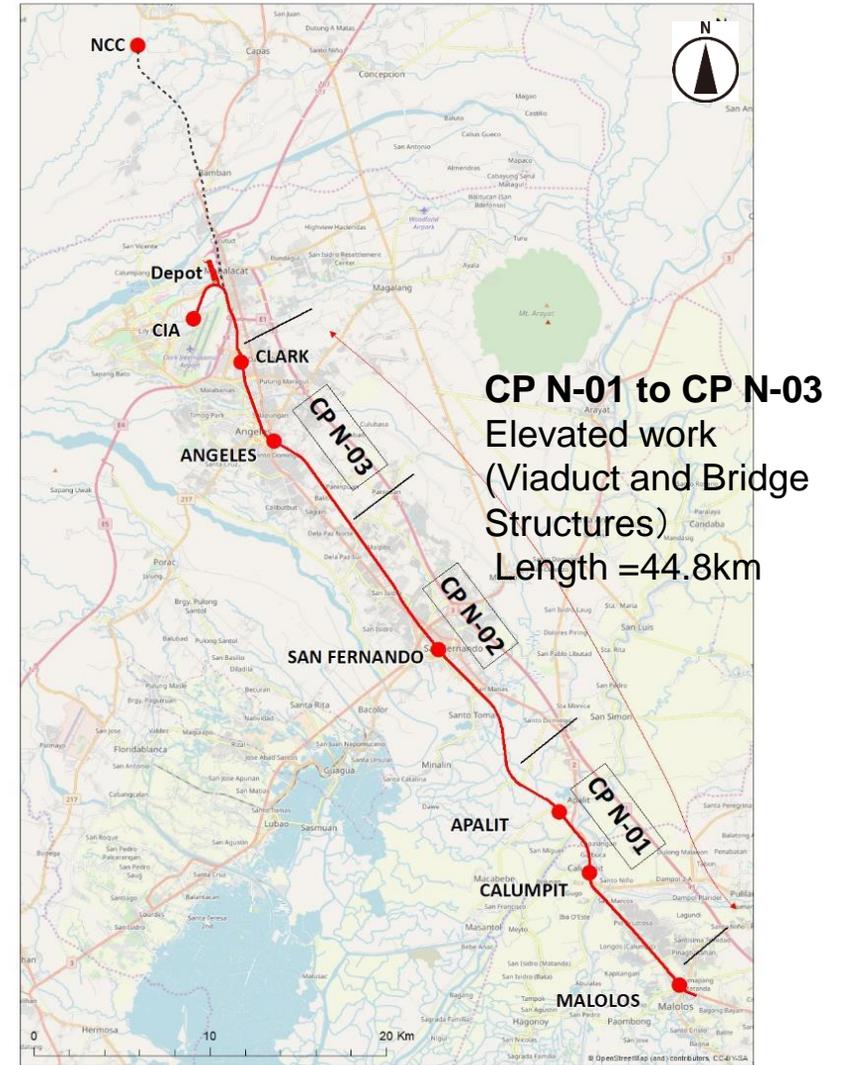
Calamba

# Train Services



# Overview of MCRP's Civil Contract Packages for CP N-01 to N-03

- Package CP N-01:
  - 17km of elevated rail viaduct; 7 balanced cantilever bridges; 2 elevated steel structure station buildings.
- Package CP N-02:
  - 16km of elevated rail viaduct; 1 extradosed bridge; 3 balanced cantilever bridges; 1 one steel box girder bridge; 1 elevated steel structure station building.
- Package CP N-03:
  - 12km of elevated rail viaduct; 3 balanced cantilever bridges; diversions and training for 1km (approx.) stretch of the Sapang Balen river; 2 elevated steel structure stations.



# Overview of MCRP (N2) Project Packages: CP N-01, N-02 & N-03

	MCRP	CP N-01, N-02 & N-03
<b>Length</b>	52.8 km	44.8 km
<b>Alignment</b>	Malolos – Clark International Airport (CIA)	Malolos – Clark
<b>Number of Stations</b>	6	5
<b>Depot</b>	1	
<b>Services</b>	Commuter	
	Commuter Express	
	Limited Express (Airport Express)	
<b>Structures</b>	Viaduct and Bridges	Viaduct and Bridges
	Underground	-
	Embankment	-
<b>Design Speed</b>	Max. 160 kph	
<b>Project Budget</b>	PHP 127 Billion	Total PHP 84 Billion
<b>Opening Year</b>	2022	
<b>Development Partners</b>	Asian Development Bank (ADB)	
	Japan International Cooperation Agency (JICA)	



# MCRP (N2) – CP N-01, N-02 & N-03 : Civil Works Summary

Contract Package	Contract Period (Months)	Contract Length (km)	Station/ Area	River Crossings	Major Road Crossing	Historical Buildings in the Vacinity	Remarks
CP N-01	36	16.9	Angat Area	Angat River (40 m+50m+40m)	none	Cabangan Bridge	Twin girder section to Malolos St. (11 spans)
			Calumpit	Pampanga River (70m+90m+70m) & Sulipan River (60m+90m+60m)	none	Old PNR Calumpit Station	Station with 2 platform 4 tracks
			Apalit	Malalam River (60m+90m+60m)	none	Apalit Old PNR Station & Apalit River Bridge	Station with 2 platforms 2 tracks
CP N-02	36	15.8	-	Pambaling River (60m+100m+60m)	DPWH Bypass (50m+70m+50m)	n/a	Swamp area
			San Fernando	Masaluso River (40m)	Jose Abad Ave. Bridge Crossing, (50m+70m+50m)	San Fernando Old PNR Station (60m)	Station with 2 platform 4 tracks
			-	Pampanga River (40m)	Manila North Rd crossing (80m+140m+80m)	n/a	Extradosed Bridge
CP N-03	36	12.1	Angeles	Abacan River	none	Angles Old PNR Station &	Station with 2 platform 4 tracks
			Clark	Sapang Balen (50m+70m+50m) Abacan River (60m+90m+60m)	SCTEx crossing (70m+90m+70m) Manuel A. Roxas Ave. (60m+90m+60m)	Abacan River Bridge	Station with 2 platform 4 tracks

- Notes:**
1. The Bidding Documents have been prepared separately for each package and shall be bid as separate contracts.
  2. However, if the bidder wishes to propose multi-package discount, he may propose/ offer discount for the combination of any two or all three packages combined.
  3. Discount would be specified in the letter of bid of the relevant combination of packages.
  4. The evaluation and qualification criteria for multiple package discounts in Section 3 (Evaluation and Qualification Criteria) apply.
  5. **Civil Works of All Packages are funded by Asian Development Bank (ADB)**

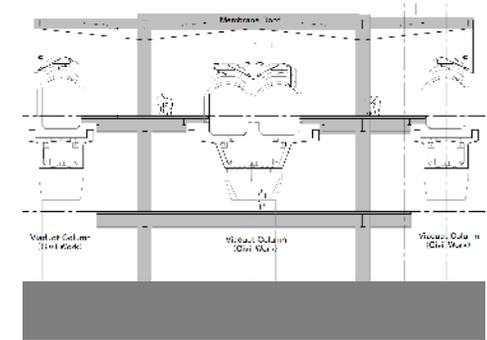


# Stations

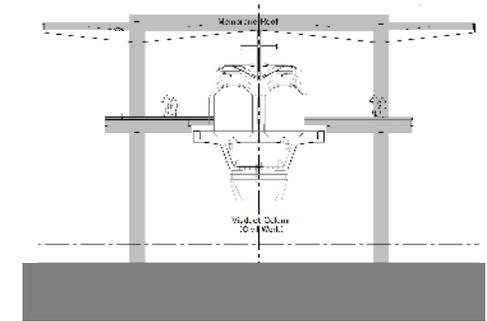


Source: JICA Study Team

Typical Station Exterior View



2 platforms 4 tracks

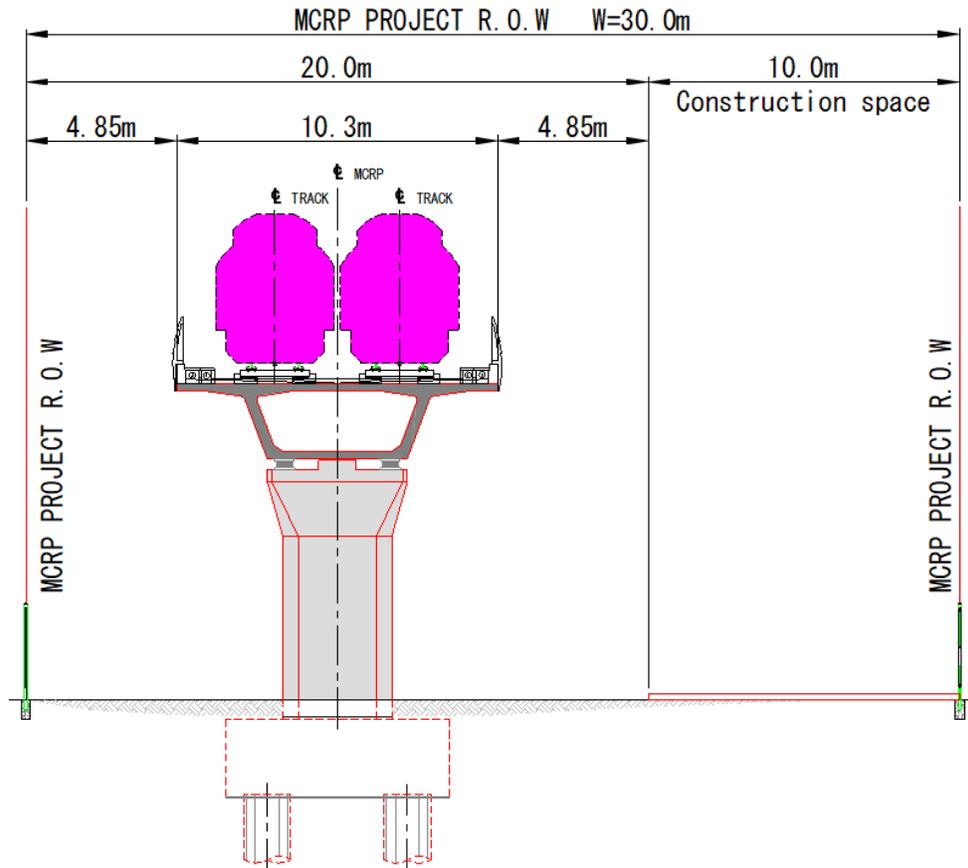


2 platforms 2 tracks

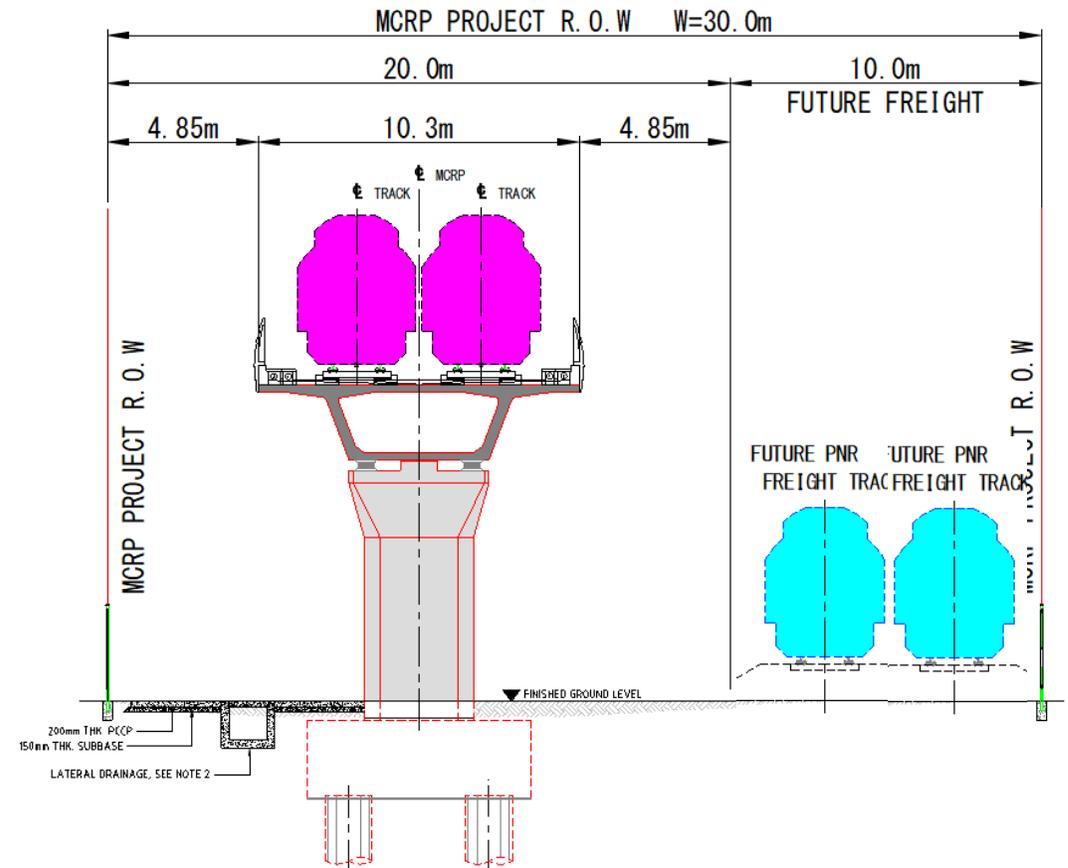
Typical Station Sections

# ROW and Typical Section

## Viaduct



Typical Elevated Section from Malolos to Clark



Typical Elevated Section from Malolos to Clark with future Freight Line

# Typical Constraints and Interfaces

# Alignment: Key Considerations – Major Historical Buildings

Item No.	Package No.	Featured Buildings
1	N-01	Calumpit Station
2	N-01	Apalit Station
3	N-02	San Fernando Station
4	N-03	Angeles Station



Apalit Station



Angeles Station



San Fernando Station



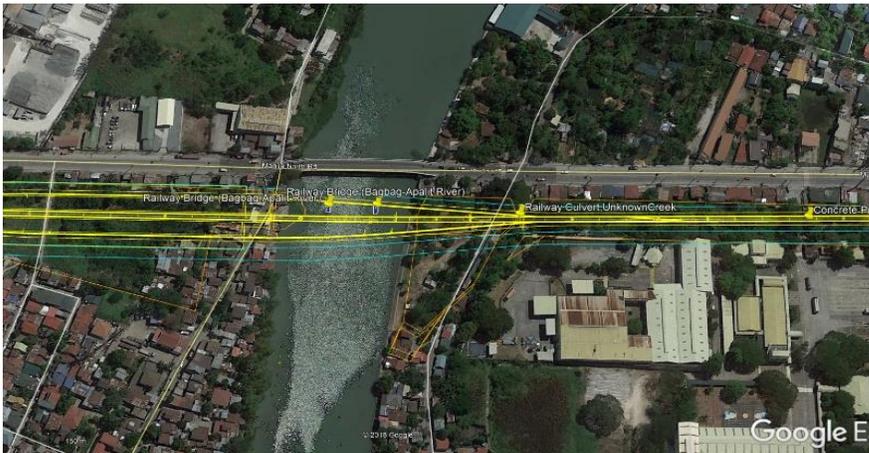
San Fernando Station



Calumpit Station

# Alignment: Key Considerations – Major River Crossings

Package No.	River
N-01	1. Angat River (Labangan Bridge) 2. Pampanga River 3. Sulipan Channel Floodway 4. Malalam River
N-02	5. Pambaling River
N-03	6. Sapang Balen (Meandering) River 7. Abacan River



Angat River



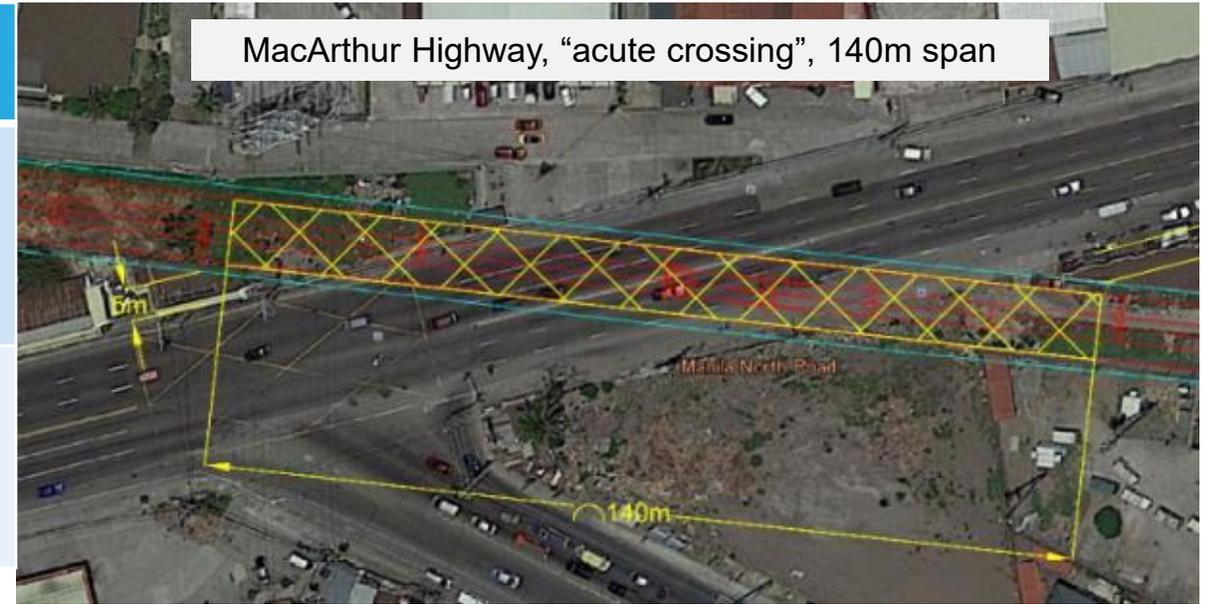
Pampanga River, 150m wide



Sapang Balen Meandering River

# Alignment: Key Considerations – Major Road Crossings

Package No.	Road Name
N-02	<ol style="list-style-type: none"> <li>1. Jose Abad Santos Avenue</li> <li>2. MacArthur Highway (Manila North Road)</li> <li>3. San Miguel Avenue I</li> <li>4. San Miguel Avenue II</li> </ol>
N-03	<ol style="list-style-type: none"> <li>1. MacArthur Highway (Manila North Road)</li> <li>2. Manuel A. Roxas Highway</li> <li>3. 1st Street</li> <li>4. East Perimeter Road</li> </ol>



# Alignment: Key Considerations – Swamp Areas

Package No.	Issues with Swamp Areas:
N-01 & N-02	<ul style="list-style-type: none"> <li>➤ Issues of flooding during rainy season</li> <li>➤ Special consideration for Construction Access</li> <li>➤ Need special temporary works for foundation construction</li> </ul>
N-01	From Chainage ~47km to ~51km
N-02	From Chainage ~51km to ~55km



MCRP Alignment



# GOVERNMENT PROCUREMENT PROCESS



# Governing Rules

- **PROCUREMENT: APPROACH/TYPE OF PROCUREMENT**
  - Follow ADB guidelines for procurement of Civil Works.
  - Follow JICA guidelines for procurement of Rolling Stock and E&M Systems.



# Bid & Contract Method

<b>Package</b>	<b>ADB financed Civil / Station Works</b>
<b>Bidding System</b>	<ul style="list-style-type: none"> <li>• Open Competitive Bidding,</li> <li>• Single-Stage One-Envelope Bidding (Without Pre-qualification procedure)</li> </ul>
<b>Eligible Nationality of Bidder</b>	Prime Contractor / JV Partners / Sub-contractors : ADB Member Countries
<b>Contract Type</b>	Design by the Employer Re-Measurement Unit Price Contract
<b>Procurement Guideline</b>	Procurement Regulations for ADB Borrowers, 2017
<b>Applicable Standard Bidding Document</b>	ADB SBD-Procurement of Works-Single-Stage: One-Envelope Bidding Procedure without Pre-qualification
<b>Applicable General Conditions</b>	FIDIC Conditions of Contract for Construction Designed by the Employer: Multilateral Bank Harmonized Edition, 2010 (FIDIC-Pink Book)
<b>Eligible Countries for Procurement of Goods and Services</b>	ADB Member Countries

# Procurement Timeline



## Note:

Bidders may request Site Visits in accordance with ITB 7.2 and ITB 7.3.

# Request for Site Visit to PNR Facility

- Submit **Confirmation Form** via fax and email at least **three (3) working days** before the desired date and time to PNR.

**THE GENERAL MANAGER**  
PNR Executive Bldg (Tutuban Station),  
Mayhaligue Street  
Tondo, Manila 1000, Philippines  
Telephone No.: (+63 2) 319 0041  
Facsimile No.: (+63 2) 319 0169

- A maximum of **8 representatives** per Bidder will be allowed to join the site visit
- For more information, refer to **Attachment 2** to the Bid Data Sheets, **Guidelines for the Site Visit**

**Attachment 3 to the Bid Data Sheets**  
**Site Visit – CP N-01 Viaduct Structure and 2 Stations**  
**Request for Permission for a Site Visit**

Bidder's Name: \_\_\_\_\_

The Bidder hereby requests permission for the following authorized representative/s to conduct a site visit for the above-mentioned project and undertakes to abide by the Guidelines for the Site Visit as provided by DOTr-PNR.

**List of Personnel to Enter the Facility** (Maximum of eight (8) representatives per Bidder)

	Name	Designation	e-Mail Address	Contact No.
1				
2				
3				
4				
5				
6				
7				
8				

**Alternate Representatives**

(In the absence of the above-mentioned representatives):

	Name	Designation	e-Mail Address	Contact No.
1				
2				
3				
4				

**List of Materials/Equipment/Gadget to be Brought into the Facility by the Bidder**

List of Items/Materials/Equipment/Gadgets	
1	
2	
3	
4	

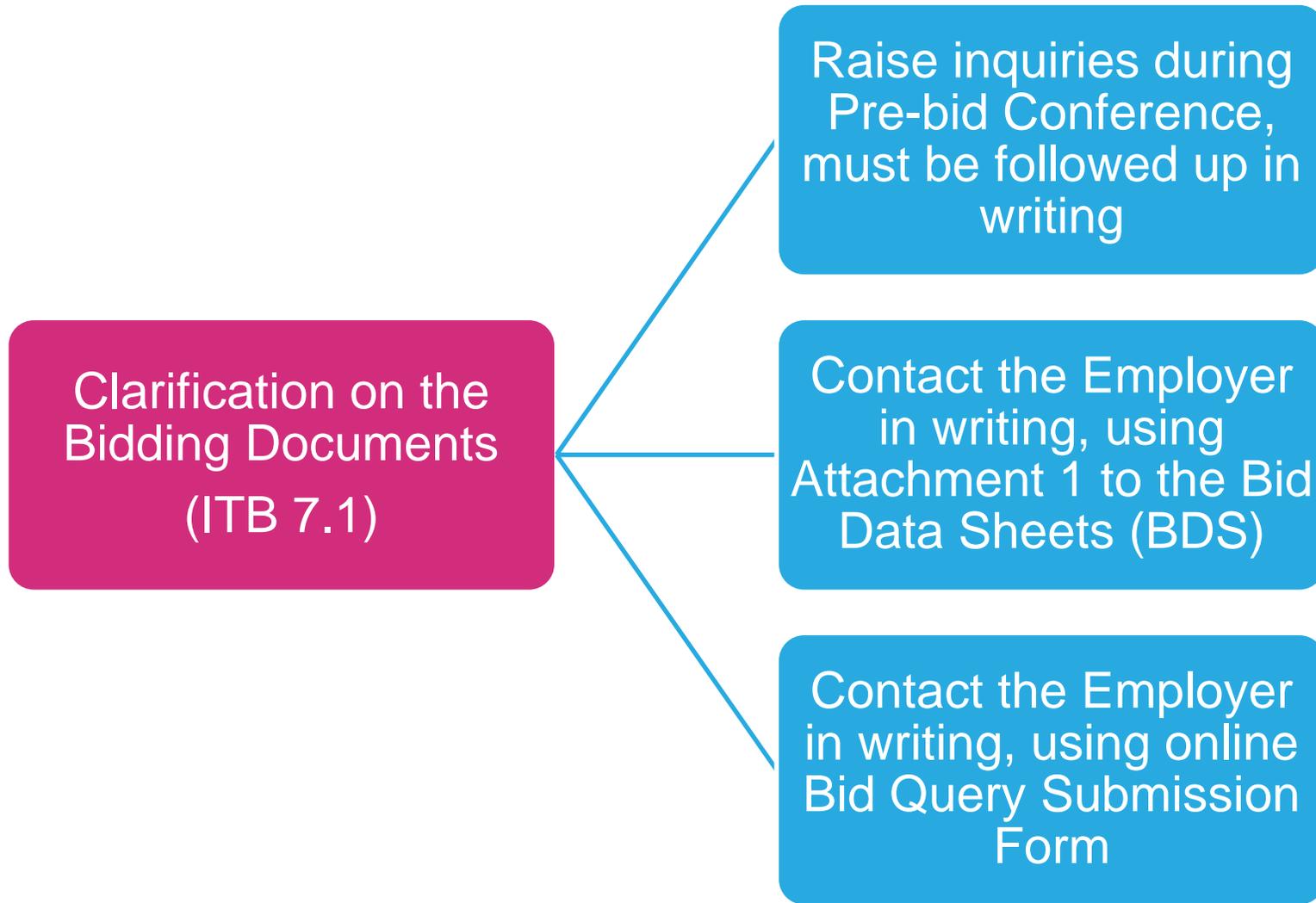
\_\_\_\_\_  
Name and Signature of Authorized Representative                      Date

Attachments: Copy of a name card of each representative  
Personal Data Sheet (PNR Form) of each representative with 1"x1" ID photo.

Bid Data Sheets – Attachment 3 – Request for Permission for a Site Visit



# Communication Protocol for Request-for-Clarification (RfC)



The Malolos to Clark Railway Project CP N-01 - Apx. 17 Km of Viaduct Structure with Station Buildings at Calumpit and Apalit						
Name of Prospective Bidder			<i>(insert name of bidder)</i>			
Date of Submission of Query			<i>(insert date of submission of query)</i>			
Item No.	Volume & Section No.	Page No.	Clause No./Title	Reference Text (if necessary)	Clarification Request	Proposed Revised Text (if any)

Attachment 1 to the Bid Data Sheets  
Template for Clarification Requests

**Bid Query Submission Form**



<https://goo.gl/forms/33ydK5viZMo9h09H2>

# Key Qualification & Criteria

Key Qualification**		Criteria**
Financial Standing	Average Annual Construction Turnover	Bidder must have Average Annual Turnover of Over US\$ One Billion (1,000,000,000) per package. [Ref: Item 2.3.2]
	Available Financial Resources	Bidder must have minimum available finances of US\$ Sixty Million (60,000,000), per package. [Ref: Item 2.3.3]
	Experience Contracts of Similar Value	In the past ten years have substantially completed at least one project of over US\$ Five Hundred Million (500,000,000). [Ref: Item 2.4.1]
	Bid Security	Bidder must be able to furnish a bank security of US\$ Twelve Million (12,000,000) for each package. [Ref: ITB 19.1]

\*Note – Refer Volume I, Part 1, Section 3, EQC Item 2.4.2;

\*\* The Bidding Documents will prevail in case of any discrepancy between this Table and the Bidding Documents



# Key Qualification & Criteria

Key Qualification**		Criteria**
Resources	Equipment to be Allocated	Bidder must demonstrate that he has adequate equipment to meet, 1) the employer's quality and safety requirements, and 2) project timelines; for each package. [Vol 2, Sec 6]
	Personnel Assigned	Bidder must demonstrate that he has adequate Staff to meet 1) the employer's quality and safety requirements, and 2) project timelines; for each package. [Vol 2, Sec 6]

*\*Note – Refer Volume I, Part 1, Section 3, EQC Item 2.4.2;*

*\*\* The Bidding Documents will prevail in case of any discrepancy between this Table and the Bidding Documents*



# Key Qualification & Criteria

Key Qualification**		Criteria**
Specific Experience	Viaducts	Bidder must demonstrate he has experience of building Railway or Road viaducts of minimum length of 5km, including minimum of 2km using P.C. match-cast segmental span-by-span technique.*
	Pre-stressed Concrete Bridges	Bidder must have experience of building of pre-stressed concrete bridges using continuous balanced cantilever method of length not less than 200m.*
	Cable Stayed Suspension / Extradosed Bridge	Bidder must have experience at least one project including Cable Stayed Suspension / Extradosed Bridge (Applicable to Packages N-02 Only).*
	Elevated Railway Station	Bidder must have experience at least one project including an elevated railway station.*
	Similar Climate Experience	A similar contract (continuous Railway or Road) in similar climate (monsoon, wet & dry season) of minimum One Hundred Million US Dollar (US\$100,000,000).*

\*Note – Refer Volume I, Part 1, Section 3, EQC Item 2.4.2;

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# Overview of Single-Stage One-Envelope Evaluation Criteria

1. Lowest evaluated responsive bid wins
2. To pass (70%) the following technical evaluation criteria

- Overall Project Management
- Implementation Proposals (Method Statements)
- Project Programme Considerations
- Project Administration Matters

### 3. Multiple package discount

Bidders may propose multi-package discount for the combination of any two or all three packages. The winning bid will be the lowest cost combination for the 3 packages in total.

	Discounted Price*		
Bidders	CP N-01	CP N-02	CP N-03
A	85		
B		90	
C			90
D	75*	100*	
E		85*	90*
F	95*	80*	90*
Etc..			

**The lowest cost combination: A+E**

# Previously Asked Questions (PAQ)



# PAQ: Basic Design vs. Detailed Design

- **Q:** For the ADB financed civil works, what is the difference between Basic Design and Detailed Design.
- **A:** *There is an overlap between the detailed engineering design process and the start of the procurement process for the civil works package. Detailed design will only be completed around March 2019.*

*DOTr is envisioning a parallel procurement process and detailed engineering design, the bidders will be expecting to receive substantial bid bulletins (<https://dotr.gov.ph/component/k2/item/891-malolos-clark-railway-project-for-packages-cp-n-01-cp-n-02-and-cp-n-03-construction-of-civil-structures-viaducts-bridges-and-five-stations.html>) based on the outputs of the on-going detailed engineering design.*

# PAQ: ROW

- **Q:** The Right of Way (ROW) issue, will the government take care of that? The alignment from Tutuban to Malolos is very congested, the project schedule being very tight, in case that the support is not coming for the ROW, how will the delays of the project be dealt with.
- **A:** The Government will ensure that there is a full support for any ROW issues for the Build Build Build Projects. Same principle shall be applied to the PNR Clark Phase 2 and PNR Calamba Projects.

The ROW is a deliverable from the Government. It is definitely not going to be 100%, but it is being calibrated on the extent of the commitment as to the percentage of the ROW. The Government need to deliver as a condition for mobilization of the contractors. The ROW is being classified into 3 key items, (1) land acquisition issues, (2) utilities relocation issues, (3) resettlement of informal settlers.

## PAQ: Site Data

- **Q:** Will the government be making available any Geodetic and Geotechnical Surveys so that the bidders will have a responsive bid for the civil works?
- **A:** DOTr has released the site data to give bidders detailed information on the project to give bidder the ability to price in their bids.

# PAQ: Value Engineering

- **Q:** Would DOTr allow changes from the contractor based on Value Engineering especially on viaducts?
- **A:** The standard provisions on variations and value engineering under the Pink Book will apply.



# Disclaimer

- ITB 6.4  
*“The Bidder is expected to examine all instructions, forms, terms, and specifications in the Bidding Documents, and to furnish with its Bid all information and documentation as is required by the Bidding Documents”*
- Nothing in this Pre-Bid Conference Agenda shall change the terms and conditions of the Bidding documents.
- Requests for clarifications must be followed up in writing and the BAC will respond in writing by issuing Bid bulletins uploaded to the websites of PS-DBM, DOTr and PNR as follows:

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# Q & A Session



# Back up

