

<b>Metro Manila Subway Project Phase 1 Package CP106: E&amp;M Systems and Track Works</b>			
<b>ITEM NO.</b>	<b>REFERENCE/CLAUSE/ SECTION</b>	<b>QUERIES</b>	<b>RESPONSE</b>
<i>Volume II, Part 2 – Employer’s Requirements, c) Technical Requirements (ERT)</i>			
1.	03 Telecommunication System_12 Dec 2019 (PA) Clause: 3.4.2 (5) Page: TEL-3-9	<p>Video transmitting system</p> <p>The Metro Manila Subway will be equipped with a full height type Platform Screen Door (PSD) and hence CCTV monitor cannot be installed on the platform.</p> <p>The requirement specify for video to be transmitted to the onboard display via the video transmission system.</p> <p>We proposed two alternative solution without the use of the video transmission system. Please advise if will it be acceptable as follows</p> <ol style="list-style-type: none"> <li>1. The display monitor showing the platform screen cameras shall be integrated with the PSD along with the driver positon when train stopped at platform.</li> <li>2. The display monitor showing the platform screen cameras shall be installed right at the entrance of the tunnel. When the conductor stop the train at the end of the PSD he/she can see the screens showing the platform crowds.</li> </ol>	<p>Bidders proposed options are acceptable during the detailed stage.</p> <p>Further discussion with the O&amp;M Concessionaire to be held during the detailed design. The design must ensure to be a fit for propose while complying to the specifications, and the industry and safety standards.</p> <p>The interface coordination with CP107 Contractor, Civil Contractors, and the O&amp;M Concessionaire is essential also for the final design acceptance.</p>
<b><i>General Bid Bulletin</i></b>			

<b>Metro Manila Subway Project Phase 1 Package CP106: E&amp;M Systems and Track Works</b>			
<b>ITEM NO.</b>	<b>REFERENCE/CLAUSE/ SECTION</b>	<b>QUERIES</b>	<b>RESPONSE</b>
2.	GBB 12, ANNEX A ITEM 12.	<p>In the response in Item 2, it is stated that "The Defect Notification Period (DNP) for these sections will commence after the completion of Trial Run that includes the entire railway assets not just Rolling Stocks."</p> <p>There will be two trial run (i.e. for PO and Remaining sections respectively).</p> <p>Please confirm our understanding that the DNP will commence after the completion on each Trial Run.</p>	<p>Yes, bidder's understanding is correct.</p> <p>There are two (2) DNP one for the PO section and the second DNP commences at the Remaining Operability (RO) Section after the trial run.</p>