

Metro Manila Subway Project Phase 1 Package CP106: E&M Systems and Track Works			
ITEM NO.	REFERENCE/CLAUSE/ SECTION	QUERIES	RESPONSE
<i>Volume I, Part 1 – Bidding Procedures</i>			
1.	Cost Centre A	<p>Please confirm that Simulator is required for Training Centre only.</p> <p>If yes, please confirm that the Item 2.8.1 (f) in Cost centre A, shall be listed under Section 2.9 instead.</p>	Yes, Bidder's understanding is correct
2.	Cost Centre E (e) FTI and Bicutan Station Cost Centre C Cost Centre B	<p>Installation for all packages for FTI and Bicutan stations is clearly excluded from cost centre C. Nevertheless, it is not clear if supply is excluded or included in cost centre B.</p> <p>Can you confirm that <u>all design, supply, installation and testing and commissioning</u> for <u>FTI and Bicutan stations</u> is included in cost centre E (provisional sum of 5,811,000,000) and thus shall not be priced at this stage in the cost centre A, B, C and D?</p> <p>Installation for all packages in tunnel and on viaduct after Senate beyond the 25KM marker post towards FTI is clearly excluded from cost centre C. Nevertheless, it is not clear if supply is excluded or included in cost centre B.</p>	<p>FTI & Bicutan is fully excluded in the Cost Centre.</p> <p>Yes, design, supply, installation and testing and commissioning for FTI and Bicutan Stations are not priced by the Bidder in this Bid Submission under the Cost Centre A, B, C and D. It will instead be under Cost Centre E</p> <p>Installation and Supply of all CP 106 packages in the tunnel and on viaduct after Senate beyond the 25KM marker post towards FTI is fully excluded.</p>

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		Can you also confirm that <u>all design, supply, installation and testing and commissioning</u> for the <u>tunnel and viaduct section beyond marker post 25KM towards FTI</u> , is included in cost centre E (provisional sum of 5,811,000,000) and thus shall not be priced at this stage in the cost centre A, B, C and D?	Yes, design, supply, installation and testing and commissioning for the tunnel and viaduct section beyond marker post 25KM towards FTI not to be priced by the Bidder at this stage in the cost centre A, B, C and D. It will instead be under Cost Centre E
<i>Volume II, Part 2 – Employer’s Requirements, c) Technical Requirements (ERT)</i>			
3.	02 Signaling System_12 Dec 2019 (PA) Clause: 2.5.6 Page: SIG-2-20	In the Clause 2.5.6, it mentions that the ATO shall indicate that all PSDs are closed normally, through TMS monitor. However, we find no requirement for the provision of TMS in the CP106 tender documents. Please confirm if the design, supply and provision of TMS monitor is not under CP106 scope of work. If Yes, kindly provide the system requirement for TMS.	Supply of TMS is within CP107 scope of works. CP 106 contractor’s signaling system shall interface with TMS,
4.	3) Telecommunication System (TEL) Clause: 3.7.5 Page: TEL-3-47	Access Control system (provided by Civil Contractor). The CCTV system shall interface with access control system for displaying the alarm area triggered from Access control system in OCC, Depot, Station area and any other area.	Yes, Bidders understanding is correct Access Control System (ACS) shall be provided by Civil Control. The Civil drawings for OCC, Depot and Station information was published

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		Please provide details of the number of Access control points OCC, Depot and the 4 Stations for interfacing with CCTV and the selected ACS product manufacturer.	<p>under GBB No 5 on 04 May 2020.</p> <p>This is detailed design for contractor to assess and conduct coverage study during detailed design.</p> <p>ACS scope of work is under Civil Contractor, however the interface and system integration are to be conducted between Cp 106 & Civil Contractors during the detailed design.</p>
5.	02 Signaling System_12 Dec 2019 (PA) Clause: 2.5.11 Page: SIG-2-32	Please advise if the Operation HMI workstation for COM (Radio, PA, PIDS, CCTV, TEMS, DPS) will be in accordance with the OCC functions and structure defined for communication monitoring and CCTV monitoring (i.e. total of two operator position).	<p>The HMI workstation for Telecommunication will be in accordance with the OCC functions and subject to discussion with the O&M concessionaire during detailed design.</p> <p>However, Minimum two operator position is required for Telecommunication subject to approval from The Engineer and acceptance by The Employer.</p>
6.	3) Telecommunication System (TEL) Clause: 3.7.3 Page: TEL-3-37	<p>With reference to the requirement for Mobile Services to ensure the full coverage inside tunnel and underground Station area for the mobile operators.</p> <p>Please advise the following</p>	<p>1. Coverage design for the operator is not part of the Cp 106 Contractor. It is the telco operator's responsibility</p> <p>2. KPI: mobile service coverage is not part of</p>

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		<ol style="list-style-type: none"> 1. Coverage design for which operator (Globe, SMART or Ditto) 2. Key Performance Indicator 3. There be only one LCX can be allocated as per Tunnel Section Drawing, 4. Point of Interface shall be at the Telco Room of each station building. 	<p>CP 106. The Mobile operator will submit the KPI's and design for tunnel and underground section for approval of The Engineer and The Employer during detailed design stage.</p> <p>3. The mobile operator radio coverage should not Impact the operations of MMSP radio system. Provision for two leaky cable installation by Mobile operators inside Tunnel section consider at this point.</p> <p>No direct interface with TELCO supplier, it a separate standalone system.</p> <p>An interference study between MMSP radio system & mobile operators' systems shall be conducted before approval of mobile operator coverage design is accepted.</p> <p>4. Yes, the location of POI for commercial operator shall be at the Telco/MDF room</p>

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			inside each station.
7.	06 AFC System_12 Dec 2019 (PA) Clause: 6.3.1 Page: AFC-6-4	<p>This system shall be installed in the Metro Manila subway and shall be capable of interoperating with existing LRT1, 2, MRT3 AFC systems and Manila commuter lines (NSCR, MCRP, NSRP-South) using a contactless IC card.</p> <p>Question: Can we assume that the contactless IC card is the new contactless stored value card to be developed under the Metro Manila Subway Project? If so, how can this new card be accepted at the current Line 1,2 and MRT 3?</p> <p>Does the scope of this contract include the modification of the existing AFC system in LRT 1,2 & MRT3? And please explain how the current AFC contractor can be liable for the future commuter lines in Manila, as you have mentioned that the contactless IC card must be accepted at future commuter lines.</p>	<p>Metro Manila Subway Project will use the New National Standard Card, which will be adopted all over Philippine.</p> <p>This Bid is for MMSP only not for other railway.</p>
8.	06 AFC System_12 Dec 2019 (PA) Clause: 6.3.3.3 Page: AFC-6-5	<p>Please confirm if there is a typo error. Should it read "<u>A sufficient number of workstations with a 22-inch LCD</u>", the CCS to be replaced with workstations.</p> <p>Is this the correct understanding?</p>	Yes, the bidder's understanding is correctly.

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		<p>It is stated that the Key Management System (KMS) shall be delivered under the Central Computer. However, this requirement contradicts Clause 6.7.9.2 which states that the following functions are performed by the Central Clearing House (CCH):</p> <ul style="list-style-type: none"> - Clearing function; - Blacklist generation management; - Card status (including balance information) management; - Security key management; and - SAM management <p>As the Central Clearing House is not under the scope of the MMSP, and the functions listed under Clause 6.7.9.2 Requirement have listed the Security key management & SAM management to be under the CCH scope of work.</p> <p><u>Please clarify if there is a need to supply the Lower Certificate Authority (CA) terminal and Key Management System (KMS)?</u></p>	<p>Yes, the bidder's understanding is correct. This will be clarified once the Central Clearing House is ready.</p> <p>Yes, the bidder's understanding is correct. This will be clarified once the Central Clearing House is ready.</p>
9.	<p>06 AFC System_12 Dec 2019 (PA) Clause: 6.3.3.4 Page: AFC-6-6</p>	<p><u>Please confirm that the scope of work for the MMSP AFC contractor excludes the provision of the following:</u></p> <ul style="list-style-type: none"> - Central Clearing House - Off-site sales terminals (in future) 	<p>Yes, the bidder's understanding is correct</p>

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		<p>- Commercial banks and credit card agencies for the handling of financial transactions (in future); and</p> <p>- Future AFC systems provided by other service providers</p> <p>If so, as the Central Clearing House is at a higher tier compared to the Central Computer, shouldn't be the interface coming from the Central Clearing House? Why is this Clause requiring the lower tier Central Computer to come out with the interface? Please clarify the meaning and functional requirement of Telecommunication link stated in following clause:</p> <p>"... interfaces to external transmission networks to provide <u>Telecommunication links</u>..."</p>	<p>The Client is responsible for preparing Central Clearing House this will be resolve once the Clearance house is ready</p> <p>It means, the Contractor shall provide the provision of network connection or link to the Central Clearing House by interface with external network service provider.</p>
10.	06 AFC System_12 Dec 2019 (PA) Clause: 6.4.1 Page: AFC-6-7	<p>Is the description of the <u>common use card</u> the same card as described under <u>Clause 6.3.1 (contactless IC card) & Clause 6.3.2 (common card)</u>?</p> <p>If it is the same, can we assume that the contactless IC card, common card, and common use card refer to the same card,</p>	<p>Yes, the bidder's understanding is correct</p> <p>Yes, the bidder's understanding is correct.</p>

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		<p>and all 3 definitions are referring to the same card?</p> <p>If the answer is yes to the above question, what is the meaning of "EMV standard-based Smart Card oriented". In our understanding, EMV is an international standard that is linked to the EMVCo, and it is a proprietary standard that applies to EuroPay, Mastercard & Visa. Under EMV, there are both contact and contactless standard.</p> <p>There is no such thing as an EMV smart card, which essentially means that there is no contactless EMV that still contains a contactless purse.</p> <p>Therefore, please confirm if our following assumption is correct: <u>The AFC system is EMV compliant, but the card will remain the 3 definitions of contactless IC card, common card & common use card?</u></p>	<p>The AFC system shall be EMV compliant; designed to process EMV CSC, QR codes, NFC.</p> <p>All Contactless EMV readers should support EMV level 1 & applicable EMV Level 2 standard kernels for processing Contactless EMV media including card or NFC mobile application</p> <p>EMV compliant Dual Contacts and Contactless card</p> <p>The Common card will be (National Standard Card) based under the National Standard specification, which will be Dual EMV Contact and Contactless Card.</p>

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		Please advise.	
11.	06 AFC System_12 Dec 2019 (PA) Clause: 6.4.1 Page: AFC-6-7	There is a new term called MMSP Card. Please advise if this MMSP is the same card that has the definition of contactless IC card, common card & common use card? Can we assume that there are 4 definitions of the same card? Or there are 4 different types of cards? Please advise.	Yes, the bidder's understanding is correct, these are the same card. MMSP card will use National standard.
12.	06 AFC System_12 Dec 2019 (PA) Clause: 6.4.1.2 Page: AFC-6-7	<p>Please confirm that the EMV requirement is only to prepare the infrastructure only, and not to deliver the full Account-Based Ticketing as the ABT solution is still dependent on the DOTr. Is this understanding correct?</p> <p>If EMV is to be accepted only in the future, then the following requirement listed under 6.4.1.2 is only for future needs & not required to be delivered:</p> <ul style="list-style-type: none"> - For multiple journey, Staff pass and other tickets retained by the passengers will also be issued through EMV smart card; - MMSP personalized Staff card would also be issued through EMV CSC and used as access control cards at MMSP premises by maintenance, support staff, and MMSP employees; 	<p>Yes, the bidder's understanding is correct-</p> <p>The New National Standard Card will be EMV enable and is under scope of DOTr and it will be implemented in MMSP line.</p> <p>Yes, the bidder's understanding is correct</p>

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		<p>- Near Field Communication (NFC) based: Near Field Communication (NGC) enabled smartphones shall be used for payment media for transaction payments transit and non-transit terminals; and</p> <p>- Types of Fare Media- AFC system shall process the following type of fare media in MMSP, below are the fare media options for MMSP for ticketing.</p> <p>Please confirm.</p>	
13.	06 AFC System_12 Dec 2019 (PA) Clause: 6.4.3.1 Page: AFC-6-10	Can we confirm that the O&M company scope of work is not included under the MMSP AFC scope of work? <u>The entire Clause 6.4.3.1 is for information only</u> , and there is no need to comply with the details listed under this entire clause. Please confirm if this understanding is correct?	Yes, the bidder's understanding is correct. This is for information only and O&M Scope of work is not under CP106 contract.
14.	06 AFC System_12 Dec 2019 (PA) Clause: 6.4.3.2 Page: AFC-6-10	It is stated that the contractor shall propose operations for the card and system security and obtain notice of no-objection by the Engineer to coordinate with the O&M company. Please explain why the MMSP AFC contractor needs to do this work? It is stated in the previous clauses that the security management is done at the CCH Level, and the Central Computer is purely accepting the keys only. Therefore, if the	No, the bidder's understanding is incorrect. This is design and build contract. The Contractor shall supply, develop, secure, and provide technical support for the personalization devices. Also, Contractor shall propose operation for handling card issuance

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		<p>security design is flawed or insufficient, it is not the responsibility of the contractor. The Clause should be removed this responsibility from the contractor.</p> <p>Please confirm if this understanding is correct.</p>	<p>at MMSP stations so that the personalization devices can operate at their selected points of card issuance.</p>
15.	<p>06 AFC System_12 Dec 2019 (PA) Clause: 6.4.6 Page: AFC-6-14</p>	<p>Can we confirm that the Stored Value Card is also the same as the following:</p> <ol style="list-style-type: none"> 1. MMSP Card 2. Contactless IC card 3. Common card 4. Common use card <p>If not, please explain what are the differences between each of these cards.</p>	<p>Yes, Bidder's understanding is correct.</p> <p>MMSP IC card will be Dual EMV Contact and Contactless card which will be the Common card i.e. (National Standard Card).</p> <p>It means all 3 definitions mentioned above are same.</p>

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16.	06 AFC System_12 Dec 2019 (PA) Clause: Page:	Please clarify the meaning of EMV CSC? Are you referring to the Mastercard & Visa issued contactless credit cards? Or are you referring to the NXP DesFIRE card that will settle the contactless part (meaning that there will be a purse that contained a value), which will have a separate EMV contact chip that allows it to perform credit card function.	It means EMV Contactless Store Card (Mastercard & Visa issued contactless credit cards)
<i>General Bid Bulletin</i>			
17.	(i) General Bid Bulletin No. 3 and (ii) General Bid Bulletin No. 7 Clause: (i) Annex B, Item 3 & (ii) Annex A, Item 6 Page: (i) 2 of 16 & (ii) 3 of 115	Please confirm that at each station access shafts will be available with lifting facilities (provided and operated by Civil Contractors) to enable the delivery of equipment to the equipment rooms additional to the larger track access points.	No, bidder's understanding is incorrect. Refer Volume II, Part 2 – Employer's Requirements (ER), b) General Requirements (ERG), Appendix 6, Sections 1.2 and 3.2, it was stated that Civil Contractors will provide works area only. That means lifting facilities shall be provided by CP106 Contractor. However, the CP 106 Contractor shall coordinate with relevant Civil Package Contractors' on the lifting of equipment

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			arrangements for the construction phase and for permanent maintenance.
18.	General Bid Bulletin No. 7 Clause: Annex A, Item 9 Page: 4 of 115	Please confirm that for CP106, the total number of trains to be supplied with equipment in this scope is limited to 30 train sets.	Yes, bidder's understanding is correct.