

**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.	Section IV, Page BF-79 COST CENTRE C – INSTALLATION, TESTING AND COMMISSIONING  SCHEDULE C7 – INSTALLATION & TESTING OF AUTOMATIC FARE COLLECTION SYSTEM	<i>“C7.3 Completion of installation and testing of card initialization devices at the following :”</i>  Please confirm if supply of card initialization devices shall be under scope of contractor.	Bidder’s understanding is correct. Supply of card initialization devices shall be under scope of CP 106 Contractor.
2.	Cost Centers Page: BF-23-89	Please confirm that the training center is included in PRI for the cost center C.	Training Centre and PRI are separate items as mentioned in the Cost Centre C, also Cost Centre B, please refer to Volume II ERG chapter 17 – E & M Equipment for PRI and Technical Centre for details  SCHEDULE C9 – INSTALLATION & TESTING OF E&M EQUIPMENT AT PRI SCHEDULE C10 – INSTALLATION & TESTING OF E&M EQUIPMENT AT

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			TRAINING CENTER
3.	Cost Centers Page: BF-23-89	Please confirm in which cost schedule do we include the cost items for the NAIA extension from Lawton to Senate.	<p>Yes, the contractor shall include the cost items for the NAIA extension from Lawton Station.</p> <p>The station name changes (Lawton East Station to Lawton Station &amp; Lawton West Station to Senate was published under the General Bid Bulletin No. 1.</p> <p>The track alignment has not changed (i.e. the track diverts away after Lawton Station and runs parallel towards Senate Station; and then the track will turn towards NAIA T3 Station.</p> <p>Refer to Cost Centre C, which mentioned "Senate Station (exclusive) to Terminal 3 Station (inclusive)"</p>

*Volume II, Part 2 – Employer’s Requirements*

*b) General Requirements (ERG)*

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4.	Section VI-Employer's Requirement Page: ERG-39 Clause 11 Defect Liability	Please, could you clarify there are 2 separate handover/DLPs, one covering the PO section, starting upon trial running of the PO section and one for all the lines? Covering the RS section starting on the trial running of the RS section?	There two (2) Handover dates; one (1) for the PO section and second handover for the RO Section. Both Handover dates are after the Trial Run. There shall be two (2) Defect Notice Period (DNP).  The Trail Run include the entire railway assets not just RS.  Handover means to the Operator to commence the revenue service with passenger.
5.	Section VI-Employer's Requirement Page: ERG-50 12.3.1 Backup Operational Control Center	Please confirm the location of the BOCC.	Location of the BOCC shall be at one of the MMSP's station in the PO Section. Subject to the detailed design by the Civil Contractor.
6.	Section VI-Employer's Requirement Page: ERG-8 Clause 4 Temporary Facilities for the Contractor	Please confirm the facilities to be provided for the lifting of the equipment and materials through the shaft, will these be shared and operated by the Civil Packages or each system to provide their own.	Yes, your understanding is correct.  Refer to GBB No. 3, Annex B, item No.3 for Temporary Shaft provided by Civil Contractor/s. The CP 106 Contract shall coordinate with relevant Civil Package Contractors' on

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			lifting of equipment arrangements for the construction phase and for permanent maintenance.
7.	Section VI-Employer's Requirement Page: ERG-8 Clause 4 Temporary Facilities for the Contractor	Please confirm the location/chainage/configuration and size of the shaft or others tunnel accesses? For configuration please confirm if the access shaft is directly above the track alignment in each tunnel, confine to one alignment or between alignments?	Please refer General Bid Bulletin No.6, & 3 for the size / location / chainage / configuration and size of the shaft. GBB No.6, Annex C for the general track alignment drawing.
8.	Section VI-Employer's Requirement Page: ERG-11 Clause 5 Project Management by the Contractor	Please confirm the details of the Civil work Contracts, structure, structure access, and cost allocation for NAIA extension, and particularly for the NAIA section from Lawton to Senate.	The details of the Civil work Contracts shall be very similar to other Civil packages.  The station drawings are published for reference under the GBB No. 5
<b>Volume II, Part 2 – Employer's Requirements, c) Technical Requirements (ERT)</b>			
9.	3) Telecommunications System, Page TEL-3-30  (2) System Configuration	<i>"b) On-board Radio system Installation work on Rolling Stock such as a mobile Station radio, an operation panel, an antenna, etc. shall be carried out by the Rolling Stock contractor."</i>  Please confirm how many estimated rolling stocks will be	Rolling Stock contractor (CP107) shall be responsible for installing the radio related equipment, supplied and supervised by CP106 Contractor. However, detailed interface coordination between both parties and

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		operational in Phase 1 and Phase 2? And rolling stock contractor will be responsible for installing the radios in the rolling stock	<p>the responsibility to deliver a fit for purpose system is also the responsibilities of both CP 107 &amp; CP 106 Contractors</p> <p>The total number of trains estimated for:-</p> <ul style="list-style-type: none"> <li>• Phase-1 30 Train Sets.</li> <li>• Phase-2 Approximately 28 Train sets.</li> </ul>
10.	3) Telecommunications System, Page TEL-3-35  (3) System Function	<p><i>“(h) Antenna i) Ground Equipment Leaky Coaxial cable (LCX) shall be laid in the tunnel as an antenna.”</i></p> <p>Please clarify if we can propose different solution/alternative solution other than LCX cable (leaky cable) like multiple base radio and antenna solution.</p>	No, only Leaky Coaxial cable (LCX) solution is acceptable for the tunnel section.
11.	3) Telecommunications System, Page TEL-3-38	<p><i>“(2) Switching of Radio system For the Radio system, the function shown in Section 3.7.3 is required. Along with entering the NSRP-South line, it is</i></p>	The radio system of MMSP and NSCR South are totally independent of each other.

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	3.9 THROUGH OPERATION PLAN ON THE NSRP-SOUTH LINE	<p><i>necessary to switch the function of on-board equipment”</i></p> <p>Because of the switching system of radio of MMSP and NSRP-South Line, we would like to request some information of the planned radio system that the NSRP-South line has.</p>	<p>The interface requirements shall be coordinated between the NSCR -South E&amp;M System Contractor and CP 106 Contractors as part of the interface requirement during the detailed design stage.</p>
12.	<p>3) Telecommunications System, Page TEL-3-62</p> <p>3.7.9 Master Clock system</p>	<p><i>“f) Slave clock</i></p> <ul style="list-style-type: none"> <li>- <i>In the office at Stations;</i></li> <li>- <i>Beside the display board of the PID system;</i></li> <li>- <i>In the office at OCC;</i></li> <li>- <i>In the office at Depot; and</i></li> <li>- <i>Other”</i></li> </ul> <p>Other locations, quantities and types of Analog and Digital Clock displays that will be supplied.</p>	<p>Location and the type of clock (i.e. Analog and digital slave clock) to be decided with the Operators during the detailed design stage.</p> <p>The depot area locations (buildings) for slave clock installation can be identified from table 3.22.3.</p> <p>The CP 106 is design build contract. However, the contractor may from their experience can account slave clock are to be provided in the following locations but not limited to: platforms concourse, all levels of station, Station &amp; Depot operation rooms, control rooms, staff rooms,</p>

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			Technical Rooms, Security rooms, SCR rooms, office rooms, depot buildings, depot staff rooms, etc.
13.	3) Telecommunications System, Page TEL-3-64  3.7.9 Master Clock system	<i>"Others if any"</i>  Any other time transfer protocol that may exist in the network such as, PTP, IRIG-B, DCF77, etc.	The meaning of "other if any" at Page 3-64 is related to subsystem interface with master clock or submaster clock units, or any other system that requires interface with Master clock for time synchronization.  The Clock system shall have a time server function to supply time to other systems by NTP/SNTP/Time Protocol.  All other time transfer protocol is subject to approval by the Engineer during detailed design stage after common agreement between contractors.
14.	3) Telecommunications System, Page TEL 3-69	<i>"c) Earthquake measuring equipment (Seismograph)"</i>	The CP106 Contractor will propose the number of sensors & locations

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	3.7.11 Disaster Prevention System	<p>*Contractor to propose location and number of sensors - this needs a Structural Engineer. Does the contractor have their Structural Engineer? If yes, contractor to provide location and number of sensors, vendor to provide/supply equipment.</p> <p>*Permitting for the sensor - Since every station will be position to a different governing LGU, who will process the permitting?</p>	<p>during detailed design stage, Subject to Approval from The Engineer.</p> <p>The CP-106 shall be responsible for design, supply and fixing of equipment's.</p> <p>The fixing of all sensors under chapter 3.7.11 will be done with interface coordination with civil package.</p> <p>The civil requirements for installing all sensors shall be provided by CP106 contractor to civil contractor to include in structural Engineering design.</p> <p>The structural Engineering is part of civil packages CP-101 to CP105 &amp; CP108, CP109.</p>



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			The Disaster Prevention sensors details and tentative installation locations shall be shared with all different civil contractors during detailed design stage of the project.
15.	3) Telecommunications System, Page TEL 3-75  3.7.13 Power Supply System	To provide all power system requirements, we need to know power requirements such as - AC or DC - Power Consumption of each equipment - Back-up time requirement	AC Supply is primary Requirement for Telecommunication subsystems. The UPS shall receive a single-phase 230V/60Hz or 3 phases 400V/60Hz supply and supply uninterruptible power to Telecommunication systems.  However, any equipment (Telecom Equipment's) required DC power supply shall be feed after conversion from AC into DC supply, applicable to remote cabinets / equipment's as well.  Power consumption for each equipment shall be calculated during

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			<p>detailed design stage.</p> <p>The CP-106 is Design &amp; Build Contract.</p> <p>The power consumption can be calculated by Bidder as per Telecom specifications for all 14 systems described in 03 Telecommunication System_12 Dec 2019 (PA) of CP106 Vol II Part 2 c. ERT_Dec 2019</p> <p>- UPS Back up time is 4 hrs.</p>
16.	3) Telecommunications System, General	<b><i>For all subsystems, what is the integration/interface requirement to the MSN that will be provided by NEC.</i></b>	Please refer Volume II, Part 2, c) ERT 3) Telecom. System, under Clause 3.12 for internal and external interface requirements with MSN.
17.	6) AFC SYSTEM, PAGE AFC-6-3,  6.2.3 Related rules and standard	<p><i>"ISO24014-1: Public Transport --- Interoperable Fare Management System-- Part 1 Architecture"</i></p> <p>This standard is not what was described under the PPP for AFC for LRT1,2 &amp; MRT3 MPSS. Please confirm.</p>	This requirement is specifically for MMSP line but not for LRT1, 2 & MRT3 MPSS. Therefore, Contractor shall comply to this requirement.

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18.	6) AFC System, Page AFC-6-4,  6.3.1      General	<p><i>“The system shall support interoperability for EMV CSC with different operators in MMSP using the Philippine standard national common mobility specifications.”</i></p> <p>Philippine standard national common mobility specifications will be provided by Metro Manila Subway (MMS) is our assumption. Please advice.</p>	Yes, bidder’s understanding is correct.
19.	6) AFC System, Page AFC-6-4,  6.3.1      General	<p><i>“The system shall support interoperability for EMV CSC with different operators in MMSP using the Philippine standard national common mobility specifications. This system shall be installed in the Metro Manila subway and shall be capable of interoperating with existing LRT 1, 2, MRT 3 AFC systems and Manila commuter lines (NSCR, MCRP, NSRP - South) using a contactless IC card.”</i></p> <p>Please provide the details of the Philippines standard common mobility specifications, and if there is differences with respect to the PPP for the Automatic Fare Collection System Project for LRT Lines 1&amp;2 and MRT3 Minimum Performance Standards and Specifications, which standard shall prevail? Can only comply once the Philippines standard</p>	<p>Yes, Contractor shall comply to the Philippine standard national common mobility specifications.</p> <p>Copies of the Standards will be provided during detailed design stage.</p>

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		common mobility specifications is made available. Please advice.	
20.	6) AFC SYSTEM, Page AFC-6-4,  6.3.1 General	<p><i>“The system shall support interoperability for EMV CSC with different operators in MMSP using the Philippine standard national common mobility specifications. This system shall be installed in the Metro Manila subway and shall be capable of interoperating with existing LRT 1, 2, MRT 3 AFC systems and Manila commuter lines (NSCR, MCRP, NSRP - South) using a contactless IC card.”</i></p> <p>Is there a common AFC for all the other lines mentioned ?</p> <p>Will the Authority (MMSP) provide the required SAM cards and key management to enable interoperability with other existing lines ? Please advice.</p>	Once the Philippine standard national common mobility specifications are available, all other railway lines are expected to deploy this. Therefore, Contractor shall coordinate with other relevant parties to get require SAM and key management to install on AG (Automatic Gates).
21.	6) AFC SYSTEM, Page AFC-6-4,  6.3.1 General	<p><i>“The MMSP trains have operation plan to cross the NSRP - South line. For this reason, the mutual issuance and mutual settlement of tickets and cards shall be made between the North-South commuter line system and MMSP line system.”</i></p> <p>The mutual issuance and mutual settlement of tickets and</p>	Yes, bidder’s understanding is correct.

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		cards will be done as per the procedure in the documents provided by the Central Clearing House System is our understanding. Please advice.	
22.	6) AFC SYSTEM, Page AFC-6-4,  6.3.1 General	<p><i>"The MMSP trains have operation plan to cross the NSRP - South line. For this reason, the mutual issuance and mutual settlement of tickets and cards shall be made between the North-South commuter line system and MMSP line system."</i></p> <p>Can we assume that this AFC is limited to the MMSP only, and the AFC supplier for the NSRP - South Line will be provided by somebody else. If so, how can the current contractor that delivers the MMSP be responsible for the settlement of the fare at NSRP - South Line? In addition, this contract does not cover the Central Clearing House system that will clear the common card, if so, please advise how to ensure that this requirement can be met? Please advice.</p>	This clause is for the interoperability, MMSP Contractor requires coordination with NSRP Contractor and other relevant parties during detailed design stage.
23.	6) AFC SYSTEM, Page AFC-6-4,  6.3.1 General	<p><i>"The contractors on the MMSP line should consult with the contractors of the NSRP-South for facilitate operations."</i></p> <p>Please provide more details on the interfacing with the NSRP-South AFC contractor for clarity. Please advice.</p>	Contractor shall propose and coordinate with relevant parties regarding to this requirement during detailed design stage.

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24.	6) AFC SYSTEM, Page AFC-6-4,  6.3.2 Specific Requirement	<p><b><i>“6.3.2 Specific Requirement</i></b></p> <p><i>Mobile based ticketing: - The system shall allow for the integration and operation of a mobile application-based ticketing. This shall be implemented &amp; demonstrated in Test lab on one of the entries and one of the exit gates first before implementation at all stations. The Contractor shall be responsible for developing an end-to-end Issuance and Acceptance ecosystem including back end processing required for such ticketing needs”</i></p> <p>Please confirm if DOTR have an application that manages the purse for the payment of the single journey tickets? If not, we will propose a working solution to demonstrate the technical viability of the mobile based ticketing using QR code only. Please confirm if the requirement of the mobile based ticketing is limited to QR code only, or it is to include the NFC functions of the mobile phones as well? Please advice.</p>	DOTr do not have application currently. This is part of the requirement and both QR code and NFC Function shall be implemented.
25.	6) AFC SYSTEM, Page AFC-6-4,	<i>“In the future, this card will be developed as a common card that can be used for multiple purposes in the Manila</i>	Philippines standard national common mobility specifications will be used.

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	6.3.2 Specific Requirement	<p><i>metropolitan area."</i></p> <p>The card format will be provided by the Central Clearing House System is our assumption. Please advice.</p>	
26.	6) AFC SYSTEM, Page AFC-6-4,  6.3.2 Specific Requirement	<p><i>"In the future, this card will be developed as a common card that can be used for multiple purposes in the Manila metropolitan area."</i></p> <p>Key Management System (KMS) will be provided by Central Clearing House System is our assumption. Please advice.</p>	Details will be provided once DOTr finalized CCH.
27.	6) AFC SYSTEM, PAGE AFC-6-4,  6.3.2 Specific Requirement	<p><i>"In the future, this card will be developed as a common card that can be used for multiple purposes in the Manila metropolitan area, including new or expanded transportation facilities. The contractor shall design, procure, manufacture, install, test, trial and integrate the AFC system. The system design shall be future proved.</i></p> <p><i>Central Clearing House System and Card 1st Issuer are prepared at the higher level of this system for settlement and 1st Issuing of the common use cards."</i></p>	Contractor shall propose solution based on Philippine national standard requirements and shall coordinate with other relevant parties' lines for the required SAM and key management to install on AG (Automatic Gates).

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		How can the current contractor provide a service to modify the system in future under this contract. This is an onerous clause that binds the current contractor to perpetual support at no cost. Please advice.	
28.	6) AFC SYSTEM, PAGE AFC-6-4,  6.3.2 Specific Requirement	<p><i>"Therefore, upon constructing this system, the contractor shall receive the updated data information for interface with the Clearing house and the card from the Clearing House operator side and card issuer side, and obtain the necessary cooperation.</i></p> <p><i>(Note: Level 1: Terminal, Level 2: Station Computer System, Level 3: Central Computer System, Level 4: Liquidation between Operators, Clearing House)"</i></p> <p>Comply based on the understanding that the Clearing House system is ready, and it is able to accept the transactions uploaded &amp; download the necessary parameters to the MMSP for processing. Level 4 Clearing House is not under the scope of this project, pls confirm this understanding. Please advice.</p>	Yes, bidder's understanding is correct.
29.	6) AFC SYSTEM, PAGE AFC-6-4,	<i>"This system shall interoperate with the existing AFC system</i>	Yes, if the Current Beep card is used.



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	6.3.2 Specific Requirement	<p><i>as described above, the performance shall conform to the MPSS (Minimum Performance Standards and Specifications) in the Concession Agreement of "PPP for the Automatic Fare Collection System Project for LRT Lines1 &amp; 2 and MRT3" except section 2.12 (Level 4 Infrastructure MPSS)."</i></p> <p>The DOTR shall be responsible to provide the security keys of the current Beep card, in order to allow the MMSP system to process the Beep card. In addition, the money deducted at MMSP shall be uploaded to the AFPI CCH to process the payment from MMSP to AFPI. Please advice.</p>	
30.	6) AFC SYSTEM, PAGE AFC-6-4,  6.3.3 Configuration of AFC equipment	<p><b><i>"6.3.3 Configuration of AFC equipment</i></b> <i>The contractor shall supply the followings. However, it is not limited to this."</i></p> <p>Comply to the list of the equipment stated, but do not comply to the sentence "however, it is not limited to this". This sentence is too grey and allow the owner to apply duress on the contractor to provide things which are not clearly stated in the contract. Please advice.</p>	The Contractor shall fully comply to this requirement.
31.	6) AFC SYSTEM, PAGE AFC-6-5,	<b><i>"6.3.3.3 AFC Facilities of OCC/BOCC</i></b>	Yes, hot standby unit can be installed

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	6.3.3.3 AFC Facilities of OCC/BOCC	<p><i>The central computer is a dual system (hot standby redundant system) and shall consist of at least the following elements:"</i></p> <p>Please explain what is BOCC? BOCC is not defined, and based on description, we think that it is Back-up OCC. Is this correct? For hot standby, can we confirm that this hot standby unit will be installed beside the main unit? Please advise.</p>	<p>beside the main unit. However, this is subject to the overall design of AFC for MMSP during detailed design stage.</p> <p>Bidders understanding is correct for BOCC.</p>
32.	6) AFC SYSTEM, PAGE AFC-6-5,  6.3.3.3 AFC Facilities of OCC/BOCC	<p><i>"● A sufficient number of CCS with a 22-inch LCD display;"</i></p> <p>Please explain what is number of CCS? Are you referring to the workstations? Or the Central Computer System? There is only one Central Computer Systems.</p>	<p>Contractor shall propose enough numbers of CCS during detailed design stage and CCS referring to Central Computer System. The CCS is not limited to one unit only.</p>
33.	6) AFC SYSTEM, PAGE AFC-6-6,  6.3.3.3 AFC Facilities of OCC/BOCC	<p><i>"● Lower Certificate Authority (CA) terminal and Key Management System (KMS);"</i></p> <p>Comply to the KMS. Please explain what is the meaning of Lower Certificate Authority? Are you referring to the signed certificates that needs to be generated? Please advise.</p>	<p>Key Management System (KSM) Lower Certificate Authority are operators who are certifies within the O&amp;M.</p>
34.	6) AFC SYSTEM, PAGE AFC-6-6,	<p><i>"● Local area network (LAN) and Interfaces to the</i></p>	<p>No, bidder's understanding is</p>

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	6.3.3.3 AFC Facilities of OCC/BOCC	<p><i>Telecommunication Backbone Network; and</i></p> <p>Limited only to the LAN. The Telecommunications Backbone Network is not under the scope of work. Please advice.</p>	<p>incorrect.</p> <p>Telecommunications Backbone Network is under CP106 contract scope of work.</p>
35.	6) AFC SYSTEM, PAGE AFC-6-6,  6.3.3.4 Interface of AFC equipment with OCC	<p><i>"The contractor shall supply, as a minimum, including interfaces to external transmission networks to provide Telecommunication links of the following:</i></p> <ul style="list-style-type: none"> <li>● <i>Central Clearing House;"</i></li> </ul> <p>Comply to the provision of the network to connect to the Central Clearing House only. The provision of the Central Clearing House system is not under the scipe of this contract. Please confirm.</p>	Yes, bidder's understanding is correct.
36.	6) AFC SYSTEM, PAGE AFC-6-6,  6.3.3.4 Interface of AFC equipment with OCC	<ul style="list-style-type: none"> <li>● <i>Off-site sales terminals (in future);"</i></li> </ul> <p>Do not comply to the supply of hardware for future uses, as the scope is not well defined. Please confirm.</p>	Unacceptable and Contractor shall fully comply to this requirement.
37.	6) AFC SYSTEM, PAGE AFC-6-6,  6.3.3.4 Interface of AFC	<ul style="list-style-type: none"> <li>● <i>Commercial banks and credit card agencies for the handling of financial transactions (in future); and"</i></li> </ul>	Unacceptable and Contractor shall fully comply to this requirement.

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	equipment with OCC	Do not comply to the supply of hardware for future uses, as the scope is not well defined. Please confirm.	
38.	6) AFC SYSTEM, PAGE AFC-6-6,  6.3.3.4 Interface of AFC equipment with OCC	<p>“● <i>Future AFC systems provided by other service provider.</i>”</p> <p>Do not comply as the future AFC by other service provider scope of work is not under the scope of this contract. Please confirm.</p>	Unacceptable and Contractor shall fully comply to this requirement.
39.	6) AFC SYSTEM, PAGE AFC-6-6,  6.3.3.4 Interface of AFC equipment with OCC	<p>“<i>The central computer shall communicate with the Central clearing House and exchange transaction data , blacklist, card balance information.etc.</i>”</p> <p>The interface between the central computer and the Central Clearing House will be defined by the Central Clearing House System, hence the necessary interface document, data format will be provided by Central Clearing House System is our assumption. Please advice.</p>	Yes, bidder’s understanding is correct.
40.	6) AFC SYSTEM, PAGE AFC-6-6,  6.3.3.5 Software	<p>“<b>6.3.3.5 Software</b> <i>The contractor shall supply at least the following software including development system, operating system, antivirus system, etc.</i>”</p>	Unacceptable and Contractor shall fully comply to this requirement.

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		Comply to the development software, operating system & anti-virus. Do not comply to etc as this term is not definitive and subjected to interpretation by different people. Suggest to remove this terms altogether. Please advice.	
41.	6) AFC SYSTEM, PAGE AFC-6-6,  6.3.3.5 Software	<i>"The design shall include provision for centralized access from Central Server for upload and download of data and software, maintenance diagnostic, etc."</i>  As the Central Clearing House is at a higher tier compared to the Central Computer System, the details of the transactions and parameters must be well defined to allow the higher tier to control the Central Computer System. In the event that this interface document is not ready, Contractor shall provide the interface document & the winning contractor for the CCH must develop the system based on this set of interface document to ensure that the CCS can communicate with the CCHS. Please advice.	Noted and Contractor shall fully comply to this requirement.
42.	6) AFC SYSTEM, PAGE AFC-6-6,  6.3.3.6 Downloads	<i>"The MMSP trains will enter the NSRP - South line extension at Bicutan Station. The MMSP Central computer shall have the provision to download data from all the</i>	Contractor shall propose and coordinate with relevant parties regarding to this requirement during

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		<p><i>station computers; all fare tables, operating parameters, commands, blacklist and permit software upgrades for AFC equipment at least for the following; including the operating parameters that release range of SJT (e.g. restriction on sale of North-South commuter line SJT etc.) and the following:-“</i></p> <p>Please note that the AFC contractor for the NSRP - South line extension must be able to accept the download data from the MMSP Central Computer, and this requirement is not under the scope of this contract. For the IC Card to be able to process at the NSRP - South line extension, the NSRP - South line extension equipment must be able to read/write &amp; accept the download data &amp; upload txns as per the MMSP design. Please advice.</p>	detailed design stage.
43.	6) AFC SYSTEM, PAGE AFC-6-7,  6.3.3.6 Downloads	<p>“● <i>TVM;</i>”</p> <p>The CCH provider to provide the download details for implementation at the TVM. This is to fulfill the download requiremen coming from the CCHS. Please advise.</p>	No, bidder’s understanding is incorrect.
44.	6) AFC SYSTEM, PAGE AFC-6-7,	<p>“● <i>AG;</i>”</p>	No, bidder’s understanding is incorrect.

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	6.3.3.6 Downloads	The CCH provider to provide the download details for implementation at the TVM. This is to fulfill the download requiremen coming from the CCHS. Please advise.	
45.	6) AFC SYSTEM, PAGE AFC-6-7,  6.3.3.6 Downloads	“● <i>POS; and</i> ”  The CCH provider to provide the download details for implementation at the TVM. This is to fulfill the download requirement coming from the CCHS. Please advise.	No, bidder’s understanding is incorrect.
46.	6) AFC SYSTEM, PAGE AFC-6-7,  6.3.3.6 Downloads	“● <i>Station computer.</i> ”  The CCH provider to provide the download details for implementation at the TVM. This is to fulfill the download requiremen coming from the CCHS. Please advise.	No, bidder’s understanding is incorrect.
47.	6) AFC SYSTEM, PAGE AFC-6-7,  6.4.1 Common use card	“ <i>AFC system is an end-to-end solution for the commuters to pay for the travel fare. Fair collection cards used in this system shall be EMV standard based Smart Card oriented. This system shall be interoperable with existing lines such as LRTs and MRT in Metro Manila Area and the newly being constructed North-South commuter line</i> ”  How can the contractor of the MMSP be responsble for the	This clause is for the interoperability with existing lines such as LRTs and MRT in Metro Manila Area and the newly being constructed North-South commuter line.  MMSP Contractor shall coordinate with NSRP Contractor and other

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		North South Commuter Line accepting the common card. Do not comply to the statement that the system is to be interoperable with the new North-South commuter line when the AFC contractor is not even determined. For interoperable with existing LRT & MRT, please confirm that DOTR will instruct the current lines to upgrade, in order to accept the new common card. This upgrade shall be performed on all the existing devices in order to allow the new common card to be processed at the existing LRT 1,2 and MRT3 stations. Please advise.	relevant parties. The details will be provided for the required SAM cards and key management to enable interoperability with other existing lines during detailed design stage.
48.	6) AFC SYSTEM, PAGE AFC-6-7,  6.4.1 Common use card	<p><i>“In addition, MMSP Card shall be interoperable with other tickets used in Manila commuter lines (NSCR, MCRP, NSRP - South) that are planned to be constructed in the future.”</i></p> <p>Not under the scope of the current contract to develop the system of future lines. This is under the responsibilities of the AFC contractors delivering the system for the new lines. Please advise.</p>	<p>This Clause is for the interoperability with other tickets used in future Manila commuter lines.</p> <p>MMSP Contractor shall coordinate with NSRP Contractor and other relevant parties.</p> <p>Once the Philippines standard national common mobility specification is available, all other</p>



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			<p>lines are expected to use it.</p> <p>MMSP Contractor shall propose a working solution to be implanted once Philippine national standard is released.</p>
49.	<p>6) AFC SYSTEM, PAGE AFC-6-7,</p> <p>6.4.1 Common use card</p>	<p><i>“For clearing of common usage cards, the Central Clearing House system is prepared at the higher level of this system, and the card history management, the security management, the blacklist management, etc. are performed in addition to clearing work.”</i></p> <p>The Central Cleaing House (CCH) is not under the scope of this contract, and the contractor shall await for the interface specifications to develop the AFC system for MMSP. Please advise.</p>	<p>Yes, bidder’s understanding is correct.</p>
50.	<p>6) AFC SYSTEM, PAGE AFC-6-7,</p> <p>6.4.1 Common use card</p>	<p><i>“The card media for this AFC system shall be contactless IC cards.”</i></p> <p>Proposed MiFARE EV1 as the card media. Please advise.</p>	<p>Contractor shall propose in the bidding document and it shall comply to this contract requirement. Contractor also shall coordinate with relevant parties during detailed design stage. However,</p>

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			this is subject to approval by the Employer.
51.	6) AFC SYSTEM, PAGE AFC-6-7,  6.4.1 Common use card	<p><i>"The MMSP trains have operation plan to enter the NSRP - South line. For this reason, the contractor shall make the system so that mutual issuance and mutual settlement of transfer tickets and cards are possible between the North-South commuter line system and MMSP line system."</i></p> <p>Actually the interface specs from the CCH is sufficient for the various AFC contractor to develop &amp; connect to the CCH. The AFC contractor for MMSP is not obliged or contracted to ensure that other AFC contractors are professional enough to accept the new card into their system. Please advise.</p>	No, both contractors are responsible. Contractor of MMSP shall fully coordinate with Contractor of North-South commuter line and other relevant parties which to ensure its fully integrated for both railway line systems.
52.	6) AFC SYSTEM, PAGE AFC-6-7,  6.4.1.1 AFC ticket media	<p><i>"The contractor prepares the necessary amount of smart cards at the time of Opening of Business."</i></p> <p>Non-compliance is because this clause is onerous. There is no definition of necessary, and this term can be subjected to heated debate. Suggest to include a number for the provision of new cards for revenue service. This will prevent future arguments. Please advise.</p>	Contractor shall propose a number for the provision of smart cards for revenue service and shall be determined during detailed design stage which base on analysis to be conducted by Contractor and coordination with relevant parties i.e. O&M etc.

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53.	6) AFC SYSTEM, PAGE AFC-6-7  6.4.1.1 AFC ticket media	<p><i>“Additional cards will be procured separately by the Employer as and when required.”</i></p> <p>Although this Clause has no monetary bearings on the AFC contractor, we would still like to highlight by submitting a Non Compliance, because again this Clause can be used to push the responsibilities of new purchases to the DOTR. Suggest to set a quantity of cards to be delivered, and additional cards above that number will be procured by the Employer (DOTR). Please advise.</p>	Unacceptable.
54.	6) AFC SYSTEM, PAGE AFC-6-7,  6.4.1.1 AFC ticket media	<p><i>“The contractor shall provide SJT and SVC card media necessary for the first year of Opening of Business.”</i></p> <p>Comply based on a fixed quantities of cards, and not this onerous clause which states that it is for the first year of Business. This definition is subjected to different interpretation from the Employer and the Contractor. Please advise.</p>	Noted. However, Contractor shall propose quantity of cards and shall be determined during detailed design stage which base on analysis to be conducted by Contractor and coordination with relevant parties i.e. O&M etc.
55.	6) AFC SYSTEM, PAGE AFC-6-7,	<i>“EMV smart card can be issued with various payment</i>	To be discussed later during detailed

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	6.4.1.2 QR codes, EMV CSC and mobile NFC ticketing media	<p><i>schemes, Master Card, and Visa in card/Account based model to be constructed in the future and options will depend on the Doctr;”</i></p> <p>What is the plan for acquiring bank in case of Visa and Mastercard based open loop ticketing ?</p> <p>Who will issue these EMV Open loop cards ?</p> <p>Will these EMV open loop cards also work on other metro lines ? If Yes then what is the plan to upgrade the other lines for open loop acceptance ?</p> <p>Please advice.</p>	<p>design stage and Contractor shall coordinates with Employer.</p> <p>The details will be provided later during detailed design stage, once the Philippines standard national common mobility specifications is released.</p>
56.	6) AFC SYSTEM, PAGE AFC-6-7,  6.4.1.2 QR codes, EMV CSC and mobile NFC ticketing media	<p>“● <i>In transit all the transactions should be completed in contactless or contact interface as per the support of card payment scheme for that specific transaction type;”</i></p> <p>Pls explain the contact interface portion. Our understanding is that there are no magnetic system involved, and as such, where is the contact interface part? Please clarify.</p>	<p>It should work for both, contact and contactless if the Passenger wave or touch.</p>

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57.	6) AFC SYSTEM, PAGE AFC-6-7,  6.4.1.2 QR codes, EMV CSC and mobile NFC ticketing media	<p>“● <i>Dual Interface EMV smart cards should be certified with EMV CPA specification;</i>”</p> <p>Does IDEMIA card have this? Please advise.</p>	Contractor to clarify and shall comply to this requirement.
58.	6) AFC SYSTEM, PAGE AFC-6-8,  6.4.1.2 QR codes, EMV CSC and mobile NFC ticketing media	<p>“● <i>Near Field Communication (NFC) based: Near Field Communication (NFC) enabled smart phones shall be used for payment media for transaction payments transit and non-transit terminals; and</i>”</p> <p>Comply to transit related transactions only. Non-transit related applications are not under the scope of the AFC contractor. Please advise.</p>	Contractor shall fully comply to this requirement.
59.	6) AFC SYSTEM, PAGE AFC-6-8,  6.4.1.3 QR code Media processor	<p>“● <i>Should be able to encrypt and decrypt the transaction with PKI security functions;</i>”</p> <p>There is no such thing as QR code related images with PKI security functions. Note that QR code is an image, and images do not contain security keys. Please advise.</p>	No, QR code reader shall be able to encode and decode and dispense QR code printed ticket.
60.	6) AFC SYSTEM, PAGE AFC-6-8,  6.4.1.3 QR code Media processor	<p>“● <i>Should perform all the validation functions as mentioned in the business rules of MMSP;</i>”</p>	Business Rules of MMSP shall be provided during detailed design stage.

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		Please provide the details of the Business Rules of MMSP for validation and checks. Please advise.	
61.	6) AFC SYSTEM, PAGE AFC-6-8,  6.4.1.3 QR code Media processor	<p>“● <i>Should allow only one access for one valid QR code ticket issued in the system unless they are issued for multiple trips;</i>”</p> <p>The design is only for single trips only. There will be no multiple trips issued for QR codes. Please advise.</p>	Unacceptable. If passenger purchase a return ticket, it should issue two single trips/multiple trips. However, this shall be discussed further during detailed design stage.
62.	6) AFC SYSTEM, PAGE AFC-6-8,  6.4.1.3 QR code Media processor	<p>”● <i>All issued tickets should be instantly updated in the CCS at OCC once issued from the TOM, TVM and mobile application;</i>”</p> <p>Provided that the network is up and running. Please advise.</p>	Contractor’s responsibility.
63.	6) AFC SYSTEM, PAGE AFC-6-8,  6.4.1.3 QR code Media processor	<p>“● <i>Should change the status of the ticket once they are accepted at the gates; and “</i></p> <p>The QR code once generated, is fixed. The system will process it and render it "used" if it has been processed. Please advise.</p>	When is cancel ticket, gate should not accept.
64.	6) AFC SYSTEM, PAGE AFC-6-8,  6.4.1.3 QR code Media processor	<p>“● <i>Transaction should be back-up at server at OCC.</i>”</p> <p>The transactions are stored at the Central Computer. Please</p>	The Central Computer shall be at OCC and BOCC.

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		advise if there is a special requirement to provide additional backup of the QR related txns?	
65.	6) AFC SYSTEM, PAGE AFC-6-8,  6.4.1.4 Mobile based ticketing	<i>"Mobile based ticketing: Mobile based ticketing shall be used by commuters to book their tickets via mobile phone application."</i>  Please confirm if the contractor is to deliver the mobile phone application to support the NFC related txn?	Yes, bidder's understanding is correct.
66.	6) AFC SYSTEM, PAGE AFC-6-8,  6.4.1.4 Mobile based ticketing	<i>"Mobile based tickets shall be based on secure QR code technology &amp; NFC (Future)."</i>  Please confirm if the NFC portion needs to be implemented during the project or not?	It will be implemented during this project.
67.	6) AFC SYSTEM, PAGE AFC-6-8,  6.4.1.4 Mobile based ticketing	<i>"Mobile Apps shall be integrated with a mobile wallet linked to the pre-paid account."</i>  Please confirm if DOTR have an appointed mobile app to be used for the mobile wallet? If not, whose mobile app shall be chosen to interface and integrate? Please advise.	Contractor shall be discussed further by coordinates with Employer and relevant parties during detailed design stage.
68.	6) AFC SYSTEM, PAGE AFC-6-10,	<b><i>"6.4.3.1 Generate the O&amp;M company's security key The O&amp;M company's security key data shall be decided in</i></b>	Yes, bidder's understanding is correct.

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	6.4.3.1 Generate the O&M company's security key	<p><i>consultation with the card 1st issuer and the Central Clearing House operator."</i></p> <p>Please confirm that the keys generated shall be injected into the Common card.</p>	
69.	6) AFC SYSTEM, PAGE AFC-6-10,  6.4.3.2 Card printing	<p><b><i>"6.4.3.2 Card printing</i></b> <i>Card printing for SJT and SVC shall be conducted by the card 1st issuer."</i></p> <p>Please clarify who is the card 1st issuer? Is it the DOTR, or the O&amp;M company or the AFC contractor, or the company that sells the cards? If it is the card vendor, then what's the difference between a normal card vendor and card 1st issuer? Does the system allow only one card 1st issuer for all the supplies of the card? Please advise.</p>	Contractor shall be discussed further by coordinates with Employer and relevant parties during detailed design stage.
70.	6) AFC SYSTEM, PAGE AFC-6-10,  6.4.3.2 Card printing	<p><b><i>"1) General</i></b> <i>The contractor shall propose operation for card and system security and obtain notice of no-objection by the Engineer to coordinate with the O&amp;M company."</i></p> <p>If the Employer refuses to issue the notice of no-objection,</p>	This query is irrelevant. Any solutions to be proposed by the Contractor will be subject to approval by the Employer.



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		then this printing clause will not materialise, and the AFC contractor will be held hostage by the Employer. Please advise.	
71.	6) AFC SYSTEM, PAGE AFC-6-10,  6.4.3.2 Card printing	<i>"2) Requirements The Fare Media shall be interoperable with other lines LRT1,2, and MRT3 (ISO/IEC14443 Type A or B)."</i>  Comply to Fare Media for Type A only, because existing LRT1,2 and MRT3 is using Type A card. Please confirm.	Noted. However, Contractor shall demonstrate during detailed design stage.
72.	6) AFC SYSTEM, PAGE AFC-6-10,  6.4.3.2 Card printing	<i>"This infrastructure shall be made available at the Automatic Gates, TOM, EFO, TVM, HHD, Add Value TVM, EFO etc."</i>  What is HHD? Is it the Handheld Terminal? If so, why does the Handheld Terminal is known as HT whereas this Clause states HHD? Please advise	Yes, HHD is Handheld Terminal. However, HT is the correct terminology for Handheld Terminal.
73.	6) AFC SYSTEM, PAGE AFC-6-10,  6.4.3.2 Card printing	<i>"AFC Equipment (Gate, TOM, TVM, HHD, Add Value TVM, EFO) to Central computer/Central Backoffice"</i>  There is no description of EFO in the subsequent sections. Please advise what is EFO and if it is Excess Fare Office, then does it perform the same functions compared to the Fare	Yes, bidder's understanding is correct.  The Excess Fare Office (EFO) is in the room and FAM is the TVM the FAM Is Located Near the EFO.

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		Adjustment Machine (FAM)? This is because the FAM is stated in the requirement at latter sections. Please advise.	
74.	6) AFC SYSTEM, PAGE AFC-6-10,  6.4.3.2 Card printing	<p><i>"QR code paper tickets will be issued through TOM, TVM and MMSP Mobile Application for Single journey, return Journey tickets"</i></p> <p>There is no description of TOM in the subsequent sections. There is only a description on POS. Pls confirm if TOM is the same as POS, and if so, please confirm if we can remove the term TOM and replace it with POS. Please advise.</p>	Yes, bidder's understanding is correct. Term of TOM will be replaced with POS.
75.	6) AFC SYSTEM, PAGE AFC-6-10,  6.4.3.2 Card printing	<p><i>"TOM and TVM will issue card paper based QR codes through 2D bar code printer integrated with TOM and TVM as an external hardware. Gate validators shall validate the QR code as per the business rules</i></p> <ul style="list-style-type: none"> <li>● <i>Process of Issuance of QR-codes ticket at TVM /TOM</i></li> <li>● <i>Process of Issuance of QR-codes through MMSP mobile application</i></li> </ul> <p><i>Shape of the card shall be credit card size;</i></p> <ul style="list-style-type: none"> <li>● <i>SJT: (85.47-85.72mm) × (53.92-54.03mm) × (0.50±0.05mm); and</i></li> </ul>	The QR shall follow the same requirement SJT and SVC.

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		<p>● <i>SVC: (85.47-85.72mm) × (53.92-54.03mm) × (0.80±0.05mm)</i></p> <p><i>Base material of the card shall be PET or other types of material that are environmentally being when incinerated."</i></p> <p>In this tender, TVM POS and ATVM (6.7.3.2 Issue applicable fare media;) seem need to print the card paper based QR code. But it don't specify the dimension of the card paper based QR code. While GRG have existing card, paper based QR code issuer with printer and contactless antenna supporting 85.60 + 1-0.5mm(W) *53.98 ± 0.2mm(L) * 0.34 ± 0.05mm (thickness)</p>	
76.	6) AFC SYSTEM, PAGE AFC-6-10,  6.4.3.2 Card printing	<p><i>"Gate validators shall validate the QR code as per the business rules"</i></p> <p>Please confirm that the Business Rules shall be the same as the existing set of Business Rules employed under LRT1,2 and MRT3. Please advise.</p>	Yes, bidder's understanding is correct.
77.	6) AFC SYSTEM, PAGE AFC-6-10,	<p>● <i>Process of Issuance of QR-codes ticket at TVM/TOM"</i></p>	Yes, bidder's understanding is correct. Term of TOM will be replaced with

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	6.4.3.2 Card printing	Please confirm if TOM is the same as POS. If so, please remove TOM and replace it with POS as POS is the equipment that was described in details at the latter section of the document. Please advise.	POS.
78.	6) AFC SYSTEM, PAGE AFC-6-10,  6.4.3.2 Card printing	<p><i>“● Process of Issuance of QR-codes through MMSP mobile application”</i></p> <p>Please confirm if DOTR wants a customised MMSP mobile app or a 3rd party mobile app that already contains a mobile wallet. Please advise.</p>	Contractor to coordinate with Employer and relevant parties during detailed design stage.
79.	6) AFC SYSTEM, PAGE AFC-6-10,  6.4.3.2 Card printing	<p><i>“The Media Card Contractor shall design, develop and maintain interoperable Smart Card Application and Card Data format along with compliance to the EMV specifications by partnering with the relevant payment scheme.”</i></p> <p>Not applicable to AFC contractor because it is referring to the Media Card Contractor. Can we confirm that the AFC contractor is not the Media Card Contractor? Please advise.</p>	Contractor to coordinate with Employer and relevant parties during detailed design stage.
80.	6) AFC SYSTEM, PAGE AFC-6-11,  6.4.3.2 Card printing	<p><i>“3) Unique card identification number</i></p> <p><i>This unique card identification number shall include the following information:</i></p>	Yes, bidder’s understanding is correct.

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		<ul style="list-style-type: none"> <li>● <i>Issue data;</i></li> <li>● <i>Issue operator code;</i></li> <li>● <i>Issue machine number; and</i></li> <li>● <i>Serial number."</i></li> </ul> <p>Please confirm that the issue data is to be included in the card ID because this is not standard practise. Please advise.</p>	
81.	6) AFC SYSTEM, PAGE AFC-6-11,  6.4.3.2 Card printing	<p><i>"5) Refunds</i> <i>The contractor shall provide measures to refund unused SJJT and SVC."</i></p> <p>Limited to only the POS. And pls confirm the refund of SJJT because this is again not a standard practice, if MMSP really wants it, we can deliver. Please confirm.</p>	Yes, bidder's understanding is correct.
82.	6) AFC SYSTEM, PAGE AFC-6-11,  6.4.3.2 Card printing	<p><i>"6) Pricing</i> <i>Actual pricing will be fixed and presented to the contractor 24 months prior to the start of revenue service."</i></p> <p>Are you referring to the price of the card printing, and if so, this price is to be fixed &amp; presented to the contractor. Since we are the AFC contractor, which contractor are you referring</p>	Correction <i>Actual pricing will be fixed and presented by the contractor 24 months prior to the start of revenue service."</i>

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		to? Pls advise.	
83.	6) AFC SYSTEM, PAGE AFC-6-11,  6.4.3.2 Card printing	<p><i>"The contractor shall submit plans for finalization of fare to the O&amp;M company."</i></p> <p>Can we confirm that the fares to be charged to the public needs to come from the AFC contractor? We do not understand this Clause because it is listed under the Printing of Cards &amp; suddenly there is a mention of fares. Pls clarify the intent of this Clause. Please advise.</p>	Yes, the fares to be charged to the public which shall be finalized by the Contractor.
84.	6) AFC SYSTEM, PAGE AFC-6-12,  6.4.4.2 Card issuance and card status	<p><i>"Card issuance is how and when to write secure information within cards for use."</i></p> <p><i>Card issuance shall be conducted in 3 steps.</i></p> <p><i>a) (zero)th issuance</i> <i>0th issuance is to format the card, encode unique serial ID number and manufacture's transportation security key in the card. Transportation security key or some other measures for transportation security shall be proposed by the 1st issuer."</i></p> <p>The 1st issuer is usually a Bank. Can we confirm that DOTR</p>	Yes, bidder's understanding is correct.

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		is requesting the clearing bank to perform all the activities stated inside this Clause? Please advise.	
85.	6) AFC SYSTEM, PAGE AFC-6-12,  6.4.4.2 Card issuance and card status	<p><i>"b) First (1st) issuance</i></p> <p><i>1st issuance is to release manufacturer's transportation key (or some other transportation security), encode using the 1st issuer's format on the card. The card shall not be used yet at this step.</i></p> <p><i>The 1st issuer shall be responsible for 1st issuance, excluding testing card, training card, and maintenance card. 1st issuance of testing card, training card, and maintenance card shall be handled by the contractor."</i></p> <p>The 1st issuer is usually a Bank. Can we confirm that DOTR is requesting the clearing bank to perform all the activities stated inside this Clause? Please advise.</p>	Yes, bidder's understanding is correct.
86.	6) AFC SYSTEM, PAGE AFC-6-13,  6.4.5.1 Fare structure	<p><i>"● The system shall be able to support at least 16 types of fare within one version for SJT, which is for future discount. Each type of fare shall be able to support at least 256 fare stages, which is for future increase of lines or</i></p>	MMSP Business Rules will be provided once contract is awarded.

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		<p><i>stations including operated by another business operator;"</i></p> <p>Pls provide the MMSP Business Rules and that document shall be followed.</p>	
87.	<p>6) AFC SYSTEM, PAGE AFC-6-13,</p> <p>6.4.5.1 Fare structure</p>	<p><i>"● Old people and handicapped persons are subject to discounted fares for SJT; and"</i></p> <p>Limited to POS only. The TVM will not have this feature. Please confirm.</p>	Contractor shall propose and comply to this requirement.
88.	<p>6) AFC SYSTEM, PAGE AFC-6-13,</p> <p>6.4.5.1 Fare structure</p>	<p><i>"● The MMSP trains have operation plan to enter the NSRP - South line.</i></p> <p><i>For this reason, the MMSP line system shall be able to issue transfer tickets for the North-South commuter line and be able to accept tickets from North-South commuter line."</i></p> <p>This clause does not make sense. We assume that there will be a paid to paid link between the MMSP &amp; the NSRP-South Line, and the commuter will be able to take the train at the NSRP-South Line without getting out of the interchange</p>	This clause is for the interoperability, MMSP Contractor is require coordinate and facilitate requirement with NSRP Contractor and other



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		<p>station. If so, it is the responsibilities of the NSRP-South Line AFC contractor to provide the AG that will accept the SJT issued at the MMSP station, and not the responsibilities of the MMSP AFC contractor to ensure that some AFC contractor in future must deliver this feature.</p> <p>In addition, the term transfer ticket is mentioned. Please elaborate how this transfer ticket will come into play? Are there plans to exit the MMSP station and after that, to enter the NSRP-South Line station using the same SJT? If so, please state the station, and why is there a need to have such a requirement when the commuter can actually proceed to purchase another NSRP-South Line SJT?</p> <p>If there is a need to use a single card, the focus should be on the Common Card (SVC), and DOTR should ensure that future AFC contractor follow the design for acceptance into those stations.</p> <p>The TVM &amp; POS shall be designed to display NSRP- South Line stations, and allow the commuters the option to</p>	<p>relevant parties during project implementation stage.</p> <p>Bidder's assumption is correct there will be a paid link between MMSP and NSRP-South Line.</p> <p>We avoid passengers purchasing SJT whenever they transfer between MMSP and NSRP.</p> <p>Yes, when passenger purchase a single journey we expect the passenger to continue their journey until they reach their destination. This is offer fare integration, single fare that integrates all public and allows travelling on all lines of any mode and operator for single ticketing system.</p> <p>we are doing integrated transport</p>

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		<p>purchase the SJT to those stations.</p> <p>Please confirm above clarification.</p>	<p>infrastructures planning and operation, and then to implement fare and technological integration</p> <p>Agree TVM to allow the commuters the option to purchase SJV to those station for a single journey without purchasing an extension when transferring from one line to another line.</p>
89.	6) AFC SYSTEM, PAGE AFC-6-13,  6.4.5.2 Issue (Including 2nd issuance)	<p><i>“Person to travel single journey shall purchase an SJT with amount of necessary fare. Purchased amount of fare shall be encoded within SJT card.</i></p> <p><i>TVM shall be able to pay change to users.”</i></p> <p>The change is limited to coins only. Please confirm.</p>	No, both coin and notes.
90.	6) AFC SYSTEM, PAGE AFC-6-13,  6.4.5.4 Enter gate	<p><i>“When a ticket was detected as invalid, the entry gate shall close and not allow the ticket holder to proceed within the paid concourse, and the gate shall display appropriate message to the station staff and the ticket holder.”</i></p>	Description of this clause is valid and correct.

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		<p>This Clause does not make sense. For the Entry AG using SJT scenario, in the event of invalid SJT, the Entry AG shall not open (for Normally Closed) or close (for Normally Open) when the passenger tries to walk thru the AG. The passenger is travelling from UNPAID area to PAID area, therefore the description of "to proceed within the paid concourse" is incorrect. Please advise.</p>	
91.	<p>6) AFC SYSTEM, PAGE AFC-6-13,  6.4.5.5 Exit gate</p>	<p><i>"The SJT holder shall insert his ticket into the ticket insert slot. The exit gate shall acknowledge the both audibly and visually. The discounted tickets (in the future) shall be able to be distinguished."</i></p> <p>The SJT shall be captured by the AG upon successful exit. Please confirm.</p>	<p>Yes, bidder's understanding is correct. However, this is subject to the assessment during detailed design stage.</p>
92.	<p>6) AFC SYSTEM, PAGE AFC-6-13,  6.4.5.5 Exit gate</p>	<p><i>"The passenger gate shall check the validity of the ticket."</i></p> <p>What is the purpose of the passenger to check on the validity of the SJT during the exit process? Please advise what does the system want to tell the passenger? If the commuter has a sufficient fare, do you want to allow the passenger to check &amp;</p>	<p>The gate should not allow the passenger to proceed if passenger had to do fare adjustment or buy a new the ticket, Card is Blocked because it is</p>

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		<p>confirm at the AG before exiting? It does not makes sense because the ticket would already have been captured and the commuter is expected to continue the Exit from the station process. If you assuming that the commuter does not know if he/she possess a SJT which have sufficient fare to cover the trip, and wants to check before trying at the AG, they can approach the station staff, and this is not done at the AG. The objective of the AG is to clear the passengers quickly and not for them to check on the content of the SJT. If the SJT contains the fare that is insufficient, what do you want to tell the commuter? Display saying that it is insufficient fare + alarm?</p> <p>The correct way will be that the AG will automatically check the SJT, and if the fare is insufficient, the AG will not allow the Exit passage to continue and the commuter will have no choice but to approach the station staff for assistance. It is during this time when the station staff checks on the SJT, he/she can advise the additional fare or penalty accordingly.</p> <p>Please advise.</p>	<p>invalid.</p> <p>The gate should not allow the passenger to proceed if passenger had to do fare adjustment or buy a new the ticket, Card is Blocked because it is invalid.</p>

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93.	6) AFC SYSTEM, PAGE AFC-6-14,  6.4.5.6 Adjust fare	<p><i>“When a ticket holder needs to adjust fare, the operator shall pay necessary amount of fare handled by POS terminal at customer service room.</i></p> <p><i>The amount of fare adjustment shall be encoded in the SJT card. It shall be encoded separately from the initially purchased amount.”</i></p> <p>If the situation is underfare &amp; the passenger needs to pay for the difference, the machine to do it is the FAM. FAM is described in details for this function, not the POS as stated in your Clause. Pls confirm if this is the understanding.</p>	Both will handle depending of the location of the passenger.
94.	6) AFC SYSTEM, PAGE AFC-6-14,  6.4.5.7 Recycle	<p><i>“The MMSP trains have operation plan to enter the NSRP - South line.</i></p> <p><i>For this reason, if the design of the SJT of the MMSP line system and the NSRP-South line system is different, the SJT of the NSRP- South line collected by the MMSP line system must be separated and returned to the NSRP-South line operator.”</i></p>	This Clause is for the interoperability, The MMSP line will interchange with various existing lines and provide a more interoperable railway network to serve as a public transport system. The MMSP alignment will climb and merge with the NSCR alignment between MMSP FTI Station and NSCR Bicutan Station and MMSP Contractor is

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		<p>This clause does not make sense. We assume that there will be a paid to paid link between the MMSP &amp; the NSRP-South Line, and the commuter will be able to take the train at the NSRP-South Line without getting out of the interchange station. If so, it is the responsibilities of the NSRP-South Line AFC contractor to provide the AG that will accept the SJT issued at the MMSP station, and not the responsibilities of the MMSP AFC contractor to ensure that some AFC contractor in future must deliver this feature.</p> <p>In addition, the term transfer ticket is mentioned. Please elaborate how this transfer ticket will come into play? Are there plans to exit the MMSP station and after that, to enter the NSRP-South Line station using the same SJT? If so, please state the station, and why is there a need to have such a requirement when the commuter can actually proceed to purchase another NSRP-South Line SJT?</p> <p>If there is a need to use a single card, the focus should be on the Common Card (SVC), and DOTR should ensure that future AFC contractor follow the design for acceptance into</p>	<p>require coordinating with NSRP Contractor and other relevant parties. Once the Philippine standard national common mobility specifications are available, all other Line are expected to use it, MMSP Contractor shall propose a working solution to be implemented once Philippine national standard is released. Contractor shall coordinate with other lines to get require SAM to install AG (Automatic Gates).</p>

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		<p>those stations.</p> <p>Please advise.</p>	
95.	<p>6) AFC SYSTEM, PAGE AFC-6-14,</p> <p>6.4.5.8 Deactivate or damage</p>	<p><i>"It should be considered that a mutual direct train operation is carried out with routes operated by other carriers in the future and fares are spanning two routes."</i></p> <p>The design for the MMSP should be the default standard that future lines follow, and not putting in a Clause to ensure that the current AFC contractor is liable for the AFC system for future lines. Please advise.</p>	<p>This Clause is for the interoperability, The MMSP line will interchange with various existing lines and provide a more interoperable railway network to serve as a public transport system. The MMSP alignment will climb and merge with the NSCR alignment between MMSP FTI Station and NSCR Bicutan Station and MMSP Contractor is require coordinating with NSRP Contractor and other relevant parties. Once the Philippine standard national common mobility specifications are available, all other lines are expected to use it. MMSP Contractor shall propose a working solution to be implemented once Philippine national standard is released. Contractor shall</p>

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			coordinate with other lines to get require SAM to install AG (Automatic Gates)
96.	6) AFC SYSTEM, PAGE AFC-6-15,  6.4.6.2 Issue (Including 2nd issuance)	“ <i>TVM shall be able to pay change to users.</i> ”  The change is limited to coins only. Please advise.	No, the change is not limited to coins only.
97.	6) AFC SYSTEM, PAGE AFC-6-15,  6.4.6.5 Entry gate	“ <i>The passenger gate shall check the validity of the card. This check includes that the minimum fare is left in the card; and</i> ”  The current purse value will be displayed at Entry. Please advise.	Yes, bidder’s understanding is correct.
98.	6) AFC SYSTEM, PAGE AFC-6-15  6.4.6.5 Entry gate	“ <i>It should be considered that the possibility to settle the cards entered on the route of another operator by mutual direct train operation.</i> ”  The design for the MMSP should be the default standard that future lines follow, and not putting in a Clause to ensure that the current AFC contractor is liable for the AFC system for future lines. Please advise.	This Clause is for the interoperability, The MMSP line will interchange with various existing lines and provide a more interoperable railway network to serve as a public transport system. The MMSP alignment will climb and merge with the NSCR alignment between MMSP FTI Station and NSCR Bicutan



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			Station and MMSP Contractor is require coordinating with NSRP Contractor and other relevant parties. Once the Philippine standard national common mobility specifications are available, all other lines are expected to use it. MMSP Contractor shall propose a working solution to be implemented once Philippine national standard is released. Contractor shall coordinate with other lines to get require SAM to install AG (Automatic Gates)
99.	6) AFC SYSTEM, PAGE AFC-6-15,  6.4.6.5 Entry gate	<p><i>"To handle returning of SVC shall be able to be set and changed easily by the O&amp;M company."</i></p> <p>The term "easily" is onerous. The AFC system shall be designed to allow the SVC to be Refunded &amp; the value will be returned to the passenger. When you state the changed easily, please state clearly what parameters needs to be made available to the O&amp;M company. From our experience, nobody</p>	Contractor shall fully comply to this requirement.

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		will change the parameters easily upon revenue service, unless there is a need for a change of procedures like the removal of the handling fee. For this case, we can identify the handling fee as a parameter which can be changed to zero if needed. Please advise.	
100.	6) AFC SYSTEM, PAGE AFC-6-15  6.4.6.5 Entry gate	<i>"The system shall be able to handle plural types of handling fee."</i>  The business rules for the handling of all possible handling fees must be defined and sign off. We do not agree to modify the system based on this Clause alone. Please advise.	Contractor shall fully comply to this requirement.
101.	6) AFC SYSTEM, PAGE AFC-6-15,  6.4.6.5 Entry gate	<i>"Due date for the deposit return shall be able to be set and changed easily by the O&amp;M company."</i>  We are curious on the final Buinesss Rules based on this Clause. Is there a Business Rule that states that the deposit MUST be returned back to the customer? If so, please advise how the handling of the deposit shall be. Please advise.	Please refer Clause 6.4.6.8 for the Return Procedure.
102.	6) AFC SYSTEM, PAGE AFC-6-16,  6.4.6.9 Recycle	<i>"Cards collected at the POS terminal shall be able to be recycled; and  The contractor shall propose detailed measures for</i>	The purpose of using the QR code and not the single journey is that The MMSP alignment will cross and merge

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		<p><i>recycling cards."</i></p> <p>Please advise what is the expectation for the "detailed measures for cycling cards". We do not understand this term. From the system point of view, once the SJT or SVC are collected, they will need to go thru the initialisation phase again to add value to them before they are go to be used again. So, there is no need to do anything once the SJT/SVC are collected back, and these tickets (if stolen) would not be accepted in the system. Please advise.</p>	<p>with the NSCR alignment between MMSP FTI Station and NSCR Bicutan Station. If use SJT it will require someone collecting and returning those SJT, to avoid that passenger will be issued a QR Code.</p>
103.	6) AFC SYSTEM, PAGE AFC-6-16  6.4.6.10 Deactivate or damage	<p><i>"· When SVC is deactivated or damaged, it shall be handled by the POS terminal; and</i></p> <p><i>· Handling fee for reissuing the card shall be required according to the reason of deactivation or damage."</i></p> <p>As the system is unable to read/write to the damaged card, a separate inquiry needs to be in place to allow the Operator to check on the status of the card. This design is in place. Please advise.</p>	<p>This is part of Operational requirement. Contractor shall propose the solution and discussed further during detailed design stage.</p>
104.	6) AFC SYSTEM, PAGE AFC-6-17,	<p><i>"Assistance terminal shall be able to extract transaction of specific card from Clearing House System via central</i></p>	<p>The Handheld Read SJT and STV as that data is stored.</p>

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	6.4.8.1 Equipment monitoring	<p><i>computer.</i></p> <p><i>The result shall be able to output by data or by printing.”</i></p> <p>As the Clearing House System is designed to be at a higher tier compared to the Central Computer System, the inquiry on the Card Maanger to reveal the full history of the cards needs to be performed at the CCH, and CCH must give the required access to CCS to do this. As the CCH is not delivered by us, we cannot confirm that CCH will provide this access to us to inquire on the status of the card.</p> <p>CCS will however, still contain a history of the cards based on the txns performed on the MMSP only. Please advise.</p>	
105.	6) AFC SYSTEM, PAGE AFC-6-18,  6.4.8.3 Card stock management	<p><i>“The card’s status and its past records can be confirmed on the POS terminal.”</i></p> <p>We do not know what this Clause is about, pls clarify. Why is the POS in the picture when we are describing the Central Computer System, and since the SVC already contained the status of the travel history, why is there a POS to confirm its</p>	<p>Please read carefully the clause, it means when the SJV to be re-issued from TVM or the Post, those are the two places where Passenger could get it.</p>

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		past records. What do you want to achieve under this Clause? Please advise.	
106.	6) AFC SYSTEM, PAGE AFC-6-18,  6.4.8.3 Card stock management	<p><b><i>"6.4.8.3 Card stock management</i></b></p> <p><i>All returned cards excluding SJT card shall be sent to AFC room in the OCC building. SJT card shall be able to be recycled within the station, which means to be re-issued from the TVM or the POS terminal."</i></p> <p>Comply to the design which will allow the SJT collected at the AG to be used immediately at the POS &amp; TVM. The operational process of returning the SJT to the AFC room is not under the scope of the project. Please advise.</p>	Noted. However, this subject to the assessment during detailed design stage.
107.	6) AFC SYSTEM, PAGE AFC-6-18,  6.4.8.3 Card stock management	<p><i>"Central computer shall produce card stock management data. This data shall include, but not limited to, those numbers of card at each station</i></p> <ul style="list-style-type: none"> <li>● <i>2nd issued card;</i></li> <li>● <i>Returned card;</i></li> <li>● <i>Damaged card;</i></li> <li>● <i>Deactivated card;</i></li> <li>● <i>Expired card (Past due date of deposit return); and"</i></li> </ul>	Card has an expire date how much you can load transactions (Limit). How long for the deposit before you lose it?

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		Pls provide more information for the Expired card (Past due date of deposit return). What is the meaning of past due date of deposit return? And how does this feature affect the Expiry of the card? Pls provide more information as to how you all want to manage the cards. Please advise.	
108.	6) AFC SYSTEM, PAGE AFC-6-18,  6.4.8.3 Card stock management	<p>“● <i>Theoretical amount of valid card shall be calculated in the Central Clearing House System.</i>”</p> <p>Clearing House system is not under the scope of this project, therefore this Clause is not relevant. Please advise.</p>	Yes, bidder’s understanding is correct.
109.	6) AFC SYSTEM, PAGE AFC-6-19,  6.4.8.5 Calendar and Operating Day	<p>“2) <i>Calendar</i> <i>The calendar date and time shall be acquired from communication at least once a day.</i>”</p> <p>Pls confirm that the source of the master clock because it is stated that in this Clause, the master clock for the time synchronisation is coming from the Communications. Please provide more information with respect to the type of interface from the Communications in order to ensure that the right</p>	Contractor’s responsibility to coordinate and determine type of interface with other systems during detailed design stage.

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		server is selected. Please advise.	
110.	6) AFC SYSTEM, PAGE AFC-6-19,  6.4.8.5 Calendar and Operating Day	<p><i>“The central computer shall acquire time from the master clock system. Each station computer shall acquire time from the central computer. TVM, AG, POS and HT shall acquire time from the station computer.”</i></p> <p>This clause confirm that there will be a master clock &amp; if we read it with Clause 6.4.8.5 -- 1, then we can assume that this master clock system is coming from the Communications. Please confirm this understanding, and the necessary interface specifications. Please advise.</p>	Yes, bidder’s understanding is correct. Please refer Volume II, Part 2, ERT, 3) Telecommunication System for interface specification with Master Clock.
111.	6) AFC SYSTEM, PAGE AFC-6-19,  6.4.9.2 Transmission data	<p><i>“Transaction data shall be made whenever there is a change in the status of the card. The central computer shall transfer the data to the Central Clearing House.”</i></p> <p>What is the purpose to send the card status to Central Clearing House? Please advice.</p>	The clause is describing the transaction date and how often it should update CCH.
112.	6) AFC SYSTEM, PAGE AFC-6-19,  6.4.9.2 Transmission data	<i>“The contractor should consider that the central computer to be able to exchange data with other servers, such as server for bus service, or e-cash server.”</i>	Contractor shall propose a working solution and the technical viability during detailed design stage.

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		The introduction of a 3rd party server will need to have access to the Card Manager, and the Card Manager is not hosted at the Central Computer. The Card Manager is hosted at the Central Clearing House & that is the level which these 3rd party servers are interfaced. Please advise.	
113.	6) AFC SYSTEM, PAGE AFC-6-19,  6.4.9.2 Transmission data	<i>“Transaction data shall be transferred and stored in the financial system of O &amp; M company for at least 10 years”</i>  Provision of the tapes for storage, but the actual purchase of new tapes for store the data continuously for 10 years is not under the scope of the AFC contractor. Please advise.	Contractor’s responsibility.
114.	6) AFC SYSTEM, PAGE AFC-6-19,  6.4.9.2 Transmission data	<i>“The MMSP trains have operation plan to enter the NSRP - South line.</i>  <i>For this reason, the transaction data for the passenger from the North-South commuter line must include both the fare for the MMSP line and for the North-South commuter line separately.”</i>  The txn data will be documented and shall be used by the	Yes, bidder’s understanding is correct.



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		AFC contractor to follow when they develop the system for the new line. Please advise.	
115.	6) AFC SYSTEM, PAGE AFC-6-19,  6.4.9.3 Revenue data	<i>"The central computer shall transmit revenue data to financial server of the O&amp;M company."</i>  The O&M company's financial server is not under the scope of the work. Please advise.	Yes, bidder's understanding is correct. However, Contractor shall coordinate with O&M company during detailed design stage.
116.	6) AFC SYSTEM, PAGE AFC-6-20,  6.4.9.3 Revenue data	<i>"Assistance terminal shall be able to print out the summary of each station."</i>  If the objective is to print the total revenue for the day from all the stations, there are reports available to do that. There is no need to log on to the assistance terminal to select the stations individually & print the end of day revenue report. Please advise.	Contractor shall propose the solution and to be finalized during detailed design stage.
117.	6) AFC SYSTEM, PAGE AFC-6-20,  6.4.9.3 Revenue data	<i>"The measurement shall be taken to monitor the loss or lack of revenue data in each station."</i>  Please clarify this Clause. What is this measurement & how you want to monitor the loss of revenue in each station? Do you mean to say that you do not trust the revenue reports	The revenue reports from the Central Computer shall show individual station and allow print out the individual revenue reports from each station.

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		from the Central Computer and you want to check & print out the individual revenue reports from each station & manually add them up, and use this figure to check against the revenue report generated at the Central Computer? If the report at the Central Computer is less than the manually generated figure, does this constitute a loss of revenue? Is this main intention of this Clause? Please advise.	
118.	6) AFC SYSTEM, PAGE AFC-6-20,  6.4.9.3 Revenue data	<p><i>“The MMSP trains have operation plan to cross the NSRP - South line. For this reason, the revenue data shall show the amount of the MMSP line and the North-South commuter line separately.”</i></p> <p>The revenue for the MMSP remains the same, regardless of entry of station. The deduction will follow the fare rules. What is important is the apportionment of the revenue collected, to go back to the respective lines (i.e. the MMSP &amp; NRSP-South). This apportionment shall be agreed based on an agreed charging framework &amp; the common card database shall be updated. Therefore, this part of the work that will involve the apportionment of the revenue between different lines must happen at the CCH level. The CCS level will have</p>	Contractor shall propose the solution as per requirement and to be finalized during detailed design stage.

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		the details on the amount of revenue based on the usage on its own line only. Hope this clarifies, and not just to put in a general statement to get the AFC contractor to do future integration/software work. Please advise.	
119.	6) AFC SYSTEM, PAGE AFC-6-20,  6.4.9.4 Traffic data	<i>“The central computer shall transmit traffic data to a financial server of the O&amp;M company. Each station computer shall be able to print out the traffic data of each station.”</i>  The O&M company's financial server is not under the scope of the work. Please advise.	Central server shall transmit. The CCU and SCS performance for daily number of transactions covered even the traffic at 2045 as specified specifications the Bidder have intent to comply the specifications on this issue?
120.	6) AFC SYSTEM, PAGE AFC-6-21,  6.5.1.3 EMC (Electro Magnetic Compatibility)	<i>“● The equipment of the AFC system shall operate satisfactorily even if it receives EMI generated by other equipment.”</i>  The AFC equipment will be separately tested and issued an EMC/EMI certificate, and the certificate will state the standards of the emission that the devices is tested against & the types of emission that it is tested to withstand. Please advise.	Noted. However, the details shall be discussed further during detailed design stage.

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121.	6) AFC SYSTEM, PAGE AFC-6-22,  6.5.1.6 Power supply and grounding	<p><i>"The design and installation of the grounding system for all AFC Equipment shall comply with the latest edition of the PEC, wherein the conductive materials enclosing electrical conductors or equipment, or forming such equipment, shall be connected together in a manner that establishes an effective path (redundant system such as provision of mechanical grounding) for fault current."</i></p> <p>What is PEC? Please advise.</p>	Philippine Electrical Code
122.	6) AFC SYSTEM, PAGE AFC-6-22,  6.5.1.8 Data retain	<p><i>"The AFC system shall be provided with measures against power failure or trouble."</i></p> <p>this clause is onerous. Pls define 'trouble' &amp; state clearly what the AFC system shall be in the event that there is a power failure. Please advise.</p>	Trouble means i.e. Power Failure, Power surge. The battery charger of AG and UPS of TVM shall be enough to end the last transaction successfully and safely close the equipment operating system in case of the power failure.
123.	6) AFC SYSTEM, PAGE AFC-6-22,  6.5.1.8 Data retain	<p><i>"The AFC system shall retain backup data for operation trace for 30 days or more. Targeted machines shall include, but not be limited to, the followings:</i></p> <ul style="list-style-type: none"> <li>● <i>TVM;"</i></li> </ul>	30 days is minimum requirement and Contractor shall fully comply to this requirement.

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		Limited to 30 days. Cannot comply to the 'more' after the 30 days as it is not defined. Please advise.	
124.	6) AFC SYSTEM, PAGE AFC-6-22,  6.5.1.8 Data retain	“● <i>POS;</i> ”  Limited to 30 days. Cannot comply to the 'more' after the 30 days as it is not defined. Please advise.	30 days is minimum requirement and Contractor shall fully comply to this requirement.
125.	6) AFC SYSTEM, PAGE AFC-6-22,  6.5.1.8 Data retain	“● <i>AG;</i> ”  Limited to 30 days. Cannot comply to the 'more' after the 30 days as it is not defined. Please advise.	30 days is minimum requirement and Contractor shall fully comply to this requirement.
126.	6) AFC SYSTEM, PAGE AFC-6-22,  6.5.1.8 Data retain	“● <i>HT;</i> ”  Limited to 30 days. Cannot comply to the 'more' after the 30 days as it is not defined. Please advise.	30 days is minimum requirement and Contractor shall fully comply to this requirement.
127.	6) AFC SYSTEM, PAGE AFC-6-22,  6.5.1.8 Data retain	“● <i>Station computer; and</i> ”  Limited to 30 days. Cannot comply to the 'more' after the 30 days as it is not defined. Please advise.	30 days is minimum requirement and Contractor shall fully comply to this requirement.
128.	6) AFC SYSTEM, PAGE AFC-6-22,  6.5.1.8 Data retain	“● <i>Central computer.</i> ”  Limited to 30 days. Cannot comply to the 'more' after the 30	30 days is minimum requirement and Contractor shall fully comply to this requirement.

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		days as it is not defined. Please advise.	
129.	6) AFC SYSTEM, PAGE AFC-6-22,  6.5.1.9 Software requirements	<p><i>"All the data transmission shall be considered with the security. The contractor shall submit security design for data transmission to the Engineer for review in coordinate with the O&amp;M company."</i></p> <p>The security design shall be sent for records only, not for approval. Please advise.</p>	Not acceptable.
130.	6) AFC SYSTEM, PAGE AFC-6-22,  6.5.1.9 Software requirements	<p><i>"Software design shall be considered with the measures against vandalism or fraud."</i></p> <p>Comply to the "fraud" term but not the "vandalism" term. From the software perspective, there is not such thing as "vandalism", except that you may be referring to a sabotage behaviour. In the event of the sabotage, we have measures to identify the user accessing the Central Computer &amp; the system. Please advise.</p>	Not acceptable.
131.	6) AFC SYSTEM, PAGE AFC-6-22,  6.5.1.10 Hardware requirements	<p><i>"Hardware design of AFC machines shall consider the followings:</i></p> <ul style="list-style-type: none"> <li>● <i>Measures against vandalism (including wrenched open or damage touch-panels);"</i></li> </ul>	For the gate the protection against mechanical impact shall be performed at test level IK10 (20J) and The IP of the AG shall be 54 or more except

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		There are no way to prevent a hammer to hit the touch panel. Please advise.	ticket slot only, the enclosure housing of TVM shall be tough enough against vandalism not only resistant for 20 minutes at least.
132.	6) AFC SYSTEM, PAGE AFC-6-23,  6.5.1.10 Hardware requirements	<i>"The AFC system shall be designed considering passengers' safety and convenience, especially the aged, children, expectant mothers, and the handicapped."</i>  Please confirm that the system main focus is the safety because if this is the case, there will be a higher percentage of fare leakage. Safety & Fare Leakage have an inverse proportionate relationship. Please advise.	No, bidder's understanding is incorrect.
133.	6) AFC SYSTEM, PAGE AFC-6-23,  6.5.1.12 TVM Interface to Backoffice:	<i>"Machines such as TVM shall be designed so that it can count the number of bills and coins inside."</i>  The TVM will be able to count the no of notes & coins accepted via the BNA & Coin Acceptor. The notes captured will be stored inside the notebox & coin vault respectively. Please advise.	Yes, bidder's understanding is correct.
134.	6) AFC SYSTEM, PAGE AFC-6-23,	<b><i>"6.5.1.13 Cash handling"</i></b>	Yes, bidder's understanding is correct.

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	6.5.1.13 Cash handling	<p><i>Machines such as TVM shall be designed so that station staffs do not need to touch card, unless fault such as jamming occur. Card cassettes of AFC machines shall be locked. The number and variation of locks shall be reviewed by the Engineer in coordinate with the O&amp;M company. Each cassette shall be labeled with its own identification number. This identification number shall be identified electronically by the machine. The station staff shall input his / her identification number removing the card cassette, in order to record card handling operation."</i></p> <p>This description seems to indicate the handling of physical notes and coins inside the TVM, and not the SJT &amp; SVC cards stored inside the TVM. If so, yes the TVM is designed in such a way that the operator will not be able to touch the money. Please advise.</p>	
135.	6) AFC SYSTEM, PAGE AFC-6-23,  6.5.1.13 Cash handling	<p><i>"Machines such as TVM and POS terminal shall be designed so that staff can count the number of cards inside the machine."</i></p> <p>There is no machines in the POS to count cards. The TVM</p>	Contractor shall fully comply to this requirement.



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		will have a auto register to track the no of cards inside the TVM. Please advise.	
136.	6) AFC SYSTEM, PAGE AFC-6-23,  6.5.1.13 Cash handling	<p><i>“The MMSP trains have operation plan to cross the NSRP - South line. For this reason, when the design of SJT differs from the design of SJT of the NSRP-South line issue, the contractor shall propose the means to separate SJT of the NSRP-South issue.”</i></p> <p>In the earlier clauses there is a requirement to accept the SJT whereas in this clause it is stated that the SJT of different lines will be rejected. Kindly clarify. See Clause 6.4.5.7. Please advise.</p>	When Passenger from NSRP Line cross MMSP Line the SJT should be separated from MMSP.
137.	6) AFC SYSTEM, PAGE AFC-6-24,  6.5.1.14 Revenue closing	<p><i>“Time required for revenue closing shall be no more than ten (10) minutes for each machine.”</i></p> <p>Dependent on the operator performing the task, if the operator decides to slow down on purpose and exceed the 10 mins mark, then it is not the responsibilities of Contractor. Propose a test to confirm compliance to this clause and in the event that this Clause is not complied, the responsibilities are not of Contractor. Please advise.</p>	Unacceptable and Contractor shall fully comply to this requirement.

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138.	6) AFC SYSTEM, PAGE AFC-6-24,  6.5.1.14 Revenue closing	<p><i>"AG shall not require manned revenue closing."</i></p> <p>There is only a need to remove the card magazines of SJT that have been full &amp; this action requires a person to go and do it. There are no cash involved in all the AG. Pls provide more explanation for the term "manned revenue closing"? What are you trying to achieve here? To check on each unit of the AG during the station closing hours? Please advise.</p>	Contractor shall comply to this requirement. However, this is subject to proposal by Contractor and coordination with other relevant parties i.e. O&M operator during detailed design stage.
139.	6) AFC SYSTEM, PAGE AFC-6-26,  6.5.4 Security	<p><i>"● Loss, damage, alteration of data in equipment, data on communication line; and"</i></p> <p>Not applicable to loss of data communications as there are other factors other than the design of the system that will lead to the loss of data communications. Comply to the non-alteration of data in equipment only. Please advise.</p>	Not acceptable. Contractor shall fully comply to this requirement.
140.	6) AFC SYSTEM, PAGE AFC-6-26,  6.5.4 Security	<p><i>"● Any damage to equipment due to power failure, lightning surge, malfunction."</i></p> <p>The power protection of the system has nothing to do with the surge current present from power failure or lighting. In addition, the term malfunction covers all aspects of the</p>	Power Failure, Power surge. The battery charger of AG and UPS of TVM shall be enough to end the last transaction successfully and safely close the equipment operating system in case of the power failure.

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		system, including sabotage which the security design cannot prevent. Please advise.	For lightning protection grounding network shall be in place, so that if strike is intercepted and directed to ground without impact to the structure, occupants or contents
141.	6) AFC SYSTEM, PAGE AFC-6-26,  6.5.5 Performance	<p><i>“Consider the processing time of AG.</i></p> <p><i>· The passenger pass rate of AGs shall be for exit/entry at least sixty (60) passengers per minute (counted in the testing condition).”</i></p> <p>45 passengers per minute is the realistic throughput because clearing one passenger per seconds will need to ensure that the person completes the entire Entry txn within one second, without error. From our experience, it is difficult to achieve unless the group of testers are very experienced &amp; they are in the a state of "running" across the AG. Please advise.</p>	<p>45 Passenger per minute minimum will be accepted</p> <p>Contractor shall comply to this requirement. However, further assessment shall be conducted during detailed design stage.</p>
142.	6) AFC SYSTEM, PAGE AFC-6-26,  6.5.5 Performance	<p><i>“Consider the processing time of TVM.</i></p> <p><i>● The TVM shall be able to handle four (4) or more passengers per minutes (counted in the testing condition).”</i></p>	<p>Maximum transaction time for single ticket less than 1.5 seconds and 10 seconds per 10 tickets. Maximum processing time for contactless card</p>

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		Limited to the shortest time types of txn at the TVM, and multiply by 4 times. Please advise.	shall be less than 300 ms
143.	6) AFC SYSTEM, PAGE AFC-6-26,  6.5.5 Performance	<p><i>“Consider the processing time of POS.</i></p> <ul style="list-style-type: none"> <li>● <i>POS shall be able to process the passenger waiting in less than 3 minutes.”</i></li> </ul> <p>To clarify, what is the meaning of passenger waiting time less than 3 minutes? Do you mean the queueing time or the actual processing time at the POS. If it is the queueing time, then it has nothing to do with the POS, it is due to the number of POS operators available to serve the passengers. If it is referring to the POS processing time, then YES, we can comply. Please advise.</p>	The Contractor shall provide fast Processing POS and calculate the quantities based on Subject to compliance with the architecture drawing, and passenger demand.
144.	6) AFC SYSTEM, PAGE AFC-6-26,  6.5.5 Performance	<p><i>“6.5.6 Design life Design life shall be more than 10 years.”</i></p> <p>Limited to 10 years for the design life, counting from the approval of the design. Please advise.</p>	No, more than 10 years for the design life shall start after hand over to the Employer.
145.	6) AFC SYSTEM, PAGE AFC-6-26,	<i>“Life expectancy of total AFC system shall be at least 7 years</i>	Yes, bidder’s understanding is correct.

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	6.5.5 Performance	<p><i>from the commencement of revenue service.</i></p> <p><i>These 7 years does not include years for development or testing."</i></p> <p>Limited to 7 years, counting from the commencement of revenue service. Please advise.</p>	
146.	6) AFC SYSTEM, PAGE AFC-6-26,  6.5.5 Performance	<p><b>“● Lightning area: Severe Lightning area;”</b></p> <p>The AFC equipment is not designed to work in severe lighting areas. Please advise.</p>	Measure should be taken against data loss or damage in case of power failure, all equipment shall shutdown with normal shutdown procedure for data protection before capacity of ups run out. All AFC equipment shall be lightning protection grounding network and shall consider the climate condition in Manila.
147.	6) AFC SYSTEM, PAGE AFC-6-27,  6.5.8 Use by the handicapped	<p><b>“6.5.8 Use by the handicapped</b></p> <p><i>The contractor shall clarify the operation of AFC equipment by the handicapped passengers.</i></p>	Contractor shall propose in the bidding documents for the Engineer and the Employer review and acceptance. However, this is also subject to the assessment during detailed design

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		<p><i>The handicap includes the followings.</i></p> <ul style="list-style-type: none"> <li>● <i>Total blindness;"</i></li> </ul> <p>Provision of a "push" button at the TVM to request for assistance in purchasing the tickets. Please confirm.</p>	stage.
148.	6) AFC SYSTEM, PAGE AFC-6-27,  6.5.8 Use by the handicapped	<p>“● <i>Weakness in sight;"</i></p> <p>Provision of a "push" button at the TVM to request for assistance in purchasing the tickets. Please confirm.</p>	Contractor shall propose in the bidding documents for the Engineer and the Employer review and acceptance. However, this is also subject to the assessment during detailed design stage.
149.	6) AFC SYSTEM, PAGE AFC-6-27,  6.5.8 Use by the handicapped	<p>“● <i>Color blindness; and"</i></p> <p>Provision of a "push" button at the TVM to request for assistance in purchasing the tickets. Please confirm.</p>	Contractor shall propose in the bidding documents for the Engineer and the Employer review and acceptance. However, this is also subject to the assessment during detailed design stage.
150.	6) AFC SYSTEM, PAGE AFC-6-27,  6.5.8 Use by the handicapped	<p>“● <i>Use of wheelchair."</i></p> <p>The overall height of the TVM will be reduced in order to accommodate the wheelchair user. Please confirm.</p>	Contractor shall propose in the bidding documents for the Engineer and the Employer review and acceptance. However, this is also subject to the

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			assessment during detailed design stage.
151.	6) AFC SYSTEM, PAGE AFC-6-27,  6.5.10 Materials and Workmanship	<i>"The contractor shall calculate the number of AG, TVM, POS, FAM, ADD Value based on the passenger demand forecast value."</i>  Pls confirm that the contractor shall propose the quantities, because there are quantities of the AFC equipment stated in the latter sections of the document. We shall proceed to reply Not Comply to those quantities stated & counterpropose a quantity based on the demand forecast values. Please advise.	The quantities of the AFC equipment stated in the latter sections are the minimum requirement.  However, contractor shall calculate the number of AFC equipment based on the passenger demand forecast value and the Civil layout of stations that is published under a separate GBB.
152.	6) AFC SYSTEM, PAGE AFC-6-28 & AFC-6-29,  6.5.11.1 Daily passenger demand 6.5.11.2 Weekday Peak hour passenger demand	<i>"Table 6.1 Daily passenger demand and Table 6.2 Peak hour passenger demand"</i>  The tender don't refer any quantity information . This clause seem to caculate the equipment quantity.Please cLarify the quantity of TVM and AG	Contractor shall propose the quantity based on passenger demand forecast data.
153.	6) AFC SYSTEM, PAGE AFC-6-30,	<b><i>"6.6 TRIAL ESTIMATION OF REQUIRED EQUIPMENT DESIGN (REFERENCE MATERIAL)"</i></b>	Yes, the contractor shall propose the quantities, because there are

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	6.6 TRIAL ESTIMATION OF REQUIRED EQUIPMENT DESIGN (REFERENCE MATERIAL)	<p><i>Estimated number of devices based on passenger demand forecast data is shown below.</i></p> <p><i>The contractor shall calculate the number of AG, TVM, POS, FAM installed based on the passenger demand forecast value."</i></p> <p>Pls confirm that the contractor shall propose the quantities, because there are quantities of the AFC equipment stated in the latter sections of the document. We shall proceed to reply Not Comply to those quantities stated &amp; counterpropose a quantity based on the demand forecast values. Please advise.</p>	<p>quantities of the AFC equipment stated in the latter sections of the document.</p> <p>However, Contractor shall fully comply to this requirement.</p>
154.	6) AFC SYSTEM, PAGE AFC-6-31,  6.7.1.1 General	<p><i>"6.7.1.1 General</i> <i>This section defines requirements for Automatic Gate (AG).</i> <i>Automatic Gate Features:</i></p> <ul style="list-style-type: none"> <li>● <i>At entry, exit Gate validators shall be integrated with Automatic Gate Controller Unit depends on the requirements with Entry gate, Exit gate or bidirectional gate;"</i></li> </ul>	<p>Push Button box as an independent module in the customer support room to control the gates in emergency, or when the flow of passenger is heavy one side and change direction of the gates</p>



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		Pls clarify what is the meaning of Automatic Gate Controller Unit & Entry/Exit Gate Validator? And upon integration what do you expect to see? Should the specifications state the expected performance of the Automatic Gate rather than the different modules within the Gate to communicate with each other? Pls provide more clarity on this clause. Please advise.	
155.	6) AFC SYSTEM, PAGE AFC-6-31,  6.7.1.3 Requirements	<p><i>“6.7.1.3 Requirements</i></p> <p><i>· The gate shall pass at least sixty (60) passengers per minute (counted in the testing condition).”</i></p> <p>45 passengers per minute is the realistic throughput because clearing one passenger per seconds will need to ensure that the person completes the entire Entry txn within one second, without error. From our experience, it is difficult to achieve unless the group of testers are very experienced &amp; they are in the a state of "running" across the AG. Please advise.</p>	<p>45 Passenger per minute as a minimum will be accepted</p> <p>Requirement will change from 60 to 45 passengers.</p>
156.	6) AFC SYSTEM, PAGE AFC-6-32,	<i>“Table 6.3 AG door type comparison”</i>	<p>Table 6.3 AG door type comparison</p> <p>1) Flap Door</p>

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	6.7.1.3 Requirements	This section don't specify the door type, but it seem prefer to the flap door type, but it is double flap door type, not one swing flap door type	2) Retractable Door
157.	6) AFC SYSTEM, PAGE AFC-6-32,  6.7.1.3 Requirements	<p>“● <i>Controlled entrance, controlled exit.</i>”</p> <p>Pls confirm that this is the normal operating mode of the entry &amp; exit of the AG, and the word controlled only means that it is normal operating conditions.</p>	Yes, your understanding is correct.
158.	6) AFC SYSTEM, PAGE AFC-6-33,  6.7.1.3 Requirements	<p><i>“The gate shall collect the SJTs at the exit and store them in the cassette. The cassette is carried to TVM and it shall be able to be used for the next SJT issue.”</i></p> <p>The terms that is used to indicate the storage of the SJT at the Exit Aisle is magazine, not cassette. We confirm that the magazine is able to collect the tickets &amp; these collected tickets can be issued directly at the TVM. Please advise.</p>	Accept your proposal
159.	6) AFC SYSTEM, PAGE AFC-6-33,  6.7.1.4 Emergency Mode	<p><i>“There shall be an alternative means, provided mechanically, to set all gates to emergency mode. This shall not depend on the availability of the central computer, the station computer, network connection, nor the power supply.”</i></p>	Accept

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		Propose to use an emergency switch button to depress, which will set all the AG to open, thereby allowing passengers to run out of the station during an emergency. Please advise.	
160.	6) AFC SYSTEM, PAGE AFC-6-33,  6.7.1.4 Emergency Mode	<i>"This alternative means shall consider measures against fraud."</i>  This clause is not possible to comply. On one hand under, there is a requirement to provide an alternative means to set all AG to emergency mode, but upon doing so, you want this system to be fraud proof. This is a conflicting requirement which cannot be fulfilled. Please advise.	Push Button box as an independent module in the customer support room to control the gates in emergency, or when the flow of passenger is heavy one side and change direction of the gates
161.	6) AFC SYSTEM, PAGE AFC-6-33,  6.7.2.1 General	<i>"Ticket Vending Machine are stand-alone unmanned devices for issuing tickets and add products to MMSP fare media and shall be deployed in all stations. TVM shall be designed with easy customer experience and considering ergonomically factors for patron's interaction and integrated Contactless EMV card readers with each TVM enabling the TVM. where a patron can purchase a SJT and Group ticket or enquire about the fare media &amp; products. In addition to the basic function described above, the TVM shall also be used for the top up &amp; add products to EMV CSC:"</i>	<ol style="list-style-type: none"> <li>1. Details will be provided during detailed design stage.</li> <li>2. Group Ticket, such school children, to get a discount</li> <li>3. TVM, POS, FAM all handle.</li> </ol>

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		<p>Pls clarify the following:</p> <p>1. MMSP fare media---- is it limited to just EMV SVC &amp; SJT only? or there is more?</p> <p>2. SJT versus Group ticket----- what is the meaning of Group ticket? Does it means that one operation of the TVM to sell multiple tickets to the same destination?</p> <p>3. EMV CSC---- Pls confirm that the TVM will only handle this EMV SVC, and this is a new SVC to be issued by MMSP.</p>	
162.	6) AFC SYSTEM, PAGE AFC-6-33,  6.7.2.1 General	<p>“● <i>TVM must be capable of dispensing tickets at the rate/rapidity specified in the specification;</i>”</p> <p>Pls provide more information on the rate of dispensing required under this contract. We cannot go around finding another clause when this is already the technical specifications of the AFC. Please advise.</p>	The TVM shall be able to handle four (4) or more passengers per minutes (counted in the testing condition);
163.	6) AFC SYSTEM, PAGE AFC-6-33,	<p>“● <i>The TVM shall be able to handle four (4) or more passengers per minutes (counted in the testing condition);</i>”</p>	Maximum transaction time for single ticket less than 1.5 seconds and 10

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	6.7.2.1 General	Limited to the shortest time types of txn at the TVM, and multiply by 4 times. Please advise.	seconds per 10 tickets. Maximum processing time for contactless card shall be less than 300 ms
164.	6) AFC SYSTEM, PAGE AFC-6-33,  6.7.2.1 General	<p>“● <i>The machine shall be networked to the Backoffice systems for QR code issuance, EMV CSC Top-ups/product, control, and monitoring and data exchange;</i>”</p> <p>The design shall take into considerations the requirement, but the actual provision of the backend is not under the scope of Contractor. Please advise.</p>	The machine shall be networked to the Backoffice, not Backend
165.	6) AFC SYSTEM, PAGE AFC-6-33,  6.7.2.1 General	<p>“● Design shall facilitate use by visually impaired people through audio prompts within comfortable reach range;”</p> <p>Provision of a "push" button at the TVM to request for assistance in purchasing the tickets. Please advise.</p>	Contractor shall propose number of options besides push button i.e. intercom etc. and shall coordinate with other relevant parties during detailed design stage. Meanwhile, the TVM shall have precise response and excellent readability.
166.	6) AFC SYSTEM, PAGE AFC-6-34,  6.7.2.1 General	<p>“● <i>The TVM shall have escrow function. Banknote holding facility (Escrow) shall retain verified banknotes until the TVM transaction has been completed.</i>”</p>	Contractor shall propose number of options and shall coordinate with other relevant parties during detailed design stage.

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		Escrow limited to 15 pieces of notes. Please advise.	
167.	6) AFC SYSTEM, PAGE AFC-6-34,  6.7.2.1 General	<p>“● <i>The TVM shall be able to accept plural number of bills and coins for each passenger;</i>”</p> <p>In this tender, it don't mention how many types of banknote should be recycled. GRG have BNR supporting 2 types of banknote and 4 types of banknote. Please clarify it. Or GRG could propose our own module?</p>	<p>TVM shall be equipped with a coin recycler, a banknote reader recycler and a bank card payment terminal.</p> <p>The coin recycler shall be able to recycle the coins inserted by customer and return change with 4 or 6 types of coin. Change can also be returned via 1 to 4 additional coin hoppers.</p> <p>The banknote recycler shall recycle the banknote inserted by customer and return change with 2 or 4 types of banknote. TVM shall return mix of change both coin and notes</p>
168.	6) AFC SYSTEM, PAGE AFC-6-34,  6.7.2.1 General	<p>“● <i>The TVM shall be able to accept plural number of bills and coins for each passenger;</i>”</p> <p>Coin handling system don't mension the recycle quantity of denominations and the capacity of coin vault, in this clause</p>	<p>The coin recycler shall be able to recycle the coins inserted by customer and return change with 4 or 6 types of coin. Change can also be returned via 1 to 4 additional coin hoppers.</p>

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		plural number of coins means CHS recycle 2 types coins? GRG has no ideal of the CHS requirement.	
169.	6) AFC SYSTEM, PAGE AFC-6-34,  6.7.2.1 General	<p>“● <i>The TVM shall be able to give change to the passengers. It shall have money circulating function (inside the TVM), in order to avoid inconvenience of passengers and station staff;</i>”</p> <p>A coin escrow function to be provided under the TVM. Please advise.</p>	Yes, bidder’s understanding is correct.
170.	6) AFC SYSTEM, PAGE AFC-6-34,  6.7.2.1 General	<p>“● <i>Banknotes shall be returned from Escrow/Dispensers to the user if the transaction is cancelled;</i>”</p> <p>The banknotes shall be returned via the escrow slot only. Please advise.</p>	Yes, bidder’s understanding is correct.
171.	6) AFC SYSTEM, PAGE AFC-6-34,  6.7.2.1 General	<p>“● <i>Normally all change shall be dispensed in a combination of banknotes and coins; and</i>”</p> <p>Change is limited to coins only. Please advise.</p>	Unacceptable. Both coin and notes are required.
172.	6) AFC SYSTEM, PAGE AFC-6-34,  6.7.2.2 Basic functions	<p>“<i>The following provisional change shall be provided to commuters as follows:</i></p> <p>● <i>Operate to check and read the EMV CSC;</i>”</p>	<p>No one is asking the history, to check if the</p> <ul style="list-style-type: none"> <li>● Contactless card reloading</li> </ul>

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		<p>The travel history and value of the purse is not stored inside the EMV CSC. If there is a need to check on the trips used and amount charged to the EMV CSC, it is via a separate application. Please note that this is a credit facility provided to the cardholder &amp; this essentially means that there is no need to pay anything upfront, and just use the EMV CSC for the trips, and the Bank will settle the money with the passenger. If in the event that you think is it absolutely critical that the travel history &amp; associated trip fares must be displayed, we will modify the TVM to inquire on this status and display at the TVM. However, do note that this display was never the intention of the TVM in the first place. Please advise.</p>	<ul style="list-style-type: none"> <li>• Contactless card balance checking</li> </ul>
173.	6) AFC SYSTEM, PAGE AFC-6-34,  6.7.2.2 Basic functions	<p>“● <i>Should update the status of QR code issued;</i>”</p> <p>Pls confirm if DOTr will appoint the 3rd party vendor who will provide the QR Code issued? Because this clause states the update of the QR code issued, meaning that there will be a QR code that will be sent over to the user at the mobile</p>	<p>This is TVM Basic functions must have at least the following functions for passengers. Operate to check and read the EMV CSC; Read and update</p>



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		phone. Please confirm this understanding because if not, usually the owner will push all these grey areas to the AFC contractor. Please advise.	
174.	6) AFC SYSTEM, PAGE AFC-6-34,  6.7.2.2 Basic functions	<p>“● <i>Networked to the SCS at stations and CCS at OCC for monitoring and data exchange;</i>”</p> <p>Designed for it but the provision of the network for the connection is not provided. Please advise.</p>	The provision of the network for the connection is under Contractor's responsibility.
175.	6) AFC SYSTEM, PAGE AFC-6-34,  6.7.2.2 Basic functions	<p>“● <i>Issue stored value card (SVC) and single journey ticket (SJT). Collect deposit for SVC;</i>”</p> <p>Comply for issuance of the SVC &amp; SJT. Do not comply for the collect deposit for SVC. Please explain what is the meaning of collect deposit for SVC???? And what do you want the TVM to do after collecting the deposit for SVC??? Please provide more explanation. Please advise.</p>	Unacceptable and Contractor shall fully comply to this requirement.
176.	6) AFC SYSTEM, PAGE AFC-6-34,  6.7.2.2 Basic functions	<p>“● <i>Provide 'Add Value' and add transit product functions for contactless smart media defined in MMSP business rules;</i>”</p> <p>Please provide the MMSP Business Rule to confirm the final</p>	Detail shall be provided during detailed design stage.

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		requirement. Please advise.	
177.	6) AFC SYSTEM, PAGE AFC-6-34,  6.7.2.2 Basic functions	<p>“● <i>TVM should be capable of updating the card balance for top-ups performed through online payments;</i>”</p> <p>As this clause requires the interfacing testing with a 3rd party app, please provide the details of the app. If there are no such plans, then there is no way to comply to this clause to demonstrate this requirement. Please advise.</p>	Contractor shall coordinate with relevant parties during detailed design stage.
178.	6) AFC SYSTEM, PAGE AFC-6-34,  6.7.2.2 Basic functions	<p>“● <i>Support all the business rules provided by MMSP Dispense change in coins and notes, the quantity of which shall be a programmable feature;</i>”</p> <p>The dispensing of change is limited to coins only. Please advise.</p>	Unacceptable and Contractor shall fully comply to this requirement.
179.	6) AFC SYSTEM, PAGE AFC-6-34,  6.7.2.2 Basic functions	<p>“● <i>All fare products through EMV CSC should be issued, renewed or upgraded, operate when required in a No change mode such as, card only etc;</i>”</p> <p>Please elaborate on the "etc". We do not want to comply to a term "etc" as it is grey and subjected to various interpretation</p>	All fare products through EMV CSC should be issued, renewed or upgraded, operate when required in a No change mode such as, card only.

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		and imagination. We never comply to the term "etc". Please advise.	
180.	6) AFC SYSTEM, PAGE AFC-6-34,  6.7.2.2 Basic functions	<p>“● <i>Each TVM shall be synchronized via the Master Clock System with Telecom NTP server to prominently display to the user real time information and to timestamp all necessary TVM functions;</i>”</p> <p>Please confirm that the provision of the Master Clock System from the Telecom NTP server is not under the scope of this contract. In the event that this signal is not sent to the AFC system, there will be no time synchronization, is this the understanding?</p>	No, this is design and built contract. Therefore, this is under Contractor’s responsibility.
181.	6) AFC SYSTEM, PAGE AFC-6-35,  6.7.2.4 Main TVM Equipment Components:	<p>“6.7.2.4 <i>Main TVM Equipment Components:</i></p> <p><i>TVM equipment housing shall as a minimum accommodate the following facilities:</i></p> <p>● <i>Banknote acceptor and recycler;</i>”</p> <p>The current solution uses only acceptor, and change is limited to coins only. Additional efforts needed to modify to use</p>	With banknote recycler able to recycle the banknote inserted by customer, and return change with 2 or 4 types of banknote

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		recycler unit. Please advise.	
182.	6) AFC SYSTEM, PAGE AFC-6-35,  6.7.2.5 Credit card	<p><b>“6.7.2.5 Credit card</b></p> <p>TVM shall consider the installation space of a card reader in consideration of the use of a credit card in the future.”</p> <p>Pls confirm if the EMV credit/debit card reader unit needs to be installed or not, because from this clause it seems to indicate that this unit is not needed now. Kindly advise the final requirement</p>	Confirmed, the EMV credit/debit card reader unit needs to be installed.
183.	6) AFC SYSTEM, PAGE AFC-6-36,  6.7.3.1 General	<p><b>“6.7.3 Add Value ATVM</b></p> <p><b>6.7.3.1 General</b></p> <p><i>This is located in line with the Gate array sharing both paid and unpaid area. It can be access easily both from paid and unpaid area, next to The EFO (Excess Fare Office) to enable commuter to pay excess fares”</i></p> <p>What is the difference of this Add Value TVM compared to the TVM? All the same functions or reduced functions</p>	It is a Fare Adjustment Machine Simple Add Value Machine for SVC top up in the unpaid area near the array Commuters use.

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		focusing purely on add value txn only? Pls advise	
184.	6) AFC SYSTEM, PAGE AFC-6-36,  6.7.3.1 General	<p><i>"Time for Ticket purchase add value at ATVM terminal in the customer service room = 20 sec."</i></p> <p>The design shall allow a straight forward function to add value, however if the passenger decides to purposely slow down the add value txn, then this requirement of 20 seconds shall not apply. Propose to test this 20 seconds requirement in the lab &amp; once it is passed, the actual behavior of the passengers on the stations are not under the contractual obligations of the contract. Please advise.</p>	Unacceptable and Contractor shall comply to this requirement.
185.	6) AFC SYSTEM, PAGE AFC-6-36,  6.7.3.2 Requirement	<p><i>"6.7.3.2 Requirement</i></p> <ul style="list-style-type: none"> <li>● <i>Operator to check and read the EMV CSC;"</i></li> </ul> <p>Please confirm if this Add Value Machine is designed to be used by the commuter or by the station staff (Operator). What you are stating here is for the Station staff to go and use the machine designed to be used by the passenger. If the intention is for the station staff to check on the details of the EMV CSC, this requirement can be captured at the Point of</p>	It is a Fare Adjustment Machine simply to Add Value Machine for SVC top up in the unpaid area near the array for Commuters use.

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		Sales Machine where this unit is manned by the station staff.	
186.	6) AFC SYSTEM, PAGE AFC-6-36,  6.7.3.2 Requirement	<p>“● <i>Top-up;</i>”</p> <p>Limited to notes top up only. Please advise.</p>	No, Both coin and notes.
187.	6) AFC SYSTEM, PAGE AFC-6-36,  6.7.3.2 Requirement	<p>“● <i>Should update the status of QR code issued in CCS at OCC for online transactions;</i>”</p> <p>Please explain how this machine is supposed to updated the status of the QR code? Isnt the QR code a static image that is either displayed at the mobile phone or printed on a piece of paper? If so, what do you want this Add Value Machine to do for the QR code function? Pls explain more. And also, when it stated that the QR code is issued in CCS, may I confirm that the generation and management of the QR code generated is under the scope of this contract? If so, please explain how you want the 3rd party app vendor to come in and participate in this QR code system? Please advise</p>	Top-up; cards
188.	6) AFC SYSTEM, PAGE AFC-6-36,  6.7.3.2 Requirement	<p>“● <i>Perform Excess Fare adjustments;</i>”</p> <p>If the requirement is for the passenger to go to the machine and upgrade their ticket without the need to approach any</p>	Yes, bidder’s understanding is correct.

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		station staff, then we propose to just allow the top up of the SVC (if insufficient fare), or a flat penalty of fixed amount so that there is no need to cater to change to the passenger. If you insist to have the machine to provide change, please confirm the requirement in order for us to design this Add Value TVM. Please advise.	
189.	6) AFC SYSTEM, PAGE AFC-6-36,  6.7.3.2 Requirement	<p>“● <i>Add value on applicable fare media;</i>”</p> <p>Limited to SVC only. Please advise.</p>	Yes, bidder’s understanding is correct.
190.	6) AFC SYSTEM, PAGE AFC-6-36,  6.7.3.2 Requirement	<p>“● <i>Issue applicable fare media;</i>”</p> <p>Please confirm the types of tickets that this Add Value TVM is supposed to sell. We do not comply to this general statement of issue applicable fare media because it is too general &amp; the scope is too big. Please advise.</p>	SJT, SVC, QR Ticket
191.	6) AFC SYSTEM, PAGE AFC-6-36,  6.7.3.2 Requirement	<p>“● <i>Activate via an emergency switch the emergency opening of the gate array;</i>”</p> <p>We can provide this emergency switch activation button at the TVM Add Value Machine, but we request you to reconsider allowing this to be controlled by the passenger.</p>	<p>Unacceptable, it cannot be controlled by the passenger.</p> <p>Emergency Push Button box as an independent module which can be installed in the customer support room, and the AFC Room</p>

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		This means that the passenger can effectively just press on the emergency switch and all AG will open. Pls confirm final requirement.	
192.	6) AFC SYSTEM, PAGE AFC-6-36,  6.7.3.2 Requirement	<p>“● <i>Shall accept payment by cash, Credit/Debit/EMV cards and MMSP prepaid wallet;</i>”</p> <p>Please provide the details of the MMSP prepaid wallet because of this requirement to accept the funds originating from there.</p>	Contractor shall propose application that manages the MMSP prepaid wallet and the working solution to demonstrate the technical viability during detailed design stage.
193.	6) AFC SYSTEM, PAGE AFC-6-36,  6.7.4.2 Requirements	<p>“6.7.4.2 <i>Requirements</i></p> <p>● <i>POS shall include secure cash drawers to collect deposit for SVC;</i>”</p> <p>Not under the scope of Contractor. There are no interface between the POS and the cash drawer. Please advise.</p>	No, bidder’s understanding is incorrect.
194.	6) AFC SYSTEM, PAGE AFC-6-36,  6.7.4.2 Requirements	<p>“● <i>Print and issue QR –code SJT/RJT /Group ticket according to the fare structure;</i>”</p> <p>What is RJT? And what is Group ticketing according to the fare structure? May I check what kind of fare structure are</p>	Return Journey Ticket, Detail will be provided in RFP



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		you proposing that incorporate the above? Please advise	
195.	6) AFC SYSTEM, PAGE AFC-6-37,  6.7.4.2 Requirements	<p>“● <i>If QR codes are issued offline the transactions should be updated in CCS at OCC immediately after going online;</i>”</p> <p>Pls confirm if you are referring to the POS issuing QR code paper tickets to the customer. If so, can we assume that this QR code paper ticket is for the purpose of Single Journey, and if so, what is the purpose of the SJT ticket that is designed for? And based on what conditions will the operator sell QR code issued SJT or sell actual SJT tickets to the passenger? Pls advise.</p>	The purpose of using the QR code and not the single journey is that the MMSP alignment will cross and merge with the NSCR alignment between MMSP FTI Station and NSCR Bicutan Station. If use SJT it will require someone collecting and returning those SJT to MMSP and NSCR, to avoid that passenger will be issued a QR Code.
196.	6) AFC SYSTEM, PAGE AFC-6-37,  6.7.4.2 Requirements	<p>“● <i>Accept payment by cash, Credit/Debit/EMV cards and MMSP prepaid wallet;</i>”</p> <p>Please provide details on the MMSP prepaid wallet. In the event that during the executin of the contract, the details of the MMSP app is not available, then this feature will not be implemented and tested.</p>	Contractor shall propose application that manages the MMSP prepaid wallet and the working solution to demonstrate the technical feasibility during detailed design stage.
197.	6) AFC SYSTEM, PAGE AFC-6-37,	“ <i>Time for Ticket purchase or add value at FAM terminal in the customer service room = 20 sec.</i> ”	POS (Point of Sale) is same as Ticket Office (TOM) both do the same

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	6.7.5.1 General	What is the difference of FAM versus POS versus TOM? Please advise.	Function. FAM (Fare Add Machine) which is similar to Add Value Machine.
198.	6) AFC SYSTEM, PAGE AFC-6-37,  6.7.5.2 Requirement	<i>"6.7.5.2 Requirement</i>  ● <i>Equipment Function and Location;"</i>  Confirmation of the final location of the FAM is not under the scope of the AFC contractor. Please advise.	Civil station design is published under a separate GBB for the Bidders to understand Entry/Exits of Stations  Contractor shall propose the location of the FAM during detailed design stage coordinated with other relevant parties.
199.	6) AFC SYSTEM, PAGE AFC-6-37,  6.7.5.2 Requirement	<i>"● The FAM shall be Ticket Offices on the paid side of the ticket hall which can also be extended to the unpaid side;"</i>  What is the difference between this FAM and the POS? There are 3 terminology mentioned in this tender specifications, namely the POS, FAM & TOM. Based on our experience, you are referring to the POS machine that is working at the UnPaid area to be called the TOM, and the same machine to be working in the PAID area to be called the FAM. Please advise.	It is a Fare Adjustment Machine simply Add Value Machine for SVC top up in the unpaid area near the array for Commuter use.

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200.	6) AFC SYSTEM, PAGE AFC-6-37,  6.7.5.2 Requirement	<p>“● <i>Contactless EMV card readers shall be integrated with FAM enabling the FAM;</i>”</p> <p>What is the difference between this FAM and the POS? There are 3 terminology mentioned in this tender specifications, namely the POS, FAM &amp; TOM. Based on our experience, you are referring to the POS machine that is working at the UnPaid area to be called the TOM, and the same machine to be working in the PAID area to be called the FAM. Please advise.</p>	It is a Fare Adjustment Machine simply Add Value Machine for SVC top up in the unpaid area near the array for Commuter use.
201.	6) AFC SYSTEM, PAGE AFC-6-37,  6.7.5.2 Requirement	<p>“● <i>Operator to check and read the EMV CSC;</i>”</p> <p>What is the information that you want to display under the EMV CSC? Pls advise</p>	Contractor shall propose after coordinating with other relevant parties with regards to the information to be displayed during detailed design stage.
202.	6) AFC SYSTEM, PAGE AFC-6-37,  6.7.5.2 Requirement	<p>“● <i>Should have physical buttons to open the gates for single access from FAM office;</i>”</p> <p>Please explain what is the meaning of single access to open the gates? And how do you want to control it? Press the button inside the room and then you walk out to the AG?</p>	It is an Emergency Push Button box as an independent module which can be installed in the customer support room, and the AFC Room. However, Contractor shall propose other options or operations during detailed design

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		What happen if someone else takes that credit and exit the AG? Can staff pass perform this exit at the AG?	stage.
203.	6) AFC SYSTEM, PAGE AFC-6-37,  6.7.5.2 Requirement	<p>“● <i>Should have integrated with 2-D readers to read the QR codes;</i>”</p> <p>What is the difference between this FAM and the POS? There are 3 terminology mentioned in this tender specifications, namely the POS, FAM &amp; TOM. Based on our experience, you are referring to the POS machine that is working at the UnPaid area to be called the TOM, and the same machine to be working in the PAID area to be called the FAM.</p>	POS (Point of Sale) and FAM (Fare Add Machine) which is an Add Value Machine
204.	6) AFC SYSTEM, PAGE AFC-6-37,  6.7.5.2 Requirement	<p>“● <i>Should have speakers to provide the transaction information to user;</i>”</p> <p>What is the difference between this FAM and the POS? If it is the same, we will provide the same</p>	POS (Point of Sale) and FAM (Fare Add Machine) which is an Add Value Machine
205.	6) AFC SYSTEM, PAGE AFC-6-37,  6.7.5.2 Requirement	<p>“● <i>Analyze, compute excess fares, revalidate cancel and issue replacement for all classes of fare media; and</i>”</p> <p>What is the difference between this FAM and the POS? Pls explain</p>	POS (Point of Sale) and FAM (Fare Add Machine) which an Add Value Machine

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206.	6) AFC SYSTEM, PAGE AFC-6-37,  6.7.5.2 Requirement	<p>“● <i>Accept payment by cash, debit card, credit card, prepaid card and any other form of authorized payment, such as by warrant etc.;</i>”</p> <p>What is the difference between this FAM and the POS? Pls explain</p>	POS (Point of Sale) and FAM (Fare Add Machine) which is an Add Value Machine
207.	6) AFC SYSTEM, PAGE AFC-6-37,  6.7.5.3 FAM Located within station:	<p><b><i>6.7.5.3 FAM Located within station:</i></b></p> <p>● <i>Fare Adjustment Machine will be in line with the gate line and accessible to commuters from the paid side;</i>”</p> <p>What is the difference between this FAM and the POS? Pls explain</p>	POS (Point of Sale) and FAM (Fare Add Machine) which is an Add Value Machine
208.	6) AFC SYSTEM, PAGE AFC-6-37,  6.7.5.3 FAM Located within station:	<p>“● <i>Manned by MMSP station staff and shall enable commuters to seek information, pay excess fares or check the validity and credit value of their fare media; and</i>”</p> <p>What is the difference between this FAM and the POS? Pls explain</p>	POS (Point of Sale) and FAM (Fare Add Machine) which is an Add Value Machine
209.	6) AFC SYSTEM, PAGE AFC-6-37,	<p>“● <i>FAM shall be same as TOM with additional functionalities as mentioned ,all the technical specification of</i></p>	POS (Point of Sale) is same as Ticket Office (TOM) both do the same

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	6.7.5.3 FAM Located within station:	<p><i>TOM will be same for FAM."</i></p> <p>Please advise what this TOM is coming in when there are no description of anything on the TOM.</p>	function. FAM (Fare Add Machine) which is an Add Value Machine
210.	6) AFC SYSTEM, PAGE AFC-6-38,  6.7.6.2 Requirement	<p><b><i>"6.7.6.2 Requirement</i></b></p> <p><i>Handheld Devices are conductor inspection device used to check the ticket validity of patron whether having a valid ticket for the travel and issue manual paper thermal printed tickets in case of AFC system failure at the station level."</i></p> <p>Pls confirm the requirement for the thermal printed ticket? Is this the same as the QR code paper ticket?</p>	Yes, bidder's understanding is correct.
211.	6) AFC SYSTEM, PAGE AFC-6-38,  6.7.6.2 Requirement	<p><b><i>"Features of HHD are as follows:</i></b></p> <ul style="list-style-type: none"> <li>● <i>Shall be able to read and validate all the fare media issued by MMSP;"</i></li> </ul> <p>Please confirm if the Handheld Terminal abbreviation is HHD. Please confirm that the abbreviation is correct because if it is HHD, the description should read Handheld Device.</p>	Yes, bidder's understanding is correct.

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		Please advise.	
212.	6) AFC SYSTEM, PAGE AFC-6-38  6.7.6.2 Requirement	<p>“● <i>Shall be able to sell tickets and upgrade the MMSP transit products by payment using cash and prepaid cards &amp; NFC wallet;</i>”</p> <p>What is the prepaid card role in this Clause? And how does it allows funds to be checked and reconcile? Please advise.</p>	Detail will be Provided in RFP, once Philippine Mobility standard is released after contract award.
213.	6) AFC SYSTEM, PAGE AFC-6-38,  6.7.6.2 Requirement	<p>“● <i>Shall be able to penalize the patron for invalid tickets by payment using prepaid card &amp; wallet and cash;</i>”</p> <p>How do you want the prepaid card to penalize the patron? Pls advise.</p>	Contractor shall propose and coordinate with other relevant parties i.e. O&M operator etc. during detailed design stage.
214.	6) AFC SYSTEM, PAGE AFC-6-38,  6.7.6.2 Requirement	<p>“● <i>Shall be able to print thermal paper tickets with all ticket details which will be validated manually &amp; physically by MMSP persons at the gate;</i>”</p> <p>Confirmed that the ticket shall not contain any QR details. Please advise.</p>	This is referring the Handheld validation of pay excess fares & penalties
215.	6) AFC SYSTEM, PAGE AFC-6-38,  6.7.6.2 Requirement	<p>“● <i>Should be able to connect to Backoffice through station WIFI or GPRS connection using secure private APN's network provided by Contractor;</i>”</p>	Yes, bidder's understanding is correct. Secure private APN's network shall be provided by Contractor.

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		Provision of the private APN network is under the scope of the contractor. Please advise.	
216.	6) AFC SYSTEM, PAGE AFC-6-38  6.7.6.2 Requirement	<p>“● <i>Should be able to update the tariff, hotlist, configurable parameters from Backoffice</i>”</p> <p>Pls explain what is hotlist?</p>	The list of Blocked cards.
217.	6) AFC SYSTEM, PAGE AFC-6-39,  6.7.8.2 Requirement	<p>“● <i>Ticket recycle management;</i>”</p> <p>Please explain the requirement for this ticket recycle management. Is it for the EMV SVC? Or just for the SJT? If it is for the SJT, are you referring to the reuse of the collected SJT at the AG to be sold at the TVM &amp; POS? If so, what kind of SJT recycle management do you want from the Station Computer Server? Pls advise.</p>	When the gate is near full, it shall send near full message, so that SJT collected for reuse to be sold at the TVM and the Post.
218.	6) AFC SYSTEM, PAGE AFC-6-39,  6.7.8.2 Requirement	<p>“● <i>Data input/output management; and</i>”</p> <p>Please advise what is required under this Data input/output management. SCS by itself does not produce any data, all data that is stored inside the SCS comes from the AG, POS &amp; TVM. So pls advise what kind of data is to be input &amp; what</p>	Please refer to 6.4.9.2 Transmission data



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		is the meaning of output management? Copying of data inside the SCS to a thumbdrive?	
219.	6) AFC SYSTEM, PAGE AFC-6-40,  6.7.9.2 Requirement	<p><i>"The central computer system generates fare data and distributes it to the AFC equipment via the station computer. The fare data includes not only the inside of this system but also the fare data if there is a line of other businesses that can cross each other without passing through the gate."</i></p> <p>Please explain what is the meaning of "The fare data includes not only the inside of this system but also the fare data if there is a line of other businesses that can cross each other without passing through the gate."</p>	Please refer to 6.4.9.2 Transmission data
220.	6) AFC SYSTEM, PAGE AFC-6-40,  6.7.9.2 Requirement	<p><i>"The following functions are performed by the Central Clearing House:</i></p> <ul style="list-style-type: none"> <li>● <i>Clearing function;"</i></li> </ul> <p>The Central Clearing House is not under the scope of this contract. Pls confirm this understanding.</p>	Bidder's understanding is correct.
221.	6) AFC SYSTEM, PAGE AFC-6-40,	<ul style="list-style-type: none"> <li>● <i>Blacklist generation management;"</i></li> </ul>	Bidder's understanding is correct.

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	6.7.9.2 Requirement	The Central Clearing House is not under the scope of this contract. Pls confirm this understanding.	
222.	6) AFC SYSTEM, PAGE AFC-6-40,  6.7.9.2 Requirement	<p>“● <i>Card status (including balance information) management;</i>”</p> <p>The Central Clearing House is not under the scope of this contract. Pls confirm this understanding.</p>	Bidder’s understanding is correct.
223.	6) AFC SYSTEM, PAGE AFC-6-40,  6.7.9.2 Requirement	<p>“● <i>Security key management; and</i>”</p> <p>The Central Clearing House is not under the scope of this contract. Pls confirm this understanding.</p>	Bidder’s understanding is correct.
224.	6) AFC SYSTEM, PAGE AFC-6-40,  6.7.9.2 Requirement	<p>“● <i>SAM management.</i>”</p> <p>The Central Clearing House is not under the scope of this contract. Pls confirm this understanding. Please advise.</p>	Bidder’s understanding is correct.
225.	6) AFC SYSTEM, PAGE AFC-6-45,  6.10.1.1 Partial commencement of train operation	<p>“<i>The AFC equipment to be installed shall be the equipment shown in section "6.3.3 Configuration of AFC equipment" and "6.16 Training facility".</i>”</p> <p>The quantities will be based on the Contractor calculation or based on the quantities provided? There is conflicting</p>	Acceptable, however, it is subject to compliance with the architecture drawing, and passenger demand.

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		requirement on the quantites of the equipment. Please advise.	
226.	6) AFC SYSTEM, PAGE AFC-6-45,  6.10.1.2 Commencement of train operation	<p><i>"The AFC equipment to be installed shall be the equipment shown in "6.3.2 Configuration of AFC equipment". The AFC equipment shall connected to the MSN system.</i></p> <p><i>Station name of commencement of train operation are shown in Table 6.6."</i></p> <p>The quantities will be based on the Contractor calculation or based on the quantities provided? There is conflicting requirement on the quantites of the equipment. Please advise.</p>	Acceptable, however, it is subject to compliance with the architecture drawing, and passenger demand.
227.	6) AFC SYSTEM, PAGE AFC-6-46,  6.10.1.2 Commencement of train operation	<p><i>"Once train operation is fully commission , transfer ticket shall be accepter to cross the north-south commuter line. The number of stations on the north-south commuter line that issue connecting tickets are as follows."</i></p> <p>Please explain how a line in future must accept the EMV SVC? The responsibilities to accept this EMV SVC is the responsibilities of the future AFC contractor and not the</p>	The Philippine standard national common mobility specifications will be available and once the Philippine standard national common mobility specifications are released all other lines are expected to implement.

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		existing one. Can we assume that this vision of DOTr to have a common card is purely a vision statement that has no contractual binding on this contract?	
228.	6) AFC SYSTEM, PAGE AFC-6-47,  6.11.1 Main contents of modifications	<p><b><i>“6.11.1 Main contents of modifications</i></b></p> <p><i>It is assumed that the AFC system will require the following major modifications:</i></p> <ul style="list-style-type: none"> <li>● <i>Development of price table and release screen of TVM and POS, for expansion of SJT and SVC release range;”</i></li> </ul> <p>Please confirm if there will be a separate variation order for the modifications stated under this Clause 6.11.1? If so, please advise the approximate date for the issuance of the variation order, if not, please explain what is the meaning of modifications here? Modify from what &amp; on what basis?</p>	No Variation order require, This Clause is for the interoperability, because The MMSP line will interchange with NRSP and The TVM & POS shall be designed to display NSRP- South Line stations and allow the commuters the option to purchase the SJT to those stations.
229.	6) AFC SYSTEM, PAGE AFC-6-47,  6.11.1 Main contents of modifications	<ul style="list-style-type: none"> <li>● <i>Development of sales data processing and report, of station computer and central computer for expansion of SJT and SVC release range;”</i></li> </ul> <p>Please confirm if there will be a separate variation order for</p>	No Variation order require, This is regarding settlement processing with the North-South interoperability and apportionment of the revenue between different lines and the

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		the modifications stated under this Clause 6.11.1? If so, please advise the approximate date for the issuance of the variation order, if not, please explain what is the meaning of modifications here? Modify from what & on what basis?	development of sale date.
230.	6) AFC SYSTEM, PAGE AFC-6-47,  6.11.1 Main contents of modifications	<p>“● <i>Development of sales processing and settlement processing with the North-South commuter line for expansion of SJT and SVC sales range;</i>”</p> <p>Please confirm if there will be a separate variation order for the modifications stated under this Clause 6.11.1? If so, please advise the approximate date for the issuance of the variation order, if not, please explain what is the meaning of modifications here? Modify from what &amp; on what basis?</p>	No Variation order require. This is regarding settlement processing with the North-South interoperability and apportionment of the revenue between different lines and the development of sale date.
231.	6) AFC SYSTEM, PAGE AFC-6-47,  6.11.1 Main contents of modifications	<p>“● <i>The system shall consider the application of discounted rates in the future; and</i>”</p> <p>Please confirm if there will be a separate variation order for the modifications stated under this Clause 6.11.1? If so, please advise the approximate date for the issuance of the variation order, if not, please explain what is the meaning of modifications here? Modify from what &amp; on what basis?</p>	No Variation order require. This is regarding discount fare which will be apply.

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232.	6) AFC SYSTEM, PAGE AFC-6-47,  6.11.1 Main contents of modifications	<p>“● <i>Other items if any.</i>”</p> <p>Please confirm if there will be a separate variation order for the modifications stated under this Clause 6.11.1? If so, please advise the approximate date for the issuance of the variation order, if not, please explain what is the meaning of modifications here? Modify from what &amp; on what basis?</p>	No variation order is continuity of mention above requirement.
233.	6) AFC SYSTEM, PAGE AFC-6-49,  6.13.1 General	<p><i>“The objectives of Integration Testing and Commissioning shall be carried out to do at least the following:</i></p> <p>● <i>Ensure interoperability and integration with other systems including the existing AFC system (SCS, LRT1, LRT2, MRT3, NSTR-CCS, AFC equipment and others); and</i></p> <p><i>The objectives of Integration Testing and Commissioning shall be carried out to do at least the following:</i></p> <p>● <i>Ensure interoperability and integration with other systems including the existing AFC system (SCS, LRT1, LRT2, MRT3, NSTR-CCS, AFC equipment and others); and”</i></p>	Yes, MMSP will accept the existing Beep card and LRT1,2 & MRT3 shall accept the new MMSP card. The MMSP line will interchange with various existing lines and provide a more interoperable railway network to serve as a public transport system. Once the Philippine standard national common mobility specifications are available, all other Line are expected to use it, MMSP Contractor shall propose a working solution to be implemented once Philippine national standard is released.

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		<p>Please confirm the requirement of the interoperability &amp; integration testing. Is the MMSP required to accept the existing Beep card which is already in circulation now? If so, is there a need to issue a brand new EMV CSC for this MMSP? And upon issuance of the EMV CSC, are the current LRT1,2 &amp; MRT3 supposed to accept this new card, if so, is this the responsibilities of the existing AFC contractor? Pls provide clarity on what is required before we can comply to this clause.</p>	
234.	<p>6) AFC SYSTEM, PAGE AFC-6-49,  6.13.1 General</p>	<p>“● <i>Ensure performance of AFC system and equipment.</i>”</p> <p>Please provide the details on the performance, or you are referring to the AFCS performance requirement as stated in the CA? Please provide clarity before we can comply to this clause. Please advise.</p>	<p>Please read Clause 6.13.2 Integration Testing and Commissioning Phases two.</p>
235.	<p>6) AFC SYSTEM, PAGE AFC-6-49,  6.13.2 Integration Testing and Commissioning Phases two</p>	<p><i>“The AFC equipment to be installed shall be the equipment shown in "6.3.2 Configuration of AFC equipment".”</i></p> <p>The quantities will be based on the Contractor calculation or</p>	<p>Acceptable, however, it is subject to compliance with the architecture drawing, and passenger demand.</p>

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		based on the quantities provided? There is conflicting requirement on the quantites of the equipment. See Clause 6.6 Please advise.	
236.	6) AFC SYSTEM, PAGE AFC-6-49,  6.13.2 Integration Testing and Commissioning Phases two	<i>"The AFC equipment line will be connected to the MSN system."</i>  Please explain what is MSN system? Please advise.	Multi Service Network (MSN) is the private network backbone of MMSP line.
237.	6) AFC SYSTEM, PAGE AFC-6-50,  6.14.2 OCC equipment	<i>"The central computer communicates with the central clearing house and exchanges transaction data, blacklist, card balance information, etc."</i>  Please confirm that the Central Clearing House is not under the scope of this contract.	Yes. bidder's understanding is correct.
238.	6) AFC SYSTEM, PAGE AFC-6-50,  6.14.5 Factory acceptance test	<b>"6.14.5 Factory acceptance test</b>  <i>The factory test shall include at least the following items:</i>  ● <i>Visual Inspection."</i>  Assumption is that this will be the hardware factory acceptance test. There is a difference between the hardware	No, bidder's understanding is incorrect.  The FAT shall demonstrate hardware and software functionality in accordance with design specifications and complying to the Employers Requirement. This will include be in



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		factory acceptance test versus the system factory acceptance test. The system factory acceptance test will simulate the working system in the lab for testing, and all the software functions will be tested. For the hardware factory acceptance testing, there will be limited software simulation test which are provided by the individual hardware module suppliers. Please confirm.	the review of design, labelling of equipment and a visual inspection of the facility.
239.	6) AFC SYSTEM, PAGE AFC-6-50,  6.14.5 Factory acceptance test	<p>“● <i>Operation Test;</i>”</p> <p>There will be no operation on the equipment for the hardware factory acceptance test. The actual operations of the equipment will be performed at the system FAT in Contractor premises.</p>	<p>No, bidder’s understanding is incorrect.</p> <p>The FAT shall demonstrate hardware and software functionality in accordance with design specifications. This is including a review of design, labelling of equipment and a visual inspection of the facility.</p>
240.	6) AFC SYSTEM, PAGE AFC-6-50,  6.14.5 Factory acceptance test	<p>“● <i>Software Confirmation Tests; and</i>”</p> <p>There will be no software confirmation test on the equipment for the hardware factory acceptance test. The actual software confirmation test will be performed at the system FAT in</p>	<p>Unacceptable. All software shall be completed and fully tested prior to shipment of the respective equipment.</p> <p>The software shall be fully</p>

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		Contractor premises. Please advise.	programmed, debugged and updated.  The Contractor shall provide the latest version of software documentation for use during Contractor-conducted operation and maintenance training, and shall provide the final software documentation prior to revenue service for the first equipment
241.	6) AFC SYSTEM, PAGE AFC-6-52,  6.15 SPARE PARTS AND CONSUMABLES	<i>“Consumables and spare parts shall be prepared for at least one year including warranty period.”</i>  Spares parts prepared will be final. The consumables shall be provided for one year only. Anything more than one year shall be subjected to charges. Please advise.	Unacceptable. Two years is minimum requirement.
242.	6) AFC SYSTEM, PAGE AFC-6-52,  6.15.1 Spare parts, special tools and test, training equipment	<i>“Table 6.8 Spare parts example AG”</i>  In spare part, AGs have EMV reader and NFC reader. But in clause 6.7.1 Automatic Gate, no description about EMV/NFC reader. Please clarify AG should support contactless EMV/ NFC ?	Contractor shall propose during detailed design stage based on system performance (i.e. Reliability, Availability, Maintainability) . However, this is subject to the approval by the Employer.

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243.	6) AFC SYSTEM, PAGE AFC-6-53,  6.15.1 Spare parts, special tools and test, training equipment	<p><i>"Table 6.8 Spare parts example TVM"</i></p> <p>TVM spare parts mention SJT issuing module and SVT issuing module. But it don't mention QR code issuer. GRG have standard ticket issuing machine with capacity of 1000 pcs supporting both SJT and SVT. Please clarify it need 3 separated modules ?</p>	Contractor shall propose during detailed design stage based on system performance (i.e. Reliability, Availability, Maintainability). However, this is subject to the approval by the Employer.
244.	6) AFC SYSTEM, PAGE AFC-6-53,  6.15.1 Spare parts, special tools and test, training equipment	<p><i>"Table 6.8 Spare parts example UPS"</i></p> <p>All the equipment have UPS , but as the Description in clause 6.3.3.2 Uninterruptible Power Supply in AFC UPS rooms and clause 6.5.1.6 2) The Contractor shall provide a UPS in the AFC-UPS room and guarantee the operation of the entire AFC system in the station for at least 3 hours against power failure; All the equipment should have UPS module?</p>	No, but all the equipment shall have Back up battery should Power Failure, Power surge. The battery charger of AG and UPS of TVM shall be enough to end the last transaction successfully and safely close the equipment operating system in case of the power failure.
245.	6) AFC SYSTEM, PAGE AFC-6-55,  6.16 TRAINING FACILITY	<p><b>"6.16 TRAINING FACILITY</b></p> <p>The contractor shall conduct maintenance training and operation training for the related staff of the O&amp;M company."</p>	No, Contractor shall provide training to all O&M staff that to be nominated by the Employer.

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		Training is limited to "Train the Trainers" only, and the trained personnel are expected to train the rest of the staff. Please confirm.	
246.	6) AFC SYSTEM, PAGE AFC-6-55,  6.16 TRAINING FACILITY	<p><i>"The training program shall enable staff to operate, service, enhance, maintain, and interact with the AFC facilities."</i></p> <p>Training is limited to "Train the Trainers" only, and the trained personnel are expected to train the rest of the staff. Please confirm.</p>	No, Contractor shall provide training to all O&M staff that to be nominated by the Employer.
247.	6) AFC SYSTEM, PAGE AFC-6-55, 6.16 TRAINING FACILITY	<p><i>"The contractor shall conduct a training plan under the assumption that the O&amp;M company's staff have no knowledge or experience concerning the related systems."</i></p> <p>Training is limited to "Train the Trainers" only, and the trained personnel are expected to train the rest of the staff. Please confirm.</p>	No, Contractor shall provide training to all O&M staff that to be nominated by the Employer.
248.	6) AFC SYSTEM, PAGE AFC-6-55,  6.16 TRAINING FACILITY	<p><i>"The contractor shall provide competent instructors, training manuals, training facilities, all necessary aids and materials in support for all training courses."</i></p> <p>Training is limited to "Train the Trainers" only, and the</p>	No, Contractor shall provide training to all O&M staff that to be nominated by the Employer.

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		trained personnel are expected to train the rest of the staff. Please confirm.	
249.	6) AFC SYSTEM, PAGE AFC-6-56,  6.16 TRAINING FACILITY	<p>“● <i>Calibration Measuring Instrument;</i>”</p> <p>There are no such measurement equipment. Please advise.</p>	No, there are calibration measuring instrument or equipment shall be provided by the Contractor i.e. TVM, POS, FAM, ADD Value Touch screens calibration etc.
250.	6) AFC SYSTEM, PAGE AFC-6-56,  6.16.3 AFC equipment	<p>“<b>6.16.3 AFC equipment</b></p> <p>● <i>Maintenance assistance terminal;</i>”</p> <p>Please state what is this Maintenance Assistance Terminal, and what is the main purpose of this unit? And how does this unit fall inside the AFC architecture? Please advise.</p>	Same as Monitoring Control Workstation terminal.
251.	6) AFC SYSTEM, PAGE AFC-6-57,  6.17 MAINTENANCE	<p>“<i>In the maintenance shop, a maintenance assistance terminal and a printer shall be provided to inform the equipment operation status and trouble information, of all the stations, and printout the maintenance report.</i>”</p> <p>Monitoring Control Workstation terminal shall be provided instead of the maintenance assistance terminal. Please</p>	Monitoring Control Workstation terminal and printer would be acceptable.

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		confirm.	
252.	6) AFC SYSTEM, PAGE AFC-6-57,  6.17 MAINTENANCE	<p>“● <i>Software source code;</i>”</p> <p>Source codes will not be provided. If there is a need to protect the IP of MMSP, I propose to setup an Bank Escrow Account where the source codes can be deposited, and in the event that Contractor is no longer around, MMSP can proceed to take the source code from the Escrow. The cost of maintaining the Escrow Account shall be borne by MMSP. Please confirm.</p>	Unacceptable. Contractor shall provide according to the requirement.
253.	6) AFC SYSTEM, PAGE AFC-6-58,  6.18 PACKAGING, SHIPPING, STORAGE AND DELIVERY	<p>“<i>Estimated number of AG devices based is shown below.</i>”</p> <p>The quantities will be based on the Contractor calculation or based on the quantities provided? There is conflicting requirement on the quantites of the equipment. See Clause 6.6 Please advise.</p>	Acceptable. However, it is subject to compliance with the architecture drawing, and passenger demand.
254.	6) AFC SYSTEM, PAGE AFC-6-58,  6.18 PACKAGING, SHIPPING, STORAGE AND DELIVERY	<p>“<i>Estimated number of TVM devices and POS devices based is shown below.</i>”</p> <p>The quantities will be based on the Contractor calculation or based on the quantities provided? There is conflicting requirement on the quantites of the equipment. See Clause</p>	Acceptable. However, it is subject to compliance with the architecture drawing, and passenger demand.

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		6.7. Please advise.	
<i>Volume III, Part 2 – Employer’s Requirements (ER)</i> <i>d) Drawings</i>			
255.	Drawings	Please could you provide the Concept design, the location, the chainage and Track & System drawings for new station East Valenzuela?	Please refer General Bid Bulletin No.6, Annex C for the general track alignment and General Bid Bulletin No.5 Annex C for station layout of East Valenzuela.
256.	Drawings	Please could you provide the structural details for the NAIA section, including tunnel/viaduct arrangements.	The station drawings are published for Bidders reference under the GBB No. 5
257.	Drawings	Please provide the chainage/ exact location and access date of the Lawton SP and confirm its structural configuration, i.e. is it a standalone building, part of a station, in tunnel, external to tunnel, etc.	Please refer General Bid Bulletin No.6, Annex C for the general track alignment of MMSP. The station drawings are published for Bidders reference under the GBB No. 5  Contractor shall coordinate with relevant interface parties for the exact location and access date of the Lawton SP and confirmation of structural configuration during detailed design

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			stage.
<i>Volume IV, Part 3 – Condition of Contract and Contract Forms</i>			
258.	Section VIII, Page PC-5  ATTACHMENT 1 TO PARTICULAR CONDITIONS PART A CONTRACT DATA  SCHEDULE OF KEY DATES	As per RFP, project delivery schedule is not clearly defined with regard to AFC System. Hence, can you please define the key date of milestone? Please advice.	Contractor shall propose and provide key date of milestone for AFC System by referring to the Schedule of Key Dates given in this contract.
259.	Attachment 1 To Particular Conditions Part A Contract Data Page: PC 5-6 Schedule of Key Dates	Please confirm the access dates and access shaft locations for each tunnel section, currently only access dates for each section have been clarified.	Refer to GBB No. 3 Addendum. Contractor shall coordinate with relevant Civil contractors for the exact access dates and access shaft locations.
260.	Attachment 1 To Particular Conditions Part A Contract Data Page: PC 5-6 Schedule of Key Dates	Could you confirm your expectation of when the system acceptance test shall be completed, i.e. is before the key dates for the completion of all subsystems to enable CP107 to test the first train? Or during trial running?	Contractor shall propose in their programme, for all the Testing & Commissioning activities. Both CP 107 & CP106 Contractors shall propose testing activities within the Trial Running Period for the Engineer review and approval with The



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			Employer and O&M Concessionaire acceptance.
261.	Attachment 1 To Particular Conditions Part A Contract Data Page: PC 5-6 Schedule of Key Dates	Key date KD-PO-1 : completion of all works in East Valenzuela Station in CP101 = 87 weeks.  Please confirm the exact scope of works for each subsystem in this station as the supporting network, interlockings, power supplies etc. are not available until week 205 for power & week 227 for subsystems and design/specifications of the adjacent subsystem would not be completed, this could result in extensive abortive works and additional rework and cost.	Contractor to follow the schedule of Key Dates in the VoI IV of the Bidding Documents and subsequent GBB Publication/s.  The East Valenzuela Station is part of the overall project. The Bidders are notified of this Station ahead of Bid Closure dates. The sequence of work of CP 106 Contractor to include this station, Scope of works for each subsystem in all the MMSP Stations are similar or same. Contractor shall propose the overall system architecture during detailed design for The Engineer review and approval.

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262.	General Bid Bulletin No.1 – Annex B (Addendum to the Bidding Documents) Item 11 Page: 6 of 9	Could you clarify the meaning/details of key date KD-RS-12 “Completion of all sub-systems for the first civil batch to enable.....”? What is classified as the “first civils batch”	Contractor to follow the schedule of Key Dates in the VoI IV of the Bidding Documents and subsequent GBB Publication.  The Bidder shall submit with his Bid, a Programme showing how the Bidder proposes to organize and carry out the Works, to achieve the Key Dates and complete the whole of the Works by the Time of Completion specified in the Particular Conditions.
263.	General Bid Bulletin No.1 – Annex B (Addendum to the Bidding Documents) Item 12 Page: 9 of 9	Please could you confirm in detail the limits of work for each CP106 subsystems at Senate?	The limit of work at Senate Station for CP 106 will stop approx. 120 from the stopping point. Contractor to calculate and propose the safe margin and Buffer Stop location from the stopping point

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