

Metro Manila Subway Project Phase 1 Package CP107: Rolling Stock			
ITEM NO.	REFERENCE / CLAUSE / SECTION	QUERIES	RESPONSE
<i>General</i>			
1.	<p>Section IV, Bidding Form Price Bid. Page BF-60, 62, 63, 64, 65, 66, 67, 71, 72 & 73</p> <p>Cost Centre A, B, C & D</p> <p>General Bid Bulletin No.1 Annex "A", Item No.11</p>	<p>According to GBB NO.1, Bidder can subdivide each work item regardless of the initial description of the Bidding Form.</p> <p>In addition to the above, Bidder would like Employer to also accept below two items:</p> <ol style="list-style-type: none"> 1) Bidder creates/adds the new cost item (work Description and amount) to each Form of Cost Centre 2) In accordance with the 4) of BF-60 (Preambles to Cost Centres), Bidder shall keep blank or fill out N/A to any cost items in the Form of Cost Centre if the prices for those items are included in the other items. 	<p>The Employer replies as follows:</p> <p>Creating or adding new cost item to each Form of Cost Centre is acceptable.</p> <p>The Bidder must not delete existing items in the Form of Cost Centre, either leave it blank or fill in N/A.</p>
2.	<p>General Bid Bulletin No. 5, Annex A, Item No.4</p> <p>General Requirements</p> <p>Page ERG-20</p> <p>Sub-Clause 1.8</p> <p>SPECIFICATIONS</p> <p>RELATING TO THROUGH-OPERATIONS</p>	<p>General Bid Bulletin No. 5, Annex A, Item No.4 seems to state that through operation includes the section between Solis and Calamba in NSRP-S.</p> <p>However, it is Bidder's understanding that MMSP vehicles shall run on the section between Bicutan and Calamba in NSRP-S with interoperability.</p> <p>Bidder would like to confirm whether Bidder's understanding is correct.</p>	<p>Bidder's understanding is correct.</p>

Metro Manila Subway Project Phase 1 Package CP107: Rolling Stock			
ITEM NO.	REFERENCE / CLAUSE / SECTION	QUERIES	RESPONSE
3.	<p>General Bid Bulletin No. 6 Annex A, Item No.8</p> <p>Section IV. Bidding Form Technical Bid, Page BF-80, Price List of Recommended Spare Parts and Special Tools</p>	<p>Although Bidder received General Bid Bulletin No.6, Annex A, Item No.8, it is unclear what Bidder shall fill in Column "Escalation/ De-escalation" in the form of Price List of Recommended Spare Parts and Special Tools".</p> <p>The last sentence of the Bidder's original clarification was vanished in General Bid Bulletin No. 6, Annex A, Item No. 8 It is Bidder's understanding that Bidder can decide and fill in the percentage of Escalation/De-escalation in two years from the issue of TOC. Bidder would like to confirm whether Bidder's understanding is correct.</p>	<p>Bidder's following understanding stated in its original clarification is correct:</p> <p>"It is Bidder's understanding is that Bidder can fill its column by filling Formula or Price.</p> <p>Please confirm if Bidder's understanding is correct.</p> <p>Also, it is Bidder's understanding is that Bidder can decide the percentage of Escalation/De-escalation.</p> <p>Please confirm if Bidder's understanding is correct."</p>
4.	<p>General Bid Bulletin No.6, Annex A, Item No. 17</p> <p>Technical Requirements Page ERT-39 Sub-Clause 6.7 PASSENGER SEATS</p>	<p>General Bid Bulletin No. 6 Annex A, Item No.17 refers "artificial leather means commonly used in the trains operating in Japan". It is Bidder's understanding that the material description in that sentence means the one that has been adopted widely in the trains operating in Tokyo metropolitan area (that is, fabric moquette). Please confirm if Bidder's understanding is correct</p>	<p>Bidder's understanding is correct.</p>

Metro Manila Subway Project Phase 1 Package CP107: Rolling Stock			
ITEM NO.	REFERENCE / CLAUSE / SECTION	QUERIES	RESPONSE
<i>Volume I, Part 1 – Bidding Procedures</i>			
5.	<p>Section III, Evaluation and Qualification Criteria,</p> <p>Page EQC-2, Method of Implementation of the Works</p> <p>General Bid Bulletin No.3 Annex "A" Item No.2</p> <p>General Bid Bulletin No.5 Annex "B" Item No.1</p>	<p>In 1.1.5.1 of Evaluation and Qualification Criteria (EQC-2), Bidder is required to submit "5) Provision of Design Life and Required General Overhaul (Renewal) Plan based on Design Life" as a part of Method of Implementation of the Works.</p> <p>However, according to General Bid Bulletin No. 3, Annex A, Item No.2, and General Bid Bulletin No.5, Annex B, Item No.1, 'n) Data for design life of Plant and proposal for overhaul of Plant" has been removed from the bidding criteria.</p> <p>It is Bidder's understanding that the criteria of "5) Provision of Design Life and Required General Overhaul (Renewal) Plan based on Design Life" in EQC shall be also deleted accordingly because all relevant parts of the required proposal have been already deleted.</p> <p>Please confirm if Bidder's understanding is correct.</p>	<p>The Bidder's understanding is correct.</p> <p>Please refer to Item 1 of Annex B in this GBB for the addendum for this requirement.</p>
6.	Bidding Forms	According to the notes in TABLE OF ADJUSTMENT DATA	Please note that the Base Value for both

Metro Manila Subway Project Phase 1 Package CP107: Rolling Stock			
ITEM NO.	REFERENCE / CLAUSE / SECTION	QUERIES	RESPONSE
	<p>Page BF-76 and BF-78</p> <p>Table of Adjustment Data for Foreign Currency and</p> <p>Table of Adjustment Data for Local Currency</p>	<p>FOR FOREIGN CURRENCY and TABLE OF ADJUSTMENT DATA FOR LOCAL CURRENCY, Bidder understands that Base Value for these two tables will be announced by the Employer a of the 2nd day of June, 2020.</p> <p>Therefore, Bidder kindly asks the Employer to announce base values, otherwise please allow Bidder to fill in base values cited from following indexes.</p> <p>Foreign Currency (BF-76)</p> <ul style="list-style-type: none"> - Consumer Price Indexes (Subgroup Index for Japan, All items) for Labor factor - Consumer Price Indexes (Subgroup Index for Japan, All items) for Equipment factor - Consumer Price Indexes (Subgroup Index for Japan, All items) for Material factor <p>Local Currency (BF-78)</p> <ul style="list-style-type: none"> - Selected Labor and Wage Indicators (Legislated Wage rates (in PHP), Non-Agricultural, NCR) for Labor factor - General Retail Price Index in the National Capital Region (G. Machinery and Transport Equipment) for Equipment factor 	<p>Foreign Currency and Local Currency depend on (i) Bid Submission Date and (ii) Source of Index.</p> <p>The Bidder is requesting further extension of bid submission date and also asking clarification on source of index in its Clarification dated May 20.</p> <p>However, in order to accelerate the Bidder's bid preparation works, the Employer agrees that the Bidder may propose Source of Index together with each Base Value of such Source of Index based on the finally agreed Bid Submission date.</p>

Metro Manila Subway Project Phase 1 Package CP107: Rolling Stock			
ITEM NO.	REFERENCE / CLAUSE / SECTION	QUERIES	RESPONSE
		- Construction Materials Wholesale Price Index in the National Capital Region (All items) for Material factor	
<i>Volume II, Part 2 – Employer’s Requirements</i>			
7.	Technical Requirements Page ERT-9 Sub-Clause 1.8.4 Degraded/Emergency Performance Technical Requirements Page ERT-67 Sub-Clause 12.1 GENERAL	<p>The first paragraph of ERT Sub-Clause 1.8.4 states "The Contractor shall confirm by calculation and by test that an 8-car train with 20 t/car loading condition, with the propulsion system on one of the 4 motor car units totally inoperative is capable of completing a continuous trip." It does not state the restriction of regenerative brake. However, Sub-Clause 12.1 of ERT states “7) When 25% loss of the on-board traction motors total power, train can run all day; (with restriction on regenerative brake at a load above a certain load)." It is Bidder's understanding that the restriction on regenerative brake will also be applied for the first paragraph of ERT Sub-Clause 1.8.4. Bidder would like to confirm if Bidder's understanding is correct.</p> <p>In addition, Bidder would like to request the Employer that the degree of restriction on regenerative break to be reviewed and approved at design stage.</p>	Bidder’s understanding is correct.

Metro Manila Subway Project Phase 1 Package CP107: Rolling Stock			
ITEM NO.	REFERENCE / CLAUSE / SECTION	QUERIES	RESPONSE
8.	Technical Requirements Page ERT-9 Sub-Clause 1.8.4 Degraded/Emergency Performance	<p>The first paragraph of ERT Sub-Clause 1.8.4 states "The Contractor shall confirm by calculation and by test that an 8-car train with 20 t/car loading condition, with the propulsion system on one of the 4 motor car units totally inoperative is capable of completing a continuous trip." From the paragraph, there is no requirement of performance, such as acceleration.</p> <p>Thus, it is Bidder's understanding that reduction of acceleration will be accepted in a condition which one motor car is totally inoperative. Please confirm if Bidder's understanding is correct. In addition, Bidder would like to request Employer that degree of acceleration reduction shall be subject to review and approval at design stage.</p>	<p>Bidder's understanding is correct.</p> <p>Bidder should try to maintain the same acceleration as in the normal state as much as possible. The degree of acceleration reduction shall be subject to review and approval by the Engineer and accepted by the Employer at the design stage.</p>
9.	Technical Requirements Page ERT-9 Sub-Clause 1.8.4 Degraded/Emergency Performance	<p>It is Bidder's understanding that for the testing of an eight-car trainset which pushes or tows another a ten-car trainset stated in ERT Sub-Clause 1.8.4, the ten-car trainset can be a converted to two cars plus an eight-car trainset. It is also Bidder's understanding that purpose of the test can be achieved if torque to tow another trainset is proven.</p> <p>Thus, loading condition of each trainset, such as the inoperable trainset and the rescue trainset can be increased</p>	<p>Bidder's understanding is correct.</p> <p>Bidder's understanding is correct.</p>

Metro Manila Subway Project Phase 1 Package CP107: Rolling Stock			
ITEM NO.	REFERENCE / CLAUSE / SECTION	QUERIES	RESPONSE
		<p>or decreased under the condition that the total loading condition of two trainsets meets total loading requirement of the test. Bidder would like to confirm whether the understanding is correct.</p> <p>Also, it is Bidder's understanding that adhesion does not need to be considered at the test start point. Bidder would like to confirm whether the understanding is correct.</p>	<p>The method mentioned is considered to be a proven method in Japan.</p>
10.	<p>Technical Requirements Page ERT-26 Sub-Clause 2.8.1 General</p>	<p>ERT sub-clause 2.8.1 states "loading difference at W0 condition, between axles shall not be more than 1 metric ton".</p> <p>It is Bidder's understanding that the above statement means "loading difference at W0 condition, between axles in the same bogie is less than 1 metric ton".</p> <p>Please confirm if Bidder's understanding is correct.</p>	<p>Bidder's understanding is correct.</p> <p>Note that loading between wheels in an axle shall be less than 10%, as mentioned in the same clause.</p>

Metro Manila Subway Project Phase 1 Package CP107: Rolling Stock			
ITEM NO.	REFERENCE / CLAUSE / SECTION	QUERIES	RESPONSE
11.	<p>Technical Requirements Page ERT-61 Sub-Clause 10.3 ELECTRIC BRAKES</p> <p>Technical Requirements Page ERT-67 Sub-Clause 12.1 GENERAL</p>	<p>ERT Sub-Clause 10.3 states "Under condition of catenary voltage: 1,650 V dc, load: 20 t per vehicle and velocity: 0-64 km/h, regenerative braking capability (including trailer car's brake torque) shall be equivalent to deceleration of 3.7 km/h/s;" ERT Sub-Clause 12.1 states "Lowered regenerative performance applied except for ATO normal mode may be acceptable in case it is difficult to achieve reasonable design in consideration with capacity and size, weight and so on."</p> <p>It is Bidder's understanding that "ATO normal mode" means the modes except for All-Out mode and recovery mode. It is also Bidder's understanding that in the modes other than "ATO normal mode", lowered regenerative brake performance can be acceptable against requirement of ERT Sub-Clause 10.3. Please confirm if Bidder's understanding is correct.</p> <p>In addition, Bidder would like to request Employer that the detailed figure of lowered regenerative performance to be reviewed and approved at design stage.</p>	<p>Bidder's understanding is correct.</p> <p>Bidder's request is accepted. CP106 signaling contractor shall submit the running pattern curves for the normal mode and recover mode at the detail design stage. The detailed figure of lowered regenerative performance shall be reviewed based on the recovery mode running pattern curve.</p>
12.	<p>Technical Requirements Page ERT-67</p>	<p>It is quite difficult for the traction equipment to endure heat at the time of All-Out mode operation with 20 t/car loading</p>	<p>Bidders proposal is acceptable in principle. Although the Client and O&M</p>

Metro Manila Subway Project Phase 1 Package CP107: Rolling Stock			
ITEM NO.	REFERENCE / CLAUSE / SECTION	QUERIES	RESPONSE
	Sub-Clause 12.1 GENERAL	<p>condition. Although GBB No.3 Annex C states that dwell-time at each station shall be 30 seconds, Bidder estimates it difficult to get on and off a train for 30 seconds through congested MMSP section with platform screen doors installed.</p> <p>Therefore, Bidder would like to kindly request Employer that ten more seconds shall be added onto dwell time at each station under the All-Out mode operation.</p>	<p>Concessionaire shall fix the final Dwell time at each station following ultimate Train Simulation</p>