

<b>Metro Manila Subway Project Phase 1 Package CP107: Rolling Stock</b>			
<b>ITEM NO.</b>	<b>REFERENCE / CLAUSE / SECTION</b>	<b>QUERIES</b>	<b>RESPONSE</b>
<i>General</i>			
1.	General Bid Bulletin No.1 Annex "A"  Item No.17	According to GBB No.1 Annex "A", ITEM NO. 17, two or three train sets shall be ready for PO section.  It is Bidder's understanding that TOC for the two or three train sets delivered for PO section shall be issued at the time of Completion of Trial Run for PO Section, KD-PO-5.  Please confirm if Bidder's understanding is correct.	Yes, Bidder's understanding is correct.  Note that for TOC, all the testing required completed in the PO, RO section and the NSCR interoperability section with relevant parties including the Fault Free Running of each Rolling Stock.
<i>Volume I, Part 1 – Bidding Procedures</i>			
2.	Section IV. Bidding Forms, Page BF-46, 47 FORM SPA (a) & (b), Page BF-80 Price List of Recommended Spare Parts and Special Tools	In BF-46, 47 and 80, Bidder is required to fill in "Parts No."  It is Bidder's understanding that Bidder shall refer Bidder's internal reference number as "Parts No."  Please confirm if Bidder's understanding is correct.  Otherwise, Bidder kindly asks Employer to instruct what shall be referred to as "Parts No."	Yes, Bidder's understanding is correct.
<i>Volume II, Part 2 – Employer's Requirements</i>			
3.	General Requirements Page ERG-20 Sub-Clause 1.8 SPECIFICATIONS RELATING TO THROUGH-OPERATION	ERG sub-clause 1.8 states that "The Contractor shall accept results coordinated if his proposals are modified as the result of coordination."  Bidder would like Employer to confirm that variation order shall be accepted and additional cost shall be paid in the event that CP107 contractor is forced to modify their proposal as a result of interface coordination with other	All design proposals should be developed during the design stage as this is a Design & Build contract.  The Contractor shall coordinate with other relevant parties during detailed design stage ensuring their final design proposed is accordance with the technical

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		Interface Contractors of MMSP or NSRP-S.	requirement with regards to safety, operability and maintainability (i.e. a fit for purpose system) for both lines, MMSP and NSRP-S.  An interface HAZARD analyses with an interface risk mitigation measures shall be accompanied with the interface design.
4.	General Requirements Page ERG-57 Sub-Clause 8.1 GENERAL	ERG sub-clause 8.1 requires that 1,500km FFR shall be achieved during system integration and trial operation.  Generally, FFR shall be achieved before train sets start revenue service.  Therefore, it is Bidder's understanding that the term "trial operation" shall be replaced by the term "trial run" in ERG sub-clause 8.1.  Please confirm if Bidder's understanding is correct.	Bidder's understanding is correct. FFR shall be achieved before train sets start revenue service. The starting of FFR shall commence once a RS is fully tested with in Cab signaling system to operate on a section of the railway like PO or RO section.
5.	General Requirements Page ERG-57 Sub-Clause 8.1 GENERAL	According to ERG sub-clause 8.1, trial run shall be completed for obtaining TOC by each train set.  It is Bidder's concern that TOC for CP107 contractor would not be issued while waiting for the completion of trial run in NSRP-S which is estimated to complete several years at minimum after that of MMSP. Please confirm if Bidder's concern is true.	The TOC for a train applies to both MMSP and NSCR.

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		<p>If Bidder's concern is true, the situation which Bidder is concerned deviates from the practice of modern rolling stock procurement contract.</p> <p>Therefore, Bidder would like Employer to kindly amend the fourth paragraph of ERG sub-clause 8.1 as follows:                      "A Taking Over Certificate (TOC) will be issued for each train set. In order to obtain a TOC for the Rolling Stock from the Engineer, it is required that each train set achieves 1,500 km of Fault-Free Running (FFR) during system integration and trial run in MMSP."</p> <p>For the avoidance of doubt, Bidder fully understands that CP107 contractor shall not be free from the interface requirements with NS-01 in NSRP-S, thus Bidder would like to submit proposal that Bidder carries out tests and trial run on NSRP-S in coordination with NS-01 contractor after NSRP-S gets ready for tests and trial run even if TOC is already issued for Rolling Stock supplied by CP107 contractor.</p>	
6.	General Requirements Page ERG-57	According to GBB No.1 Annex "A", ITEM NO. 17, the awards of CP 106 contract and CP107 contract will be	Not acceptable. TOC will be issued after T&C and trial run.

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	<p>Sub-Clause 8.1 GENERAL</p> <p>General Bid Bulletin No.1 Annex "A"</p> <p>Item No.17</p>	<p>granted within a minimal gap (i.e. approximately one month).</p> <p>However, Bidder is concerned with the situation when E&amp;M package by CP106 contractor gets delayed considerably, then CP107 contractor cannot perform T&amp;C and trial run which are necessary for obtaining TOC.</p> <p>Bidder kindly asks Employer to accept that TOC will be issued without T&amp;C and trial run in the event that any Key Dates of CP106 regarding to T&amp;C and trial run is delayed more than one month.</p> <p>For the avoidance of doubt, Bidder fully understands that CP107 contractor shall not be free from the interface requirements with CP106, thus Bidder would like to submit proposal that Bidder carries out all tests and trial run in coordination with CP106 contractor after works by CP106 contractor get ready for tests and trial run even if TOC is already issued for Rolling Stock supplied by CP107 contractor.</p>	<p>Both Contractor shall coordinate with each other and other relevant parties for all the T&amp;C activities including the trial run during implementation stage.</p>
7.	<p>General Requirements</p> <p>Page ERG-78</p> <p>Sub-Clause 12.7</p> <p>COMMISSIONING</p>	<p>GBB No.1 Annex "A", ITEM NO. 17 referred award schedule of CP106, however, the schedule of equipment supply by CP106 was not clarified.</p>	<p>This is design and build contract, therefore the Contractor shall be responsible to fully coordinate with other relevant parties during detailed design</p>

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	COORDINATION  General Bid Bulletin No.1 Annex "A"  Item No.17	Bidder is concerned that the schedule of equipment supply by CP106 would not meet the manufacturing schedule of CP107.  Therefore, Bidder would like to suggest Employer to reflect the contract document of CP106 as it shall not deviate from the Bidder's proposal which requests the schedule of equipment supply by CP106.  Please confirm if Bidder's suggestion is acceptable.	and interface coordination.
8.	General Requirements Page ERG-78 Sub-Clause 12.7 COMMISSIONING COORDINATION  General Bid Bulletin No.1 Annex "A" Item No.17	GBB No.1 Annex "A", ITEM NO. 17 refers award schedule of CP106, however, the schedule of equipment supply by NS-01 remains unclear.  Meanwhile, advertisement of Request for Proposal on NS-01 has not been released yet, therefore, Bidder would like to suggest Employer to reflect the Bidding documents of NS-01 as it shall not deviate from the Bidder's proposal which requests the schedule of equipment supply by NS-01.  Please confirm if Bidder's suggestion is acceptable.	The Employer is responsible ensuring the CP NS-01 contract for NSCR -South will be granted with minimal gap from CP 107 award.  Bidder's suggestion is acceptable.
9.	General Requirements Page ERG-78 Sub-Clause 12.7 COMMISSIONING COORDINATION	ERG sub-clause 12.7 refers the equipment provided by NS-01 contractor.  Meanwhile, since Bid for NS-01 has not been advertised as of this date, it is estimated that the specification of signalling system supplied by NS-01 will not be fixed at the time of design phase of CP107. CP107 contractor cannot	The Employer is responsible ensuring the CP NS-01 contract for NSCR -South will be granted with minimal gap from CP 107 award.  Bidder's suggestion is acceptable.

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		<p>secure interface with NS-01 whose specifications is not firm in such case.</p> <p>In order to prevent Contractor from stopping work by the delay of NS-01, Bidder would like to suggest to add the requirement below;</p> <p>“In the event that NS-01 contractor is absent, or in the event NS-01 contractor failed to provide required interface information relating to Running and Stopping Assistant System and/or PSD with Contractor by the time mentioned in Bidder’s proposal, Employer, on behalf of NS-01 contractor, shall collect information needed for Contractor, set specification necessary for Contractor, and show them to Contractor so that both contractors can mutually keep their works.”</p> <p>Please confirm if the above Bidder’s suggestion is acceptable.</p>	
10.	<p>General Requirements Page ERG-94 Sub-Clause 20.4 INTERFACE AND COORDINATION</p>	<p>According to ERG sub-clause 20.4, Contractor is required to directly communicate with the interface contractors to manage interface related issues.</p> <p>Bidder fully understands that it is important to communicate directly with the interface contractors from time to time to complete the project successfully.</p> <p>However, in the event that Contractor and the interface</p>	<p>This is a design and build contract, therefore the Contractor is responsible to fully coordinate and develop the detailed design that comply with the requirement, a design that functions together and is fit for purpose.</p>

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		<p>contractors have different ideas and there is a technical gap of recognition between each contractor, Engineer's intervention is needed to determine the direction of interface issues at final because the instruction or request from one contractor never be legally binding to the other contractors.</p> <p>According to Employer's Requirement, on Page ERG-22 of CP106, responsibility of Engineer is defined as follows;                      "If such disagreement cannot be resolved by the Contractor despite having made all reasonable efforts, then the decision of the Engineer shall be final and binding on the Contractor."</p> <p>Therefore, Bidder kindly asks Employer to amend Employer's requirement which assures that interface coordination shall be led by Engineer of each contract package, thus Engineer shall identify the responsible contractor and instruct the responsible contractor to find solutions for solving interface issues in the event that coordination between Interface Contractors of MMSP or NSRP-S did not reach an agreement. If Contractor who is identified by Engineer disagrees with the Engineer's direction, Engineer, Interface Contractors of MMSP or</p>	<p>The Engineer will review and approve the design.</p>

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		NSRP-S and Contractor shall diligently review the issues and reach the agreeable solution.	
11.	General Requirements Page ERG-95 Sub-Clause 20.7 LIABILITY FOR FAILED INTERFACES	ERG 20.7 states that "Any claim of additional costs by the interface contractors or external interface parties resulting directly from the Contractor's failure to keep to specified dates or due to incorrect or delayed information provided by the Contractor, shall be borne by the Contractor."  This is a unilateral obligation to Contractor, therefore, Bidder kindly requests Employer to add the below sentence: "Any claim of additional costs by the Contractor resulting directly from the interface contractors or external interface parties' failure to keep to specified dates or due to incorrect or delayed information provided by the interface contractors or external interface parties, shall be borne by the interface contractors or external interface parties. Employer indemnifies additional costs borne by the interface contractors or external interface parties for Contractor."	Unacceptable.  The coordination and interface agreement between Contractors during detailed design stage is necessary to develop a fit for purpose integrated system. The contractor to prepare and present the interface risk assessment with the interface design.
12.	General Requirements Page ERG-97 Sub-Clause 20.11 INTERFACE MANAGEMENT PLAN	According to Sub-Clause 20.11, Bidder understands that Interface Management Plan is accepted by Employer.  It is Bidder's understanding that CP107 does not have responsibility for delay damage in an event delay was caused by other Contractors' plan which contradicts CP107's Interface Management Plan already accepted by	Yes, bidder's understanding is incorrect.  Contractor is responsible for coordinating with other relevant interface parties in developing Interface Management Plan, Interface responsibility Matrix, etc.



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		Employer. Please confirm if Bidder's understanding is correct.	
13.	General Requirements Page ERG-App-9 APPENDIX B – SPLIT RESPONSIBILITY ON ROLLING STOCK AND OTHER WORKS Table B.1 Interface Responsibility Matrix  Technical Requirements Page ERT-1 Sub-Clause 1.1 INTRODUCTION	ERT sub-clause 1.1, Item 10) states “The MMSP Rolling Stock fleet shall be designed to manage interoperability with NSRP-S.” Therefore, it is Bidder’s understanding that MMSP Rolling Stock fleet shall not be required to obtain interoperability with NSCR or MCRP.  Please confirm if Bidder’s understanding is correct.  If Bidder’s understanding is correct, please remove Interface Item No.12 in ERG APPENDIX B, “Interface with NSCR-N2&SC rolling stock for train coupling and recovery” which requires interface coordination with NSCR and MCRP.	No, bidder’s understanding is incorrect. CP107 shall comply with the specifications for the whole project.
14.	Technical Requirements Page ERT-1 Sub-Clause 1.1 INTRODUCTION	ERT sub-clause 1.1, Item 10) states “The MMSP Rolling Stock fleet shall be designed to manage interoperability with NSRP-S.” Therefore, it is Bidder’s understanding that MMSP Rolling Stock fleet shall not operate in NSCR and shall not be required to obtain interoperability with NSCR.  Please confirm if Bidder’s understanding is correct.	No, bidder’s understanding is incorrect. The statement copied across from the Employers Requirement and Bidders understanding in the Clarification is contradicting.  The interoperability section is from Bicutan to Calamba only. Therefore, the interoperability alignment for calculating

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		<p>If this understanding is correct, Bidder would like to ask Employer to remove and amend the interface requirement with NSCR including following requirements, but not limited to:</p> <ul style="list-style-type: none"> <li>• ERG sub-clause 12.1,</li> <li>• ERG Appendix B,</li> <li>• ERG Appendix L,</li> <li>• ERT sub-clause 1.5.1,</li> <li>• ERT sub-clause 2.8.1,</li> <li>• ERT sub-clause 5.1,</li> <li>• ERT sub-clause 18.5.2,</li> <li>• ERT sub-clause 18.6.2,</li> <li>• ERT sub-clause 18.7.2 and,</li> <li>• ERT sub-clause 18.8.2.</li> </ul>	<p>the propulsion capacity should only be from Bicutan to Calamba.</p> <p>But CP107 shall comply with the specifications for the whole MMSP except for the above-mentioned propulsion capacity calculation.</p>
15.	<p>Technical Requirements Page ERT-1 Sub-Clause 1.1 INTRODUCTION  General Bid Bulletin No.3 Annex "A" Item No.8</p>	<p>GBB No.3 Annex "A", ITEM NO.8 confirmed that MMSP shall not be connected with MCRP and that MCRP is not required for the calculation.</p> <p>Bidder would like to ask Employer to remove and amend the interface requirement with MCRP including following requirements, but not limited to:</p> <ul style="list-style-type: none"> <li>• ERG sub-clause 12.1,</li> <li>• ERG Appendix B,</li> <li>• ERG Appendix L,</li> </ul>	<p>MMSP will connect with MCRP for the interoperability and the interoperability section is from Bicutan station to Calamba station only.</p> <p>Therefore, the alignment used for calculation of propulsion system is only from Bicutan to Calamba.</p> <p>CP107 shall comply with the specifications for the whole project</p>

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		<ul style="list-style-type: none"> <li>• ERT sub-clause 1.5.1,</li> <li>• ERT sub-clause 1.5.2,</li> <li>• ERT sub-clause 2.8.1,</li> <li>• ERT sub-clause 5.1,</li> <li>• ERT sub-clause 18.5.2,</li> <li>• ERT sub-clause 18.6.2,</li> <li>• ERT sub-clause 18.7.2,</li> <li>• ERT sub-clause 18.8.2,</li> <li>• ERT Appendix. D</li> </ul>	including the interoperability section.
16.	Technical Requirements Page ERT-1 Sub-Clause INTRODUCTION	1.1 ERT sub-clause 1.1, Item 10) states “The MMSP Rolling Stock fleet shall be designed to manage interoperability with NSRP-S.”  Meanwhile, advertisement of Request of Proposal on NS-01 has not been released as of yet, thus, it is estimated that the specification as well as detail interface information of signalling system supplied by NS-01 will not be available by the deadline of the design phase of CP107. CP107 contractor cannot secure interface design with NS-01 whose specifications is not firm at the time of design phase of CP107.  Therefore, in order to follow Employer’s interface requirement with NS-01, Bidder would like to request	The Employer is responsible to award CP NS-01 in a timely manner to avoid huge gap between the CP 107 & NS-01 Contract.

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		<p>Employer to allow Bidder to submit proposal upon the below conditions:</p> <ul style="list-style-type: none"> <li>• NSCR Rolling Stock fleet obtains interoperability with NSRP-S.</li> <li>• The basic specification of signaling system for NSRP-S is same as that of NSCR.</li> <li>• Signalling system for NSRP-S is ETCS level 2 and compatible to NSCR Rolling Stock.</li> </ul> <p>Please confirm if the above conditions are deemed to be correct and Bidder is allowed to submit proposal upon the above conditions.</p>	
17.	<p>Technical Requirements Page ERT-4 Sub-Clause 1.3.3 Rolling Stock Gauge</p>	<p>Generally, when rolling stock envelope is determined, amount of car body displacement at a curve shall be determined by Employer. Since the amount of car body displacement at a curve is not determined in ERT, it is Bidder's understanding that formula for amount of carbody displacement that are used for vehicle of which dimensions are equivalent to those for MMSP shall be used. They are 22500/R millimetres (R stands for curvature radius in meters) for carbody, and 11250/R millimetres for a current collection section. Bidder would like to confirm if Bidder's understanding is correct.</p>	<p>MMSP section Bidder shall use 23100/R for car body displacement and 11550/R for a current collection section. Refer to article 64 III Relate date 2 Design philosophy (2) regarding a current collection section.</p>
18.	<p>Technical Requirements</p>	<p>ERT sub-clause 1.8.4 states "the Contractor shall confirm</p>	<p>Bidder's understanding is incorrect.</p>

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	Page ERT-9 Sub-Clause 1.8.4 Degraded/Emergency Performance	by calculation and test that 8 cars train-set at W0 loading condition is capable of pushing/towing another 10 cars train-set also at W0 loading condition (337 ton), with an inoperative propulsion system, from the farthest terminal station back to Depot, including starting on a maximum main line gradient 3.5% upgrade." Location of the Depot can be assumed that it is in the PO Section based on Particular Conditions B. Also, "the farthest terminal station" can be assumed that it is Bicutan Station, which is the farthest station of MMSP Phase 1 from Depot. From the assumptions above, it is Bidder's understanding that the requirement is fulfilled if an eight-car trainset can push/tow a ten-car trainset from Bicutan Station to East Valenzuela Station. Please confirm if Bidder's understanding is correct.	MMSP Depot is located near east Valenzuela station. The farthest terminal station for MMSP is Bicutan Station and for interoperability section Calamba Station. Both most distant terminals are accountable.
19.	Technical Requirements Page ERT-9 Sub-Clause 1.8.5 Brake Performance at Parking	ERT sub-clause 1.8.5 states "the Contractor shall confirm by calculation and test that the parking brakes are capable of holding 8 cars train-set coupled to a disabled 10 cars train-sets both trains at W0 load condition on 3.5% grade." However, Bidder cannot assume a situation when the car shall be parked in 3.5% grade eight while car train-set is rescuing ten car train set. It is Bidder's understanding that parking brake requirement is too excessive, and it will be sufficient if eight car train-set is able to push/tow a disabled	Bidders suggestion is not accepted.  Note that Rescue train is healthy and could use the normal parking brake as well as the Friction brake (e.g. unit brake) to comply with Employer's Requirement if stopped or parked at the 3.5% grade.

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		<p>ten car trainset.</p> <p>If it is necessary to fulfil the requirement of ERT sub-clause 1.8.5, every wheel needs to be equipped with parking brake, which is twice the cost without parking brake. Also, complex wheel structure will be lead to additional work requirements for operation and maintenance.</p> <p>Bidder kindly asks Employer to delete parking brake requirement of ERT sub-clause 1.8.5 because of the above explanation.</p>	
20.	<p>Technical Requirements Page ERT-14 Sub-Clause 1.13.1 Printed Circuit Boards</p>	<p>ERT sub-clause 1.13.1 states that "Semiconductor operating temperature rating shall meet or exceed +85°C." However, Bidder believes this temperature requirement is too high. Bidder would like Employer to accept semiconductor operating temperature rating of +70 °C , which is requirement for Class T1 of JIS E5006/ IEC 60571, so that wide variety of equipment can be proposed.</p>	<p>Bidder's request is accepted.</p> <p>Note that compliance with ERG sub-clause 8.2.1 Performance Acceptance Criteria (PAC) with records of proven record of same or similar products to be submitted for the Engineer approval and Employer acceptance during the detailed design phase.</p>
21.	<p>Technical Requirements Page ERT-22 Sub-Clause 1.16 HALF TRAIN-SET OPERATION</p>	<p>ERT sub-clause 1.16 states that "The Contractor shall prepare 6 compact master controllers which have the ATP indicator, the ATP release switch and the speed meter and so on." However, It is Bidder's understanding that things about the ATP indicator, the ATP release switch and the</p>	<p>Bidder's understanding is correct.</p>

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		speed meter are scope of CP106 Contractor. Please confirm if Bidder's understanding is correct.	
22.	Technical Requirements Page ERT-22 Sub-Clause 1.16 HALF TRAIN-SET OPERATION	<p>In Bidder's request for clarification of bidding documents dated March 3rd, reference of ERT sub-clause 1.16, Bidder requested Employer to remove requirement of half train-set operation if it is used for moving train-sets in depot.</p> <p>In addition to the above request, Bidder would like Employer to clarify the following: It is Bidder's understanding that a compact master controller is an acceptable approach for a half train-set movement within the maintenance yard instead of a simple cab (hostler control) for shunting purpose if half train-set operation is required inevitably. Please confirm if Bidder's understanding is correct.</p>	<p>Bidder's request is not accepted.</p> <p>Bidder's understanding is correct.</p>
23.	Technical Requirements Page ERT-25 Sub-Clause 2.5 JACKING AND LIFTING REQUIREMENTS	ERT sub-clause 2.5 states that "emergency jacking and lifting points shall also be provided at all four corners and at the center of each vehicle end". However, if jacking and lifting points shall be set at the center of each vehicle end, that part shall be strengthened very rigidly, which will have large impact on vehicle weight and total cost. It is dangerous to jack and lift up the vehicle at limited number of lifting points during emergency situations. Generally, in	Bidder's request is accepted.

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		an event of derailment and so on, jacking and lifting shall be done by points at both left and right sides. Bidder would like Employer to remove requirement of "emergency jacking and lifting points at the center of each vehicle end".	
24.	Technical Requirements Page ERT-67 Sub-Clause 12.1 GENERAL	ERT sub-clause 12.1 states that "The design life of the main circuit semiconductors and the filter capacitors shall be 30 years or more". However, normal design life of filter capacitors is approximately 12 years. Design life of more than 30 years is not feasible. Bidder kindly asks Employer to modify the requirement to 12 years at most.	Bidder's request is accepted. Note that comply with ERG. Bidder shall submit the proven track record of same or similar products in a similar railway for review and approval by the Engineer and for acceptance by the Employer.



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25.	Technical Requirements Page ERT-29 Sub-Clause 3.2.3 Secondary Suspension	ERT sub-clause 3.2.3 states that "the air springs on each bogie shall be interconnected using a load compensating differential pressure valve."  However, if load compensating differential pressure valve is inevitable, bogie proposal will be limited due to its interface with bogie. Even if normal type of differential pressure valve is used, there will be no concern in performance, such as decrease of wheel load. If wide variety of specification is approved, cost will be reduced, leading to Employer's benefit. Thus, Bidder would like Employer to clarify whether Employer can accept normal type of differential pressure valve.	Bidder's request is accepted.  Note, that Bidder shall submit track records of the proven system in the Bidder's proposed design including sharp curve Line for review and approval by the Engineer and for acceptance by the Employer.
26.	Technical Requirements Page ERT-40 Sub-Clause 6.11 WINDOWS AND GLAZING	ERT sub-clause 6.11 states that "All side windows shall transmit less than 5% of the incident ultra violet radiation. Body side and door glazing shall be capable of rejecting 50% to 70% solar energy with visible light transmission of 50% to 55%." However, glass composition which can fulfil all of the above requirements are quite difficult.  ERT sub-clause 6.11 also states that "The color and degree of tinting shall be reviewed by the Engineer during the design process." It is Bidder's understanding that glass with other specification which is not limited to the requirement can be accepted based on Employer's judgement during the	Bidder's understanding is correct.

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		design process if there are no reasonable choices of required glass composition. Please confirm if Bidder's understanding is correct.	
27.	Technical Requirements Page ERT-43 Sub-Clause 6.16.1 General  Page ERT-82 Sub-Clause 16.3 DESIGN REQUIREMENTS	16) of ERT sub-clause 6.16.1 states that the following shall be provided on console of driver's cab: "Miscellaneous switches - headlight (high/low beam), gauges/voltmeter - such as line voltage and horn, brake cylinder pressure, main reservoir pressure, etc." Meanwhile, 12) of sub-clause 16.3 states that "The TMS display shall provide the train driver with information regarding the operating status of the vehicle consist ...". It is Bidder's understanding that display on TMS monitors is sufficient to eliminate duplication like physical "gauges/voltmeters" stated in sub-clause 6.16. Please confirm if Bidder's understanding is correct.	Bidder's understanding is correct.
28.	Technical Requirements Page ERT-53 Sub-Clause 8.4 EMERGENCY DOOR RELEASE MECHANISM	ERT Sub-clause 8.4 states that "The internal and external emergency door opening device which can open all or the several doors shall be included." On the other hand, ERT Sub-clause 8.5 states that "Access through the left and right passenger doors nearest the driver's cab shall be able to be opened from the outside by a key."  However, it is not considered consistent that the passenger	External emergency door opening device not to be removed; access for rescue from outside of train for evacuation is important  During the detail design stage, the functioning of opening the door from the

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		doors are designed with key locks if doors can be opened using an external emergency door opening device. Bidder suggests Employer that only left and right passenger doors nearest the driver's cab are able to be opened from outside by key, and requirement of external emergency door opening device shall be removed.	outside by a key is necessary or not can be determined.
29.	Technical Requirements Page ERT-58 Sub-Clause 9.4 OPERATION AND CONTROL	ERT sub-clause 9.4 states "The VAC system shall automatically maintain the interior temperature of the vehicle (including the driver's cab) at the setting temperature to the controller with any exterior ambient temperature ranging from 20 °C to 45 °C." However, it is Bidder's understanding that exterior ambient temperature will not exceed approximately 40 °C in normal times since tunnel section of MMSP will be ventilated. Exterior ambient temperature will reach 45 °C only when ventilation system is out of order and such a case is unusual and just temporary. Therefore, Bidder would like Employer to accept VAC simulation can be implemented at maximum exterior ambient temperature of 40 °C.	Bidder's understanding is correct, and request is accepted.  Tunnel ventilation always manage to maintain tunnel temperature below 40°C.
30.	Technical Requirements Page ERT-75 Sub-Clause 13.4 HIGH VOLTAGE TRAIN LINE	It is Bidder's understanding that ERT sub-clause 13.4 is unnecessary, since its content is identical to ERT sub-clause 15. Since the title and content of sub-clause 13.4.1 do not match, 13.4 shall be deleted. Please confirm if Bidder's	Yes, Bidder's understanding is correct.

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		understanding is correct.	
31.	Technical Requirements Page ERT-76 Sub-Clause 14.2 AUXILIARY POWER SUPPLY EQUIPMENT (APSE)	ERT sub-clause 14.2 states that "And APS shall have HSCB and Fuse to protect from over current." However, fuse is not necessary since HSCB can cut off over current. Bidder kindly asks Employer to delete requirement of fuse.	Bidder's request is not accepted.  Many subway trains in Japan have HSCB with protection fuse; therefore, a fuse is necessary.
32.	Technical Requirements Page ERT-82 Sub-Clause 16.3 DESIGN REQUIREMENTS	20) of ERT sub-clause 16.3 states that "I/O shall be digital input/output." It is Bidder's understanding that types of input/output other than digital, such as serial transmission will also be accepted. Please confirm if Bidder's understanding is correct.	Proven design and technology are accepted.
33.	Technical Requirements Page ERT-88 Sub-Clause 17.3 PUBLIC ADDRESS (PA) SYSTEM	ERT sub-clause 17.3 states that "The message library shall be dimensioned with a minimum storage capacity of 1TByte." However, Bidder believes that 1TB of storage capacity for message library of PA system is excessive. 1GB CF card is commonly sufficient for the library of Japanese railways. Media of 1TB capacity like an SSD will be experimental with risk due to lack of actual experiences in railway industries. Bidder kindly asks employer to decrease the capacity needed for message library to 1 GB.	The Bidder can propose the capacity that to have the ability to maintain storage during revenue service with enough operating time and scalability for future review at the detailed design stage and approval by the Engineer and acceptance by the Employer.
34.	Technical Requirements Page ERT-89	It is Bidder's understanding that data of time to arrive at each station is received thorough communication system	Detail method of communication will be determined at detail design stage.

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	Sub-Clause 17.4 INTERNAL GUIDANCE DISPLAY	from devices on the ground. Please confirm if Bidder's understanding is correct.	Whether to use the data is provided by CP106 or the data stored in CP107.
35.	Technical Requirements Page ERT-89 Sub-Clause 17.4 INTERNAL GUIDANCE DISPLAY	Bidder kindly asks Employer to explain specifically the communication standards for "wireless another system" stated in ERT sub-clause 17.4. (e.g. WiMAX, cellular network etc.)	It depends on the Bidder's proposal. Note that propose easy use and availability for O & M or advertisement provider in the Philippines.
36.	Technical Requirements Page ERT-91 Sub-Clause 17.9 TRAIN RADIO SYSTEM	Sub-clause 17.9 of ERT states that "The CP106 Contractor shall provide supervision for the first Train Radio System installation on- site. But Train Protection Radio system for MMSP, and through service section shall be supplied by the CP107 Contractor." However, it is the Bidder's understanding that CP106 contractor is responsible for supply of Train Protection Radio system of all sections. Please confirm if Bidder's understanding is correct.	Refer GBB No.7, Annex B on items 8 and 9 for addendum published on 02 Jun 2020.
37.	Technical Requirements Page ERT-91 Sub-Clause 17.9 TRAIN RADIO SYSTEM, Page ERT-92 Sub-Clause 17.11 TRAIN PROTECTION RADIO	Bidder is uncertain by the term "Train Protection Radio" stated in sub-clauses 17.9 and 17.11. Bidder request the Employer's clarification of the definition of "Train Protection Radio".	Refer to GBB No.7, Annex B on items 8 and 9 for addendum published on 02 Jun 2020.
38.	Technical Requirements Page ERT-97	ERT sub-clause 18.4 defines the data a) to g) to be provided by CP107 contractor, however, it is Bidder's understanding	ERT sub-clause 18.4 defines DETAILS TO BE USED BY ROLLING STOCK

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	Sub-Clause 18.4 DETAILS TO BE USED BY ROLLING STOCK CONTRACTOR	that the data shall be provided by CP106 contractor and NS-01 contractor.  Please confirm if Bidder's understanding is correct.	CONTRACTOR.  Will be provided by the CP106 contractor and NS-01 contractors.
39.	Technical Requirements Page ERT-125 Sub-Clause 23.4 ELECTRICAL COMPONENTS	ERT sub-clause 23.4 states "All the Electrical Components must be in accordance with the latest provision of Philippine Electrical Code unless otherwise approved by the Engineer."  However, (b) of sub-clause 1.0.1.2 of Philippine Electrical Code states  "This Code does not cover the following: (1) Installations in railway rolling stock, aircraft, or automotive vehicles (2) Installations of railways for generation, transformation, transmission, or distribution of power used exclusively for operation of rolling stock".  As stated above, Philippine Electrical Code does not cover rolling stock. Bidder kindly requests Employer to remove this requirement.	Bidder's request is accepted.
40.	General Bid Bulletin No.1 Annex "A" Item No.16	In reply to Item No.16 of GBB No.1 Annex "A", based on the clarification at North South Commuter Railway Project Phase 1 (Malolos~Tutuban) CP03; Rolling Stock Package, A	The delay damages will be retain as what stated on General Bid Bulletin No.1 Addendum Page 4 Item 10.

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	<p>General Bid Bulletin No.1 Annex "B" Item No.10</p> <p>Section VIII. Particular Condition (PC), Page PC-3, Delay Damages for the Works 8.7</p>	<p>Bidder requested to reduce the Liquidated Damages 0.005%/day and Employer approved zero point zero two seven percent (0.027%) per day to all the Key Date..</p> <p>Current Delay Damage stated in Item No.10 of GBB No.1 Annex "B" shall be JPY16 Million per day or JPY32 Million Per day depending on the Key Date and Bidder considers the delay damage of JPY32 Million Per day is still high comparing to the other ODA funded Railway project in the Philippines.</p> <p>Therefore, Bidder would like to kindly ask Employer to apply the Delay Damage of JPY16 Million per day to all Key Dates.</p>	<p>The delay damages for delays in achieving key dates specified in key schedule dates are as follows:</p> <p>KD-PO-01 JPY 16M per day                      KD-PO-02 JPY 32M per day                      KD-PO-03 JPY 32M per day                      KD-PO-04 JPY 16M per day                      KD-PO-05 JPY 32M per day</p> <p>KD-RS-01 JPY 16M per day                      KD-RS-02 JPY 32M per day                      KD-RS-03 JPY 32M per day                      KD-RS-04 JPY 32M per day                      KD-RS-05 JPY 32M per day</p>