

Metro Manila Subway Project Phase 1 Package CP107: Rolling Stock			
ITEM NO.	REFERENCE	QUERIES	RESPONSE
<i>Invitation for Bids</i>			
1	<p>General Bid Bulletin No.1, Annex "A", Item No.2</p> <p>Volume I, Invitation for Bids 6</p> <p>Bidder's Clarification dated 18th February 2020</p>	<p>In addition to Bidder's Clarification dated 18th February,2020, Bider would like to provide the additional reason for the extension of the bid deadline as follow;</p> <ul style="list-style-type: none"> - At the time of Pre-Bid Meeting of CP107 dated 17th January 2020, the Employer informed that route data would be revised, but Bidder has not received its information yet. Route data is the critical information to set the technical condition of each components of the rolling stock. <p>Under the above circumstance, Bidder would like to ask the Employer again for the extension of the bid closing date at least for sixty days to prepare the best proposal and estimates. Bidder would like to request sincerely Employer's kind consideration for this matter.</p>	<p>Please refer to General Bid Bulletin No. 04.</p>
<i>Volume I, Part 1 – Bidding Procedures</i>			
2	<p>Section III. Evaluation and Qualification Criteria, Page EQC-9, 2.4.2 Specific Experience relating to the supply of Rolling Stock</p>	<p>Invitation for Bids, Part 1, Section III, EQC 2.4.2 (b) requires Bidder to obtain the experience that Bidder has manufactured rolling stock which is equipped with ATO (one-man drive), which let Bidder to understand that MMSP shall be operated in one-man drive mode. Please confirm if Bidder's understanding is correct.</p>	<p>Bidder's understanding is correct.</p>

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3	Section IV. Bidding Form Technical Bid, Page BF-38, 3. Method of Implementation of the Works	The term "Appreciation of access constraints" stated in Technical Proposal Sub Clause 3.2 i) is not clear. Bidder kindly asks the Employer to clarify the meaning of this requirement	Please refer to Annex A. item 2 of General Bid Bulletin No. 3.
<i>Volume II, Part 2 – Employers Requirements</i>			
4	General Requirement Page ERG-20 Sub-Clause 1.8 SPECIFICATIONS RELATING TO THROUGH- OPERATION	It is Bidder's understanding that Manila Metro Subway will be connected to NSRP-S section as through-operation. Please confirm if Bidder's understanding is correct.	Bidder's understanding is basically correct. North South Commuter Railway – South (NSRP - S) is the railway system from Solis to Calamba through Bicutan Station).
5	General Requirement Page ERG-34 Sub-Clause 4.5.6 Fire Protection	ERT Sub-Clause 4.5.6 requires the Contractor to establish adequate means of fire-fighting and provide suitable extinguishers, hoses and other appliances at selected locations shall be provided by the Contractor of CP106. Please confirm if Bidder's understanding is correct.	Bidder's understanding is correct. However, when the contractor carry out Rolling Stock assembly and tests on the JIG such as welder, hydraulic jack, watering machine and measuring instrument, the Contractor must provide a fire extinguisher or appropriate firefighting tool in the appropriate locations.
6	General Requirement Page ERT-57	'The fleet maintainability of capital components a Corrective Mean Time To Repair (CMTTR) of hours' is	Start: The start time shall begin when the maintainer is ready to start replacing the

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	Sub-Clause 8.1 GENERAL Page ERG-58 Sub-Clause 8.4 PERFORMANCE CERTIFICATE	required as one of the condition of TOC. Bidder kindly asks the Employer to clarify the point deemed to be the starting and ending of CMTTR.	equipment. Finish : The finish time shall be at the completion of check (Function test) after replacing the equipment.
7	General Requirements Page ERG-76 Sub-Clause 12.1 General	ERG sub-clause 12.1 states "The test of on Board Signalling and Communication Equipment provided by the CP106 and CP NS-02 Contractor shall be part of the test plan and the technical responsibility for integrated performance remain with the CP106 and CP NS-02 Contractors". However, it is Bidder's understanding that it is not NS-02 but NS-01 who takes the technical responsibility with CP106. Please confirm if Bidder's understanding is correct. In addition, ERG sub-clause 12.1 states "Interface Test with CP N-06 and NS-02 for NSCR Rolling Stock (if needed)". Bidder reviewed Appendix B1, however, there is no specific information relating to the Interface Test with CP N-06 and NS-02 for NSCR Rolling Stock. Bidder would like to request Employer to add the required interface item for CP 107 Contractor to clarify scope to Appendix	Bidder's understanding is correct. NS02 is incorrect, NS01 is correct. The Coupler testing for Emergency Electric Coupler is an interface test item for NS02 & N06.

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		B1.	
8	General Requirements Page ERG-78 Sub-Clause 12.7 COMMISSIONING COORDINATION	It is Bidder's understanding that CP106 Contractor shall be responsible for submitting testing & commissioning procedures and reports, thus CP107 Contractor will not be required to submit the procedures and the reports. Please confirm if Bidder's understanding is correct.	Bidder's understanding is not correct. Test plan or test result report is prepared by CP107 and CP106 (NS01 contractors).
9	General Requirements Page ERG-95 Sub-Clause 20.7 LIABILITY FOR FAILED INTERFACES	ERG sub-clause 20.7 defines the liability of CP107 Contractor for failed interfaces, however, liability for Employer is not stated there. It is Bidder's understanding that Engineer has the responsibility for the coordination relating to the interface matters among contract packages. Therefore, Bidder kindly request Employer to add the below sentence to this sub-clause. "For the avoidance of doubt, any claim of additional costs and/or extension of time for completion by the Contractor resulting directly from other package contractors' fault such as not to keep specified dates or due to incorrect or delayed information provided by other package contractors, shall be borne by the Employer."	Bidder's understanding is incorrect. This contract is design and build; therefore, the Contractor has the responsibility for the interface coordination with all relevant interface parties. In the event the Contractor is unable to obtain necessary information from other interface contractors due to the reasons not attributable to the Contractor, the Contractor is entitled to claim under Sub-clause 20.1 of General Conditions of Contract and all claims shall be settled in accordance with the provisions of the Contract. Therefore, it is not necessary to incorporate

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			the additional sentence proposed by the Bidder in this sub-clause 20.7 of ERG.
10	General Requirement Page ERG-App-14 APPENDUX B - SPLIT RESPONSIBILITY ON ROLLING STOCK AND OTHER WORKS Table B.2	It is stated that Item 7.8 "Tension gauge for measuring upward force of pantograph" and Item 8.2 "Truck for transporting air conditioning unit" shall be supplied by CP 107. It is Bidder's understanding that these two items are equipment furnished in depot, where is a part of CP101 scope, thus Bidder kindly requests the Employer to remove these two items from the scope of supply of CP107.	Bidder understanding is incorrect. It should be provided by CP107 Contractor as these items are specialize Rolling stock equipment.
11	General Requirement Page ERG-App-17 APPENDUX E - DOCUMENT SUBMISSION AND RESPONSE PROCEDURE Sub-Clause 1.1 PROJECT MANAGEMENT INFORMATION SYSTEM (PMIS)	It is Bidder's understanding that Project Management Information System (PMIS) is defined as Electronic Document Management System (EDMS) in ERG Sub-Clause 7.8. Bidder kindly requests the Employer to clarify the difference between PMIS and EDMS if any.	PMIS is the project-wide common platform that shall organises the information to execute the project efficiently. It is a management tool whereas EDMS is a document management system which stores, manage, track documents, etc. EDMS is included in the PMIS.
12	General Requirement Page ERG-App-19 APPENDUX E - DOCUMENT SUBMISSION AND RESPONSE	ERG Appendix E Sub-Clause 3.4 states the Engineer's obligation to response to the submission shall be made within 28 calendar days of receipt of the submission. On the other hand, ERT Sub-Clause 1.2.5 states the	Bidder's request for The Engineer to response to the submission shall be made within 28 calendar days of receipt of the submission is accepted.

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	<p>PROCEDURE</p> <p>Sub-Clause 3.4 THE ENGINEER'S RESPONSE</p> <p>Technical Requirement</p> <p>Page ERT-3</p> <p>Sub-Clause 1.2.5 Design Review</p>	<p>Engineer's obligation to response to the submission shall be made within 45 days of receipt of the submission.</p> <p>Bidder kindly requests the Employer to define the Engineer's obligation to response to the submission shall be made within 28 calendar days of receipt of the submission to prevent from causing the delay of works.</p>	
13	<p>Technical Requirements</p> <p>Page ERT-7</p> <p>Sub-Clause 1.6 ENVIRONMENTAL CONDITIONS</p>	<p>It is Bidder's understanding that train-set is to be stored inside the depot building under the specified wind velocity of 60m/sec, thus Bidder shall not be required to design rolling stock which remains on rail under this wind condition.</p> <p>Please confirm if Bidder's understanding is correct.</p>	<p>Rolling stock design shall consider operation stop standard.</p> <p>Stabling condition is not only applicable inside the depot building.</p>
14	<p>Technical Requirements</p> <p>Page ERT-13</p> <p>Sub-Clause 1.11 MAINTAINABILITY REQUIREMENTS</p>	<p>It is Bidder's understanding that the existing maintenance facilities which is stated in 3) of sub-clause 1.11 will be built by CP04 Contractor of NSCR project.</p> <p>Please confirm if Bidder's understanding is correct.</p>	<p>Bidders understanding is incorrect.</p> <p>MMSP is a new railway therefore maintenance facilities do not exist.</p>
15	<p>Technical Requirements</p> <p>Page ERT-22</p> <p>Sub-Clause 1.16 HALF TRAIN-SET OPERATION</p>	<p>It is Bidder's understanding that half train-set operation is required, in case that Employer moves train-sets in depot.</p> <p>However, Bidder would like to recommend Employer to remove the requirement because of the following reasons;</p>	<p>Bidders suggestion is highly appreciated, however Half a train-set operation with its own power is required.</p> <p>Depot staff and PRI staff and trainee, etc. shall operate half a train. Half train operation</p>

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		<p>- If Bidder's understanding is correct, half train-set operation with its own power is not necessarily required because a shunting equipment can push and pull back train sets as long as a shunting equipment is equipped in depot.</p> <p>- Bidder can save the cost for designing a portable train control unit on middle of the train consist, if this requirement is removed.</p> <p>If Employer envisions any usages of half train operation other than the above, such as crew training, etc., please kindly advise us in detail.</p>	<p>is necessary for driving training for PRI and DEPOT operational flexibility and efficiency.</p>
16	<p>Technical Requirements Page ERT-27 Sub-Clause 2.10 STEP FOR EVACUATION</p>	<p>It is Bidder's understanding that evacuation step shall be used when passengers proceed to evacuation passage from the train.</p> <p>Upon Bidder's quick review of the CP 106 Contract document, the CP106 Contractor is required to construct evacuation space at one meter high from rail top, which is almost equivalent to door height. Also, considering the narrow gap between the vehicle and evacuation passage, passengers can easily move from the train to evacuation passage. The Bidder would like to suggest that evacuation</p>	<p>Bidder's understanding is correct.</p> <p>The evacuation ramp is necessary for passengers to move from the train to the passage, especially using wheel chairs, elderly passengers and children. Further review shall be conducted during the detailed design stage.</p>

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		<p>step is not needed.</p> <p>Please confirm if Bidder's understanding is correct.</p> <p>Otherwise, Bidder kindly request the Employer to explain in detail what evacuation step is planned to be used for.</p>	
17	<p>Technical Requirements Page ERT-30 Sub-Clause 3.4 WHEELS, WHEEL SETS AND AXLES</p> <p>Page ERT-31 Sub-Clause 3.7 BOGIE- MOUNTED BRAKE EQUIPMENT</p> <p>Page ERT-60 Sub-Clause 10.2 FRICTION BRAKES</p> <p>Page ERT-136 Sub-Clause 26.2 SPARE PARTS</p>	<p>ERT sub-clause 10.2 requires that Bidder to design the friction brake system while ERT sub-clause 3.4, 3.7, 10.2 and 26.2 refer to disc brake.</p> <p>It is Bidder's understanding that Bidder can propose brake system without brake disc if Bidder can comply with the requirement of ERT sub-clause 10.2, because tread brake is user friendly and economically in terms of the maintainability.</p> <p>Please confirm if Bidder's understanding is correct.</p> <p>In addition to the above, it is Bidder's understanding that brake calliper is not required when Bidder proposes tread brake, and in that case Bidder shall fill N/A in blank in Form-SUB where to suggest brake calliper supplier.</p> <p>Please confirm if Bidder's understanding is correct.</p>	<p>Bidder's understanding is correct.</p> <p>Tread brake is the preferred option for MMSP.</p>

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18	Technical Requirements Page ERT-39 Sub-Clause 6.9 STANCHIONS AND HANDHOLDS	Bidder opines that the stanchions required in the relating specifications are not suit for the rolling stock for this project because of the following reasons; - It is physically impossible to fit stanchions at ceiling where two air conditioners take most of the space to fit them. - Bidder is concerned that stanchions disturb passenger's flow for entering and getting off and even hurt them when the train gets extremely crowded. Therefore, Bidder would like to propose an alternative approach for standing passengers to safely hold strap hangers to grab instead of proposing stanchions.	Bidder's proposal is accepted. Although Bidders are to consider set of poles near the seats similar to the Japanese train.
19	Technical Requirements Page ERT-42 Sub-Clause 6.14 MISCELLANEOUS EQUIPMENT	Bidder is concerned that passengers get injured with glass when glass cabinet is broken to take the fire extinguisher. Therefore, Bidder kindly requests the Employer to allow us to propose alternative access cover for fire extinguisher made of other materials, which shall be beneficial both to passengers and Employer.	Bidder's request is accepted. However, the Engineer and The Employer review and acceptance is necessary in consideration with the benefits and passenger safety during the detailed design stage.
20	Technical Requirements Page ERT-46 Sub-Clause 6.16.7 Line- Recognition Circuit 12.1 GENERAL	ERT 6.16.7 states "Four (4) kinds of line-recognition circuit which is able to be selected by the master controller key shall be equipped.", but this should be two (2) kinds because the car runs only along MMSP and NSRP-S. It is referred the same to the description in ERT 12.1. Please	Bidder's understanding is correct. Two (2) separate two(2) position selector keys will installed by the E&M Contractor, one (1) for switching over the Signaling system (ETCS to CBTC and back) 2nd selector switch for

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		confirm if Bidder's understanding is correct. In addition, Bidder also would like to ask the Employer for the background or reason for this requirement why different master controller keys are necessary for different lines.	switching over the voice communication Radio between NSCR and MMSP. These changeovers shall take place at Bicutan Station.
21	Technical Requirements Page ERT-47 Sub-Clause 7.1 GENERAL	Bidder considers that IP54 rating for interior lighting is considered too severe and unnecessary in terms of both cost and passenger safety. Successful service record of vehicles operating in Japan proves that this requirement is excessive. In case of removing this requirement, significant amount of cost will be reduced, which will lead to the Employer's benefit. Therefore, Bidder kindly request the Employer to remove this requirement.	Bidder's request is accepted. However, the Bidder should be made aware that the in-service performance records and failures recorded of a proven system shall be reviewed and approved by The Engineer.
22	Technical Requirements Page ERT-48 Sub-Clause 7.5 EXTERIOR LIGHTS	ERT 7.5 states "a headlight fault detection system is provided for each train cab, providing fault indication and status information to the driver by TMS monitor." It is Bidder's understanding that fault detection is enough to be done by test functions just at the time of service operation starting from a depot. Please confirm if Bidder's understanding is correct.	Bidder's understanding is correct.
23	Technical Requirements Page ERT-84 Sub-Clause 16.3 DESIGN	28) of ERT sub-clause 16.3 states "TMS shall transmit necessary information to related equipment if special operation such as reversed train formation operation,	The direction of travel under CBTC supervision in an emergency could be either direction (i.e. Bi Direction Operation).

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	REQUIREMENTS	running operation or single line parallel operation during emergency situation, will be adopted." The Bidder would like the Employer to clarify the details of three examples of "special operation" stated in the sentence above.	The is no reason for the TMS to recognise the rolling stock direction of travel. No need to consider the positions of the car No.1 and car No.8 being reversed.
24	Technical Requirements Page ERT-90 Sub-Clause 17.5 EXTERNAL DESTINATION SIGN SYSTEM	ERT sub-clause 17.5 requires Contractor to propose options for the electronic destination display sign system. Bidder would like to clarify what functions are to be considered as "options".	The electronic displays in the passenger cars shall display automated scheduled base information in combination with real time either fixed or strings format, and other information that can be illustration, etc.
25	Technical Requirements Page ERT-97 Sub-Clause 18.4 DETAILS TO BE USED BY ROLLING STOCK CONTRACTOR	It is Bidder's understanding that the data listed in ERT sub-clause 18.4 (DETAILS TO BE UDED BY ROLLING STOCK CONTRACTOR) will be provided by CP106 for the use of CP107. Please confirm if Bidder's understanding is correct.	Bidder's understanding is correct.
26	Technical Requirements Page ERT-119 Sub-Clause 22.4.3 Integrated Factory Acceptance Test Page ERT-101 Sub-Clause 18.6.4 Factory	ERT Sub-Clause 22.4.3 states that "In case of each test for interoperability section, it shall be applied as the above replacing from CP106 to CP NS-01". It is Bidder's understanding that it would be essential that the CP NS-01 Contractor supplies the test equipment for IFAT at the same time of delivery of the test equipment by CP106.	Bidder's understanding is correct.

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	<p>Installation and Testing</p> <p>Page ERT-103</p> <p>Sub-Clause 18.7.4 Factory Installation and Testing</p> <p>Page ERT-105</p> <p>Sub-Clause 18.8.4 Factory Installation and Testing</p>	<p>Please confirm if Bidder's understanding is correct.</p>	
27	<p>Technical Requirements</p> <p>Page ERT-108</p> <p>Sub-Clause 19.3</p> <p>PLATFORM MONITORING SYSTEM FOR PSD OPERATION THROUGH MILLIMETER WAVE</p>	<p>ERT sub-clause 19.3 states "equipment of monitoring system will be basically provided by CP106 contractor." However, it is Bidder's understanding that all equipment of the monitoring system shall be provided by CP106 contractor. Please confirm if Bidder's understanding is correct.</p>	<p>Bidder's understanding is not correct.</p> <p>The CCTV monitor with the transmitter & receiver devices are provided by CP106. The cable inside Rolling stock or rack is provided by CP107.</p> <p>Interface coordination between CP 107 & CP 106 during detailed design is requirement.</p>
28	<p>Technical Requirements</p> <p>Page ERT-109</p> <p>Sub-Clause 21.1 GENERAL</p>	<p>ERT Sub-clause 21.1 states that documents and drawings shall be submitted by both electronic format and printed format. The Bidder would like the Employer to remove the requirement of submitting printed format, so that submission of only electronic format is needed.</p>	<p>Bidder's request is not accepted.</p> <p>Both electronic format and printed format shall be submitted by the Contractor.</p>

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29	<p>Technical Requirements Page ERT-121, 123 Sub-Clause 22.5 TRIAL RUN/ 22.8 TRIAL OPERATIONS</p> <p>General Requirements Page ERG-57 Sub-Clause 8.1 GENERAL</p>	<p>1. It is Bidder's understanding that trial run referred in ERT sub-clause 22.5 shall be conducted under Contractor's responsibility as a part of testing and commissioning while trial operation referred in ERT sub-clause 22.8 means the training for train operator staff. Please confirm if Bidder's understanding is correct.</p> <p>2. ERG sub-clause 8.1 require to "achieve 1,500 km of Fault-Free Running (FFR) during system integration and trial operation" as one of conditions of TOC.</p> <p>It is Bidder's understanding that Contractor has to achieve the FFR target before commercial operation of both partial operation section and remaining section starts. However, schedule of trial operation is not clear.</p> <p>If the above understanding is correct, please clarify when trial operation for partial operation and that for remaining section are estimated to begin and finish.</p>	<p>1. Bidder's understanding is correct. The Operator familiarisation will occur during the trial running period.</p> <p>2. Key Date was added on GBB No. 3.</p>
30	<p>Technical Requirements Page ERT-28 Sub-Clause 3.1 GENERAL</p> <p>Page ERT-136 Sub-Clause 26.2 SPARE PARTS</p>	<p>Regarding ERT 26.2 (Spare Parts), the Bidder would like the Employer to clarify the following comments:</p> <p>1. It is Bidder's understanding that the major parts listed in sub-clause 26.2, "10) Brake Disk" Assemblies and "43) Slewing Ring" are not necessary, if the Bidder does not</p>	<p>1. Bidder's understanding is correct.</p> <p>2. Bidder's understanding is incorrect. Cab console Assembly is not necessarily Cab Switch and Controller. The duplicated parts can be removed.</p>

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		<p>adopt these items in the proposed rolling stock. If the Bidder proposes a bolster-less bogie, slewing ring is not needed due to its structure. Please confirm if Bidder's understanding is correct.</p> <p>2. The Bidder suggests that "36) Cab Console Assembly" is not required because "34) Master Controller (Rate Controller)" and "37) Cab Switch Panel" are required separately, which are components for the cab console and would be duplication. Please confirm if Bidder's understanding is correct.</p> <p>3. "35) Master Controller (for intermediate car)" is not required, since ERT sub-clause 1.16 states that six compact master controllers shall be prepared and would be a duplication. Please confirm if Bidder's understanding is correct.</p> <p>4. The Bidder suggests the Employer to reduce 24 cars worth of supply needed for "21) Roll Filter of ACU" and "23) Filter of ventilation" to 8 cars, since the Bidder believes that supply for 24 cars will be more than necessary.</p>	<p>3. Bidder's understanding is incorrect. Temporary master controllers should be prepared as part of the spare parts separately in addition to 6 controllers. Bidder's request is not accepted.</p> <p>4. Reducing spares quantity is not acceptable. The failure rates and spare parts, inventory holding, lead time to procure are also to be considered. Further evaluation to be conducted during detailed design for spares quantity assessment considering system performance data supplied by the contractor.</p> <p>5. Bidder's understanding is correct.</p>

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		<p>5. In addition to the above clarification 1, ERT sub-clause 3.1 states "Slewing rings shall be provided with an adequate number of standard grease fittings." It is Bidder's understanding that this sentence does not apply to the Bidder's proposing bolster-less bogies for the same reason as stated above. Please confirm if Bidder's understanding is correct.</p>	
31	<p>Technical Requirements Page ERT-136 Sub-Clause 26.2 SPARE PARTS</p>	<p>The Bidder requests the Employer's clarification of the following comments:</p> <p>1. It is Bidder's understanding that for form SPA (a), initial stock of spare parts shall be filled in, and for form SPA (b), estimation of replacement needed in two years for the stock shall be filled in. Please confirm if Bidder's understanding is correct. Otherwise, please explain how each form shall be filled in.</p> <p>2. ERT sub-clause 26.2 states that for the list of capital spares for rolling stock, "The Contractor shall provide the required number of each unit equivalent to two vehicles set of the below listed major parts, assemblies/sub-assemblies." It is Bidder's understanding that the</p>	<p>1. Bidder's understanding is incorrect. SPA(A) : Supply Source of Major Spare Parts, Consumables and Special Tools, JIGS and Test Equipment. Bidder to fill in supplier. SPA(B):List of Recommended Spare Parts and Consumables for 2 years Initial Operation and Maintenance including Semi-Overhauling for the recommended necessary spare parts, Initial operation for 2 years and the consumable goods list which necessary for semi overhaul. (Basically, this is out of scope due to the 4th years.)</p>

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		<p>“number” mentioned in this sentence is the number that shall be filled in for “Parts No.” column of Form SPA (a), and “two vehicle set” mentioned in the same sentence does not mean two trainsets but two cars, one Tc car and one M car. Please confirm if Bidder’s understanding is correct. Otherwise, the Bidder would like to request the Employer to explain what to fill in for “Parts No.” column of Form SPA (a).</p> <p>3. In addition to the above clarification 2, for parts which are identical in both Tc and M cars, Bidder suggests the Employer to reduce the required number to one car instead of two cars because of the limited space in the depot warehouse.</p>	<p>2. Bidder’s understanding is incorrect. Contractor to list the number of spare parts recommended and necessary in SPA(B).. Bidders understanding of the M car and T car is incorrect. The correct is two formations that is carried the equipment. Ex. In motor situation, since only M car has been installed, 4 motors / 1 car × 2 M car = 8 mortars. Basically, APS is 1 device / 1 car. 2 train sets are 2 devices. Bidders understanding of Tc car and M car is also incorrect. For each equipment, two cars are required. For the APS, these are two units.</p> <p>3. Bidder’s request is not accepted. Reduce spare parts is not permitted for the 30 train sets.</p>

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32	Technical Requirements Page ERT-143 Sub-Clause 27.2.1. Environment Simulation	Bidder would like the Employer to clarify which of the following is the correct definition of "operation control command voice according script". a. Sound of operation command from OCC b. Notification sound from signalling system If neither of the above is correct, Bidder would like the Employer to explain "operation control command voice according script" in detail.	Both are correct. The alert tone prior to an announcement to be further discussed during the detailed design stage for The Engineer review and approval with O&M Concessionaire.
33	Technical Requirements Page ERT-146 Sub-Clause 27.4.2 Visual Image Display subsystem	ERT sub-clause 27.4.2 states that "3 views for checking passengers getting on and off (cab CCTV monitors) shall be simulated as pictures in picture on the main monitor." Bidder suggests the Employer that "views for checking passengers getting on and off (cab CCTV monitors)" shall be displayed on the two TMS monitors which will be installed on the driver's cab, rather than "pictures in picture on the main monitor" as stated in ERT, so that it is closer to the actual operation. In addition, since the TMS has two monitors, "3 views" shall be revised to "2 views".	The Engineer need further understand of the implication of combining the CCTV images with a vital TMS system. Bidder to propose both options in the Bid responses for the Engineer and Employer review.
34	Technical Requirements Page ERT-147 Sub-Clause 27.4.6 Platform and	General Bid Bulletin No. 1 Annex "A" states that "PSD will be supplied by the CP106 contractor". However, it is Bidder's understanding that installation of PSD shall also	Bidders understand is correct. CP 106 is responsible to design & built MMSP PSD, however the interface with CP107

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	Displays Simulating Platform Image Subsystem General Bid Bulletin No.1 Annex A Item No.13	be SOW of CP106 contractor in addition to supply, since CP106 is well experienced in installation of such equipment. Please confirm if Bidder's understanding is correct.	together with the onboard system is important.
35	Technical Requirements Page ERT-147 Sub-Clause 27.5 MAJOR EQUIPMENT OF THE SIMULATOR	Table 27. 1 of ERT sub-clause 27.5 states "Approx. 3 msq Cab" for Body. It is Bidder's understanding that "Approx. 3 msq Cab" does not include passenger saloon due to its space and no installation of passenger saloon is required. Thus, train doors (passenger side door system) stated in table 27.1 can be located separately with the simulator. Please confirm if Bidder's understanding is correct.	Bidder's understanding is correct. However, the passenger door and simulator shall be connected electrically. When the user request simulator to open the passenger door, then doors are to open automatically.
36	Technical Requirements Page ERT-148 Sub-Clause 27.5 MAJOR EQUIPMENT OF THE SIMULATOR	It is Bidder's understanding that "Signal control system" is the system which the instructor can control the signalling of the simulator freely while the trainee is operating. Please confirm if Bidder's understanding is correct. Otherwise, Bidder would like the Employer to explain what this system is used for.	Bidders understanding is correct. However, the detailed operation of the simulator shall be discussed during detailed design stage for the Engineer review and acceptance.
37	Technical Requirements Page ERT-148 Sub-Clause 27.5 MAJOR EQUIPMENT OF THE SIMULATOR	Generally, UPS cannot be stored more than one year due to its nature. If the Employer decides to store it as spare parts, it will incur cost and there will be no advantages. Bidder would like to suggest the Employer to reconsider if UPS is needed for spare parts.	Bidders proposal is accepted. However further evaluation during the detailed design for The Engineer approval is necessary.

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38	<p>Technical Requirements Page ERT-149 Sub-Clause 27.7 SOFTWARE INSTALLATION AND UPGRADE</p>	<p>Bidder would like the Employer to clarify the followings regarding ERT sub-clause 27.7.</p> <p>1. ERT sub-clause 27.7 states "1st stage: Artificial landscape visual data 6 months before main line first taking-over 2nd stage; Real wayside visual data shall be installed by the Contractor, it is preferable after taking-over of the all main line". Bidder would like the Employer to clarify which period of MMSP Phase 1 is indicated about "main line first taking-over" for the 1st stage and "taking-over of the all main line" for the 2nd stage.</p> <p>2. It is Bidder's understanding that "Real wayside visual data" is video data created by computer graphics. Please confirm if Bidder's understanding is correct.</p>	<p>1. First stage of MMSP is PO section. Second stage is Remaining section beyond the PO section. Bidders are advised to follow the Key dates and the Contractors proposed handover dates.</p> <p>2. Real wayside visual data means a visual view along the MMSP line that is reproduced with scenery from the driver's seat, and it is not specified whether computer graphics or a real video image for camera or not.</p> <p>Generally real image video cannot be overlay with artificial. If the Contractor plan to use real video images for simulator, then it shall include the driver's emergency training images, a scenario accurately representing the real events and/or reproduced images.</p>

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ITEM NO.	REFERENCE	QUERIES	RESPONSE
39	<p>Technical Requirements Page ERT-149 Sub-Clause 27.10.1 Locations</p> <p>General Bid Bulletin No.1 Annex A Item No. 14</p>	<p>GBB-1-Annex A-14 states that the location of train simulator will be ground floor of PRI building. However, Bidder needs additional information for train simulator. Bidder would like to ask the Employer to provide the CAD drawing of the simulator room and carry-in route. This information are essential for considering the size when delivering the simulator.</p>	<p>Bidders shall propose layout in the Bid response. The final arrangement to be defined during detailed design stage.</p> <p>Bidder shall propose size of simulator. The design of the simulator to be finalized during the detailed design stage and route of delivery shall be discussed further with relevant Civil contractor.”</p>
40	<p>Technical Requirements Page ERT-153 Sub-Clause 28.8 INSTALLATION REQUIREMENT</p>	<p>ERT sub-clause 28.8 states that “Regarding the installation of this part model, the Contractor shall coordinate with the Civil Contractor in CP101.”</p> <p>However, Bidder is concerned if large size models such as 4m track and bogie cannot be installed physically, due to limited space of entrance; for instance, in the designated place designed and constructed by CP101 Contractor.</p> <p>It is Bidder's understanding that Employer shall be responsible for instructing CP101 to design and construct civil works so that all part models delivered by CP107 contractor can be fully installed in the designated place.</p> <p>Please confirm if Bidder's understanding is correct.</p>	<p>CP 107 Contractor shall interface with the Civil Contractor as part of the interface requirement.</p> <p>The Engineer shall liaise with the Civil Contractor during the bidding period until CP 107 Contract is awarded.</p> <p>In the even the civil detailed design review and acceptance by The Engineer and The Employer require modification then the Engineer under the approval of the Employer could instruct for the change.</p>

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41	Technical Requirements Page ERT-App-3 Appendix. C Schematic diagram of Vehicle (for reference)	Door positions and door pitches are indicated in Page ERT-App-3, Appendix C. On the other hand, specification of platform screen door required in bidding document of CP 106 is not consistent with that of CP 107. It is Bidder's understanding that Bidder shall propose vehicle design complying the specification required in bidding document of CP 107. Please confirm if Bidder's understanding is correct.	Bidder's understanding is correct.
42	Technical Requirements Page ERT-App-8 ~43	Bidder would like to request the Employer to provide route profile and detailed track information. For planning size, weight, and performance of the rolling stock sub-systems, these data are essential. It is regret to say that the information provided in ERT Appendix H – O are not sufficient for above needs.FA	Refer to the Track Alignment drawings in Annex C
<i>Volume III, Part 3 – Condition of Contract and Contract Forms</i>			
43	Section VIII. Particular Conditions (PC), Page PC-5, Attachment 1 to Particular Conditions, Schedule of Key Dates and Access Dates, A. Schedule of Key Dates	It is Bidder's understanding that the Test & Commissioning under CP107 scope will be conducted at the Partial Operations (PO) section for trial run after KD-PO-3, Week No.227, under the indication of GENERAL Bid Bulletin No.1 Annex "B".	Bidder's understanding is correct.

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		It is Bidder's understanding that on-site Test & Commissioning for train set excluding those required for PO section shall be started on KD-RS-2, Week No.248, considering that PO section obtains only three stations and 3886 m distance. Please confirm if Bidder's understanding is correct.	