

PRE-BID CONFERENCE



South Commuter Railway Project for Package CP S-03b

05 May 2021

Presentation Outline

1. Introduction & Project Features

- i. Alignment, Stations and Key Features
- ii. Constraints and Interfaces

2. Procurement Process

- i. Governing Rule: ADB Guideline
- ii. Bid and Contract Method
- iii. Procurement Timeline
- iv. Communication Protocol
- v. Key Qualification & Criteria
- vi. Evaluation Criteria

3. Common Bidding Mistakes and Pointers for Bidders

4. Q & A Session

Disclaimer

- ITB 6.4. *"The bidder is expected to examine all instructions, forms, terms, and specifications in the Bidding Documents, and to furnish with its Bids all information and documentation as is required by the Bidding Documents"*
- Any statement made at the Pre-Bid Conference does not modify the terms of the Bidding Documents, unless such statement is specifically identified in writing as an official Addendum through a Bid Bulletin.
- The Pre-Bid Conference is also an opportunity for the prospective Bidders to request for clarifications about the Bidding Documents. However, such request must be followed up in writing and BAC will respond in writing by issuing Bid Bulletins uploaded to the websites of PS-DBM, DOTr and PNR as follows:

www.ps-philgeps.gov.ph

www.dotr.gov.ph

www.pnr.gov.ph

INTRODUCTION & PROJECT FEATURES



Alignment, Stations and Key Features



Overview of NSCR Project and Extensions

Malolos to Clark Railway Project (MCRP) a.k.a.

NSCR-Clark Extension
(PNR Clark Phase 2)

North-South Commuter
Railway (NSCR)
(PNR Clark Phase 1)

NSCR-Calamba Extension
(PNR Calamba)

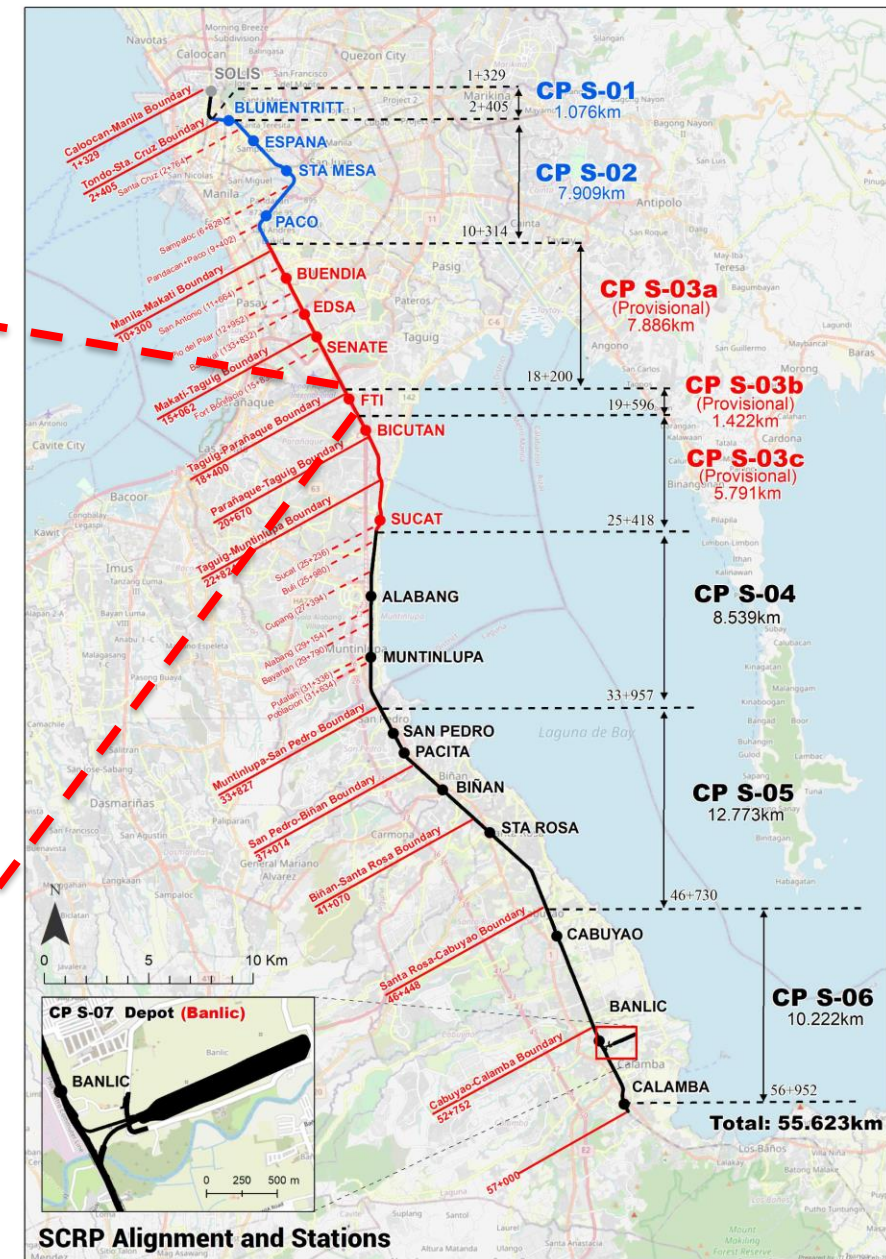
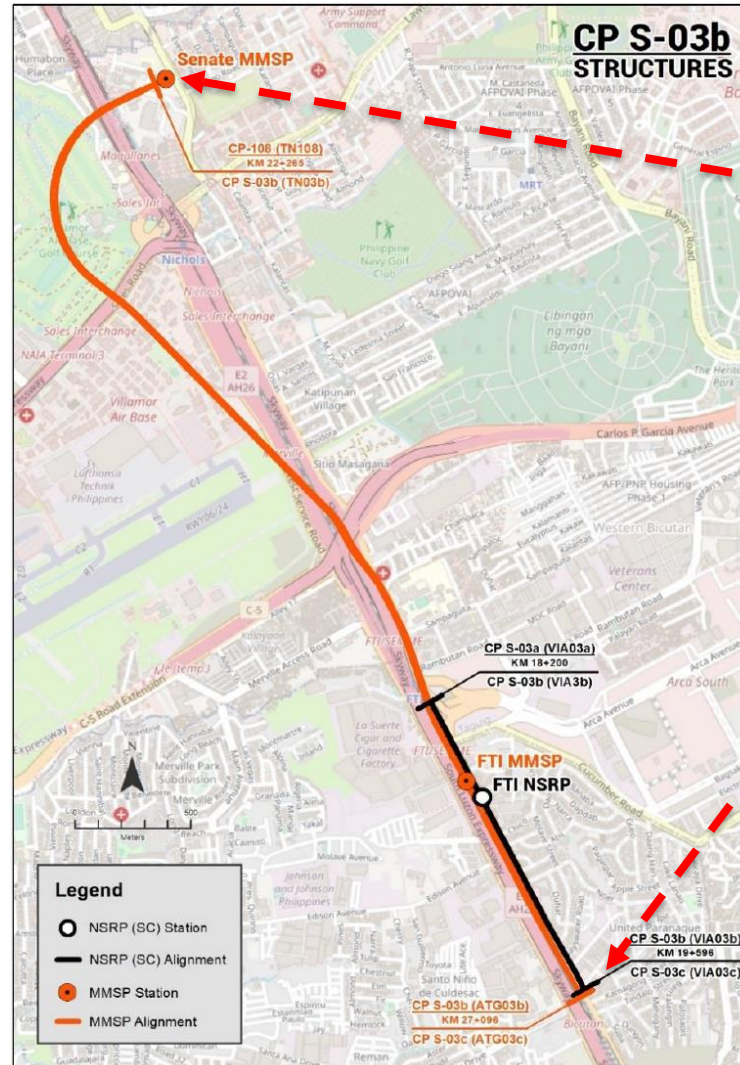


Overview of CP S03B

Package CP S-03b:

Civil Engineering, Tunnel and Building Works for approx. **6.1 km of railway** with **4.7 km underground railway** and **1.4 km of at-grade railway**:

- Integrated FTI Station, underground MMSP station, and at-grade NSCR-EX station.
- 3.6 km twin TBM + 1.1km cut and cover



Station Exterior View



Exterior View of FTI Station

Typical Station Interior Views and Facilities



AT-GRADE PLATFORM

Interior View of At-grade FTI Station

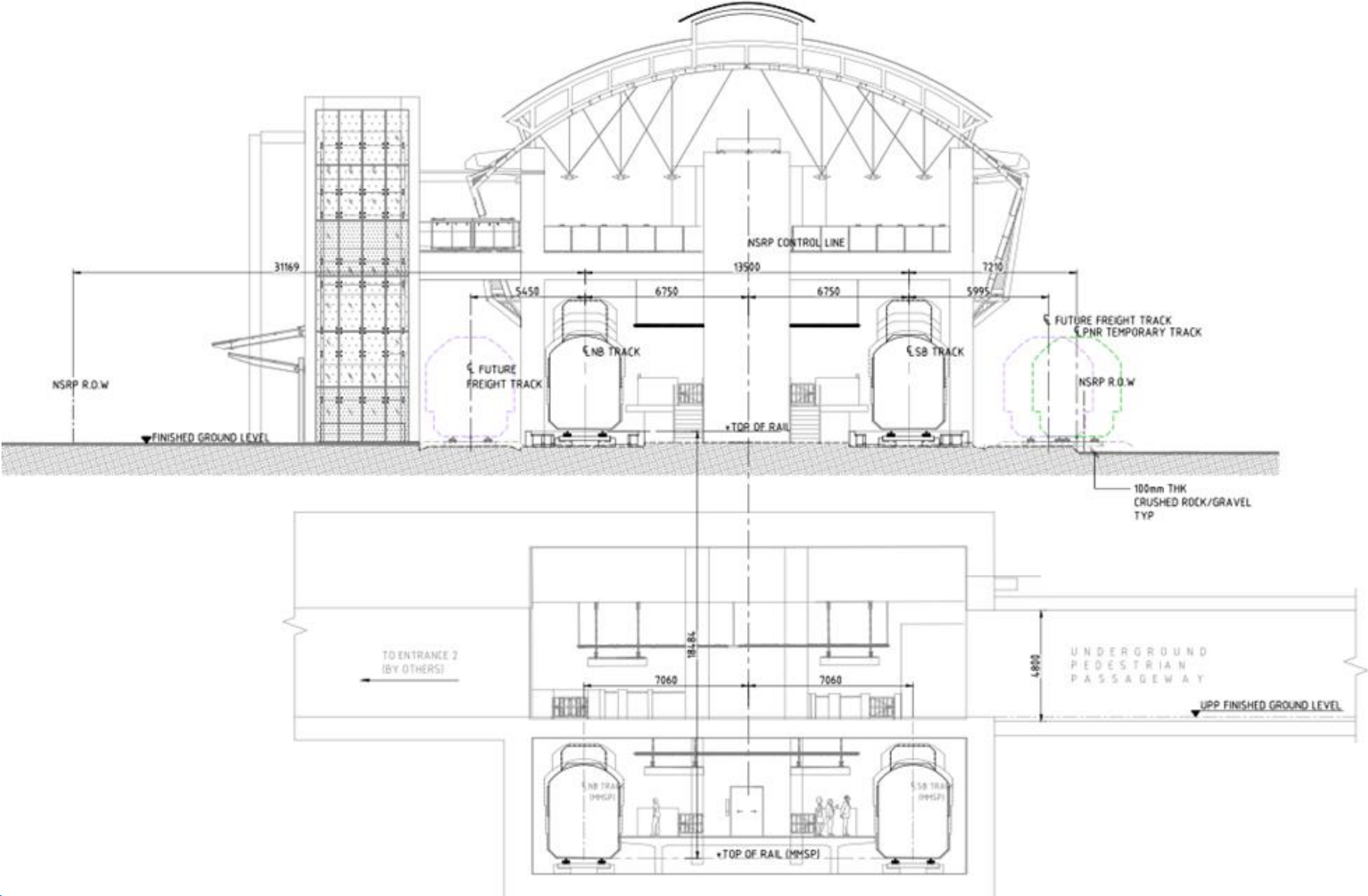
Station Facilities

E&M System Room (Signaling, Telecom, AFC, PSD)
Station Office / Customer Service
Security Room / First Aid Room
AFC Gate / TVM / Security Check point
Male / Female / Multipurpose Toilet
Domestic / Fire Water Tank
Railway / Station Electrical Room
Generator Room

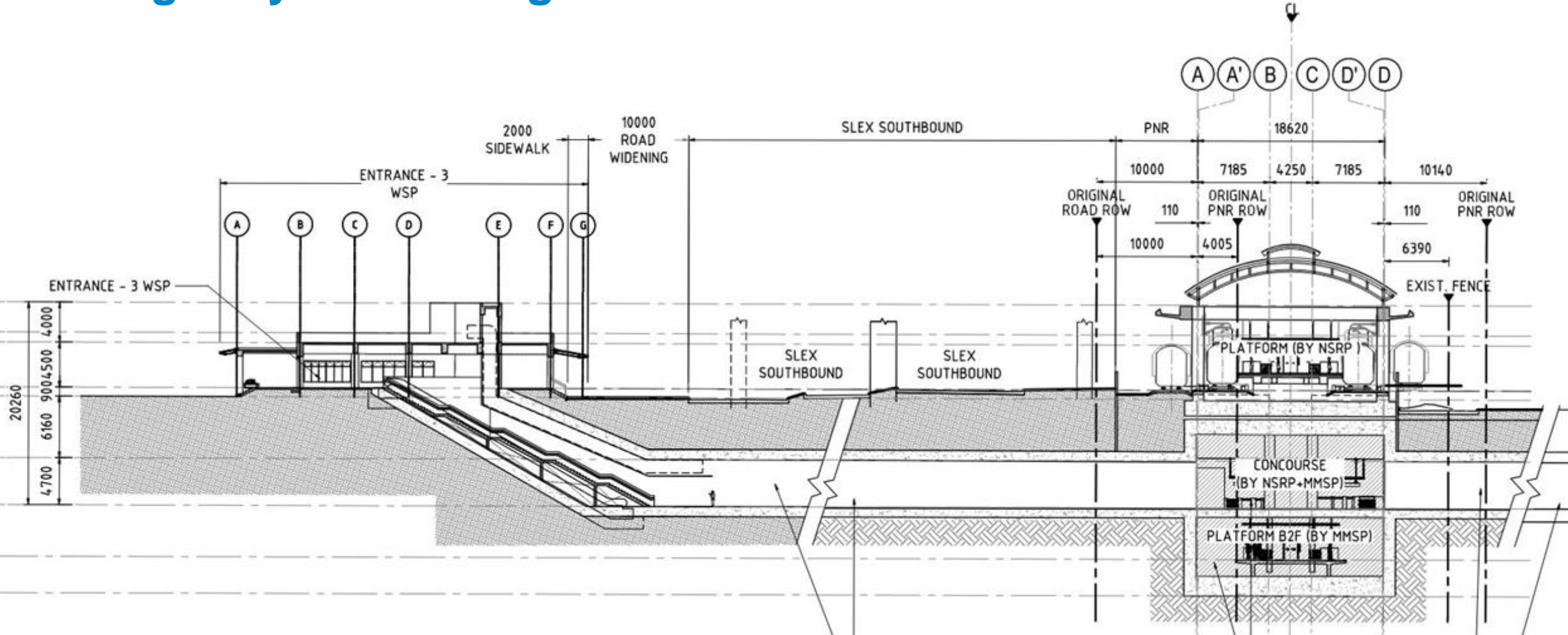


UNDERGROUND PLATFORM

Section of FTI Station



Passageway connecting Station and Western Entrance

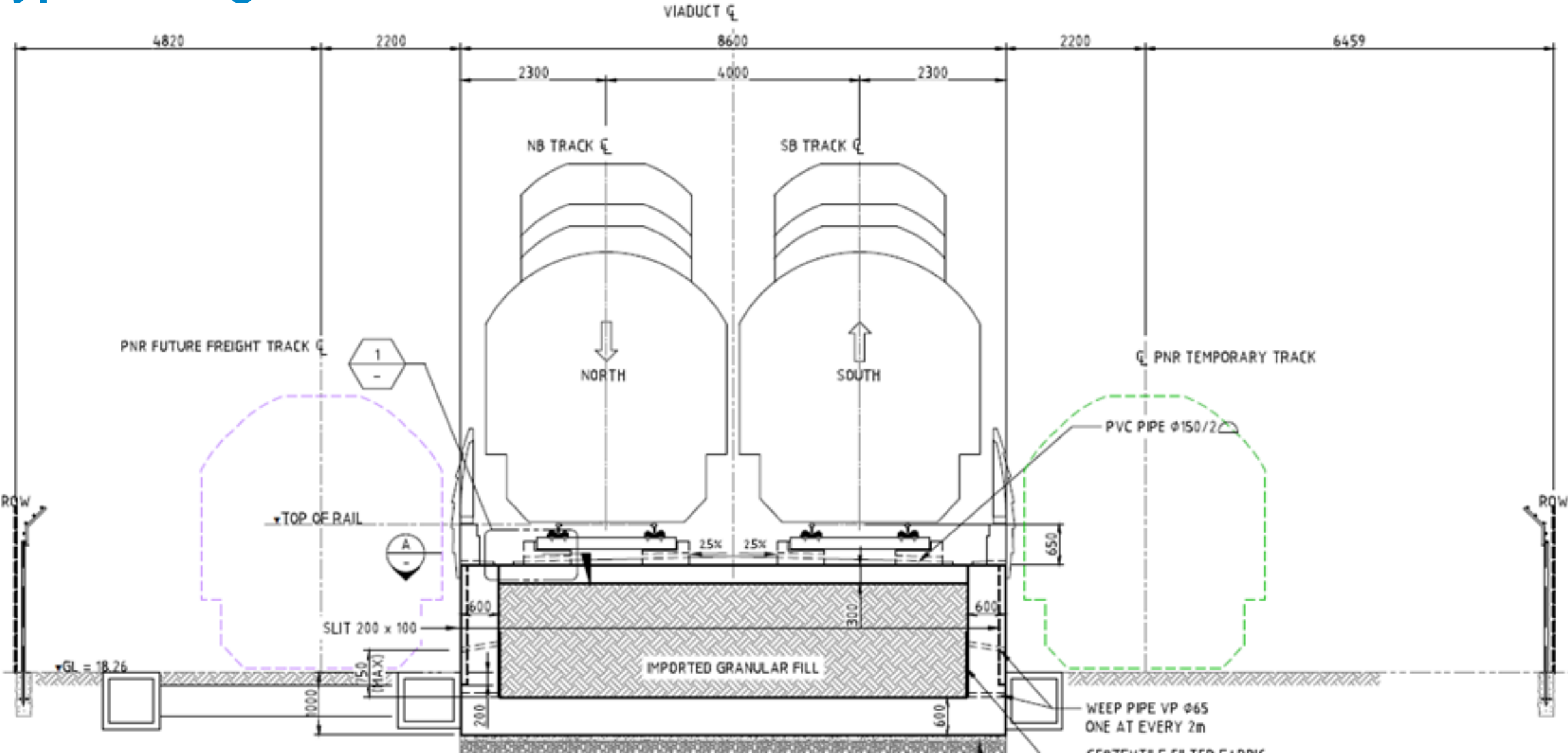


Western Entrance Section

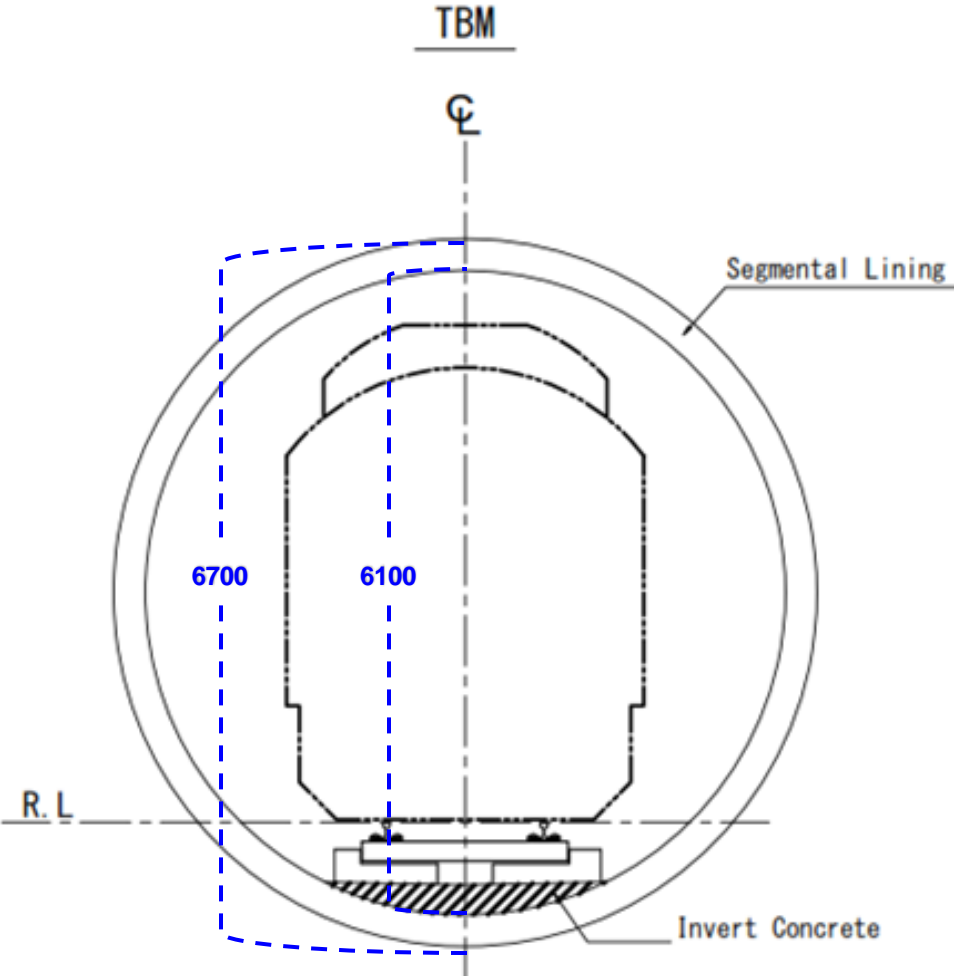
Underground Passageway Section

Station Section

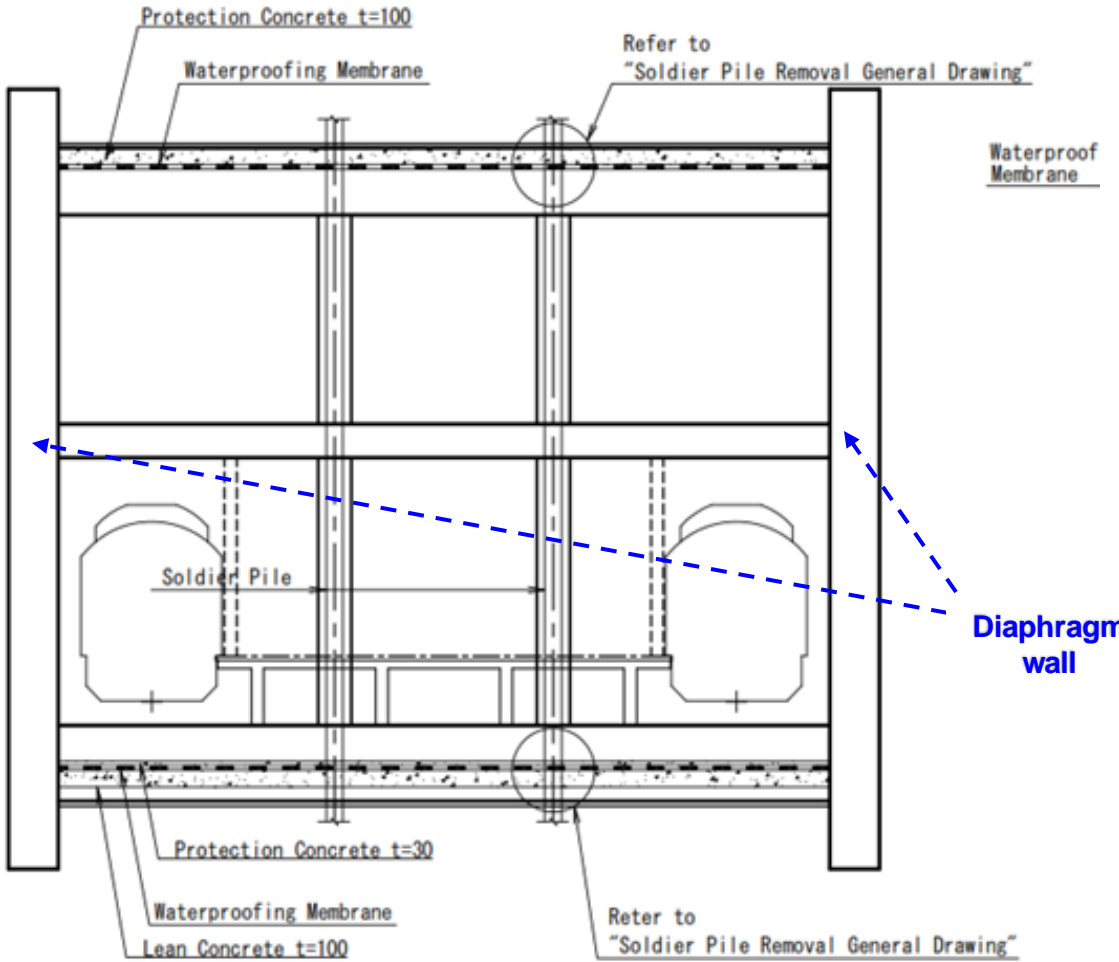
Typical At-grade Section



Typical Underground Sections



Typical Tunnel Section



Typical Cut and Cover Section

CONSTRAINTS AND INTERFACES



Summary of Constraints and Interfaces

1. *PNR Continuing Operations*
2. *PNR Track Relocation Works*
3. *Rivers, Canals, Drainage and Culverts crossings*
4. *SLEX Connector Roads*
5. *Metro Manila Skyway Stage 3 and Stage 4*
6. *Interfaces with Systems Works CP NS-01, CP NS-02 and CP NS-03*
7. *Design and Build Interface with Systems Works MMSP package CP106*
8. *Interface with MMSP package CP108 (Senate Station) and CP109 (NAIA Section)*
9. *Adjacent Packages CP S-03a and CP S-03c*
10. *East Service Road*
11. *Dense and populated area*

PNR CONTINUING OPERATIONS



PNR Tentative Working Timetable – Train Summary

MSC SOUTHBOUND				
TRAIN NO.	ROUTE	DEP	ARR	
MSC 417	TU-LC	4:15	9:39	
MSC 437	TU-AA	4:35	6:01	
MSC 457	TU-AA	4:55	6:21	
MSC 517	TU-AA	5:15	6:41	
MSC 537	TU-AA	5:35	7:01	
MSC 557	TU-AA	5:55	7:21	
MSC 617	DLR-LA	6:58	8:15	
MSC 637	TU-AA	6:35	8:01	
MSC 657	TU-AA	6:55	8:21	
MSC 717	TU-AA	7:15	8:41	
MSC 737	TU-AA	7:35	9:01	
MSC 757	TU-AA	7:55	9:21	
MSC 817	TU-AA	8:15	9:41	
MSC 837	TU-AA	8:35	10:01	
MSC 857	TU-AA	8:55	10:21	
MSC 917	TU-AA	9:15	10:41	
MSC 937	TU-AA	9:35	11:01	
MSC 957	TU-AA	9:55	11:21	
MSC 1017	TU-AA	10:15	11:41	
MSC 1037	TU-AA	10:35	12:01	
MSC 1057	TU-AA	10:55	12:21	
MSC 1117	TU-AA	11:15	12:41	
MSC 1137	DLR-LA	12:18	14:15	
MSC 1157	TU-AA	11:55	13:21	
MSC 1217	TU-AA	12:15	13:41	
MSC 1237	TU-AA	12:35	14:01	
MSC 1257	TU-AA	12:55	14:21	
MSC 1317	TU-AA	13:15	14:41	
MSC 1337	TU-AA	13:35	15:01	
MSC 1357	TU-AA	13:55	15:21	
MSC 1417	TU-AA	14:15	15:41	
MSC 1437	TU-AA	14:35	16:01	
MSC 1457	TU-AA	14:55	16:21	
MSC 1517	TU-AA	15:15	16:41	
MSC 1537	TU-AA	15:35	17:01	
MSC 1557	TU-AA	15:55	17:21	
MSC 1617	TU-AA	16:15	17:41	
MSC 1637	TU-AA	16:35	18:01	
MSC 1657	TU-AA	16:55	18:21	
MSC 1717	TU-AA	17:15	18:41	
MSC 1737	TU-AA	17:35	19:01	
MSC 1757	TU-AA	17:55	19:21	
MSC 1817	TU-AA	18:15	19:41	
MSC 1837	TU-AA	18:35	20:01	
MSC 1857	TU-AA	18:55	20:21	
MSC 1917	TU-AA	19:15	20:41	
MSC 1937	TU-LA	19:35	22:15	
MSC 1957	TU-LA	19:55	22:35	
MSC 2017	TU-AA	20:15	21:41	
MSC 2037	TU-AA	20:35	22:01	

MSC NORTHBOUND				
TRAIN NO.	ROUTE	DEP	ARR	
MSC 626	LA-TU	3:54	6:29	
MSC 646	LA-TU	4:14	6:49	
MSC 706	AA-TU	5:48	7:09	
MSC 726	AA-TU	6:08	7:29	
MSC 746	AA-TU	6:28	7:49	
MSC 806	AA-TU	6:48	8:09	
MSC 826	AA-TU	7:08	8:29	
MSC 846	AA-TU	7:28	8:49	
MSC 906	AA-TU	7:48	9:09	
MSC 926	AA-TU	8:08	9:29	
MSC 946	AA-TU	8:28	9:49	
MSC 1006	AA-TU	8:48	10:09	
MSC 1026	AA-TU	9:08	10:29	
MSC 1046	AA-TU	9:28	10:49	
MSC 1106	AA-TU	9:48	11:09	
MSC 1126	AA-TU	10:08	11:29	
MSC 1146	AA-TU	10:28	11:49	
MSC 1206	LA-DLR	9:34	11:26	
MSC 1226	AA-TU	11:08	12:29	
MSC 1246	AA-TU	11:28	12:49	
MSC 1306	AA-TU	11:48	13:09	
MSC 1326	AA-TU	12:08	13:29	
MSC 1346	AA-TU	12:28	13:49	
MSC 1406	AA-TU	12:48	14:09	
MSC 1426	AA-TU	13:08	14:29	
MSC 1446	AA-TU	13:28	14:49	
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MSC 1546	AA-TU	14:28	15:49	
MSC 1606	AA-TU	14:48	16:09	
MSC 1626	AA-TU	15:08	16:29	
MSC 1646	AA-TU	15:28	16:49	
MSC 1706	AA-TU	15:48	17:09	
MSC 1726	LA-DLR	14:54	16:46	
MSC 1746	AA-TU	16:28	17:49	
MSC 1806	AA-TU	16:48	18:09	
MSC 1826	AA-TU	17:08	18:29	
MSC 1846	AA-TU	17:28	18:49	
MSC 1906	AA-TU	17:48	19:09	
MSC 1926	LC-TU	14:10	19:29	
MSC 1946	AA-TU	18:28	19:49	
MSC 2006	AA-TU	18:48	20:09	
MSC 2026	AA-TU	19:08	20:29	
MSC 2046	AA-TU	19:28	20:49	
MSC 2106	AA-TU	19:48	21:09	
MSC 2126	AA-TU	20:08	21:29	
MSC 2146	AA-TU	20:28	21:49	
MSC 2206	AA-TU	20:48	22:09	
MSC 2226	AA-TU	21:08	22:29	
MSC 2246	AA-TU	21:28	22:49	

Summary

TOTAL NO. OF TRIPS:			
SOUTHBOUND		NORTHBOUND	
TU-AA	45	AA-TU	45
TU-LA	2	LA-TU	2
TU-LC	1	LC-TU	1
DLR-LA	2	LA-DLR	2
	<u>50</u>		<u>50</u>

- There will be 100 trains passing for both Southbound and Northbound.
- The earliest and latest train passing FTI as follows:
 - Southbound: 5:17 – 21:37
 - Northbound: 5:31 – 21:51
- Please visit the Site Data for more detailed information on PNR Operations.

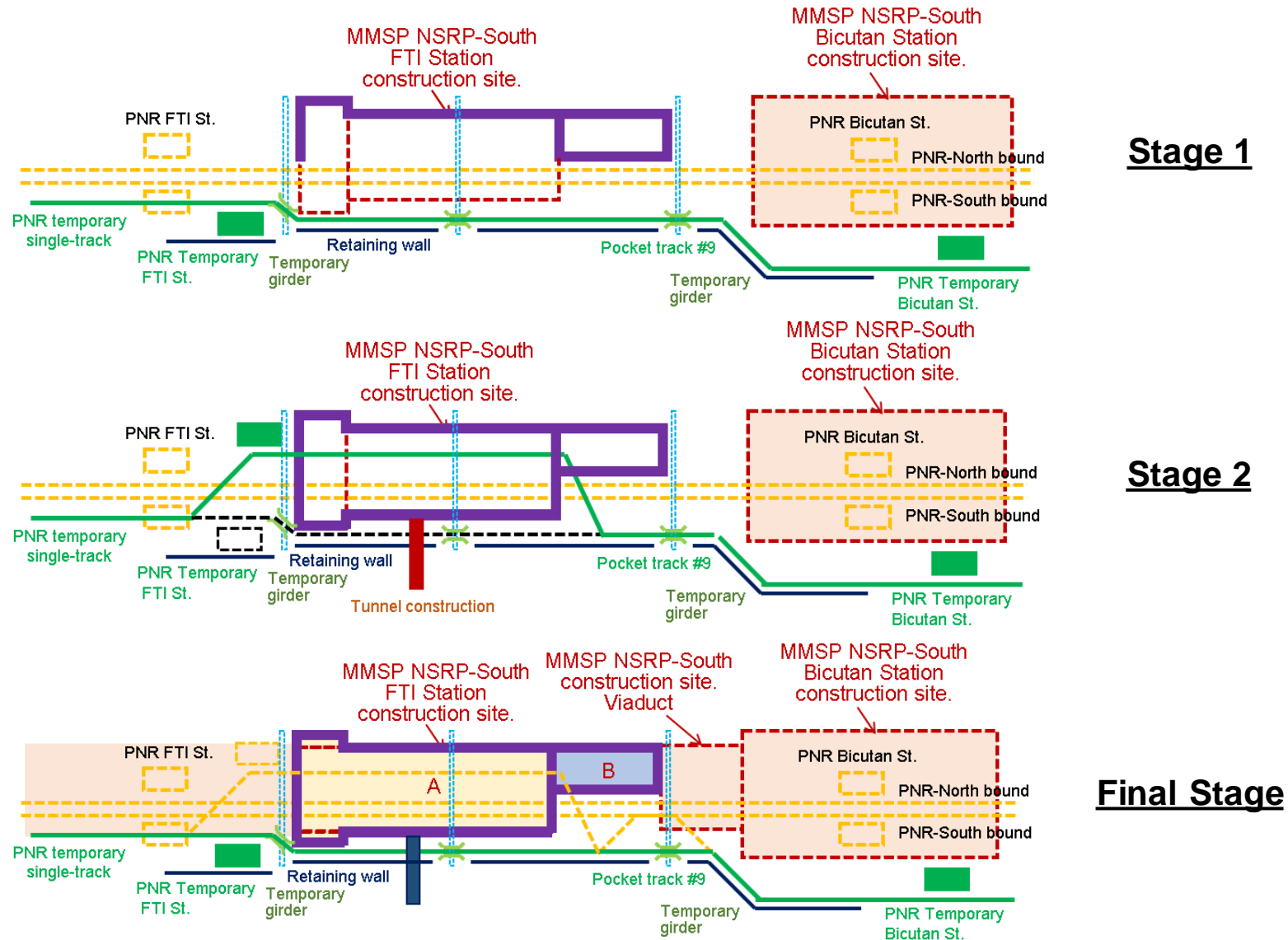
Interfacing with Existing PNR Line

- The existing PNR is running parallel along the SC alignment.
- Existing PNR tracks will be temporarily relocated by others within the Project ROW. PNR operations will maintain a single track operation utilizing the “Temporary PNR Track” during the construction period.
- Activities in the vicinity of any PNR line shall be carefully planned and constructed without interruption of existing PNR operations. The activities shall only be carried out after permission is obtained from the PNR and the Engineer.
- Refer to GS 131 for further information on Works in the Vicinity of Existing Operating PNR Line.

PNR TRACK RELOCATION WORKS



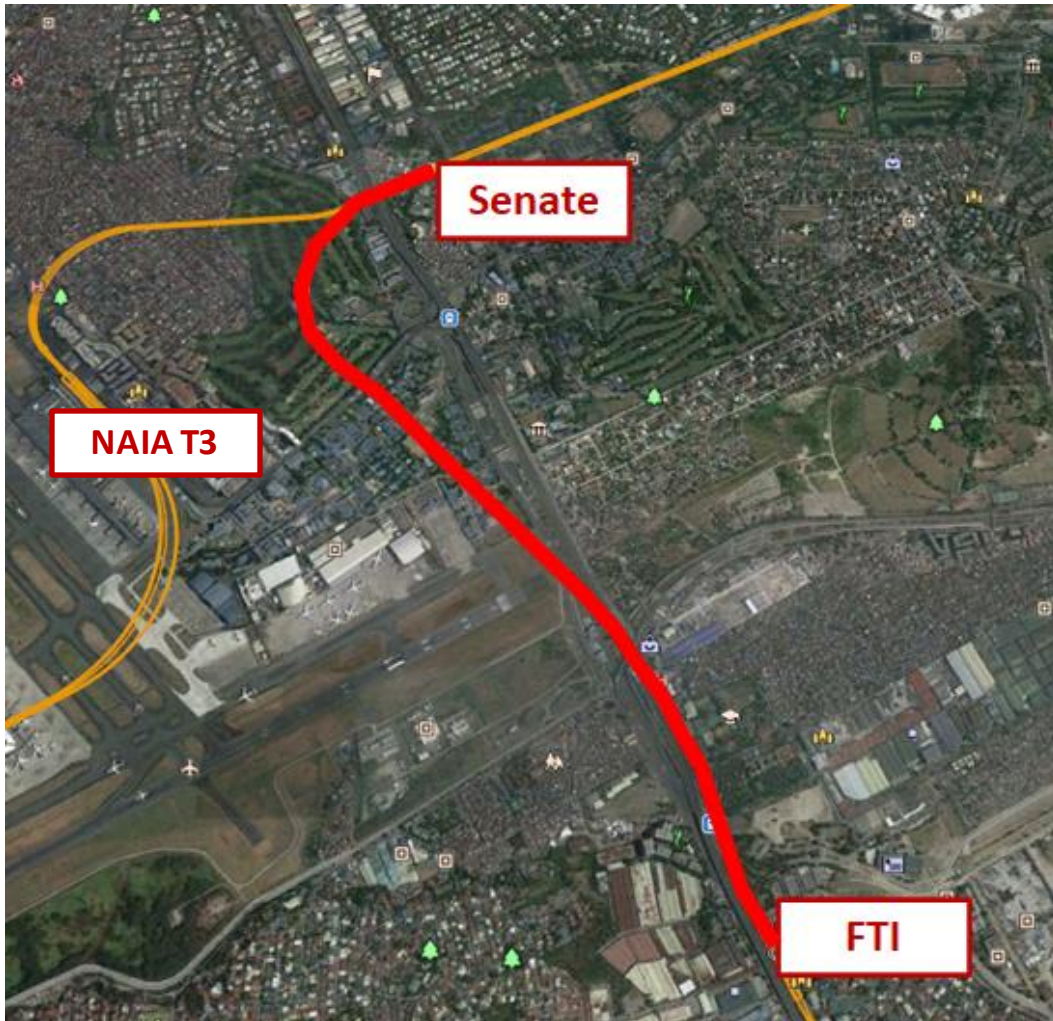
PNR Multiple Track Relocation Arrangement at FTI Station



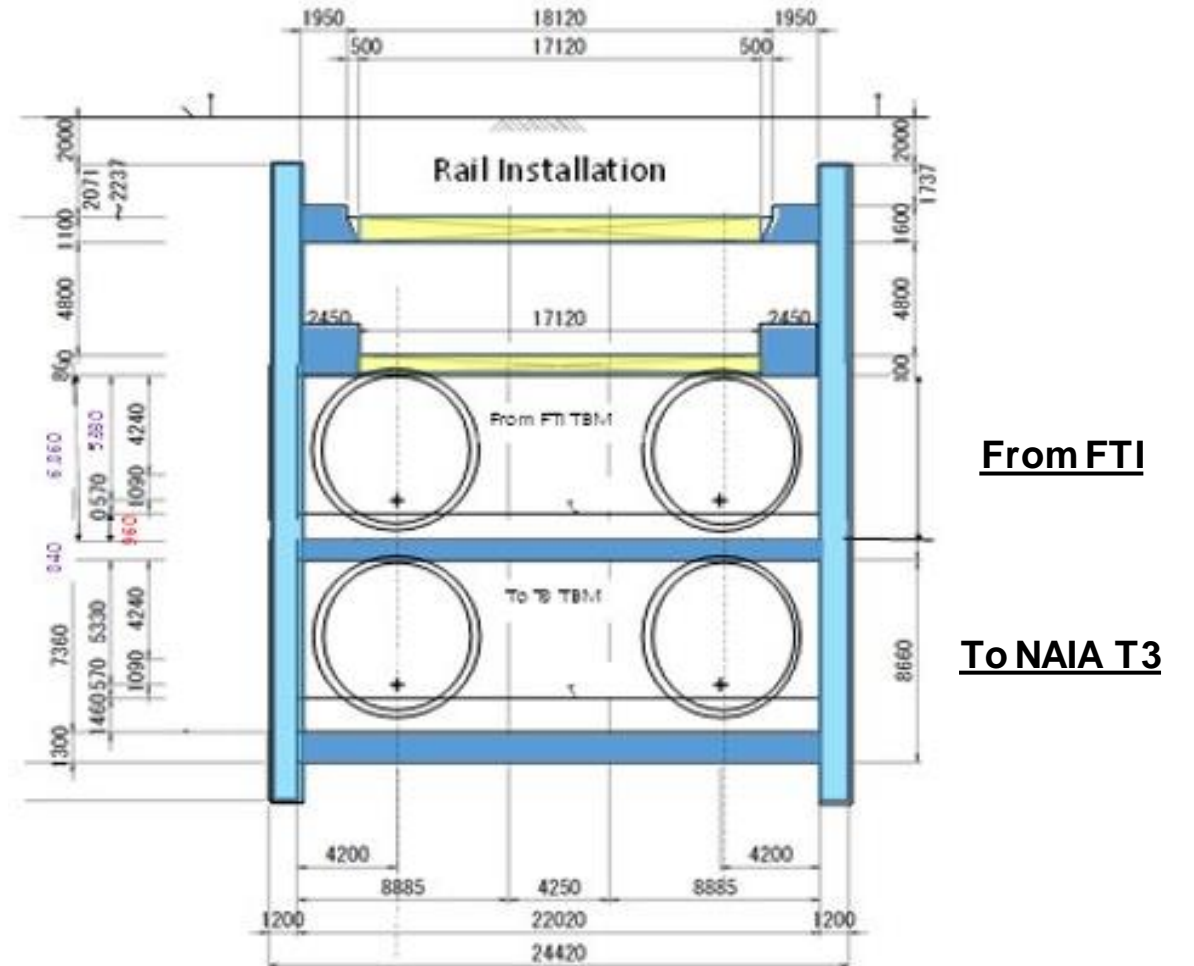
INTERFACE WITH MMSP PACKAGE CP108 (SENATE STATION) AND CP109 (NAIA SECTION)



Interface with MMSP package CP108 (Senate Station) and CP109 (NAIA Section)



Alignment of Tunnel



Arrival Face at Senate Station

PROCUREMENT PROCESS



Governing Rules

- **PROCUREMENT: APPROACH/TYPE OF PROCUREMENT**
 - Follow ADB guidelines for procurement of Civil Works



- **APPLICABLE DOCUMENTS FOR BIDDING PROCEDURES**



Bid & Contract Method

Item	Description	
Bidding System	Open Competitive Bidding Single-Stage One-Envelope Bidding (without Pre-qualification procedure)	
Eligible Nationality of Bidder	Prime Contractor / JV Partners / Sub-contractors : ADB Eligible Countries	
Contract Type	Engineer Design (<i>At-Grade Station & Civil and Structure for Underground Station and Tunnel</i>) Admeasurement Unit Price Contract	Design & Build (<i>Architecture and MEP for Underground Station and Tunnel</i>) Lump Sum
Procurement Guideline	Procurement Regulations for ADB Borrowers, 2017	
Applicable General Conditions of Contract	FIDIC Conditions of Contract for Construction Designed by the Employer: Multilateral Bank Harmonized Edition, 2010 (FIDIC-Pink Book) – <i>with additional Particular Conditions of Contract on Design Responsibility of the Contractor</i>	
Eligible Countries for Procurement of Goods and Services	ADB Eligible Countries	

PROCUREMENT TIMELINE



Procurement Timeline



Note:

Bidders may request Site Visits in accordance with ITB 7.2 and ITB 7.3.

SITE VISIT



Request for Site Visit to PNR Facility

- Submit **Confirmation Form** via fax and email at least **three (3) working days** before the desired date and time to PNR.

Mr. JUNN B. MAGNO
 THE GENERAL MANAGER
 PNR Executive Building (Tutuban Station)
 Mayhaligue Street
 Tondo, Manila 1000, Philippines
 Telephone No.: (+63 2) 8319 0041
 Facsimile No.: (+63 2) 8563 9361
 E mail Address: pnr.pms2019@gmail.com

**Requested date will still be subject for approval.*

- A maximum of **8 representatives** per Bidder will be allowed to join the site visit
- Refer to **Attachment 2 – Guidelines for the Site Visit** and **Attachment 3 – Request for Permission for a Site Visit** of Bid Data Sheet for details

Attachment 3 to the Bid Data Sheets

Site Visit – CP S-03b: Civil Engineering, Tunnel and Building Works for approximately 6.1km of Railway with 4.7km of Underground Railway and 1.4km of at-Grade Railway, including FTI Station and Tunnelling Works to connect to MMSP Senate Station.

Request for Permission for a Site Visit

Bidder's Name: _____

The Bidder hereby requests permission for the following authorized representative/s to conduct a site visit for the above-mentioned project and undertakes to abide by the Guidelines for the Site Visit as provided by DOTr-PNR.

List of Personnel to Enter the Facility (Maximum of eight (8) representatives per Bidder)

	Name	Designation	e-Mail Address	Contact No.
1				
2				
3				
4				
5				
6				
7				
8				

Alternate Representatives

(In the absence of the above-mentioned representatives):

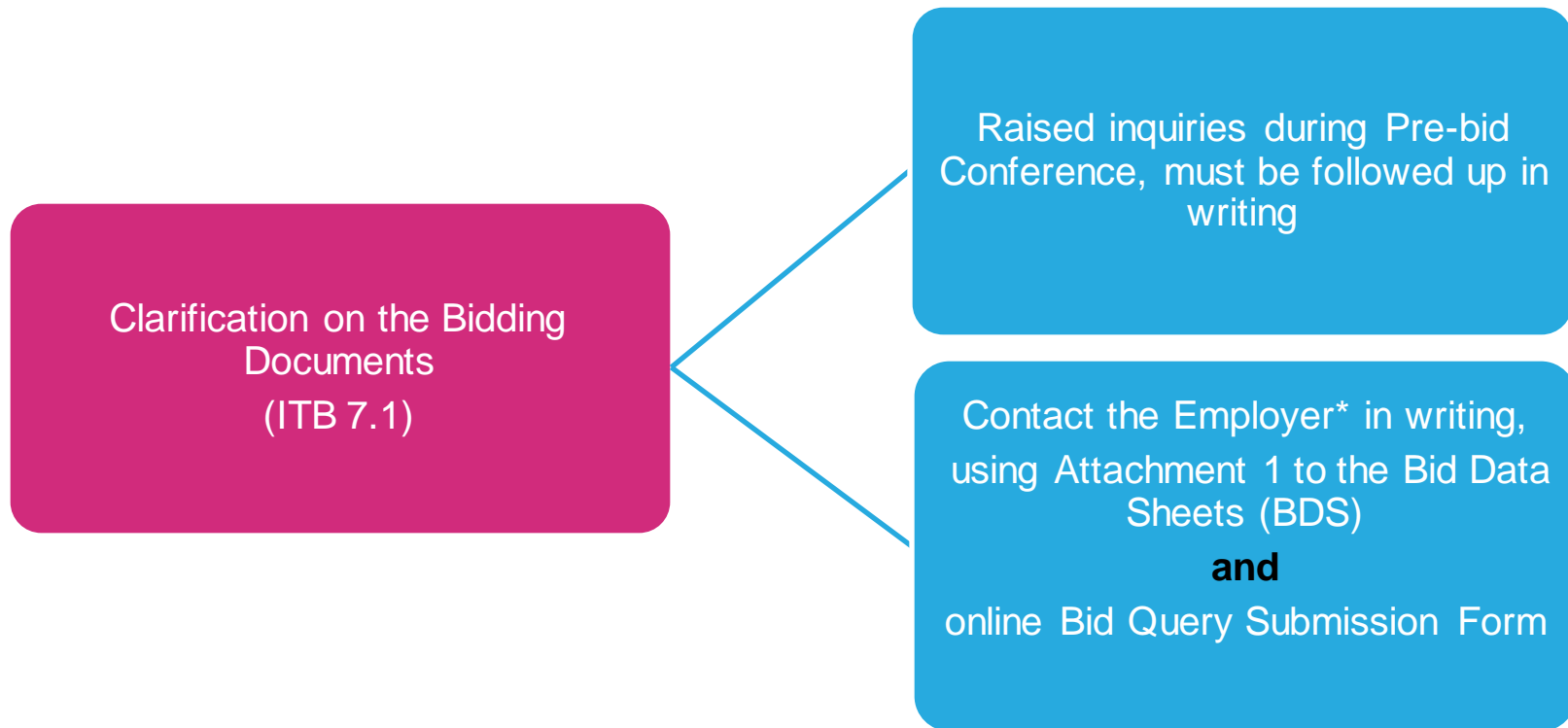
	Name	Designation	e-Mail Address	Contact No.
1				
2				
3				
4				



REQUESTS FOR BID CLARIFICATIONS



Communication Protocol for Request-for-Clarification (RfC)



Attachment-1 to the Bid Data Sheet

Template for Clarification

SOUTH COMMUTER RAILWAY PROJECT CP S-04 BUILDING AND CIVIL ENGINEERING WORKS FOR APPROXIMATELY 8.5 KMS OF RAILWAY VIADUCT STRUCTURE INCLUDING ELEVATED STATIONS AT ALABANG AND MUNTINLUPA					
Name of Bidder	[Insert name of prospective bidder.]				
Date	[Insert date of submission of queries/comments.]				
Item No.	Volume & Section No.	Page No.	Clause No./Title	Reference Text (if necessary)	Clarification Request

Bid Query Submission Form

<http://bitly.ws/9KUx>

*** The submission shall be forwarded directly to PS-DBM, who will inform the Employer**

Key Qualification & Criteria



Key Qualification & Criteria (Financing Standing)

Key Qualification**		Criteria**	CP S-03b
Financial Standing	Average Annual Construction Turnover	Bidder must have Average Annual Turnover of [Ref: Item 2.3.2] (in Million USD)	200
	Available Financial Resources	Bidder must have minimum available finances of [Ref: Item 2.3.3] (in Million USD)	45
	Experience Contracts of Similar Value	In the past ten years have substantially completed at least one project of [Ref: Item 2.4.1] (in Million USD)	390
	Bid Security	Bidder must be able to furnish a bank security [Ref: ITB 19.1] (in Million USD)	14

* The Bidding Documents will prevail in case of any discrepancy between this Table and the Bidding Documents



Key Qualification & Criteria (Specific Experience) (CP S0-3b)

Key Qualification**		Criteria**	CP S-03b
Specific Experience	Tunnels	Bidder must demonstrate he has experience of building two (2) projects for tunnelling works, each including bored tunnel by shield TBM method; At least one (1) project including shield tunnel of inner diameter more than 4.5 m. *	✓
	Underground Station – Design	Bidder must demonstrate he has experience of at least one (1) detailed design for underground tunnel and underground stations according to regulations of National Fire Protection Association 130 or equivalent international standards.*	✓
	Underground Railway Station Construction	Bidder must have experience at least one (1) project for underground railway station by cut & cover method.*	✓
	At-grade Railway Station	Bidder must have experience at least one (1) project including an at-grade railway station.*	✓

*Note – Refer Volume I, Part 1, Section 3, EQC Item 2.4.2;

** The Bidding Documents will prevail in case of any discrepancy between this Table and the Bidding Documents

Overview of Single-Stage One-Envelope Evaluation Criteria



Overview of Single-Stage One-Envelope Evaluation Criteria

- ❑ The principle is that the lowest evaluated substantially responsive bid wins.
- ❑ EACH of the below 4 Principal Aspect shall achieve an overall "Pass", i.e. 70%, assessment for the Bid to be considered as being substantially responsive:

1.2 Evaluation – Step 2 Detailed Evaluation of Technical Proposal

1.2.1 Method for Technical Evaluation

The completeness and responsiveness of the Technical Proposal will be determined by an evaluation of the information provided within the Bidders responses to Part II – Section 6 – “The Employer’s Requirements” that will result in the determination of a “Pass” or “Fail” outcome for the four Principle Aspects of the Project as listed below.

Overall Project Management

- Key Personnel
- Management & Supervision
- Project Program Considerations
- Temporary Facilities

Project Program Considerations

- Programming Proposals
- Overall Mobilization Plan
- Proposed Plant and Equipment

Project Administration Matters

- Quality Management
- Safety Management
- Environmental Management
- Risk Management
- BIM & CMMS Implementation
- Other Miscellaneous Information

Implementation Proposals (Method Statements)

- Project Execution Plan
- Underground Station – Design part
- Intermodal Transfer Facilities – Design part
- Shield Tunnel - TBM works
- Precast Concrete Segment Fabrication and Erection for Shield Segment
- Station Construction – Foundation and Structure
- West Plaza Underground Passageway Construction Temporary Shoring
- Underground Station Construction – Entrance Building and at Grade Facilities
- Underground Station Construction – Building Work
- Underground Station Construction – Mechanical and Electrical Works
- At-Grade Station Construction – Roof Structure and Coverings
- At-Grade Station Mechanical and Electrical Works
- Maintenance Requirements
- Installation and Construction Method Statement & Major Plant and Equipment

Submission Assessment

Rating	Submission Characteristics
Excellent 90-100%	The submission not only has no deficiencies, it offers additional benefits or added value for the scope, quality, or performance of the Works specified in the Bidding Document without limiting the Employer’s rights or the Bidder’s obligations. Sufficient supporting evidence has been provided or can be transparently requested from the bidder.
Good 80-89%	The submission has no deficiencies and is consistent with the scope, quality, or performance of the Works specified in the Bidding Document without limiting the Employer’s rights or the Bidder’s obligations. Sufficient supporting evidence has been provided or can be transparently requested from the bidder.
Acceptable 70-79%	(1) The submission has deficiency/ies but, if accepted, would not affect in any substantial way the scope, quality, or performance of the Works specified in the Bidding Document without limiting the Employer’s rights or the Bidder’s obligations, and (2) supporting evidence has been provided or can be transparently requested from the bidder.
Some Reservations 50%-69%	(1) The submission has deficiency/ies, if accepted, would have some impact on the scope, quality, or performance of the Works specified in the Bidding Document or it may limit Employer’s rights or the Bidders obligations, and (2) Insufficient supporting evidence has been provided or cannot be transparently requested from the bidder.
Serious Reservation 20%-49%	(1) The submission has deficiency/ies, if accepted, would have serious impact on the scope, quality, or performance of the Works specified in the Bidding Document or it may limit Employer’s rights or the Bidders obligations, and (2) No supporting evidence has been provided or cannot be transparently requested from the bidder.
Unacceptable 0%-19%	Does not meet the requirements. Does not comply and/or provides insufficient information to demonstrate that the bidder has the ability, understanding, experience, skills, resources and/or the quality measures required to deliver the Project on time.

Checklist of Submittals to Accompany the Bid

❑ A Checklist is provided in **Section 4 Appendix 1** for submittals to accompany the Bid. Please note that the Bidder is requested to **cross refer this checklist to Section 3 – Evaluation and Qualification Criteria and Section 4 Bidding Forms** for the details required submissions

South Commuter Railway Project
CP S-03b – Civil Engineering, Tunnel and Building Works

**Section 4
Bidding Forms**

Appendix 1 – Checklist of Submittals to Accompany the Bid

To facilitate ease of review, the Bidder is required to provide a schedule, similar to that set out below, indicating that the individual document has been checked and is included, giving the location (page numbers or references) of all the documents that are enclosed with the Bid.

The Bidder is requested to cross refer to Section 3 – Evaluation and Qualification Criteria and Section 4 – Bidding Forms for details of the required Sub-Criteria submissions to ensure completeness of its submission.

Document(s) Required	Bidder Check	Submission Document	
		Locator	Reference
6 Technical Proposal (ITB 16)			
(a) Key Personnel (Form PER-1 & PER-2)			
(b) Equipment to be Mobilized (Form EQU)			
(c) Management & Supervision - Site Organization			
(d) Proposal for Use and Reinstatement of site and other areas			
(e) Implementation Proposals -Method Statements			
(f) Programing Proposals -Construction Schedule			
(g) Overall Mobilisation Plan			
(h) Quality Management			
(j) Environmental Management			
(k) Risk Management			
(l) BIM and CMMS Implementation			
(m) Project Insurance			
(n) Other Miscellaneous Information			

South Commuter Railway Project
CP S-03b – Civil Engineering, Tunnel and Building Works

**Section 3
Evaluation and Qualification Criteria**

1.2.3 Detail of the Required Submittal Coverage for Each of the Four Principal Aspects

1.2.3.1 Overall Project Management (Principal Aspect 1)

#	Sub-criteria	Importance	Key factors to be considered for the sub-criteria in order of importance	Checklist
1.2.3.1.2	Management & Supervision	**	Contractor's Site Organization of Technical Proposal Design Stage Organization Chart shall be included. (1) Design Phase management and Coordination Chart. (2) Resource/Time Allocation Schedule for Management Personnel (1) Project Management Chart (2) Resource/Time Allocation Schedule for Management Personnel (3) Site Management Charts (4) Resource/Time Allocation Schedule for Site Management Personnel (5) Work Supervision Resources Chart (6) Resource/Time Allocation Schedule for Work Supervision	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
1.2.3.1.3	Proposal for the use and Reinstatement of the Site and other areas	*	Use and Reinstatement of the Site and other areas (1) Proposed Site Layout Plan (2) Layout of Fabrication Yard(s), Stockyard(s) and Warehousing (3) Proposed Labor Accommodation, Sanitary and Messing Facilities (4) Construction of Temporary Access	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>



Common Bidding Mistakes and Pointers for Bidders



➤ Clarification of Bids

- ❑ **Scenario:** Clarification of Bid was sent to the Bidder during Bid Evaluation pursuant to ITB 27.1. The Bidder was given 3 days to provide their response. Bidder was only able to provide a response 15 days after.
- ❑ **Take Note:** Pursuant to ITB 27.2, If a Bidder does not provide clarifications of its Bid by the date and time set in the Employer's request for clarification, its Bid may be rejected.



Bidder is reminded to provide responses to bid clarifications within the duration set by the Employer.

➤ Clarification of Bids

- ❑ **Scenario:** Bidder was requested to clarify a possible missing document from their Bid, i.e. Proposals for O&M Manuals and As-Built Drawings. Bidder responded that they acknowledge that the document was not submitted together with their Bid, and they will submit in the event that they will be awarded the Contract.
- ❑ **Take Note:** Pursuant to ITB 29, the responsiveness of a Bid is to be determined **based solely on the contents of the Bid itself**. Also note that, Section 3 - 1.2.3 provides the Bidder the list and detail of the required submittal coverage for each of the four principal aspects.



Failure to submit any of the submittals listed in the section will result to a rating of 0% for that specific item.

➤ Clarification of Bids

- ❑ **Scenario:** Bidder was requested to clarify a possible missing document from their Bid, i.e. Proposals for the Use and Reinstatement of Site Areas. Bidder responded that they acknowledge that the document was not submitted together with their Bid, and submitted the said document together with their response.
- ❑ **Take Note:** *The responsiveness of a Bid is to be determined based solely on the contents of the Bid itself, as stated in ITB 29.*
- ❑ *Also, pursuant to ITB 27.1, no change in the prices or substance of the Bid shall be sought, offered, or permitted, except to confirm the correction of arithmetic errors discovered by the Employer in the evaluation of the Bids, in accordance to ITB 31.*



Hence, the additional document submitted by the Bidder, will not be considered and evaluated.

➤ Key Dates and Bid Programme

- ❑ **Scenario:** Bidder submitted a Bid Programme with a different schedule from what was stated in the Bidding Documents.
- ❑ **Take Note:** Pursuant to ITB 13.1 and ITB 13.2, **Alternative Bids and Alternative times for completion shall not be permitted.** Bidder is reminded to use the Key Dates provided in Section 8 of the Bidding Document in their Bid Programme. For Bid Evaluation purposes, ALL Bids will be evaluated based on the stipulated Key Dates.



Bidder shall follow the Key Dates specified in the Bidding Document.

➤ Personnel Requirements

- ❑ **Scenario:** Three of the proposed Key Personnel of the Bidder did not meet the required qualifications under Section 4 of the Bidding Document.
- ❑ **Take Note:** *The evaluation shall be for the originally submitted Key Personnel only. Although the Contractor will be requested to provide replacement who can meet the requirements in the event of Contract Award, but no scores will be provided for the proposed replacement for bid evaluation purposes.*
- ❑ *The responsiveness of a Bid is to be determined based solely on the contents of the Bid itself, as stated in ITB 29.*



Please be mindful on the requirement on each Key Personnel specified in the Bidding Document.

➤ Bill of Quantities

- ❑ **Scenario:** The Bidder submitted Bill of Quantities with revised quantities on some line items.
- ❑ **Take Note:** *As stated in item no. 3 of the Preamble, the quantities given in the Bill of Quantities are given to provide a common basis for bidding for ALL Bidders. If the Bidder found discrepancies in the Bill of Quantities and Drawings, the Bidder may request for clarification from the Employer.*



Bidder is reminded that for bid evaluation purposes, the reference will be the latest published Bill of Quantities.

Previously Asked Questions (PAQ)



PAQ: Purchase of Bidding Documents

- **Q:** For a Bidder bidding as a Joint Venture which is not yet constituted, is the payment receipt required to be named after the JV?
- **A:** The payment receipt for the purchase of the Bidding Documents can be named to any partner of the JV which is yet to be constituted.

PAQ: VISA Assistance

- **Q:** Pursuant to General Bid Bulletin No. 1 re: VISA assistance, are prospective Bidders guaranteed for entry to the Philippines if they submit their request letter?
- **A:** The visa assistance initiative by DOTr-PNR only aims to fast track a potential bidder's personnel's visa application. DOTr-PNR does not guarantee issuance of visa as this depends on DFA and the applicant. Follow ups may be done through the BAC Secretariat only.

Construction Experience in Key Activities

- **Q:** Is similar work experience performed by an Integrated Joint Venture, of which the Bidder was part of, be acceptable to the Employer regardless of the Bidder's share in the said Integrated JV?
- **A:** Pursuant to EQC 2.4.2, if the Bidder's construction experience is a part of prior Joint Venture, only the Bidder's designated scope of works, under the contracts presented to satisfy the requirements stated in the EQC, shall be considered to meet this requirement.

Construction Experience in Key Activities

- **Q:** Please clarify if the Experience in Key Activities can be complied by a nominated specialist subcontractor?
- **A:** Pursuant to EQC 2.4.2, this may be complied with by the Bidder or by Specialist Subcontractor. If Specialist Subcontractors are proposed by the Bidder for key activities, each Specialist Subcontractor must have experience in related key activity as a **single entity**.

If the key activity is to be undertaken by a Specialist Subcontractor, the Employer shall require evidence of the subcontracting agreement from the Bidder.

PAQ: Bid Security

- **Q:** If a Joint Venture has not been legally constituted at the time of bidding, please clarify if the bidders shall furnish either one (1) Bid Security with the name of the JV with the total amount or two to three (2-3) Bid Securities separately based on share ratio of the JV members with the aggregate sum of the required amount.
- **A:** If the Joint Venture has not been legally constituted at the time of bidding, the bid security shall be in the name of **any** or **all of the Joint Venture partners**.
The Employer will only accept one (1) Bid Security pursuant to ITB 19.1 to 19.8

PAQ: Bid Security

- **Q:** Please clarify whether the bid security shall be issued by a reputable bank which has a correspondent bank located within the Employer's country to make it enforceable.
- **A:** Pursuant to ITB 19.1, the Bid Security shall be, at the Bidder's option, in any of the following forms:
 - An unconditional bank guarantee
 - An irrevocable letter of credit
 - A cashier's check, or
 - SWIFT message in the form of MT760All from a **reputable source from an eligible country** as described in Section 5 (Eligible Countries)

PAQ: Target Commencement Date

- **Q:** Can the Employer provide the target Commencement Date of the Project?
—
- **A:** DOTr-PNR targets the Commencement Date for packages CP S-03B by March 2022

PAQ: Site Access and Right-of-Way Acquisition

- **Q:** Can the Employer give an update on the status of availability of site?
- **A:** DOTr-PNR is currently undertaking Right-of-Way acquisition, utility relocation, and resettlement activities for the entire alignment. Status of Land Availability Drawings, Land Handover dates pursuant to PCC 2.1, and other further details of Site Availability will be issued through an Addendum.

Related information to Right-of-Way acquisition may also be found on Vol. 2, Sec. 6 (Supplementary Information) of the Bidding Documents.

PAQ: Bid Price

- **Q:** Please clarify the currency to be used for the contracts.
- **A:** As stated in BDS 15.1, the unit rates and the prices shall be quoted by the Bidder in the Price Schedule separately in the following currencies:
 - (i) For those inputs to the Works that the Bidder expects to supply from within the Employer's country, in Philippine Peso (PHP)
 - (ii) For those input to the Works that the Bidder expects to supply from the outside the Employer's country in up to any three (3) foreign currencies

PAQ: Fabrication/Casting Yard

- **Q:** Would the Employer provide fabrication yard for the Contractors?
- **A:** The Contractor shall be responsible for sourcing and procuring all land necessary for the provision of various temporary facilities that will be required throughout the duration of the project.

Some plots of land adjacent to the Project alignment has been identified by the Employer as potentially available and these are published under Site Data. This information is made available for reference only and the availability of such land is not warranted. The Contractor should visit, inspect the area and assess the suitability and availability of the area if he wishes to do so. The Contractor shall directly discuss and negotiate with the land owner(s)

PAQ: Value Engineering

- **Q:** Would DOTr allow changes from the contractor based on Value Engineering especially on viaducts?
- **A:** The standard provisions on variations and value engineering under the Pink Book will apply.

Disclaimer

- ITB 6.4
“The Bidder is expected to examine all instructions, forms, terms, and specifications in the Bidding Documents, and to furnish with its Bid all information and documentation as is required by the Bidding Documents”
- Any statement made at the Pre-Bid Conference does not modify the terms of the Bidding Documents, unless such statement is specifically identified in writing as an official Addendum through a Bid Bulletin.
- The Pre-Bid Conference is also an opportunity for the prospective Bidders to request for clarifications about the Bidding Documents. However, such request must be followed up in writing and BAC will respond in writing by issuing Bid Bulletins uploaded to the websites of PS-DBM, DOTr and PNR as follows:

www.ps-philgeps.gov.ph

www.dotr.gov.ph

www.pnr.gov.ph

Q & A Session

