



**General Bid Bulletin No. 13  
11 June 2021**

**RESPONSES TO CLARIFICATIONS**

**IFB No. 21-058-5;** South Commuter Railway Project for Package Number CP S-03b; Civil Engineering, Tunnel and Building Works for Approximately 6.1km 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

**TO ALL PROSPECTIVE BIDDERS:**

This General Bid Bulletin is issued to amend/clarify certain provisions in the Bidding Documents for the above-mentioned project. Please refer to the ATTACHED Annexes of this General Bid Bulletin duly approved by the End-user and Co-Implementer for details:

1. **Annex "A"** – CP03B Responses to Clarification Requests (Batch 4)

For the information and guidance.

For the Bids and Awards Committee V,

  
**SIGNATURE REDACTED**

**JULIUS M. SANTOS**

*Chairperson*

**General Bid Bulletin No. 13**  
**CP S03B Responses to Clarification Requests (batch 4)**

| No. | Packages | Vol  | Sec  | Page No.        | Clause No./Title                         | Reference Text (if necessary)  | Clarification Request   | Collated Response   |
|-----|----------|--|--|-----------------|--|--|---|---|
| 1   |          | Volume 1 & Volume 2 Drawings                     | Volume 1 & Volume 2 Drawings   |                 |  |  | There are disappearances between the work schedules which are shared in Volume - 1, file "1.2 CP S-03b Vol 1 Sec 4 20210407" page 40 and Volume-2, 02_Drawings, Underground Drawings, file "P2_S6_II(DWG)_31Mar2021_06_Civil_UT", page 3. Main difference in the schedules are the TBMs main drive start dates. In the schedule -1 TBMs are start in month-20 on the other hand in schedule-2 they are start in month-33. We are kindly asked which schedule will be followed.  | <b>The Construction Duration and Key Dates as per Volume 3 should be followed. In addition, an ECP is provided to the Bidders for information only. However, Bidders can optimise and need to submit their own work schedule, see Program Requirements in Section 4 Volume 1, which need to comply with the contractual requirements.</b><br><br><b>Drawings NSRP-UT-CE-GN-0001 will be omitted from the drawings</b>   |
| 2   |          | VOLUME 1<br>Part I – Bidding Procedures          | Section 4A – Bill of Quantities<br><br>VOLUME 3, Section 7 - General COC | N/A<br><br>GCC2 | Preamble, clause 1<br><br>Last paragraph | 1. The Bill of Quantities is prepared by the Employer for the Works which are designed by the Employer, (to the extent specified in the Contract), and, for this portion is a re-measurement contract for the execution, completion and remedying of any defect in the Works as specified in the Contract.<br><br>The Conditions of Contract have been prepared for an ad measurement (unit price or unit rate) type of contract and cannot be used for other types of contract. | The bidder notes inconsistency in the type of Contract described in the ITB. The preamble to the BOQ, clause 1 identifies the contract type to be a "remeasurement" whereas the General Conditions of Contract, Section 7 identifies the contract type to be a "admeasurement". Please clarify this inconsistency.  | <b>"The quantities in the BOQ are accurate and measured from Detailed Design. Admeasurement is the measurement of change from Detailed Design to revised Detailed Design and /or Variations as instructed by the Engineer.</b><br><br><b>Further, any obvious errors detected in quantification in the BOQ shall, subject to the agreement of the Engineer, be re-measured and corrected. The Contractor is not expected to take the risk of errors in quantities.</b><br><br><b>Any discrepancy will be amended / revised in the respective Bidding Documents with Bid Addendum 3.</b> |
| 3   |          | Vol. 1A  | Section 4A Bidding Forms – Bill of Quantities                            | Bill No.7       | Part G, Item No. 2012(1)                 | Instrumentation and Monitoring   | The bill item 2012(1) refers to the technical specification 2012 which covers monitoring of Station Structure including Launching or Arriving Shaft, and TBM Tunnel. Accordingly, the Bidder consider this item shall cover both the underground civil structure and TBM tunnel. Please confirm.  | <b>Yes, this item shall cover both the underground civil structure and TBM tunnel.</b>  |
| 4   |          | Site Data<br>01. Geological Investigation Report |  |                 |  |  | Geotechnical Investigation Data for MMSP Tunnel is not provided whereas that of NSRP exists in the Site Data. Please provide Geotechnical Investigation Report for MMSP TBM Tunnel and structure.   | <b>In addition the following Site Data will be provided in Bid Addenda 2:</b><br><b>- Geotech Report CP 03-b which covers the Geotechnical Investigation for the Tunnel Alignment</b><br><b>- Project Implementation Schedule</b><br><b>- Drawings from C6, C5, Skyway</b>  |
| 5   |          | Site Data:                                       |  |                 |  | Borehole Information-<br>P2_S6_II(DWG)_31Mar2021_10_GEO<br>NSRP (SC) Geo-Tech Data Volume 3<br>(Final Borehole Logs SBH-001 to SBH-340)<br>Volume<br>4 (SBH-341 to 597, SCBH-001 to SCBH011, SDBH-001 to SDBH-020)   | The geotechnical longitudinal section in document "P2_S6_II(DWG)_31Mar2021_10_GEO" in Volume 2 of the tender document shows the following boreholes along the tunnel alignment. IS-96, IS-116, IS-122, IS-125, IS-146, IS-131 and FTI-03.<br><br>These boreholes are not included in NSRP (SC) Geo-Tech Data Volume 3 (Final Borehole Logs SBH-001 to SBH-340) and Volume 4 (SBH-341 to 597, SCBH-001 to SCBH011, SDBH-001 to SDBH-020). Please provide the above borehole logs | <b>The following borelogs will be provided in the Bid Addendum 3: FTI-03, IS-96, IS-116, IS-122, IS-125, IS-131, IS-146</b>   |

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|----------|---|---------------------|---------------------|----------|---------------------|----------------------------------|--|--|---------|--|---|--|--|----------|---|----------|---|---|
| 6        |   |                     |                     |          | TBM Operation Works |                                  | A centralised 10 x 10m temporary opening has been allowed in the Cut and Cover section for TBM operation works. Is the Contractor allowed to modify this opening such that the openings are directly over the tunnel alignment, which will eliminate the need for side shifting? Who will redesign these revised openings?   | <b>The centralised 10x10 temporary opening is designed by the Employer, only when the Contractor wants to modify this design or optimise the location, the Contractor will have to take over the all liabilities of the design of the temporary opening, such a design is subject to approval by the Engineer.</b> |         |  |   |  |  |          |   |          |   |   |
| 7        |   | Volume 3            |                     |          | Contract- Clauses   |                                  | <p>There are multiple mentions of Japanese standard and FAT in Japan. Can the Employer please confirm if these clauses are applicable for CP S-03b?</p> <table border="1" data-bbox="1178 651 1482 792"> <thead> <tr> <th>Clause</th> <th>Content</th> </tr> </thead> <tbody> <tr> <td></td> <td>(b) Cutter motors, with gear reducers, seals for soil, and thrust jacks shall be provided by a Japanese supplier;</td> </tr> <tr> <td></td> <td>(c) TBM main body, Cutter Head, Drive Unit of Cutter, Erector and structure of Screw Conveyor shall be processed and assembled in Japan;</td> </tr> <tr> <td>2100.3.3</td> <td>(d) The factory assembly inspection of TBM shall be carried out in Japan and certification of the origin shall be provided to the Engineer;</td> </tr> <tr> <td>2100.3.4</td> <td>Manufacture, assembly and inspection of TBM shall be in accordance with Standard Specifications for Tunneling-2016: Shield/Tunnels; Japan Society of Civil Engineers.</td> </tr> </tbody> </table> | Clause   | Content |  | (b) Cutter motors, with gear reducers, seals for soil, and thrust jacks shall be provided by a Japanese supplier; |  | (c) TBM main body, Cutter Head, Drive Unit of Cutter, Erector and structure of Screw Conveyor shall be processed and assembled in Japan; | 2100.3.3 | (d) The factory assembly inspection of TBM shall be carried out in Japan and certification of the origin shall be provided to the Engineer; | 2100.3.4 | Manufacture, assembly and inspection of TBM shall be in accordance with Standard Specifications for Tunneling-2016: Shield/Tunnels; Japan Society of Civil Engineers. | <p><b>UTS 2100.3.3 is amended in Bid Addendum 2. Reference is made to Article 5 Eligible Materials, Equipment, and Services as per Volume 1 Section 1.</b></p> <p><b>UTS 2100.3.6 will be amended as follows: Assembly and inspection of TBM before shipping to the project site shall be conducted at the manufacture's factory by 2 inspectors each from the Employer and the Engineer. The Contractor shall bear the inspection expenditure including their transportation, accommodation fee and other incidental expenses for travel. This amendment will be included in the Future Bid Addendum</b></p> |
| Clause   | Content   |                     |                     |          |                     |                                  |  |  |         |  |   |  |  |          |   |          |   |   |
|          | (b) Cutter motors, with gear reducers, seals for soil, and thrust jacks shall be provided by a Japanese supplier;   |                     |                     |          |                     |                                  |  |  |         |  |   |  |  |          |   |          |   |   |
|          | (c) TBM main body, Cutter Head, Drive Unit of Cutter, Erector and structure of Screw Conveyor shall be processed and assembled in Japan;                              |                     |                     |          |                     |                                  |  |  |         |  |   |  |  |          |   |          |   |   |
| 2100.3.3 | (d) The factory assembly inspection of TBM shall be carried out in Japan and certification of the origin shall be provided to the Engineer;                           |                     |                     |          |                     |                                  |  |  |         |  |   |  |  |          |   |          |   |   |
| 2100.3.4 | Manufacture, assembly and inspection of TBM shall be in accordance with Standard Specifications for Tunneling-2016: Shield/Tunnels; Japan Society of Civil Engineers. |                     |                     |          |                     |                                  |  |  |         |  |   |  |  |          |   |          |   |   |
| 8        |   | 1.3 CP S-03b Vol 1A | Sec 4A BOQ 20210407 |          |                     |                                  | Please provide the structural details for Station Plaza (West)   | <b>Bidder is referred to Drawings NSRP-DWG-FTI-ST-4601~4641</b>  |         |  |   |  |  |          |   |          |   |   |