

PRE-BID CONFERENCE



E&M SYSTEMS AND TRACK WORKS– CONTRACT PACKAGE NS-01

Malolos to Clark Railway Project (MCRP) and North South Railway Project - South (NSRP - South)

16th April, 2021



Disclaimer

Any statement made at the Pre-Bid Conference is not intended to modify the terms of the Bidding Documents, unless it is later specifically notified in writing in the form of an official Addendum issued through a Bid Bulletin.

However, any such request must be followed up in writing and, where necessary, PS-DBM will respond in writing by issuing a Bid Bulletin uploaded to the websites of PSD-DBM, DOTr and PNR as follows:

www.ps-philgeps.gov.ph

www.dotr.gov.ph

www.pnr.gov.ph

Email: psdotr_cpns01@ps-philgeps.gov.ph

Presentation Outline

1. Project Overview
2. Key Project Information
3. Tender Submission
4. Technical Requirements
5. Common Bidding Mistakes
6. Previously Asked Questions (PAQ)

1. Project Overview

Project Overview

The **North-South Commuter Railway Extension (NSCR-EX) Project** is an essential part of an integrated programme aimed at easing congestion on existing national and local roads along the railway's route whilst accelerating economic growth and expansion along the areas influenced by the alignment.

The NSCR-EX Project comprises two sub-components, namely the NSCR Clark Extension - Malolos to Clark (N2), and NSCR Calamba Extension – Solis to Calamba (SC), which both interface with the NSCR N1 Project to form the overall NSCR.

This tenderers briefing will cover Contract Package NS-01, one of two contracts that will provide the entire E&M Systems and Track Works for the NSCR.

Outline of the Project

MCRP Civil Packages:
(ADB)

Total of 5 civil packages
5 elevated stations
1 underground station
1 Depot at Mabalacat

NSCR Civil Packages* :
(JICA)

Total of 3 civil packages
10 elevated Stations
1 Depot at Mandalay

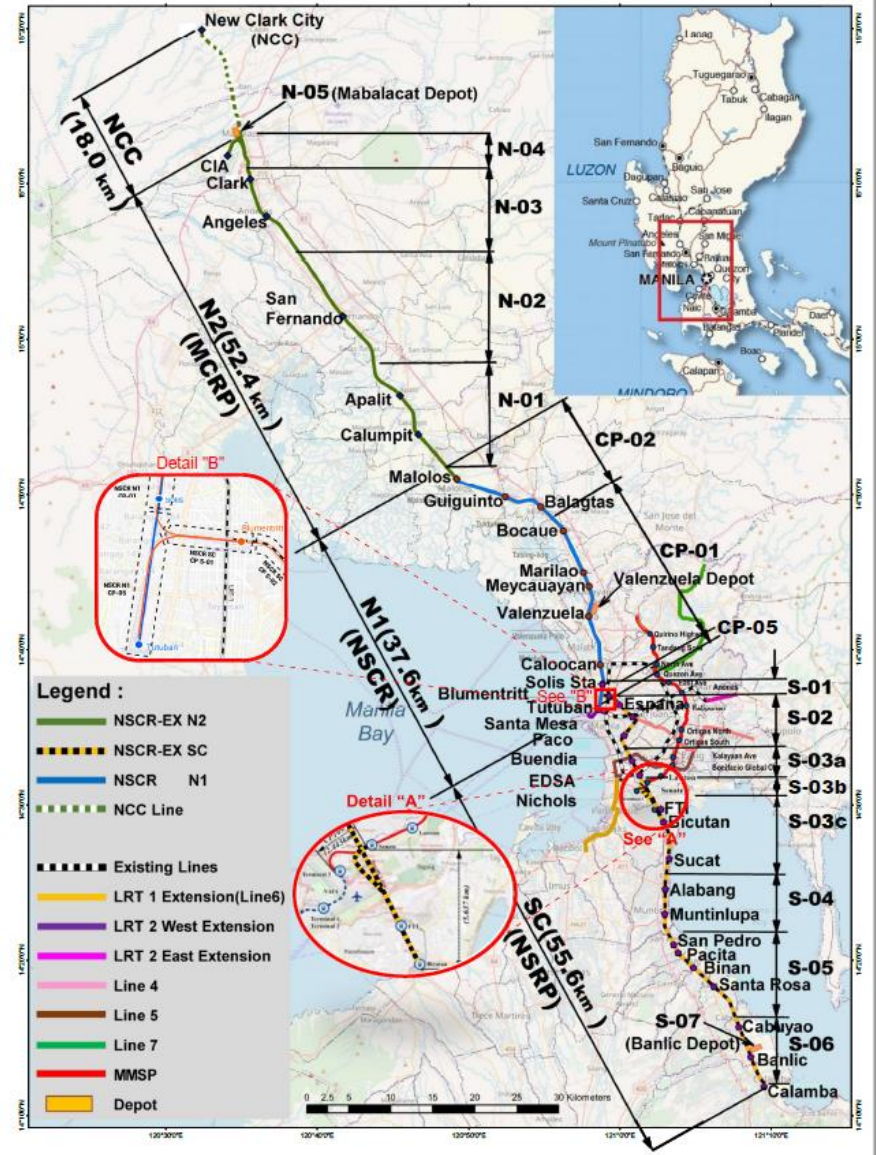
NSRP Civil Packages:
(ADB)

Total of 9 civil packages
18 elevated stations
1 Depot at Banlic

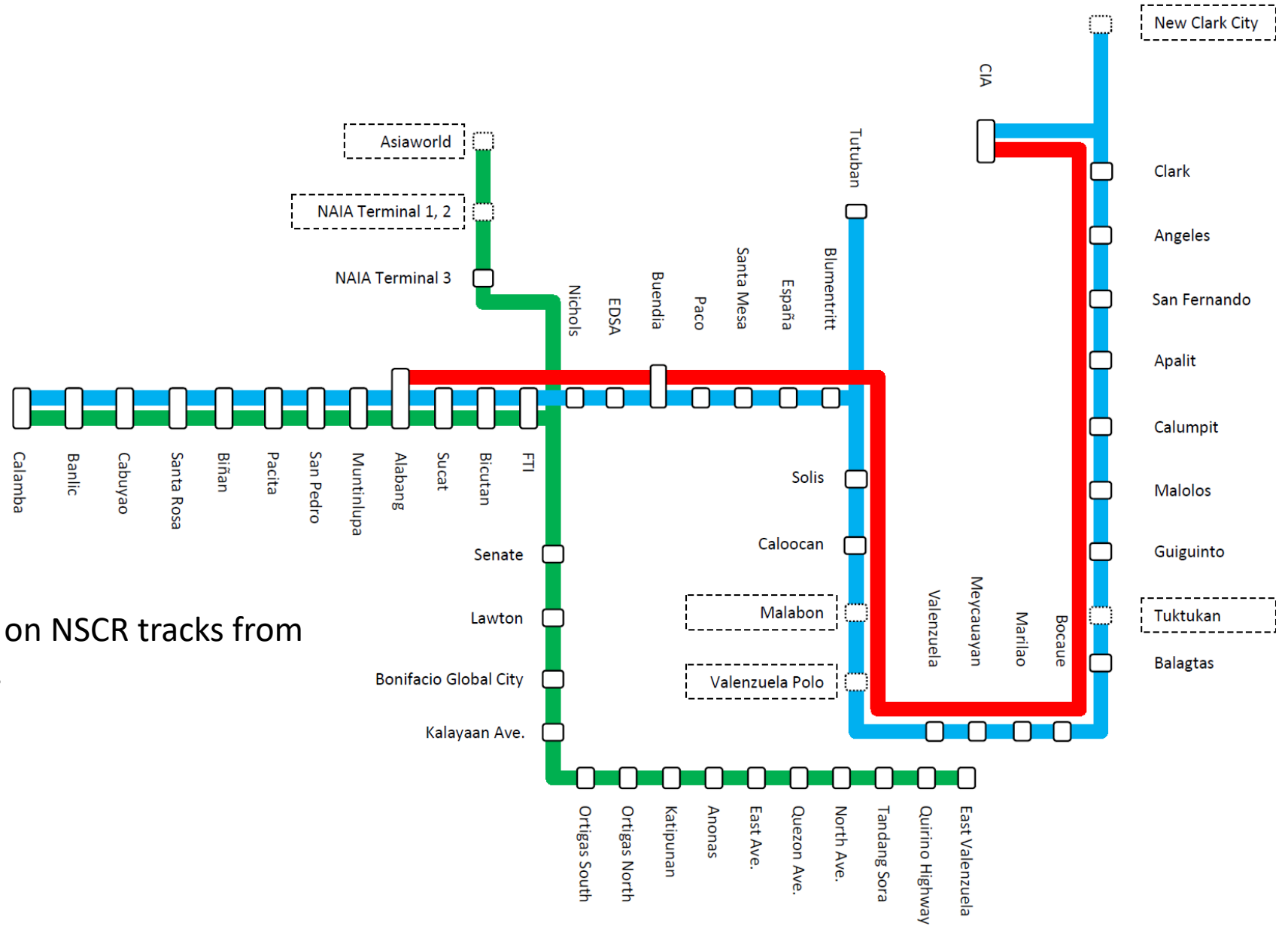
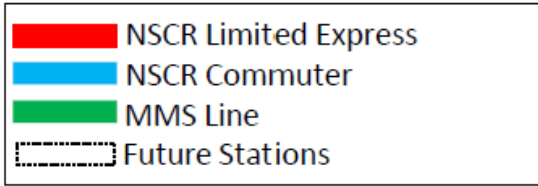
Financing : Civil works financed by ADB and JICA.

Note : * Although NSCR is not part of the NSCR-EX Project the CP NS-01 Contractor is required to provide PSD's for all stations in this section and all E&M systems and track works for Tutuban station.

North South Commuter Railway Alignment Map



Train Services



MMS trains will run on NSCR tracks from Bicutan to Calamba.

2. Key Project Information

Key Project Information

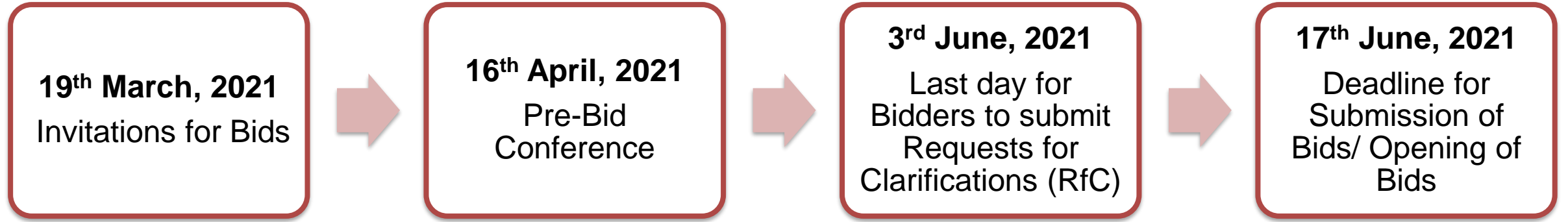
Information	
The Borrower	The Republic of the Philippines
The Employer	The Department of Transportation (DOTr)
The End-User	The Philippine National Railways (PNR)
The Engineer	Greater Capital Railway Consortium (GCR)
Procuring Agent	Procurement Service of the Department of Budget and Management (PS-DBM)
Bidding System	<ul style="list-style-type: none"> • International Competitive Bidding (ICB), • Single Stage, Two-Envelope Bidding
Eligible Nationality of Bidder	<ul style="list-style-type: none"> • Prime Contractor / JV Partners / Subcontractors : JICA guidelines • Japanese as Prime Contractor • Total share of work of Japanese partners in the joint venture shall be more than fifty percent (50%) • Other partners shall be from the Philippines • Subcontractors: Any
Procurement Guideline	Guidelines for Procurement under Japanese ODA Loans

Key Project Information – Cont`d

Package	
Applicable General Conditions	Part 3 ,Section VII of Standard Bidding Document for Procurement of Electrical and Mechanical Plant and for Building and Engineering Works, Designed by The Contractor (Trial Version) - JICA
Eligible Countries for Procurement of Goods and Services	JICA ODA design-build guidelines
JICA Loan Agreement No	PH - P270
Defects Notification Period	Two (2) years for each section following issuance of Taking-Over Certificate.
Bid Security	JPY 2,750,000,000
Bid Submission Materials	1 original version of Bid (Hardcopy Format) 5 additional hardcopies 2 digital copies in readable CD ROMs
Completion of the whole of the Works	Seventy-Nine (79) months from the Commencement Date to issue of the last Taking Over-Certificate
STEP Requirement	Thirty-two percent (32%)
Consumable Spares	2 years from Taking Over which shall be replenished at the end of the 2 year period.

3. Tender Submission

Procurement Timeline



Request for Site Visit

Submit **Confirmation Form** via email at least **three (3) working days** before the desired date and time to BAC:

Engr. Jaime M. Navarrete, Jr
The Chairperson
Bids and Awards Committee for CP NS-01
Procurement Service
PS-DBM Complex,
RR Road, Cristobal Street,
Paco, Manila 1007
Philippines
Telephone No.: (+63 2) 8689-7750 and (63 2) 8689-7751
Email Address: psdotr_cpns01@ps-philgeps.gov.ph

A maximum of **8 representatives** per Bidder will be allowed to join the site visit.

Bidding and Evaluation

Below is the Bidding Process in order as defined :

- a) Opening of Bids.
- b) Examination of Bids.
- c) Evaluation and Comparison of Bids:
 - STEP 1 - Preliminary
 - STEP 2 - Technical
 - STEP 3 - Commercial
 - STEP 4 - Ranking.
- e) Invitation to the successful Bidder.
- f) Contract Negotiations.
- g) Finalization of Contract.
- h) Contract Award.
- i) Notification to Unsuccessful Bidders and Debriefing.

Bid Evaluation Process

STEP 1 - Preliminary Examination of Technical Bids and Eligibility & Qualification of Bidders -

The three (3) items below will be evaluated to confirm the bidder's compliance with the requirements of the Bidding Documents:

- a) Pre-requisites and Compliance for the Rejection of Bids.
- b) Completeness and Responsiveness of the Technical Bids.
- c) Eligibility and Qualification of the Bidder. (per JICA Guidelines):
 - **Eligibility** - Nationality/Conflict of Interest/JICA Ineligibility;
 - **Historical Contract Non-Performance** - History of Non-Performing Contracts/ Pending Litigation/ Litigation History;
 - **Financial Resources** - Financial Performance, Average Annual Turnover, Financial Sources; and
 - **Experience** - General and Specific Experiences.

The evaluation of the items/sub-items will be on a PASS or FAIL basis.

Disqualification: If any of the items receives a FAIL, the Bidder will be automatically disqualified.

Key Qualifications

Key Qualification**		Criteria**
Eligibility of the Bidder	Nationality	Nationality in accordance with ITB 4.3.* [Ref: Item 1.1]
	Conflict of Interest	No conflicts of interest in ITB 4.2.* [Ref: Item 1.2]
	JICA Ineligibility	Not having been declared ineligible by JICA, as described in ITB 4.4.* [Ref: Item 1.3]

*Note – Refer to Volume I, Part 1, Section III, EQC 2.5 Item 1.

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

Key Qualifications

Key Qualification**		Criteria**
Historical Contract Non-Performance	History of Non-Performing Contracts	Non-performance of a contract did not occur as a result of contractor's default since 1 st January 2020.* [Ref: Item 2.1]
	Pending Litigation	All pending litigation shall in total not represent more than one hundred percent (100%) of the Bidder's net worth and shall be treated as resolved against the Bidder.* [Ref: Item 2.2]
	Litigation History	No consistent history of court/arbitral award decisions against the Bidder since 1 st January 2016.* [Ref: Item 2.3]

*Note – Refer to Volume I, Part 1, Section III, EQC 2.5 Item 2.

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

Key Qualifications

Key Qualification**		Criteria**
Financial Standing	Financial Performance	<p>The audited balance sheets or, if not required by the laws of the Bidder's country, other financial statements acceptable to the Employer, for the last five (5) years shall be submitted and must demonstrate the current soundness of the Bidder's financial position and indicate its prospective long-term profitability.</p> <p>As the minimum requirement, a Bidder's net worth calculated as the difference between total assets and total liabilities should be positive. [Ref: Item 3.1]</p>
	Average Annual Construction Turnover	<p>Minimum average annual turnover of Nine Hundred Million US Dollars (US\$900,000,000), calculated as total certified payments received for contracts in progress and/ or completed within the last five (5) years, divided by five (5) years. [Ref: Item 3.2]</p>

*Note – Refer to Volume I, Part 1, Section III, EQC 2.5 Item 3.

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

Key Qualifications – Cont`d

Key Qualification**		Criteria**
Financial Standing	Available Financial Resources	<p>(i) The Bidder shall demonstrate that it has access to, or has available, liquid assets, unencumbered real assets, lines of credit, and other financial means (independent of any contractual advance payment) sufficient to meet the cash flow requirements estimated as Two Hundred Twenty Million US Dollar (USD 220,000,000) for the subject contract(s) net of the Bidder's other commitments.</p> <p>(ii) The Bidder shall also demonstrate, to the satisfaction of the Employer, that it has adequate sources of finance to meet the cash flow requirements on works currently in progress and for future contract commitments.</p>

**Note – Refer to Volume I, Part 1, Section III, EQC 2.5 Item 3.*

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

Key Qualifications

Key Qualification**		Criteria**
Experience	General Experience	Experience under contracts in the role of prime contractor (single entity or JV member), subcontractor, or management contractor ⁽ⁱ⁾ for at least the last ten (10) years, starting 1st January 2010 . [Ref: Item 4.1]
	Specific Experience	A minimum number of two (2) similar contracts that have been satisfactorily and/or substantially completed as a prime contractor (single entity or JV member subcontractor, or management contractor between 1st January 2005 and the Bid submission deadline. [Ref: Item 4.2(a)]

**Note – Refer to Volume I, Part 1, Section 2, EQC Item 4.*

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

Key Qualifications – Cont`d

Key Qualification**		Criteria**
Experience	Specific Experience	<p>For the above or other contracts for an urban railway project that have been satisfactorily and/or substantially completed, and under implementation as prime contractor (single entity or JV member), subcontractor, or management contractor between 1st January 2005 and the Bid submission deadline, a minimum experience of designing, executing, testing, training and commissioning in the following key activities directly performed by such firm and successfully and/or substantially completed:</p> <ol style="list-style-type: none"> 1) Minimum of one (1) contract for European Train Control System (ETCS) Level 2 Signaling System that shall have been commercially proven in-service with an operating speed of 120 km/hr. 2) Minimum of one (1) contract for Telecommunications including Backbone Transmission System, Radio System, Voice and Data System, CCTV System, Passenger Information Display System, Public Address System, Master Clock and Time Server System, Meteorological and Seismic Monitoring System. 3) Minimum of one (1) contract for Power Supply System of an electrified commuter rail system.

**Note –Refer to Volume I, Part 1, Section III, EQC 2.5 Item 4.*

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

Key Qualifications – Cont`d

Key Qualification**		Criteria**
Experience	Specific Experience	<p>4) Minimum one (1) contract for Power Distribution System;</p> <p>5) Minimum of one (1) contract for DC Overhead Contact Line (Catenary) System;</p> <p>6) Minimum of one (1) contract for Track Works laying at least 50kg/m rail, and more than 5 km in aggregate measured in terms of linear track;</p> <p>7) Minimum of one (1) contract for contactless Level 0-4 Automatic Fare Collection System</p> <p>8) Minimum of one (1) contract for the supply, installation, testing, commissioning and maintenance of complete workshop depot equipment, devices and facilities for Rolling Stock and related systems interfaces; for example; Light Repair Shop, Unscheduled Repair Shop, Wheel Re-profiling Shop, Underfloor Cleaning Shop, Bogie Removal/Installation Shop, Car Body Shop, Traction Motor Shop, Bogie Shop, Tight Lock Coupler and Draft</p>

**Note –Refer to Volume I, Part 1, Section III, EQC 2.5 Item 4.*

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

Key Qualifications – Cont`d

Key Qualification**		Criteria**
Experience	Specific Experience	<p>Gear Shop, Air Conditioner Shop, Electric Parts Shop, Mechanical Shop, Wheel Set Shop, Bearing Shop, Spring, Air Spring, Brake Parts and Iron Workshop; Air Brake Valve Shop, Final Adjustment Shop, Warehouse, Compressor Room, Weather Proof Testing, paint shop, Car washing, Shunting Locomotive, and common use tools.</p> <p>9) Minimum of two (2) contracts for Platform Screen Doors. 10) Minimum of two (2) contracts for Computerized Maintenance Management Systems for railway system maintenance. [Ref: Item 4.2(b)]</p>

**Note –Refer to Volume I, Part 1, Section 2, EQC 2.5 Item 4.*

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

Bid Evaluation Process

STEP 2 - Technical Evaluation – There are Nine (9) Items/Sub-items that will be evaluated on a PASS or FAIL basis :

- a) Proposed Bid Program.
- b) Proposed Management Plan and Organization of Personnel.
- c) Proposed Method of Implementation of the Works.
- d) Major Plant and Equipment Intended to Mobilized at Site.
- e) Proposed Subcontractors/Manufacturers for Major Items of Plant and Installation Services.
- f) Outline Work Management Plan.
- g) Compliance Matrix.
- h) Supply Source of Major Spare Parts, Consumables and Special Tools, Jigs and Test Equipment.
- i) Japanese Origin of Plant, Materials and Services.

Bid Evaluation Process

STEP 3 – Commercial Evaluation - There are Four (4) Items that will be evaluated as a PASS or FAIL basis.

- a) Preliminary Assessment of Bid Prices.
- b) Completeness and Responsiveness of Price Bids.
- c) Review of Forms.
- d) Quantifiable: Non-Material/Non-Conformities.

The Evaluation team will examine and confirm the completeness of the following documents below and that all required information is provided:

- a) Letter of Bid Price.
- b) Schedule 1: Price Schedule.
- c) Schedule 2: Table of Adjustment Data.
- d) Schedule 3: List of Japanese Origin, Goods, and Services.

Disqualification: If any of the above documents or information is missing, the Bid will be rejected and will be disqualified.

Bid Evaluation Process

STEP 4 – Bid Ranking – The individual Bids that Passed will be ranked in order of the evaluated Bid Amount with the following details below.

Ranking	Bidder's Name	Evaluated Price Bid Amount
1 st		(1 st Lowest)
2 nd		(2 nd Lowest)
3 rd		(3 rd Lowest)

The Bidder which is ranked and determined to have submitted the **lowest evaluated Bid Price (1st Ranking)** will be invited to participate in the contract negotiations with the Employer.

Unsuccessful Bidders will be officially notified. Debriefing of unsuccessful Bidders will not occur until the negotiations with the preferred Bidder have been concluded.

Any unsuccessful Bidder who wishes to ascertain the reasons for disqualification or the selection will have an opportunity, provided the Bidder requests an explanation to the Employer in writing.

4. Technical Requirements

Scope of Contract

This Contract includes the following parts:

- a) Track Works for the main line and depots.
- b) Signaling System for the mainline and depots.
- c) Telecommunications for the mainline and depots.
- d) Power Supply System at the substations.
- e) Power Distribution System at the stations, between stations and depots.
- f) Overhead Contact line System for the main line and depots.
- g) Automatic Fare Collection System
- h) Depot & Workshop Facility at the depots.
- i) Training Facility at training center.
- j) Platform Screen Doors at all stations.
- k) Computerized Maintenance Management System.
- l) Integrated Operations Control Center.

Outline of Track Works

The outline of track works is as follows:

- a) For the viaduct and embankment sections of main line continuous welded rail is used. The precast sleepers with elastic fastenings are to be directly fastened onto the concrete trackbed.
- b) For the depot area jointed rails shall be used. The pre-cast sleeper with elastic fastenings are laid on a ballast layer for the stabling tracks. The directly fastened track on the column or wall of the pit or the embedded track on the concrete floor are adopted for the inspection tracks, vehicle maintenance tracks, and vehicle washing tracks.
- c) Turnouts shall use FFU (fiber-reinforced foamed urethane) Sleepers.
- d) Rail shall be EN60E1 mainline with JIS50N in depots.
- e) Maintenance Vehicles.

Outline of Signaling System

The outline of Signaling System is as follows:

- a) Signaling System to be based on ETCS level 2 with a maximum speed of 160 km/h.
- b) Signaling System works together with Automatic Train Protection System (ATP), Train Detection System, Computer Based Interlocking System, Automatic Traffic Supervision System as a minimum and provision for Automatic Train Operation (ATO).
- c) On board equipment for Commuter, Limited Express and MMSP Rolling Stock plus maintenance vehicles.

KEY CHALLENGES

- a) Dual Signaling System on MMSP Trains with CBTC/ETCS change over at Bicutan
- b) Interface with CP04 Signaling System at Malolos and Solis

Outline of Telecommunication System

The outline of the Telecommunications is as follows:

- a) Backbone System
- b) Radio System
- c) Voice and Data Radio System
- d) CCTV System
- e) Passenger Information and Flight Information Display Systems
- f) Public Address
- g) Time Server and Master Clock System
- h) Meteorological and Seismic Monitoring System

KEY CHALLENGES

- a) Telecommunications on MMSP Trains with WiFi - Tetra/GSM-R change over at Bicutan.
- b) Interface with CP04 systems at Malolos and Solis.

Outline of Power Supply and Distribution System

The outline of the Power Supply and Distribution System is as follows;

- a) Substations, battery posts and sectioning post for the main line and in the depots.
- b) System will provide 1500 v DC to the Overhead Contact line System
- c) Supply and distribution of LV power to stations, depots and other facilities through a 6.6kV loop Distribution system.
- d) Incoming utility company power supplies vary from 69kV (MCRP), 115kV (NSRP-South) and 34.5kV at TSS No. 1.
- e) Power SCADA.

Outline of Overhead Contact Line

The outline of the Overhead Contact line Systems is as follows;

- a) Catenary System for main line.
- b) Simple Catenary System in Depots.
- c) Mainline operation speed of 160km/h on sections of the MCRP and operational speed of 120km/h for the other areas.
- d) Overhead Line Inspection Vehicles.

Outline of Automatic Fare Collection

The outline of the Automatic Fare Collection System is as follows;

- a) Design, Manufacture, Procurement, Delivery, Installation, Testing and Commissioning of the MCRP and NSRP-South AFC system.
- b) The AFC system shall include the ticketing system for Limited Express trains for the airport service.
- c) The AFC system shall include all interface works with other operators and participants to undertake the integration of common ticketing and business rules into the AFC system.

KEY CHALLENGES

- a) Interface works with NSCR CP04 and MMSP CP106 to achieve interoperability between AFC systems.
- b) 3rd Party Interface with Central Clearing House System and Merchant Banks

Outline of Depot and Workshop Facilities

The outline of the Depot and Workshop Facilities are:

- a) Equipment to support Preventive Maintenance activities;
- b) Equipment to support Corrective Maintenance activities;
- c) Equipment to support Major Overhaul activities;
- d) Car body Wash.

Outline of Training Facilities at Training Center (MCRP)

The Training Facilities shall cover the following equipment for maintaining the following systems

- a) Train Operation Simulators.
- b) Track Work.
- c) Signaling System.
- d) Telecommunications.
- e) Power Supply System.
- f) Overhead Contact line System.
- g) AFC System.
- h) Pantograph and Bogie Assembly.
- i) Platform Screen Door System.

Outline of Platform Screen Door System

The outline of Platform Screen Door Systems is as follows;

- a) Installation of Half Height Doors for stations on MCRP, NSRP-South and NSCR.
- b) Installation of Full Height PSD's at CIA Station.

Outline of Computerized Maintenance Management System

The outline of Computerized Maintenance Management Systems (CMMS) is as follows;

- a) Provision of complete CMMS systems for the whole of the NSCR line that shall capture and schedule maintenance processes including:
 - i. Planned and Corrective Maintenance,
 - ii. Maintenance Planning, Records, and Analysis,
 - iii. Engineering/Maintenance Projects,
 - iv. Maintenance Repair Operations/Overall (MRO) parts reorder, cycle count, parts receiving,
 - v. Work Order Management,
 - vi. Asset Management,
 - vii. DRACAS, recording of key events and etc.

KEY CHALLENGES

- a) Extensive interfacing with all parties for compiling all maintainable assets in the CMMS Database.
- b) Interfacing with subsystems to receiving alarm data.
- c) Linkage to BIM.

Interfaces

The contractor for the E&M Systems and Track works will be required to interface with the following:

- All the civil packages. (NSCR N2 & SC, NSCR N1 and MMSP Contract CP101).
- O&M Concessionaires for NSCR and MMSP.
- NSCR Commuter Trains (CP 03).
- NSCR E&M Systems and Track Works (CP 04).
- MMSP Commuter Train (CP 107).
- MMSP E&M Systems and Track Works (CP 106).
- NSCR Commuter Rolling Stocks (CP NS-02).
- NSCR Limited Express Rolling Stocks (CP NS-03).

Key Challenges

- Sectional Operation
- Migration of OCC functions from Malanday and Banlic to IOCC at Mabalacat
- Complete testing and commissioning particularly for Fault Free Running at the mainline during operation hours.
- Ensure compatibility with NSCR rolling stock (CP03) and E&M System (CP04).
- Ensure compatibility with MMSP Rolling Stock (CP107).
- Interfacing and coordination with other contractors.
- COVID-19 countermeasures.

5. Common Bidding Mistakes

Clarification of Bids



Bidder submitted late responses to bid clarification requests



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 clarifications of its Bid by the date and time set in the Employer's request for clarification

Determination of Responsiveness of Technical Bids



Bidder assumed documents submission during Bid Clarification is in compliance with ITB 33.1



The Employer's determination of a Technical Bid's responsiveness is to be based on the contents of the Bid itself, as defined in ITB 11.2 (SBD)



Additional requirements documents submitted during Bid Clarifications will not be considered

Alternative Bids



Bidder presents alternative bids for the Time for Completion of the whole of the Works or the sections



BID DATA SHEET (BDS)/C. Preparation of Bids/ITB 13.1
“Alternative Bids are not permitted”



Bidder is reminded not to present alternative bids

6. Previously Asked Questions (PAQ)

PAQ: Purchase of Bidding Document

Q: For a Bidder bidding as a Joint Venture which is not yet constituted, is the payment 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: Referring to VISA assistance, are prospective Bidders guaranteed for entry to the Philippines if they submit their request letter?

A: The visa assistance initiative by DOTr only aims to fast track a potential bidder's personnel's visa application. DOTr does not guarantee issuance of visa as this depends on DFA and the applicant. Follow ups may be done through the BAC Secretariat only.

PAQ: Target of Commencement Date

Q: Can the Employer provide the target Commencement Date of the Project?

A: DOTr target Commencement Date for packages CP NS-01 by 1st Jan, 2022.

PAQ: Extension to Bidding Period

Q: We would like to request for an extension of the bid submission deadline.

A: Further deliberation is required between DOTr and PNR on any extension to the submission deadline.

PAQ: NSRP-South : Traction Substation Quantity

Q: There is an ambiguity between figures and words for the number of traction substations in the NSRP-South Section.

A: In total there are 19 no. substations in this section. Substations S1 to S18 plus SS No. 1.

PAQ: Scope of AFC System

Q: We understand that AFC is to be provided between Malolos to Clark and Solis to Calamba. Please confirm that the AFC for Malolos and Solis Stations is not included in Contract NS-01.

A: The AFC for Malolos and Solis Stations is not included in Contract NS-01.

END