

North – South Commuter Railway (NSCR) Project (Malolos – Tutuban) Package CP03: Rolling Stock			
ITEM NO.	REFERENCE CLAUSE/ SECTION	CLARIFICATION REQUEST	RESPONSE
<i>Volume I, Part 1 – Bidding Procedures</i>			
1	<p>Invitation for Bids, Page IFB-2, Item 10</p> <p>and</p> <p>General Bid Bulletin No. 9, Annex "A", Item No. 7</p>	<p>We noticed that per GBB No.9, Item No. 7 additional route profile was added to this Project. Based upon our preliminary review of the information, we consider essential to perform a new performance simulation if the propulsion and brake system plan to be revised.</p> <p>We also recognized that the information released under the above GBB does not include adequate information for the performance simulation. Please provide the following information which will allow us to perform the simulation analysis accurately:</p> <ol style="list-style-type: none"> 1. Average speed 2. Time to travel between stations and round trip 3. Radius of curve and curve length 4. Speed limit at curve <p>We consider the following operating parameters are as provided under as GBB No.9, Annex C, Item No.11 which states:</p> <ol style="list-style-type: none"> 1. Station dwell time at mid stations – 30 seconds. 2. Turn-over time at end stations – 120 seconds 3. Headway – 6 minutes <p>At this time, we expect that this performance analysis will take 60 days after receipt of the above additional information; therefore, we request an extension of the Bid due date from the current date of 3 January 2019 till a date 60 days after the receipt of the above additional information.</p>	<p>For the additional simulation including route profile of north and south extensions, the Bidder shall use an "All out" operation for simulation purposes.</p> <p>The Bidders may determine the travel time and average speed based on the provided track alignment data for an "All out" simulation.</p> <p>The data of radius of curves, curve lengths and speed limits at curves is available in the link below: https://drive.google.com/open?id=1V7Txf2nhjROzHAXzOAYAJV VZgl9JH6-</p> <p>In order to verify that the propulsion system is capable of providing an uninterrupted train operation under an "All out" mode for the entire alignment, given the designated overhead catenary voltages during acceleration (1350 V dc) and regeneration (1650 V dc) periods, the Bidder shall determine the maximum acceleration and regeneration currents and temperature rise of each equipment in the propulsion system.</p>

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		We look forward to receiving your response at your earliest convenience.	
2	Section VI, Page GS-41, Clause 7.10.2 Software Framework	<p>The Bidder understands that the Employer's intent is to utilize the ISO 9000 series as the standard for the Quality Assurance System for this project. Since ISO 9000 series is a comprehensive standard, the Bidder is of the opinion that there is no necessity to have the words "and others" in the second sentence of this clause.</p> <p>Accordingly, to avoid any misunderstanding, the Bidder requests the Employer to amend the second sentence of this clause as follows: <i>"The Contractor shall use a Quality Assurance System which is compliant with ISO 9000 series and others and meet the requirements as stipulated in the GS and TS."</i></p>	<p>The Bidder's request is accepted.</p> <p>The referenced clause is amended as follows: "The Contractor shall use a Quality Assurance System which is compliant with ISO 9000 series and others and meet the requirements as stipulated in the GS and TS."</p>
3	Section VI, Page GS-41, Clause 7.10.2: Software Framework and General Bid Bulletin No. 8, Annex "A", Page 3 of 12, Item No. 6	By its response provided in Annex "A", Item No. 6 of General Bid Bulletin No.8, the Employer has confirmed that no SIL assessment is required for this Project. Accordingly, for the avoidance of doubt, the Bidder requests the Employer to amend Clause 7.10.2 by removing the last sentence, i.e. "ISO 9000-3 is considered appropriate for low criticality software (safety integrity level 0 or 1)."	<p>The Bidder's request is not accepted.</p> <p>ISO 9000-3 is a generic standard for software assurance and shall be applied for any software framework.</p> <p>For clarity, the last sentence of Clause 7.10.2 is amended as follows: "ISO 9000-3 is considered appropriate for low criticality <u>any</u> software <u>framework</u> (safety integrity level 0 or 1)."</p>
4	Section VI, Page GS-41, Clause 7.10.5 2) d) Software Acceptance -	By its response provided in Annex "A", Item No. 6 of General Bid Bulletin No.8, the Employer has confirmed that no SIL assessment is required for this Project. Accordingly, for the avoidance of doubt, the Bidder requests the Employer to amend the sentence as follows: <i>"Shall describe how software integrity safety has been achieved</i>	<p>The Bidder's request is not accepted.</p> <p>Bidders should note that the software integrity in this context does not relate to the SIL assessment.</p>

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	Technical Report and General Bid Bulletin No. 8, Annex "A", Page 3 of 12, Item No. 6	<u>considered.</u> "	
5	Section VI, Page GS-42, Clause 7.10.7 Re-Use of Existing Software and General Bid Bulletin No. 8, Annex "A", Page 3 of 12, Item No. 6	By its response provided in Annex "A", Item No. 6 of General Bid Bulletin No.8, the Employer has confirmed that no SIL assessment is required for this Project. Accordingly, for the avoidance of doubt, the Bidder requests the Employer to amend the last sentence of this clause as follows: <i>"Software re-use shall not be acceptable, without detailed review, where proposed application is of the same or lower safety integrity level than the current application".</i>	The Bidder's request is accepted. The referenced clause is amended as follows: "Software re-use shall not be acceptable, without detailed review, where proposed application is of the same or lower <u>safety integrity level</u> than the current application."
6	Section VI, Page GS-71, Clause 14.9 Training Materials, Plant and Equipment	At the 6th paragraph of this clause, it is stated that the Contractor shall not use the spare parts or assembly that form the Contractor's spares. However, the Bidder notes that it is a common practice in the industry that spare parts provided by the Contractor are used for the purpose of training the Employer's personnel since it offers the following benefits: (a) the Employer's personnel can be trained using the actual components, rather than a non-functional mock-up, which would provide a more real-life training experience; and, (b) the Employer will not be required to spend extra cost for the payment of additional quantities of spare parts beyond its	The Bidder's request to delete the 6 th paragraph of the referenced clause is not accepted. For clarity, Paragraph 6 is amended as follows: "In general, the Contractor shall use plant and materials specifically set aside for training purposes. However, the Contractor may use, subject to the agreement of the Engineer, installed plant and equipment when no other such plant and materials are otherwise available. The Contractor <u>may</u> shall not use spare parts or assemblies that form the Contractor's spares for this purpose, <u>provided that the Contractor shall replace any component or parts, which incurred</u>

		specified requirement in the Bidding Documents. Accordingly, the Bidder requests the Employer to remove the 6th paragraph of this clause in its entirety.	<u>damage due to mishandling and improper procedure during the training at no cost to the Employer."</u>
Technical Specifications			
7	Section VI, Page TS-7, Clause 1.8.2 Performance Values	Item 6) in this clause, as amended by General Bid Bulletin No.9, states as follows: <i>"Severity of Service: Shall meet conditions of continuous 1 round trip of <u>peak operation</u> at load of 20 t/car or higher, without adverse effect to any system."</i> The Bidder understands that the term "peak operation" as used in this clause means "all-out operation". Please confirm that the foregoing understanding is correct.	Yes, the Bidder's understanding is correct. For further clarity, "all-out" operation means full traction power up to maximum permitted line speed with appropriate traction to maintain maximum permitted line speed (+0, -5 km/h) followed by full service brake. Alignment data is provided in Item No. 1 of this GBB.
8	Section VI, Page TS-54, Clause 9.1 Braking System - General and Section VI, Page TS-56, Clause 9.4 Wheel Slide Control System	Regarding the wheel slide protection and security braking system, Clause 9.1 requirements are as below: <ul style="list-style-type: none"> ● emergency braking shall be friction only, protected by the wheel slide protection system; and, ● security braking system shall be operated under the same conditions as the emergency braking system. In addition to the above, Clause 9.4, Item 1) requires the following: <ul style="list-style-type: none"> ● digital wheel slide protection with gradual slide correction shall be provided in all braking modes. Therefore, the Bidder understands that wheel slide protection shall also be applied for security braking. Please confirm that the foregoing understanding is correct.	Yes, the Bidder's understanding is correct.
9	Section VI, Page TS-98, Clause 20.4.2 Factory Acceptance Test (FAT)	The Bidder understands that the watertightness test specified in item 8) of this clause shall be conducted in accordance with JIS E 4041 listed in Table 1.2 of Clause 1.15 in the Technical Specification. Please confirm that the foregoing understanding is correct.	Yes, the Bidder's understanding is correct.

	<p>Section VI, Page TS-111, Clause 24.2 Spare Parts</p> <p>and</p> <p>Section VI, Page TS-114, Clause 24.2.3 Guaranteed Period of Spare Parts</p>	<p>The Bidder requests the Employer to clarify whether the term "capital spares" and "unit exchange spares" as used in the Bidding Documents are synonymous. If they are considered different, the Bidder requests the Employer to provide the definitions of each term.</p>	<p>Yes, the term "capital spares" and "unit exchange spares" as used in the Bidding Documents are synonymous.</p>
11	<p>Section VI, Page TS-114, Clause 24.3 Special Tools</p> <p>and</p> <p>Section VI, Page TS-115, Clause 24.5 Main Special Tools and Diagnostic Test Equipment</p>	<p>Although the Bidder will provide the special tools and test equipment which is considered particular to the vehicle in accordance with Clauses 24.3 and 24.5, the Bidder understands that general tools, equipment and facilities which are installed in the depot, such as, but not necessarily limited to, press machine, axle lathe, boring machine, heating facility/furnace for shrink fitting, etc., will be provided by the CP04 Contractor. Please confirm that the foregoing understanding is correct.</p>	<p>Yes, the Bidder's understanding is correct.</p> <p>General tools, equipment and facilities that are "off-the-shelf" and that are readily available from the market are not considered as special tools and test equipment.</p>
12	<p>General Bid Bulletin No. 9 Annex "A", Pages 6 of 7 and 7 of 7, Item No. 7</p>	<p>In accordance with Annex "A", Item No.7, General Bid Bulletin No.9, the Bidder is required to submit another simulation for the North and South extensions of the North-South Commuter Railway. Having reviewed the network alignment and route data provided as part of General Bid Bulletin No.9, it appears that the information that was provided are those of the North extension</p>	<p>No, the Bidder's understanding is incorrect.</p> <p>The revenue line of NSCR South Extension is from Solis to Calamba only. The provided network alignment and route data in GBB No. 9, Annex "A", Item 7 is complete and sufficient.</p>

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		<p>and only for sections between Solis and Calamba stations of the South extension.</p> <p>It is our understanding that the South extension is planned from Solis to Los Baños stations. Please confirm that the foregoing understanding is correct. And if so, the Bidder requests the Employer to provide the network alignment and route data for the sections between Calamba and Los Baños stations.</p>	
13	<p>Section VI, Page TS-61, Clause 11.1 Propulsion System - General</p> <p>and</p> <p>General Bid Bulletin No. 9, Annex "C", Page 4 of 5, Item No.11</p>	<p>Item 5) of Clause 11.1 as amended by General Bid Bulletin No.9 added the following condition: "5) <i>The maximum operational speed limit in the main line is 120km/h.</i>"</p> <p>The Bidder also notes that the remark in the new line profile (file name: Malolos_Clark_ver20_2_0.pdf) provided as part of General Bid Bulletin No.9 stipulates that certain areas are "design speed 160km/h section".</p> <p>The Bidder understands that there are plans to introduce express trains that will operate at a maximum speed of 160km/h. In this respect, the Bidder requests the Employer to confirm that the "design speed 160km/h section" is applicable only to such express trains, which is outside of the scope of work of the CP03 Contract.</p> <p>Further, the Bidder requests the Employer to confirm that there is no need to consider 160km/h operation in the simulation for this Project.</p>	<p>Yes, the Bidder's understanding is correct.</p> <p>The Bidder does not need to consider 160km/h operation in the simulation for this Project.</p>