

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	Section II, Page BDS-6, ITB 37.1	It is mentioned in the ITB 37.1 for the purpose of Evaluation and Comparison of Bids, all Bid Prices shall be converted into Philippine Peso with applying the 30 days prior to the date for Bid Submission deadline (4 th March 2019) announced by BSP. However, the instructed date, which is 2 nd February 2019, is Saturday and there is no available rate from BSP. Therefore, Bidder would like to request the Employer to accept to use the BSP announced rate on 4 th February 2019, which is the nearest following working day.	The base date for the exchange rate is confirmed to be on 04 February 2019 (Monday). The exchange rates are as follows: PHP 52.2350 = 1 USD PHP 0.4770 = 1 JPY																										
2	Section IV, Page BF-21, Appendix 6.7 Schedule of Guarantee and Section IV, Page BF-60, Form SOG: Schedule of Guarantee	The following Form SOG: "Schedule of Guarantees" include items which have been changed per previous clarifications, and should be revised as follows: Form SOG <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Code</th> <th colspan="2">Required Performance/Specific Guarantee</th> </tr> <tr> <th>Description</th> <th>Requirement</th> </tr> </thead> <tbody> <tr> <td>A.</td> <td>Basic Train Formation</td> <td></td> </tr> <tr> <td>1.</td> <td>Train Configuration</td> <td>8-car trainset; Maximum train set weight is less than 270 tons.</td> </tr> <tr> <td>9</td> <td>Pantograph lock down height</td> <td>Max. 4,500mm</td> </tr> <tr> <td>23</td> <td>Maximum loading condition</td> <td>20 ton/car</td> </tr> <tr> <td>24</td> <td>Noise requirements</td> <td></td> </tr> <tr> <td>a</td> <td>Interior noise level (Train at Stationary)</td> <td>Shall endeavor not to exceed 69 dB(A) Lmax</td> </tr> <tr> <td>b</td> <td>Exterior noise level (Train at Stationary)</td> <td>Shall endeavor not to exceed 73 dB(A) Lmax measured at 7.5m from track center</td> </tr> </tbody> </table>	Code	Required Performance/Specific Guarantee		Description	Requirement	A.	Basic Train Formation		1.	Train Configuration	8-car trainset; Maximum train set weight is less than 270 tons.	9	Pantograph lock down height	Max. 4,500mm	23	Maximum loading condition	20 ton/car	24	Noise requirements		a	Interior noise level (Train at Stationary)	Shall endeavor not to exceed 69 dB(A) Lmax	b	Exterior noise level (Train at Stationary)	Shall endeavor not to exceed 73 dB(A) Lmax measured at 7.5m from track center	Please refer to the updated SOG hereto attached as Annex "B".
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		c	Interior noise level (Train at 0 to 60 km/h)	Shall endeavor not to exceed 74 dB(A) Lmax	
		d	Exterior noise level (Train at 0 to 60km/h)	Shall endeavor not to exceed 83 dB(A) Lmax measured at 7.5m from track center	
		e	Door operation noise level	Shall endeavor not to exceed 72 dB(A) Lmax during sliding operation and 78 dB(A) Lmax during locking/unlocking	
Please confirm if our understanding is correct.					