

Davao High Priority Bus System (HPBS)

Contract Package 05 (Diesel Bus) and Contract Package 06 (Electric Vehicle)

Responses to Requests for Clarification (RfC) – Batch 16 & 17 – addenda

No.	Contract Package No.	Volume and Section No.	Page No.	Clause No./Title	Reference Text (if necessary)	Clarification Request	Response
581	CP05 & 06	Part II Requirements Section 6- Schedule of Supply Attachment 2- Technical Specification	6-8		Free door width per passenger door(minimum)	According to the Davao High Priority Bus System(HPBS) Contract Package 05(Diesel Bus) and Contract 06(Electric Vehicle)-Responses to Requests for Clarification(RIC) -Batach5-9 addenda, for 9m bus, 13m bus and 18m bus, the front door clearance width is 805mm minimum, but there is no change at the Form Tech-1 and Form Tech-2 Technical Compliance to 9-Meter and 13-Meter Bus Specifications and the requirements are still 1.2 meters. Please make the amendment and confirm that is ok if we follow the front door clearance width 805mm minimum requirement. Please kindly clarify	The front door clearance width of 805mm minimum as per Batch 5-9 addenda is correct. The TECH forms for Contract 05 and Contract 06 have been updated accordingly to reflect the revised numbers. Other discrepancies between the TECH forms and the technical specifications have also been addressed. Please see the revised forms in C05, Section 6, TECH-1 and TECH-2 and C06, Section 6, TECH-1 for the revised numbers.
583	CP05	Section 6-8 2.1		General Dimensions 9-Meter Bus	Front Door Clear Width 1200mm Minimum	According to the Responses to Request for Clarification(RFC) -Batch5-9 addenda,the front door clear width of 9-meter and 13- meter diesel bus shall be 805mm minimum,but there is no changes at the Tech-1 and Tech-2 about the free door width per passenger door (minimum) that is still 1.2 meters. Please kindly clarify and make the changes.	The front door clearance width of 805mm minimum as per Batch 5-9 addenda is correct. The TECH forms for Contract 05 and Contract 06 have been updated accordingly to reflect the revised numbers. Other discrepancies between the TECH forms and the technical specifications have also been addressed. Please see the revised forms in C05, Section 6, TECH-1 and TECH-2 and C06, Section 6, TECH-1 for the revised numbers.

586	CP05	Section 3: Evaluation and Qualification Criteria	3-6	2.3.1 Contractual Experience	<p>GENERAL BID BULLETIN NO.10 Response: Item No. 56 The contractual experience requirements in Section 3, 2.3.1 Contractual Experience shall remain as per the bidding documentation. "Complexity similar to the scope of supply" in Section 6 includes any combination of internal combustion powered buses (e.g., diesel, compressed CH4, etc.) of 9 meters or more. The bidder is required to provide evidence of at least three such contracts valued at USD75 million at least. The three contracts can consist of different bus types (as specified above) for each contract and can contain a mix of bus types within each contract. Below are three examples to illustrate acceptable contractual experience:</p> <p>#1: Three contracts of USD75+ million each whereby one of the contracts includes a mix of USD25million of 9-11 meter buses and USD50 million of 12+ meter buses. #2: Three contracts of</p>	Kindly please consider lowering 75M USD to 50M USD.	<p>To reflect the economic impact of the COVID-19 crisis on suppliers over the past years, the contractual requirements stipulated in Section 3: Evaluation and Qualification Criteria, 2.3.1 Contractual experience, has been updated with an extended time period as follows: The contractual experience requirement has been amended to "successful completion as main supplier within the last eight (8) years of at least three (3) contracts each valued at USD\$75 million with nature, and complexity similar to the scope of supply described in Section 6 (Schedule of Supply)."</p> <p>In addition, due to the current currency fluctuations, the USD exchange rate on the date of contract signing will be used to evaluate contract values in other currencies.</p> <p>Please note that the required number of contracts and contract value remain the same.</p> <p>As per previous TQ response, "nature and complexity similar to the scope of supply" refers to being a main supplier in a contract for any combination of internal combustion powered buses (e.g. diesel, compressed CH4, etc.) of 9 meters or more in length, with a total value of such buses at USD75 million. The three contracts can consist of different bus types (as specified above) for each contract and can contain a mix of bus types within each contract.</p> <p>Below are four examples to illustrate acceptable contractual experience: #1: Three contracts of USD75+ million</p>
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587	CP06	Section 3: Evaluation and Qualification Criteria	3-6	2.3.1 Contractual Experience	<p>USD75+ million each whereby one contract includes a mix of USD35million of 9-11 meter buses and USD40 million of 12+ meter buses. #3: Two contracts of USD75+ million of 9-11 meter buses and one contract of USD75+ of 12+ meter buses.</p> <p>GENERAL BID BULLETIN NO.10 Response: Item No.118 The contractual experience requirements in Section 3, 2.3.1 Contractual Experience shall remain as per the bidding documentation. “Complexity similar to the scope of supply” in Section 6 includes an 18 meter electric transit bus OR alternatively, the required value and contracts of electric transit buses of more than 12 meters in length AND the required value and contracts of 18 meter articulated transit buses regardless of propulsion. Below are two examples to illustrate acceptable contractual experience: #1: USD50+ million contract that includes</p>	<p>Kindly please consider raising the requirement of contract value from USD\$50 million to USD\$220 million maximum, and expanding the interpretation of “Similar types” to all medium or large size pure electric buses. And the bidder shall have technical experience to sell at least 100units pure electric 18-meter articulated buses within the last three years. These 100units are not necessary to be provided within one contract</p>	<p>each whereby one of the contracts includes a mix of USD25million of 9-11 meter buses and USD50 million of 12+ meter buses. #2: Three contracts of USD75+ million each whereby one contract includes a mix of USD35million of 9-11 meter buses and USD40 million of 12+ meter buses. #3: Two contracts of USD75+ million of 9-11 meter buses and one contract of USD75+ of 12+ meter buses. #4: Three contracts of USD75+ million each of 9+ meter buses” To reflect the economic impact of the COVID-19 crisis on suppliers over the past years, the contractual requirements stipulated in Section 3: Evaluation and Qualification Criteria, 2.3.1 Contractual experience, has been updated with an extended time period as follows:</p> <p>“Successful completion as main supplier within the last six (6) years, of at least two (2) contracts each valued at USD\$50 million with nature, and complexity similar to the scope of supply described in Section 6 (Schedule of Supply).”</p> <p>In addition, due to the current currency fluctuations, the USD exchange rate on the date of contract signing will be used to evaluate contract values in other currencies.</p> <p>Please note that the required number of contracts and contract value remain the same. However, the definition of “Nature and complexity similar to the scope of supply” has been expanded to an 18 meter electric transit bus OR</p>
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USD50 million of 18-meter articulated electric buses.
#2: USD50+ million contract that includes USD50+ million of 12+-meter electric buses AND a separate USD50+ million contract that includes USD50+ million contract that includes USD50 million+ of 18-meter articulated buses of any propulsion (i.e., diesel, compressed CH4, etc).
Two contracts of example #1 will meet the criteria; two contracts of example #2 will meet the criteria; one contract of example #1 and #2 will meet the criteria

alternatively, the required value and contracts of electric transit buses of more than **eight (8) meters in length** AND the required value and contracts of 18 meter articulated transit buses regardless of propulsion.

Below are two examples to illustrate acceptable contractual experience:
#1: USD50+ million contract that includes USD50 million of 18-meter articulated electric buses.
#2: USD50+ million contract that includes USD50 million of **8+ meter electric buses** AND a separate USD50+ million contract that includes USD50 million+ of 18-meter articulated buses of any propulsion (i.e., diesel, compressed CH4, etc).

Two contracts of example #1 will meet the criteria; two contracts of example #2 will meet the criteria; one contract of example #1 and #2 will meet the criteria.

Bus numbers for EV

The total number of EV buses for Contract 06 will be increased by three (3) buses from 383 to 386 18-meter electric powertrain buses. The bidding documents have been updated accordingly in Section 6, Section 6 Atch 1, Section 6 Atch 2 and Section 8.

Emergency Exit

The Emergency Exit Roof Escape Hatch Aperture Area has been amended to be in line with PNS requirements for C05, Section 6 – Atch-2 Technical Specification, 10.3 Emergency Exits, Table 8 – Emergency Exit Dimensions and C06, Section 6 – Atch-2 Technical Specification, 11.3 Emergency Exits, Table 6 – Emergency Exit Dimension as follows:

Exit	Dimensions
Emergency Door Height	1250 mm minimum
Emergency Window Aperture Area	0.4 m ² (0.5 m x 0.7 m rectangle should fit) minimum
Roof Escape Hatch Aperture Area	0.45 m ² (0.6 m x 0.7 m rectangle should fit) minimum

Bus Terminal & Roadside Charging infrastructure

C06, Section 6 – Atch-2 Technical Specification, 14.2 Bus Terminal & Roadside Charging Infrastructure has been amended as follows:

- a) These are intended for opportunity charging during bus operations.
- b) It is expected that the chargers will be laid out in a single row at roadside.
 - i. The Civil Supplier will be responsible for providing the services (electric, communications, etc.), supporting infrastructure (gantries, platforms, canopies, etc.) or any other civils works required to install the charger within the at terminals or roadside locations.
 - ii. The Supplier will be responsible for connecting the services from that from the local access point provide by the civils contractor to each of the individual chargers at terminals or roadside locations.
 - iii. The Supplier will be responsible for providing and installing the charging equipment within the **terminals or roadside locations**.