



General Bid Bulletin No. 2
18 May 2022

OCB No. 22-002-7

**SUPPLY AND MAINTENANCE SERVICE OF DAVAO HIGH PRIORITY
BUS SYSTEM (HPBS) PROJECT**
Contract Package No. 05 and 06

This General Bid Bulletin is issued to amend/clarify certain provisions in the Bidding Documents for the abovementioned project. Please refer to the attached Annex of this General Bid Bulletin duly approved by the end-user and co-implementer for details:

1. Annex "A" - Responses to Clarification Requests-Batch 1

All other portions of the Bidding Documents affected by these revisions amendments and/or clarifications shall be made to conform to the same.

Revisions/ amendments/ clarifications made herein shall be considered an integral part of the Bidding Documents for this Project.

For the information and guidance of all concerned.

For the Bids and Awards Committee VII,

SIGNATURE REDACTED

ULYSSES E. MORA
Chairperson

Davao High Priority Bus System (HPBS)

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

Responses to Requests for Clarification (RfC) – Batch 1

No.	Batch No.	Contract Package No.	Volume and Section No.	Page No.	Clause No./Title	Reference Text (if necessary)	Clarification Request	Final Response
4	1		Section 1-15.1(a)		Currencies of Bid	Bidders may express their bid price in any fully convertible currency. If a Bidder wishes to be paid in a combination of amounts in different currencies, it may quote its price accordingly	If the Chinese Yuan(RMB) is ok?	The Chinese Yuan (RMB) is an acceptable convertible currency that can be used in the Bid price, per ITB 15.1.
8	1		Section 8		GCC 16.1	<p>Payment of the Contract Price shall be made in the following manner: For Goods and Related Services supplied from outside the Purchaser's country: ... (d) On Acceptance of Related Services: 34%(or 24% for contract 6) of the Contract Price shall be paid in equal quarterly (3 monthly) installments after the completion of Related Services as specified in the Contract (Section 6 - Delivery and Completion Schedule). Each quarterly payment shall be paid within 60 days of receipt of the Related Services completed for each quarter, upon submission of a claim supported by the acceptance certificate issued by the Purchaser. ...</p>	What is the amount of every quarterly and how long would the 34%(or 24% for contract 6) be paid completely. Please specify it	<p>The portion of the Contract Sum linked to the Related Services (34% of CP-05 (Diesel) and 24% of CP-06 (EV)) will only be completely paid to the Supplier at the end of the Contract, upon the delivery of all specified Related Services that have been accepted by the Purchaser.</p> <p>The portion of the Contract Sum linked to the Related Services (34% of CP-05 (Diesel) and 24% of CP-06 (EV)) will be paid in 60 equal quarterly instalments over the five (5) year maintenance service period, subject to the delivery of all specified Related Services that have been accepted by the Purchaser.</p>

No.	Batch No.	Contract Package No.	Volume and Section No.	Page No.	Clause No./Title	Reference Text (if necessary)	Clarification Request	Final Response
10	1	CP 06	Section 8: GCC 28.3		Warranty	The period of validity of the Warranty shall be: two (2) years after the delivery of the last vehicle at the final destination and Acceptance of all vehicles has been granted by the Purchaser. The period of validity of the Warranty for Battery Packs and Motors shall be: Twelve (12) years and 800,000 kilometers of service, whichever of these two milestones are realized first. The Supplier shall be responsible for providing replacement battery packs during this period if the capacity falls below 80%.	How to confirm the acceptance date by the supplier? The period of validity of the Warranty for Battery Packs and Motors is a long time	The project has allowed 25 days for acceptance testing per Section 8 - GCC 26.2. The commencement of warranty remains linked to the acceptance of Goods by the Purchaser, which will be required to occur before the commencement of operations. The warranty requirements remain as specified in Section 8 - GCC 28.3.
18	1	CP 06	Section 6 -12.4.1		Ramp	a) The ramp shall be power operated by driver controls and be either a foldable or retractable wheelchair ramp to reach the curb side with space for at least one wheelchair.	Electric retractable ramp mounted under the floor, The front breakover angle will become smaller. Please recommend a manual ramp	A powered wheelchair ramp is required. The ramp shall meet the specifications given in the Electrical Bus Section 6 Technical Specification - Section 12.4.1 for electric buses and in the Diesel Bus Section 6 Technical Specification - Section 11.4.1 for the diesel buses.
19	1	CP 06	Section 6 -15.1		SPEED LIMITER	a) The bus shall have a speed limiter, conforming to the specifications of PNS UNR 89:2016 or an equivalent international standard as attested by a certificate of conformity issued by a DTI accredited testing facility. b) The speed limiter shall clearly indicate its compatibility with mechanical throttle linkage vehicles or electronic throttle linkage vehicles and shall be used appropriately as indicated.	The speed limit of electric vehicle is through software program, without throttle Please confirm	A software-based approach to implementing the speed limiting requirement is conditionally acceptable on the basis that the bus driver shall not be able to access the function to tamper with approved settings.

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21	1	CP 06	Section 6 -16.4.2		Interior Lighting Automatic Sensor	a) An automatic system shall be fitted to turn off passenger compartment lighting when exterior ambient illumination levels (during daylight) are sufficient that no supplementary illumination is required.	is it need a switch to turn on automatic light system?Is it necessary to turn on light automatically when there is insufficient external lighting? Please confirm	A system to automatically turn on the passenger compartment lighting is not required.
26	1	CP 05	Section 8: GCC 28.3		Warranty	The period of validity of the Warranty shall be: two (2) years after the delivery of the last vehicle at the final destination and Acceptance of all vehicles has been granted by the Purchaser.	How to confirm the acceptance date by the supplier? Please consider the beginning time of the vehicle operation.	The project has allowed 25 days for acceptance testing per Section 8 - GCC 26.2. The commencement of warranty remains linked to the acceptance of Goods by the Purchaser, which will be required to occur before the commencement of operations. The warranty requirements remain as specified in Section 8 - GCC 28.3.
30	1	CP 05	section 6-8.2.1		General Dimensions 9-Meter Bus	Overall Length , 9200 mm – 9900 mm	Is it include bicycle rack? Is tolerance allowed?	The bus vehicle length is measured bumper to bumper. The bicycle rack is not included in the bus vehicle length measurement. The allowable dimensions for the length of the bus are given in the Technical Specifications (Diesel Bus - Section 8.2, Electric Bus - Section 9.2). Details on the Bicycle Rack requirements are provided in Section 6 Attachment 2, 10.10 (Bicycle Rack)


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33	1	CP 05	section 6-8.2.2		General Dimensions 13-Meter Bus	Overall Length ,11990 mm – 12500 mm	Is it include bicycle rack? Is tolerance allowed?	The bus vehicle length is measured bumper to bumper. The bicycle rack is not included in the bus vehicle length measurement. The allowable dimensions for the length of the bus are given in the Technical Specifications (Diesel Bus - Section 8.2, Electric Bus - Section 9.2). Details on the Bicycle Rack requirements are provided in Section 6 Attachment 2, 10.10 Bicycle Rack)
37	1	CP 05	section 6-11.4.1		Ramp	a) The ramp shall be power operated by driver controls and be either a foldable or retractable wheelchair ramp to reach the curb side with space for at least one wheelchair.	Electric retractable ramp mounted under the floor , The front breakover angle will becomes smaller. Please recommend a manual ramp	A powered wheelchair ramp is required. The ramp shall meet the specifications given in the Electrical Bus Section 6 Technical Specification - Section 12.4.1 for electric buses and in the Diesel Bus Section 6 Technical Specification - Section 11.4.1 for the diesel buses.
39	1	CP 05	section 6-14.4.2		Interior Lighting Automatic Sensor	a) An automatic system shall be fitted to turn off passenger compartment lighting when exterior ambient illumination levels (during daylight) are sufficient that no supplementary illumination is required	is it need a switch to turn on automatic light system?Is it necessary to turn on light automatically when there is insufficient external lighting? Please confirm	A system to automatically turn on the passenger compartment lighting is not required.
41	1	CP 05	section 6-15.2.3		Dashboard Camera	The bus shall be fitted with a dashboard camera that is connected to the Network Video Recorders as defined in APPENDIX 4 -.	Does a camera mounted on dashboard? Please confirm	See clarification below A camera shall be mounted on the dashboard or other nearby location in the driver's cab that: • Does not impede the view of the driver • Has a clear view out of the

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								front windscreen similar to the driver's view.
44	1		section 6- 7.0		OPERATIONAL READINESS ACTIVATION & TRANSITION (ORAT)	The Supplier is expected at a minimum to coordinate with the Shadow Operator, and eventually the Franchisee(s)/Bus Operators, on the following items.	who is the shadow operator? please describe a "shadow operator"	The Shadow Operator is the consultant that will be engaged by the Purchaser to support the procurement of the System Administrator consultant and O&M services. The Shadow Operator will be responsible for the development of the Operational Readiness Activation & Transition (ORAT) planning, and the responsibilities of the Shadow Operator will transition to the System Administrator once this role has been procured. The Shadow Operator will also act as the "Operator" providing operational input into the Bus Suppliers prior to procurement of the System Administrator consultant and O&M services.
50	1	CP 05	section 6-A3.1.4		Demand Profiles		For diesel bus,9:00 AM, vehicles per hour is 33, 10:AM vehicles per hour is 22. Is the vehicle returning to the depot during off peak hours(10am - 3pm)? Plese clarify it	Yes, the buses are expected to return to the depot/terminal during off-peak times
54	1	CP 06	section 6-12.6		DRIVERS CAB	A cab screen demisting system shall be fully controlled by the driver and capable of independent operation.	driver cab screen means windshield. Please help me to confirm it	The driver cab screen means the front windshield of the bus vehicle.

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59	1	CP 05	Section 3		2.3.2 Technical Experience	<p>2.3.2 Technical Experience</p> <table border="1"> <thead> <tr> <th>Criteria</th> <th>Compliance Requirements</th> <th>Documents</th> </tr> </thead> <tbody> <tr> <td>Requirement</td> <td>Single Bidder</td> <td>Submission Requirements</td> </tr> </tbody> </table> <p>The Bidder shall demonstrate that the goods offered are:</p> <ol style="list-style-type: none"> made in products for at least 10 years (10 years old) used as a minimum of 200 units (aggregation of all units) in the past 10 years and are currently used for the last 10 years used deployed in an existing bus operating environment for a minimum of 10 years 	Criteria	Compliance Requirements	Documents	Requirement	Single Bidder	Submission Requirements	We wish to seek clarification on the documentary requirements to comply items i-iii	At a minimum the Supplier shall provide a summary table of the bus vehicle
Criteria	Compliance Requirements	Documents												
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74	1	CP 06	Vol 2, Sec 6 Atch-2	6-A2-37	14.1 Depot Charging Infrastructure	<p>The HPBS Project has allowed for the following four options for the charging infrastructure at the depot.</p> <ol style="list-style-type: none"> An overhead system with pantographs mounted on the buses. An overhead system with the pantographs mounted on the charger. An overhead mounted system with pull down charging cables and plugs. Floor mounted system with charging cables and plugs. 	<p>An overhead system with the pantographs will occupy the limited space on the roof. At present, the driver's air conditioner, passenger's air conditioner, escape skylight and power battery should be arranged on the roof. There is no space to arrange the roof pantograph device. If the roof pantograph device has to be arranged, the driving range of the vehicle will not reach 200km.</p> <p>It is suggested to cancel the option of roof pantograph device and adopt plug-in charging because it is cheaper and for easy maintenance for the City.</p>	<p>The Supplier is not required to supply all four (4) charging options.</p> <p>The Supplier should propose the most appropriate charging system (from the four options) that enables compliance with all technical and operational requirements.</p>						

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76	1	CP 06	Vol 2, Sec 6 Atch-1	6-A1-16	8.3 Fleet Availability	e) Failure to meet minimum fleet availability shall result in penalties per day per bus unavailable as specified in Section 8 (Special Conditions of Contract) GCC 27.1.	This clause is about the minimum requirement for fleet availability. From our experience, there will be some accidents in the early stage of bus operation. We wish to seek clarification whether this clause is not applicable if the vehicle availability requirements are not met with more than 6 buses in service due to unforeseen events other than the bus itself.	Per Section 8 - GCC 27.1, there is a mechanism that allows the Purchaser to provide contractual relief to potential LDs for events outside the control of the Supplier, including a higher rate of vehicle accidents caused by the Operator at the commencement of operations: "If at any time during performance of the Contract, the Supplier should encounter events beyond the Suppliers control, including Force Majeure and negligence by other parties, that triggers a liquidated damage claim by the Purchaser, the Supplier shall promptly notify the Purchaser in writing of the event, and its cause. As soon as practicable after receipt of the Supplier's notice, the Purchaser shall evaluate the situation and may at its discretion waive the right of the Purchaser to claim the associated liquidated damages."
79	1	CP 06	Vol 2, Sec 6 Atch-2	6-A2-51	17.5 External Route & Destination Display	c) A suitable method for the driver to identify from the cab seat that the front display is correctly positioned shall be provided.	As for this item, should the supplier adopt physical method? It is suggested to add a small mirror on the right front rear-view mirror to observe the display of the front led.	A physical method is not required but would be acceptable. A function on the driver's HMI display that can indicate the selected destination is also acceptable.

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97	1	CP 05	Section 3		2.3.1 Contractual Experience	<table border="1"> <thead> <tr> <th rowspan="2">Criteria</th> <th colspan="4">Compliance Requirements</th> <th rowspan="2">Documents</th> </tr> <tr> <th>Single Entity</th> <th>All Partners Combined</th> <th colspan="2">Joint Venture</th> </tr> <tr> <th>Requirement</th> <th>Single Entity</th> <th>All Partners Combined</th> <th>Each Partner</th> <th>One Partner</th> <th>Submission Requirements</th> </tr> </thead> <tbody> <tr> <td>Successful completion as main supplier within the last five (5) 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).</td> <td>That meet requirement</td> <td>That meet requirement</td> <td>Not applicable</td> <td>Not applicable</td> <td>Form EXP-1</td> </tr> </tbody> </table>	Criteria	Compliance Requirements				Documents	Single Entity	All Partners Combined	Joint Venture		Requirement	Single Entity	All Partners Combined	Each Partner	One Partner	Submission Requirements	Successful completion as main supplier within the last five (5) 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).	That meet requirement	That meet requirement	Not applicable	Not applicable	Form EXP-1	<p>1. We wonder if the “nature and complexity similar to the scope of supply described in Section 6” shall be interpreted as “conventional buses”. Conventional buses are equipped with an internal combustion engine fueled by burning fossil fuel, such as diesel, compressed natural gas (CNG) and so on. On the technical side, the technology, vehicle structure of diesel bus and CNG bus are almost same. We suggest that the contract of CNG buses shall be considered to meet the requirement of “nature and complexity similar to the scope of supply described in Section 6 – Contract No.5”.</p>	<p>For Section 3 - 2.3 (Experience and Technical Capacity), the interpretation of "nature, and complexity similar to the scope of supply described in Section 6 (Schedule of Supply)" shall allow CNG powered bus vehicles to qualify as an equivalent to diesel powered bus vehicles.</p>
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97a	1						<p>2. Kindly please clarify that the requirement of “within the last five(5) years” refers to 5 calendar years or 5 fiscal years. If the signing date of the contract is April 25th, 2017, but the completion date is August, 2018, can this contract be considered to meet the requirement of “Successful completion... within the last five (5) years”?</p>	<p>The contractual or technical experience timeframe periods specified in Section 3 - 2.3 (Experience and Technical Capacity) shall be interpreted as the timeframe immediately prior to the deadline for submission of bids specified in ITB 24.1. Regarding CP-05 - Section 3 - 2.3.1 (Contractual Experience) the successful completion as main supplier within the last five (5) 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</p>																						

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								Supply), shall be interpreted as the five (5) year period prior to the deadline for submission of bids specified in ITB 24.1, which means that a contract completed in August 2018 (valued at USD\$75 million) would satisfy this requirement.
97h	1						e) In addition, in view of the importance and complexity of DAVAO HPBS project, in order to ensure the success of the project and fully evaluate prospective bidders' contractual experience, we suggest that the three contracts shall be executed in different countries.	CP-05 - Section 3 - 2.3.1 (Contractual Experience) will allow qualifying contracts to have been delivered in a single country or multiple countries.
98	1	CP 05	Section 3		2.3.2 Technical Experience		<p>We wonder if the above requirement of "The Bidder shall demonstrate that the goods offered have been in production for at least three (3) years" shall be interpreted that only 2019 model year or earlier model year product offered can be acceptable. Because the technology of bus is continuous and upgraded, bus manufacturer will launch a new model based on previous product every two to three years. Generally, the bus will be optimized in specificaitons and performance, even with a new body design. Thus, we suggest that the latest model year product shall be acceptable. Meanwhile,</p>	<p>For clarity, the Purchaser is not wanting to limit the bus vehicle procurement to only "2019 model year or earlier model year product". The criteria specified in Section 3 - 2.3.2 (Technical Experience) "The Bidder shall demonstrate that the goods offered have: (i) been in production for at least three (3) years..." shall be interpreted as the Supplier having to demonstrate that the proposed Goods (including Bus Vehicles) are substantially the same duty specification, capacity and structure during the three (3) year period regardless of any model or style changes, betterments to technology</p>

No.	Batch No.	Contract Package No.	Volume and Section No.	Page No.	Clause No./Title	Reference Text (if necessary)	Clarification Request	Final Response																																								
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100	1	CP 06	Section 3,		2.3.2 Technical Experience	<table border="1"> <thead> <tr> <th rowspan="2">Criteria</th> <th colspan="4">Compliance Requirements</th> <th rowspan="2">Documents</th> </tr> <tr> <th>Single Entity</th> <th colspan="3">Joint Ventures</th> </tr> <tr> <th>Requirement</th> <th>Single Entity</th> <th>All Partners</th> <th>Each Partner</th> <th>One Partner</th> <th>Submission Requirements</th> </tr> </thead> <tbody> <tr> <td>The Bidder shall demonstrate that the goods offered have:</td> <td>Must meet requirement</td> <td>Must meet requirement</td> <td>Not applicable</td> <td>Not applicable</td> <td>Form EXP - 1</td> </tr> <tr> <td>(i) been in production for at least three (3) years, and</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>(ii) been sold a minimum of 100 units of similar type and specification over the last three (3) years.</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>(iii) been deployed in an existing bus operational environment for a minimum of two (2) years</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Criteria	Compliance Requirements				Documents	Single Entity	Joint Ventures			Requirement	Single Entity	All Partners	Each Partner	One Partner	Submission Requirements	The Bidder shall demonstrate that the goods offered have:	Must meet requirement	Must meet requirement	Not applicable	Not applicable	Form EXP - 1	(i) been in production for at least three (3) years, and						(ii) been sold a minimum of 100 units of similar type and specification over the last three (3) years.						(iii) been deployed in an existing bus operational environment for a minimum of two (2) years						<p>1. We wonder if the above requirement of "The Bidder shall demonstrate that the goods offered have been in production for at least three (3) years" shall be interpreted that only 2019 model year or earlier model year product offered can be acceptable. Because the technology of bus is continuous and upgraded, bus manufacturer will launch a new model based on previous product every two to three years. Generally, the bus will be optimized in specifications and performance, even with a new body design. Thus, we suggest that the latest model year product shall be acceptable. Meanwhile, supplier should demonstrate that they have similar products in length and specifications to the goods offered, and these goods have been in production for at least three (3) years.</p>	<p>For clarity, the Purchaser is not wanting to limit the bus vehicle procurement to only "2019 model year or earlier model year product". The criteria specified in Section 3 - 2.3.2 (Technical Experience) "The Bidder shall demonstrate that the goods offered have: (i) been in production for at least three (3) years..." shall be interpreted as the Supplier having to demonstrate that the proposed Goods (including Bus Vehicles) are substantially the same duty specification, capacity and structure during the three (3) year period regardless of any model or style changes, betterments to technology and amenities, or changes to manufacturer branding.</p>
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127	1	CP 06	Section 6		Electric bus (Section 6 - Atch-2 Tech Specification 11.2 Windows)	<p>11.2 WINDOWS & GLAZING</p> <p>ii) All safety glass (including doors and floor) cab windows shall be as Table 7 below</p> <p>Table 7 - Glass Requirements</p> <table border="1"> <thead> <tr> <th></th> <th>Glazing Requirements</th> </tr> </thead> <tbody> <tr> <td>Side Windows</td> <td>4 mm Thickness</td> </tr> <tr> <td>Side Energy Transmittance</td> <td>87% Minimum</td> </tr> <tr> <td>Light Transmittance</td> <td>87% Minimum</td> </tr> <tr> <td>Overhead Windows</td> <td>5 mm (other than emergency exit)</td> </tr> <tr> <td>Windshield</td> <td>Top third section is a suitable certified equivalent</td> </tr> </tbody> </table>		Glazing Requirements	Side Windows	4 mm Thickness	Side Energy Transmittance	87% Minimum	Light Transmittance	87% Minimum	Overhead Windows	5 mm (other than emergency exit)	Windshield	Top third section is a suitable certified equivalent	<p>We wish to recommend a 5mm thick glass because the glass area of the bus is large, and the self-explosion and damage rate of 4mm thickness glass is much higher than that of 5mm thickness glass, which will increase also the maintenance cost & some unnecessary risk.</p>	<p>Glass thicker than 4mm is acceptable.</p>
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130	1	CP 06	Section 6		Electric bus (Section-6 – Atch-2 Tech Spec 12.2 Seating)	<p>i) Seats should be suitably designed to restrict the potential of passengers to operate while utilizing the seating immediately rearward.</p>	<p>We wish to seek clarification if it means installing armrests on seat? Or need to provide other equipment?</p>	<p>Seat armrests are not required. A seat with no gap between the seat back and seat base is required for this provision</p>												
143	1	CP 06	Section 6 - Schedule of Supply (Attachment 1 – General Requirements)	6-A1-70	Appendix 6 – Parts and Maintenance Tool Lists A6.1 Parts and Supply	<p>Table 13 - Minimum list of parts and supplies to be provided:</p> <table border="1"> <thead> <tr> <th>Part Description</th> <th>Quantity to be Provided per Set</th> </tr> </thead> <tbody> <tr> <td>Vehicle ...</td> <td>10</td> </tr> </tbody> </table>	Part Description	Quantity to be Provided per Set	Vehicle ...	10	<p>If quantity to be provided is per set, how many per set? Is it also per depot site?</p>	<p>The quantities listed in the Table 13 are the quantities for one set.</p> <p>Section 8 Maintenance Services Section 8.9 b) During the maintenance service period the Supplier shall be responsible for maintaining a full set of spare parts and supplies per the bus types at each depot to ensure that no vehicles are unavailable for services due to the lack of spare parts at the depot sites.</p> <p>For the 18-meter buses there are two depots (Sasa & Sto Nino). Therefore two full sets are required.</p>								
Part Description	Quantity to be Provided per Set																			
Vehicle ...	10																			

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147	1	CP 06	Section 6 - Schedule of Supply (Attachment 2 – Technical Specification)	6-A1-2 1	9.2.1 General Dimensions 18-Meter Bus	Table 2 - 18-Meter Bus Dimensions Overall Length / 18100 mm – 18700 mm	Does this one include BICYCLE Rack? If included, is it the status when rack folded up or unfolded	The bus vehicle length is measured bumper to bumper. The bicycle rack is not included in the bus vehicle length measurement. The allowable dimensions for the length of the bus are given in the Technical Specifications (Diesel Bus - Section 8.2, Electric Bus - Section 9.2). Details on the Bicycle Rack requirements are provided in Section 6 Attachment 2, 10.10 Bicycle Rack)
174	1	CP 06	Vol 2, Sec 6 Atch 2	6-A1-2 1	9.2.1 General Dimensions 18-Meter Bus		We wish to seek clarification that the bicycle rack is not include in the minimum length of the bus.	The bus vehicle length is measured bumper to bumper. The bicycle rack is not included in the bus vehicle length measurement. The allowable dimensions for the length of the bus are given in the Technical Specifications (Diesel Bus - Section 8.2, Electric Bus - Section 9.2). Details on the Bicycle Rack requirements are provided in Section 6 Attachment 2, 10.10 Bicycle Rack)
69a	1		Vol. 1, Sec. 4	4-5	Price Schedule for Goods to Be Offered from Within the Purchaser's Country		For Price Schedule for Goods to Be Offered from Within the Purchaser's Country, we wish to clarify if the currency is in Philippine Peso or foreign currency	Per ITB #15 "Bidders may express their bid price in any fully convertible currency."