



General Bid Bulletin No. 6
27 June 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 3

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 3

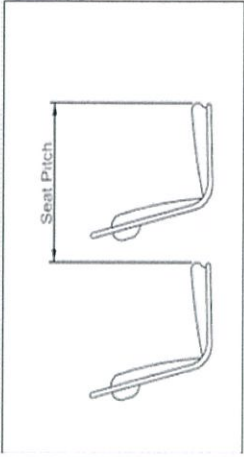
No.	Contract Package No.	Volume and Section No.	Page No.	Clause No./Title	Reference Text (if necessary)	Clarification Request	Draft Response
43	CP 05	section 6 -atrch-1		Gen Requets	Davao HPBS Contract 5 (Bus Fleet - Diesel Vehicle) Section-6 - Atch-1 Gen Reqts	The file is damage. please provide a new file.	The published bidding document issue has been resolved
52	CP 06	section 6-A3.1.4		Demand Profiles		For EV bus,9:00 AM, vehicles per hour is 65, 10:AM vehicles per hour is 33. Is the vehicle returning to the depot during off peak hours(10am - 3pm)? please clarify it	Yes, the buses are expected to return to the depot/terminal during off-peak times.
67	CP 06	Section 2	2-2	ITB 19.3	The Bidder shall be required to include with its bid, evidence that it will be represented by an Agent in the Purchaser's country.	We wish to seek confirmation if the "Agent" requirement is needed since the bidder, who is also the Supplier for the buses, will be responsible for the maintenance, repair and spare parts for 5-years as part of the scope of work. Also, the Supplier has been conducting business in the Philippines already.	An 'Agent' as specified in ITB 19.3 is an entity in the country where a foreign bidder normally doesn't do business, where the role of the Agent is required to support the Supplier with the efficient, reliable and complete delivery of services in the Purchaser's country. If the Bidder can demonstrate it has existing operations in the Philippines to the satisfaction of the Purchaser and therefore doesn't require a local Agent, the Purchaser may consider this as satisfying the requirement.

78	CP 06	Vol 2, Sec 6 Atch-2	6-A2 -49	17.1 Vehicle Telematics	f) Data outputs from the monitoring equipment shall be recorded onto the Vehicle Logic Unit (VLU) for later compilation and analysis.	Does the driver behavior monitoring refers to driving record, such as sudden speed-up, and slow-down, brake, left-turn and right turn, etc?	The Section 6 - Attachment 2 (Technical Specification) for both CP-05 (15.1) and CP-06 (17.1) details the minimum operational vehicle metrics that shall be monitored and logged on the vehicle telematics system. A subset of the vehicle telematics system data (including but not limited to vehicle speed and braking) is expected to be used to support the driver behaviour monitoring function, which shall be required to support the HPBS Operators with managing safety related issues and operational efficiency objectives.
83	CP 06	Vol 2, Sec 6 Atch-2	6-A2 -72	A7.2 Equipment and Materials	c) Router modem p) Edge Gateway	We seek clarification if the c) router modem and p) edge gateway are similar.	The Edge Gateway is not the same as the Mobile Router. The mobile router will allow the edge gateway, mobile Network Video Recorder and passengers to connect to the internet by means of wired or wireless connection (Wi-Fi). The edge gateway will manage all connected ITS subsystems like the passenger counter, AVL-CAD, etc.
89	CP 05	Sec. 1	12	19.3	If so required in the BDS, a Bidder that does not conduct business within the Purchaser's country shall submit evidence that it will be represented by an agent in the country equipped and able to carry out the Supplier's maintenance, repair, and spare parts stocking obligations prescribed in the Conditions of Contract	We wish to seek clarification if the "Agent" requirement is needed since the bidder, who is also the Supplier for the buses, is responsible for the maintenance, repair and spare parts for 5- years as part of the scope of work. Also, the Supplier has been conducting business in the Philippines already.	An 'Agent' as specified in ITB 19.3 is an entity in the country where a foreign bidder normally doesn't do business, where the role of the Agent is required to support the Supplier with the efficient, reliable and complete delivery of services in the Purchaser's country. If the Bidder can demonstrate it has existing operations in the Philippines to the satisfaction of the Purchaser and therefore doesn't require a local Agent, the

94	CP 05	Sec. 6	12	Form TECH – 5 Description of Vehicle Logic Unit (VLU)	and/or Technical Specifications.	For our understanding, we need to install some equipment on the bus, but VLU is included in ITS. We wish to seek clarification for the equipment which is belonging to VLU, if it is under the Supplier or ITS package.	<p>Purchaser may consider this as satisfying the requirement.</p> <p>The Supplier is responsible for providing the VLU to control/manage the ITS equipment they are responsible for supplying and installing as per Section 6 - Attachment 2 (Technical Specification) for both CP-05 (15 -Table 10) and CP-06 (17 - Table 9) packages.</p> <p>The logic units for the other ITS equipment being provided by Third Parties will be the responsibility of the System Integrator/Third Party. The Supplier shall still be responsible for coordinating with the third-party vendor through the Systems Integrator and for providing;</p> <ul style="list-style-type: none"> • physical space to install all onboard ITS and AFCS equipment (this may include external antenna) • mounting brackets • electrical power and cabling • data / communication cabling and connections • wiring between components
10 3	CP 05	section 6-2		11.5 RAILING & STANCHIONS	Service Door Handrail :300 mm minimum	<p>is 300mm means the length of handrail? Sliding door can't be installed handrail, so door partition handrails is ok Please help me clarify my questions</p> <p>This minimum length of the Service Door handrail shall be 300mm. For sliding doors, the handrail can be mounted on the adjacent door partition.</p>	

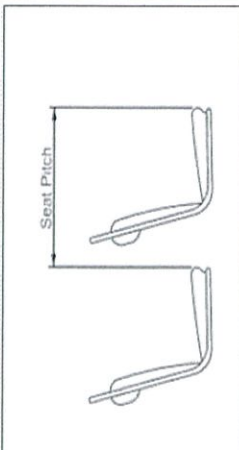
11 6	CP 06	Section 4	4-2	Bid Submission Sheet	(c) The total price of our Bid, excluding any discounts offered in item (d) below is: (amount of foreign currency in words), (amount in figures), AND (amount of local currency in words), (amount in figures)	Requesting to consider extending the Bid Opening from 12 May 2022 to 31 May 2022. This extension is needed due to Elections that would limit the number of days for preparation and consolidation of bidding requirements.	The deadline for submission of bids as specified in Section 2 - BDS (ITB 24.1) for both CP-05 and CP-06 packages has been extended to 10:00 am on 13 July 2022 as per General Bid Bulletin No. 3 (2nd extension) published on 23 May 2022.
13 9						Should bidder to: (1) Indicate bid price in foreign currency AND equivalent local currency; or (2) Bid price can either be in foreign OR local currency?	The total bid price can be expressed as a combination of foreign currency and local currency as specified in Section 4 - Bid Submission Sheet, such that the total sum of the foreign currency amount and the local currency amount quoted would equal the Bid Price.
17 7						We would like to request to extend the due date of the bid submission by 30 days.	The deadline for submission of bids as specified in Section 2 - BDS (ITB 24.1) for both CP-05 and CP-06 packages has been extended to 10:00 am on 13 July 2022 as per General Bid Bulletin No. 3 (2nd extension) published on 23 May 2022.
17 8	CP 05	Section 1	1-13	20.2	Validity period of the bidding	"We would like to request to extend the due date of the bid submission by 30 days because the Section 6-Atch 1 Gen Rqts still can not be opened online since publication and also we would like to prepare an exact estimation at per your requirement. Please kindly confirm."	The deadline for submission of bids as specified in Section 2 - BDS (ITB 24.1) for both CP-05 and CP-06 packages has been extended to 10:00 am on 13 July 2022 as per General Bid Bulletin No. 3 (2nd extension) published on 23 May 2022.

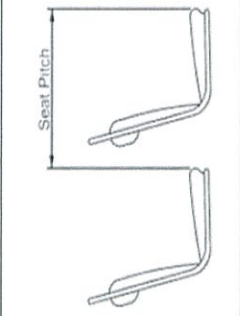
18 6	CP 06	Section 1	1-13	20.2	Validity period of the bidding	We would like to request to extend the due date of the bid submission by 30 days because we would like to prepare an exact estimation at per your requirement. Please kindly confirm.	The deadline for submission of bids as specified in Section 2 - BDS (ITB 24.1) for both CP-05 and CP-06 packages has been extended to 10:00 am on 13 July 2022 as per General Bid Bulletin No. 3 (2nd extension) published on 23 May 2022.
19 6	CP 06	Section 6 - Atch-2 Tech Spec	6-A1 - 21	9.2.1 General Dimensions 18-Meter Bus	Seat Pitch 800 mm (Subject to layout drawing)	How to define and measure seats pitch?	<p>The minimum seat pitch is 800mm per the requirements specified in Section 6 - Attachment 2 (Technical Specification) for both CP-05 (8.2) and CP-06 (9.2) packages.</p> <p>The seat pitch is measured from the front edge of the seat cushion of one seat to the front edge of the seat cushion of the next adjacent seat, as detailed in the diagram below.</p>



200	CP 05	Section 6 - Atch-2 Tech Spec	39	15.1 VEHICLE TELEMATICS (j)	The OCC vehicle telematics software shall provide insights into vehicle operations including i. Driver behavior monitoring	We wish to seek clarification if driver behavior monitoring refers to driving record, such as sudden speed-up, and slow-down, brake, left-turn and right turn, etc.	The Section 6 - Attachment 2 (Technical Specification) for both CP-05 (15.1) and CP-06 (17.1) details the minimum operational vehicle metrics that shall be monitored and logged on the vehicle telematics system. A subset of the vehicle telematics system data (including but not limited to vehicle speed and braking) is expected to be used to support the driver behaviour monitoring function, which shall be required to support the HPBS Operators with managing safety related issues and operational efficiency objectives.
205	CP 05	Section 6 - Atch-2 Tech Spec	58	A5.2 Equipment and Materials	p) Edge Gateway i. The Edge Gateway shall be able to integrate with other system including but not limited to CCTV, MEMS (Accelerometer, Pressure, Temperature and Humidity), and GPS. ii. The Edge Gateway shall be able to collect, consolidate and upload data through 4G/ WiFi network to OCC (Operational Control Centre). iii. The Edge Gateway shall be able to run 24x7 with long life at extended temperature. iv. The Edge Gateway shall be support wide connectivity via Wi-Fi, Bluetooth LE, optional cellular mobile broadband	We wish to clarify if it is right that the edge gateway has nothing to do with the router mentioned in A5.2	The Edge Gateway is not the same as the Mobile Router. The mobile router will allow the edge gateway, mobile Network Video Recorder and passengers to connect to the internet by means of wired or wireless connection (Wi-Fi). The edge gateway will manage all connected ITS subsystems like the passenger counter, AVL-CAD, etc.

21 5	CP 05 & CP 06	Section 6	6-12	Schedule Supply	<p>4G LTE for Philippines, or 10/100 Ethernet, including Power over Ethernet (PoE).</p> <p>v. The Edge Gateway shall include a GPS, accelerometer and atmospheric pressure sensor for transportation and geo-referenced asset management.</p> <p>vi. The Edge Gateway shall support wired (serial or USB) and wireless connections, list aGPIO, video/audio, CAN bus, dual Ethernet and zigbee for wireless mesh networks.</p> <p>The Bidder shall provide a description of the Vehicle Logic Unit(VLU) that will control the various ITS components on the vehicle at the page of 6-12 of Section 6 Schedule Supply of Contract No.5 and Contract No.6.</p>	<p>There are many ITS equipments supplied by The Third party or System Integrator, like AFCS, GNSS ect. Is that mean the Bidder could only provide the VLU description for those ITS equipments supplied by themselves, like CCTV, passenger WIFI etc.?</p> <p>Please kindly clarify</p>	<p>The Supplier is responsible for providing the VLU to control/manage the ITS equipment they are responsible for supplying and installing per Section 6 - Attachment 2 (Technical Specification) for both CP-05 (15 -Table 10) and CP-06 (17 - Table 9) packages.</p> <p>The logic units for the other ITS equipment being provided by Third Parties will be the responsibility of the System Integrator/Third Party. The Supplier shall still be responsible for coordinating with the third-party vendor through the Systems Integrator and for providing;</p> <ul style="list-style-type: none"> • physical space to install all onboard ITS and AFCS equipment (this may include external
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<p>antenna)</p> <ul style="list-style-type: none"> • mounting brackets • electrical power and cabling • data / communication cabling and connections • wiring between components 					<p>22 2</p>
<p>The minimum seat pitch is 800mm per the requirements specified in Section 6 - Attachment 2 (Technical Specification) for both CP-05 (8.2) and CP-06 (9.2) packages.</p> <p>The seat pitch is measured from the front edge of the seat cushion of one seat to the front edge of the seat cushion of the next adjacent seat, as detailed in the diagram below.</p>	<p>According to the European standard ECE R107-07, seat pitch (minimum) of 650mm is required. We suggest adopting the European Standard instead. Proposed revised text: Seat pitch (minimum): 650 mm</p>	<p>Seat pitch (minimum): 800 mm</p>	<p>Form TECH – 1 Technical Compliance to 9-Meter Bus Specifications</p>	<p>6-8</p> <p>Section 6 - Schedule of Supply</p>	<p>Contract No.05</p>
					<p>23 0</p>
<p>The minimum seat pitch is 800mm per the requirements specified in Section 6 - Attachment 2 (Technical Specification) for both CP-05 (8.2) and CP-06 (9.2) packages.</p> <p>The seat pitch is measured from the front edge of the seat cushion of one seat to the front edge of the seat cushion of the next adjacent seat.</p>	<p>According to the European standard ECE R107-07, seat pitch (minimum) of 650mm is required. We suggest adopting the European Standard instead. Proposed revised text: Seat pitch (minimum): 650 mm</p>	<p>Seat pitch (minimum): 800 mm</p>	<p>Form TECH – 2 Technical Compliance to 13-Meter Bus Specifications</p>	<p>6-10</p> <p>Section 6 - Schedule of Supply</p>	<p>Contract No.05</p>

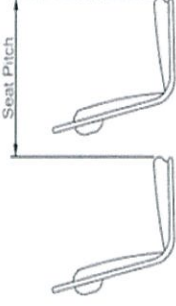
24 3	Contract No.05	Section 6 - Attachment 2 - Technical Specification	6-A2 - 22	10.1 DOORS			<p>seat, as detailed in the diagram below.</p> 
				<p>c) Middle and rear doors should be outward slider type, flush fitting to the body side when closed and one-piece full depth glass in each door leaf for maximum view of curb side.</p>	<p>Kindly please indicate the compliance if supplier respond to the requirement by "inward glider type", which is commonly designed and used in the bus industry. Proposed revised text: c) Middle and rear doors should be outward slider type or inward glider type, flush fitting to the body side when closed and one-piece full depth glass in each door leaf for maximum view of curb side.</p>	<p>For the middle and rear doors, the door shall be outward slider type doors per the Section 6 - Attachment 2 (Technical Specification) published documents for both CP-05 (10.1) and CP-06 (11.1) packages.</p>	

24 4	Contract No.05	Section 6 - Attachment 2 - Technical Specification	6-A2 - 22	10.1 DOORS	g) Overhead illumination of door opening areas shall be provided at minimum 150 lux levels.	The requirement is not applicable to bus product. There is European standard ECE R107-07 on Interior Lighting of bus. Please indicate if this could be considered as complied.	The illumination requirements in the door area are as specified in the Section 6 - Attachment 2 (Technical Specification) for both CP-05 (10.1) and CP-06 (11.1) packages. It is the Bidder's responsibility to ensure whether other relevant illumination standards previously adopted meet the illumination requirements specified in the CP-05 and CP-06 procurement documents.
24 5	Contract No.05	Section 6 - Attachment 2 - Technical Specification	6-A2 - 22	10.1 DOORS	h) Power-close middle or rear doors shall be equipped with an obstruction-sensing system such that if an obstruction is within the path of the closing doors the doors will stop and/or reverse direction prior to imparting a 5 kg force on 2.5 cm2 of that obstruction. If a contactless obstruction sensing system is employed it shall be capable of discriminating between the normal doorway environment and passengers or other obstructions within the doorway and of altering the zones of detection based upon the operating state of the door system.	There is European standard ECE R107-07 on the obstruction-sensing system of passenger door. Please indicate if this could be considered as complied.	The obstruction-sensing system requirements are as specified in the Section 6 - Attachment 2 (Technical Specification) for both CP-05 (10.1) and CP-06 (11.1) packages. It is the Bidder's responsibility to ensure whether other relevant obstruction-sensing standards previously adopted meet the obstruction-sensing requirements specified in the CP-05 and CP-06 procurement documents.

24 7	Contract No.05	Section 6 - Attachment 2 - Technical Specification	6-A2 - 23	10.1.1.2 Doors 9-Meter Bus	a) The HPBS Davao Local branded service will operate a two-door system, generally with front door entrance and rear-door exit.	Kindly please indicate the compliance if supplier respond to the requirement by "with front door entrance and rear-door exit", which is commonly designed in the bus industry. Proposed revised text: a) The HPBS Davao Local branded service will operate a two-door system, generally with front door entrance and middle-door or rear-door exit.	For the 9m Bus vehicle, a front door entrance, and middle or rear door exit configuration would be acceptable.
25 1	Contract No.05	Section 6 - Attachment 2 - Technical Specification	6-A2 - 24	10.4 EXTERIOR MIRRORS	e) A mirror or other system shall be provided that gives a view of the front of the bus to allow the driver to detect people crossing in front of the bus.	There is European standard ECE R46 on the view of driver. Please indicate if this could be considered as complied.	A front view mirror with the following parameters would be acceptable. The front view mirror provides a view of the road in front of the bus from the front of the bus out for a distance of 2000mm. The field of view covers the full width of the bus and extending laterally out on the non-drivers side for a further 2000mm. The field of vision on the non-drivers side may be rounded off (radius 2000mm). It's the Bidder's responsibility to ensure whether other relevant standards previously adopted meet these requirements specified in the CP-05 and CP-06 procurement documents.

25 5	Contract No.05	Section 6 - Attachment 2 - Technical Specification	6-A2 - 29	11.14 Wheel Well Cargo Space	a) The space above the front wheel wells shall be designed to provide storage space for bags and luggage.	City bus is mainly used for public transportation. Most of the passengers may not carry luggage, besides, it may not be feasible to hold the bags or luggage tightly in the storage space. The seating capacity will be occupied by the storage space. We suggest removing this requirement.	The wheel well cargo space is required for all HPBS bus vehicles as specified in the published Section 6 - Attachment 2 (Technical Specification) documents for both CP-05 (11.14) and CP-06 (12.14). As background, this requirement is based on feedback that was received from public stakeholder engagement conducted by the project in Davao City.
25 7	Contract No.05	Section 6 - Attachment 2 - Technical Specification	6-A2 - 33	13.5 AIR CONDITIONING & VENTILATION	ii. Airflow shall be evenly distributed throughout the vehicle, with air velocity not exceeding 0.3 m/sec on any passenger.	The Philippines is an area with high temperature. We suggest that changing this requirement to "ii. Airflow shall be evenly distributed throughout the vehicle, with air velocity not lower than 3 m/sec on any passenger." Proposed revised text: ii. Airflow shall be evenly distributed throughout the vehicle, with air velocity not lower than 3 m/sec on any passenger.	The air velocity requirements during the cooling mode are as per the requirements specified in Section 6 - Attachment 2 (Technical specification) for both CP-05 (13.5 j) and CP-06 (15.6 j) packages.
25 8	Contract No.05	Section 6 - Attachment 2 - Technical Specification	6-A2 - 35	14.4.1 Interior Lighting	a) Interior passenger compartment lighting shall be provided throughout the bus by defused LED equipment that provides light distribution of between 150-200 lux under black-out test.	There is European standard ECE R107-07 on Interior Lighting of bus. Please indicate if this could be considered as complied.	The interior lighting requirements are as specified in the Section 6 - Attachment 2 (Technical Specification) for both CP-05 (14.4.1) and CP-06 (16.4.1) packages. It is the Bidder's responsibility to ensure whether other relevant lighting standards previously adopted meet the lighting requirements specified in the CP-05 and CP-06 procurement documents.

26 0	Contract No.05	Section 6 - Attachment 2 - Technical Specification	6-A2 - 40	15.2 CCTV	b) CCTV cameras with a minimum resolution of 2MP shall be installed in clearly visible parts of the bus and should cover all its angles, including the door, passengers, and driver.	480P CCTV camera can meet common operational scenarios, including monitoring online. If equipped with CCTV cameras with a minimum resolution of 2MP, file size of video record will be large, probably leading to internet issue. We suggest making the requirement of minimum resolution to 480P. Proposed revised text: b) CCTV cameras with a minimum resolution of 480P shall be installed in clearly visible parts of the bus and should cover all its angles, including the door, passengers, and driver.	The minimum CCTV resolution of 2MP is required per the published Section 6 - Attachment 2 (Technical Specification) procurement documents for both CP-05 (15.2) and CP-06 (17.2) packages.
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26 2	Contract No.06	Section 6 - Schedule of Supply	6-Oc t	Form TECH – 1. Technical Compliance to 18-Meter Bus Specifications	Seat pitch (minimum): 800 mm	According to the European standard ECE R107-07, seat pitch (minimum) of 650mm is only required. We suggest adopting the European Standard instead.	The minimum seat pitch is 800mm per the requirements specified in Section 6 - Attachment 2 (Technical Specification) for both CP-05 (8.2) and CP-06 (9.2) packages. The seat pitch is measured from the front edge of the seat cushion of one seat to the front edge of the seat cushion of the next adjacent seat, as detailed in the diagram below.		For the middle and rear doors, the door shall be outward slider type doors per the Section 6 - Attachment 2 (Technical Specification) published documents for both CP-05 (10.1) and CP-06 (11.1) packages.
27 3	Contract No.06	Section 6 - Atch-2 Tech Spec	6-A1 -25	11.1 DOORS	c) Middle and rear doors should be outward slider type, flush fitting to the body side when closed and one-piece full depth glass in each door leaf for maximum view of curb side.	Kindly please indicate the compliance if supplier respond to the requirement by "inward glider type", which is commonly designed in the bus industry.	For the middle and rear doors, the door shall be outward slider type doors per the Section 6 - Attachment 2 (Technical Specification) published documents for both CP-05 (10.1) and CP-06 (11.1) packages.		

27 4	Contract No.06	Section 6 - Atch-2 Tech Spec	6-A1 -25	11.1 DOORS	g) Overhead illumination of door opening areas shall be provided at minimum 150 lux levels.	The requirement is not applicable to bus product. There is European standard ECE R107-07 on Interior Lighting of bus. Please indicate if this could be considered as complied.	The illumination requirements in the door area are as specified in the Section 6 - Attachment 2 (Technical Specification) for both CP-05 (10.1) and CP-06 (11.1) packages. It is the Bidder's responsibility to ensure whether other relevant illumination standards previously adopted meet the illumination requirements specified in the CP-05 and CP-06 procurement documents.
27 5	Contract No.06	Section 6 - Atch-2 Tech Spec	6-A1 -25	11.1 DOORS	h) Power-close middle or rear doors shall be equipped with an obstruction-sensing system such that if an obstruction is within the path of the closing doors the doors will stop and/or reverse direction prior to imparting a 5 kg force on 2.5 cm2 of that obstruction. If a contactless obstruction sensing system is employed it shall be capable of discriminating between the normal doorway environment and passengers or other obstructions within the doorway and of altering the zones of detection based upon the operating state of the door system.	There is European standard ECE R107-07 on the obstruction-sensing system of passenger door. Please indicate if this could be considered as complied.	The obstruction-sensing system requirements are as specified in the Section 6 - Attachment 2 (Technical Specification) for both CP-05 (10.1) and CP-06 (11.1) packages. It is the Bidder's responsibility to ensure whether other relevant obstruction-sensing standards previously adopted meet the obstruction-sensing requirements specified in the CP-05 and CP-06 procurement documents.

28 0	Contract No.06	Section 6 - Atch-2 Tech Spec	6-A1 -27	11.4 EXTERIOR MIRRORS	e) A mirror or other system shall be provided that gives a view of the front of the bus to allow the driver to detect people crossing in front of the bus.	There is European standard ECE R46 on the view of driver. Please indicate if this could be considered as complied.	A front view mirror with the following parameters would be acceptable. The front view mirror provides a view of the road in front of the bus from the front of the bus out for a distance of 2000mm. The field of view covers the full width of the bus and extending laterally out on the non-drivers side for a further 2000mm. The field of vision on the non-drivers side may be rounded off (radius 2000mm). It is the Bidder's responsibility to ensure whether other relevant standards previously adopted meet these requirements specified in the CP-05 and CP-06 procurement documents.
28 2	Contract No.06	Section 6 - Atch-2 Tech Spec	6-A2 -32	12.14 WHEEL WELL CARGO SPACE	a) The space above the front wheel wells shall be designed to provide storage space for bags and luggage.	City bus is mainly used for public transportation. Most of the passengers may not carry luggages. Besides, it may not be feasible to hold the bags or luggage tightly in the storage space. Thus, we suggest removing this requirement.	The wheel well cargo space is required for all HPBS bus vehicles as specified in the published Section 6 - Attachment 2 (Technical Specification) documents for both CP-05 (11.14) and CP-06 (12.14). As background, this requirement is based on feedback that was received from public stakeholder engagement conducted by the project in Davao City.
28 3	Contract No.06	Section 6 - Atch-2 Tech Spec	6-A2 -32	12.14 WHEEL WELL CARGO SPACE	a) The space above the front wheel wells shall be designed to provide storage space for bags and luggage.	City bus is mainly used for public transportation. Most of the passengers may not carry luggages. Besides, it may not be feasible to hold the bags or luggage tightly in the storage space. Thus, we suggest removing this requirement.	The wheel well cargo space is required for all HPBS bus vehicles as specified in the published Section 6 - Attachment 2 (Technical Specification) documents for both CP-05 (11.14) and CP-06 (12.14). As background, this requirement is based on feedback that was

287	Contract No.06	Section 6 - Atch-2 Tech Spec	6-A2-43	15.6 AIR CONDITIONING & VENTILATION	ii. Airflow shall be evenly distributed throughout the vehicle, with air velocity not exceeding 0.3 m/sec on any passenger.	The Philippines is an area with high temperature. We suggest that changing this requirement to "ii. Airflow shall be evenly distributed throughout the vehicle, with air velocity not lower than 3 m/sec on any passenger."	The air velocity requirements during the cooling mode are as per the requirements specified in Section 6 - Attachment 2 (Technical specification) for both CP-05 (13.5 i) and CP-06 (15.6 i) packages.	received from public stakeholder engagement conducted by the project in Davao City.
288	Contract No.06	Section 6 - Atch-2 Tech Spec	6-A1-45	16.4.1 Interior Lighting	a) Interior passenger compartment lighting shall be provided throughout the bus by defused LED equipment that provides light distribution of between 150-200 lux under black-out test.	There is European standard ECE R107-07 on Interior Lighting of bus. Please indicate if this could be considered as complied.	The interior lighting requirements are as specified in Section 6 - Attachment 2 (Technical Specification) for both CP-05 (14.4.1) and CP-06 (16.4.1) packages.	It is the Bidder's responsibility to ensure whether other relevant lighting standards previously adopted meet the lighting requirements specified in the CP-05 and CP-06 procurement documents.
290	Contract No.06	Section 6 - Atch-2 Tech Spec	6-A2-50	17.2 CCTV	b) CCTV cameras with a minimum resolution of 2MP shall be installed in clearly visible parts of the bus and should cover all its angles, including the door, passengers, and driver.	480P CCTV camera can meet common operational scenarios, including monitoring online. If equipped with CCTV cameras with a minimum resolution of 2MP, file size of video record will be large, probably leading to internet issue. We suggest making the requirement of minimum resolution to 480P.	The minimum CCTV resolution of 2MP is required as per the published Section 6 - Attachment 2 (Technical Specification) procurement documents for both CP-05 (15.2) and CP-06 (17.2) packages.	

33 3	Contract No.05	Section 6 - Attachment 1 - General Requirements	6-A1 - 16	8.3 Fleet Availability	<p>f) For the 9 Meter Buses in calculating the total fleet number (188 units), it has been assumed that at any given time 3 units are unavailable due to repairs from unforeseen events (i.e. accidents). The remaining 185 units have been assumed to be either available for service or undergoing regular maintenance. The Supplier needs to take this in to account when developing their maintenance plan and expected turnaround time.</p>	<p>Generally, unforeseen events (i.e. accidents) resulting in failure to meet the minimum Fleet Availability should not penalized the Supplier. We will do our best to improve the Fleet Availability. If the actual quantity of units unavailable due to repairs from unforeseen events (i.e. accidents) has exceeded the assumed number, we suggest reconsidering the Fleet Availability.</p> <p>Proposed revised text: f) For the 9 Meter Buses in calculating the total fleet number (188 units), it has been assumed that at any given time 3 units are unavailable due to repairs from unforeseen events (i.e. accidents, due to driver's fault). The remaining 185 units have been assumed to be either available for service or undergoing regular maintenance. The Supplier needs to take this in to account when developing their maintenance plan and expected turnaround time. If the actual quantity of units unavailable due to repairs from unforeseen events (i.e. accidents) has exceeded the assumed number (3 units), the Fleet Availability shall be adjusted.</p>	<p>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:</p> <p>"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."</p>
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<p>33 4</p>	<p>Contract No.05</p>	<p>Section 6 - Attachment 1 - General Requirements</p>	<p>6-A1 - 16</p>	<p>8.3 Fleet Availability</p>	<p>g) For the 13 Meter Buses in calculating the total fleet number (531 units), it has been assumed that at any given time 8 units are unavailable due to repairs from unforeseen events (i.e. accidents). The remaining 523 units have been assumed to be either available for service or undergoing regular maintenance. The Supplier needs to take this in to account when developing their maintenance plan and expected turnaround time.</p>	<p>Generally, unforeseen events(i.e. accidents) resulting in failure to meet the minimum Fleet Availability should not penalized the Supplier. We will do our best to improve the Fleet Availability. If the actual quantity of units unavailable due to repairs from unforeseen events (i.e. accidents) has exceeded the assumed number, we suggest reconsidering the Fleet Availability. Proposed revised text: g) For the 13 Meter Buses in calculating the total fleet number (531 units), it has been assumed that at any given time 8 units are unavailable due to repairs from unforeseen events (i.e. accidents, driver's fault). The remaining 523 units have been assumed to be either available for service or undergoing regular maintenance. The Supplier needs to take this in to account when developing their maintenance plan and expected turnaround time. If the actual quantity of units unavailable due to repairs from unforeseen events (i.e. accidents) has exceeded the assumed number (8 units), the Fleet Availability shall be adjusted</p>	<p>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."</p>
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33 5	Contract No.05	Section 6 - Attachment 1 - General Requirements	6-A1 - 23	9.1.1 On-Going Parts Availability Guarantee	<p>a) The Supplier shall guarantee to provide, within reasonable periods of time, the spare parts, software and all equipment necessary to maintain and repair the buses supplied under this Contract for a period of at least fifteen (15) years after the date of acceptance</p>	<p>We can guarantee to provide the spare parts, software and all equipment necessary to maintain and repair the buses supplied for at least fifteen(15) years. Considering the uncertainty of spare parts manufacturer, we suggest that alternative spare parts instead of the original one shall be acceptable on the premise of not affecting the performance of bus. Proposed revised text: a) The Supplier shall guarantee to provide, within reasonable periods of time, the spare parts(including alternative spare parts), software and all equipment necessary to maintain and repair the buses supplied under this Contract for a period of at least fifteen (15) years after the date of acceptance</p>	<p>For the 'On-Going Parts Availability Guarantee' requirements specified in Section 6 - Attachment 1 (General Requirements) - 9.1.1 for both CP-05 and CP-06 packages, where original spare parts are no longer available, alternative spare parts will be acceptable provided the performance of the bus is not degraded.</p>
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34 3	Contract No.06	Section 6 - Attachment 1 - General Requirements	6-A1 - 16	8.3 Fleet Availability	<p>f) In calculating the total fleet number (383 units), it has been assumed that at any given time 6 units are unavailable due to repairs from unforeseen events (i.e. accidents). The remaining 377 units have been assumed to be either available for service or undergoing regular maintenance. The Supplier needs to take this in to account when developing their maintenance plan and expected turnaround time</p>	<p>Generally, unforeseen events(i.e. accidents) resulting in failure to the minimum Fleet Availability shouldn't be counted in penalties to the Supplier. We will do our best to improve the Fleet Availability. If the actual quantity of units unavailable due to repairs from unforeseen events (i.e. accidents) has exceeded the assumed number, we suggest reconsidering the Fleet Availability.</p> <p>Proposed revised text: f) In calculating the total fleet number (383 units), it has been assumed that at any given time 6 units are unavailable due to repairs from unforeseen events (i.e. accidents). The remaining 377 units have been assumed to be either available for service or undergoing regular maintenance. The Supplier needs to take this in to account when developing their maintenance plan and expected turnaround time. If the actual quantity of units unavailable due to repairs from unforeseen events (i.e. accidents) has exceeded the assumed number (3 units), the Fleet Availability shall be adjusted</p>	<p>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:</p> <p>"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."</p>
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34 4	Contract No.06	Section 6 - Attachment 1 - General Requirements	6-A1 - 24	9.1.1 On-Going Parts Availability Guarantee	a) The Supplier shall guarantee to provide, within reasonable periods of time, the spare parts, software and all equipment necessary to maintain and repair the buses supplied under this Contract for a period of at least fifteen (15) years after the date of acceptance	We can guarantee to provide the spare parts, software and all equipment necessary to maintain and repair the buses supplied for at least fifteen(15) years. Considering the uncertainty of spare parts manufacturer, we suggest that alternative spare parts instead of the original one shall be acceptable on the premise of not affecting the performance of bus. Proposed revised text: a) The Supplier shall guarantee to provide, within reasonable periods of time, the spare parts(including alternative spare parts), software and all equipment necessary to maintain and repair the buses supplied under this Contract for a period of at least fifteen (15) years after the date of acceptance	For the 'On-Going Parts Availability Guarantee' requirements specified in the Section 6 - Attachment 1 (General Requirements) - 9.1.1 for both CP-05 and CP-06 packages, where original spare parts are no longer available, alternative spare parts will be acceptable provided the performance of the bus is not degraded.
38 6	CP 05			Bid Submission Timeline	With the complexity of the contract and scope of supply, is there any opportunity to shift the bid submission date by 60 days to allow complete evaluation by the bidder? Proposed revised text: Current timeline for Bid Submission 12th May 2022	The deadline for submission of bids as specified in Section 2 - BDS (ITB 24.1) for both CP-05 and CP-06 packages has been extended to 10:00 am on 13 July 2022 as per General Bid Bulletin No. 3 (2nd extension) published on 23 May 2022.	