



Republic of the Philippines
DEPARTMENT OF TRANSPORTATION AND COMMUNICATIONS

BIDS AND AWARDS COMMITTEE (PRIMARY)

SPECIAL BID BULLETIN NO. 02-2013


Subject: CEBU BUS RAPID TRANSIT (BRT) PROJECT


TO ALL PROSPECTIVE BIDDERS:

Please find attached the answers of the PBAC to the written queries of the shortlisted firms (Annex "A").

For your guidance and information.

Issued this 29th day of May 2013.


ATTY. JOSE PERPETUO M. LOTILLA
Undersecretary for Legal Affairs
Chairman, Bids and Awards Committee



No.	Clarifications/Queries	Answers
KUNHWA ENGINEERING & CONSULTING CO., LTD.		
1	Request for approval to invite two more local firms, TCGI Engineers and As Enriquez Engineering Consultancy as association partners	Short-listed firms may associate with companies which are not short-listed, either as a joint venture partner or as a sub-consultant. As per Instructions To Consultants (ITC) 14.1.1, in all such cases a shortlisted Consultant must obtain the written approval of the Client prior to the submission of the Proposal. However, short-listed firms may not partner with other short-listed firms.
2	In RFP, ITC Clause Reference 10.2 (page 21), states the requirement of a statement of undertaking. Could you please describe what type of information shall be entailed in this statement of undertaking?	The undertaking shall be a statement that the Consultant shall observe the laws of the Philippines against fraud and corruption, which is already covered in item (e) of Form TECH-1.
3	For the proposal of professional staff for key positions for design and supervision phases, can the Consultant propose same staff for both phases?	Yes.
4	Is it possible for the consultant to propose an alternate duration for design phase and supervision phase while keeping the total project period proposed in TOR?	Yes, however, the proposed alternate duration must not exceed the limit of eight (8) months for DED and twenty four (24) months for CS.
5	We would like to confirm whether the consultant can propose an alternative person months to the person months indicated in the page 95 through page 98.	Yes, however, the proposed alternative person months must be within the limits prescribed in the RFP. Further, a justification on the ability to deliver the required services must be given.
6	We need an explanation for two core project team positions in TOR, Senior Mechanical/Electrical Engineer and Senior Highway/Traffic Engineer. How shall the consultant interpret "/" for each positions? We understood that one proposed staff for a position covering both areas of specialty. However, mechanical engineering and electrical engineering is a different discipline so as traffic engineering and highway engineering. We would like to have an explanation on how to interpret requirements of these positions.	The TOR only indicates a suggested core team with indicative specializations and staff weeks. However, the consultant may propose that these be undertaken by different individuals. The consultant may propose changes to the proposal, with a good justification. For example, very often highway and traffic engineer can be the same person.
7	Reference to No. 10, Task 2 of the TOR (page 76), the Consultant shall prepare technical specifications for all work packages. This task is conducted by a contract specialist; however, this positions is not included in the core project team member. Please confirm.	A preliminary cost estimate was provided as part of the Feasibility Study. The consultant will be required to provide a further preliminary estimate as required by the TOR.
8	It is important for the consultant to locate in the same geographic area where the executing agency for the project is located during the design phase. Shall the consultant set up an office in Manila or Cebu during the design phase?	There is no requirement to set up an office in Manila or in Cebu. However, due to the requirements of the project, the consultant may choose to put up such office.
9	Form of TECH-3(A) and (B) has a page limit of 5 each. The consultant would like to request to relax the page limit requirement between TECH-3(A) and (B) while keeping the total page number limit to 10.	Yes, the requirement as to the number of pages may be relaxed. However, the maximum number of pages must be adhered to.
AURECON		

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10	Kindly confirm in the following services are required under the scope, not required under the scope or if there is a requirement for the design to make provision for future delivery by others. Our current interpretation is that these items are not required under the scope.	
	* Station and Terminal Security Facilities and CCTV	This is not included in the current Scope of Work. However, the consultant must make provisions in the design for proper interface with such services.
	* Bus Ticketing System Infrastructure	This is not included in the current Scope of Work. However, the consultant must make provisions in the design for proper interface with such services.
	* Bus Operations Management Infrastructure	This is not included in the current Scope of Work. However, the consultant must make provisions in the design for proper interface with such services.
	* Intelligent Transport Systems	This is not included in the current Scope of Work. However, the consultant must make provisions in the design for proper interface with such services.
	* Supporting Systems Intelligent Transport Systems	This is not included in the current Scope of Work. However, the consultant must make provisions in the design for proper interface with such services.
	* Upgrade of existing SCATS intersections within existing road network	The physical redesign of junctions to accommodate the BRT route is required, however, the design and provision of the SCATS system (or any similar means of controlling/coordinating signals) will be the subject of a separate contract. The DED and CS consultant should however have a full awareness of the issues and interface with such services when undertaking tasks required under the TOR.
	* Obtaining Planning, Environmental, Local, Federal or Statutory approval	This is required under the current Scope of Work.
	* Tender Assessment and Selection Process for Construction Phase	This is not included in the current Scope of Work. However, the consultant should provide any support which may be required during the tender selection and assessment stage for the civil works particularly on the technical aspects.
	* Bus Fleet Procurement Management	This is not included in the current Scope of Work. However, the consultant must make provisions in the design, and provide any support which may be required, for proper interface with such services.
	* Bus Franchise Procurement Mangement	This is not included in the current Scope of Work. However, the consultant must make provisions in the design, and provide any support which may be required, for proper interface with such services.

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11	<p>Related Studies</p> <p>The Cebu BRT feasibility study was submitted by Integrated Transport Planning.</p> <p>What kind of design standards have been adopted for this BRT project? Please kindly inform us or provide us applicable design standards and guidelines.</p>	<p>BRT is an adaptive concept design and specific to the location of where it will be established. As such road infrastructure design standards are a combination of Philippine design standards where they exist and are applicable and international experience (eg. Curitiba, Bogota, and Brisbane). BRT specific design standards are taken, where applicable, from the BRT Planning Guide, June 2007 (ITDP).</p>
12	<p>Data Sheet 21.1</p> <p>In the Data Sheet 21.1, Evaluation Criteria is divided into DED phase and CS phase, and likewise, in the page 95, person-month input of staffs for each position is divided into DED phase and CS phase</p> <p>In the page 95, however, Minimum Requirements are stated for the design engineers' requirements although same positions of staff should be proposed in the CS phase as well.</p> <p>In this connection, should the consultant propose each staff for DED phase and CS phase separately? Or, would it be possible for the Consultant propose the same engineer who is satisfying the minimum requirements as stated in the TOR for both phases (DED phase and CS phase)? If the Consultant should propose different staffs in CS phase, please inform us of the Minimum Requirements for supervision staff.</p>	<p>Yes, the consultant may either propose the same person for DED and CS experts or different persons for DED and CS; provided, that they will satisfy the minimum requirements as stated in the RFP.</p>
EGIS INTERNATIONAL		
TOR		
13	<p>Para. 3.1.4., page 59: "..... The stations have been positioned according to an <u>appreciation of passenger demand</u> and relate to onward journey opportunities (accessibility). ..."</p> <p>Has there been any ridership forecast prepared for the Project, with boarding/alighting at each stations and OD matrices? If none, would such forecast have to be prepared by the selected consultant?</p>	<p>The Feasibility Study provides detailed ridership forecasts, which include stop-by-stop boardings and alightings.</p> <p>The appointed DED and CS consultant is not expected to produce such forecasts.</p>
14	<p>Para. 3.1.6, page 60: "The following <u>illustration</u> outlines the typical arrangement for the median BRT station"</p> <p>May we request for the specified illustration?</p>	<p>Please refer to pages 101 to 105 of the FS and the Outline Engineering Design Drawings.</p>
15	<p>Para. 3.1.14, page 62: "...<u>improvements to two key intersections</u> that currently generate peak congestion will be subject to geometric reconfiguration and traffic signal control..."</p> <p>Is there any recent traffic data available at these intersections (e.g. traffic counts, turning movement counts, delays and queue length measurements, etc.)? If yes, may we be provided of such traffic data? If none, is it expected that the selected consultant will gather such traffic data?</p>	<p>Please refer to Appendix A of the Feasibility Study.</p> <p>Collected turning count data exists for many but not all intersections through which the BRT will pass. The forecast model for the BRT does, however, give forecast turning movements with BRT present.</p> <p>All collected data and forecast traffic data will be provided to the appointed consultant. However, the selected consultant is expected to gather the traffic data which was not provided.</p>

