



Republic of the Philippines
DEPARTMENT OF TRANSPORTATION AND COMMUNICATIONS

PRIMARY BIDS AND AWARDS COMMITTEE

Project: **PROCUREMENT OF NEW ROLLING STOCK LIGHT RAIL VEHICLES (LRV) (4TH GENERATION) FOR LIGHT RAIL TRANSIT (LRT) LINE 1**

General Bid Bulletin No.: 04-2015

TO ALL PROSPECTIVE BIDDERS:

Please find attached the following documents for the above-mentioned Project:

1. Annex "A" – Answers to Queries; and
2. Annex "B" – LRT Line 1 Line Alignment Profile (As-Built Drawings) (*subject to the approved changes by DOTC and Light Rail Transit Authority [LRTA]*).

For your guidance and information.

Issued this 27th day of November 2015.

RENE K. LIMCAOCO

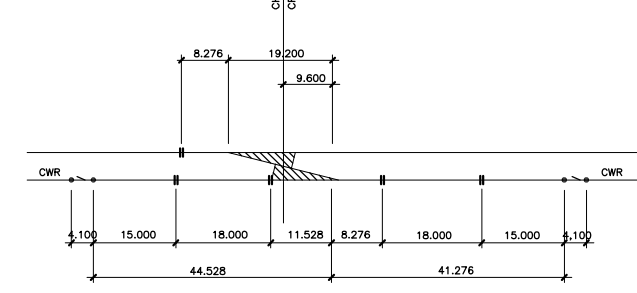
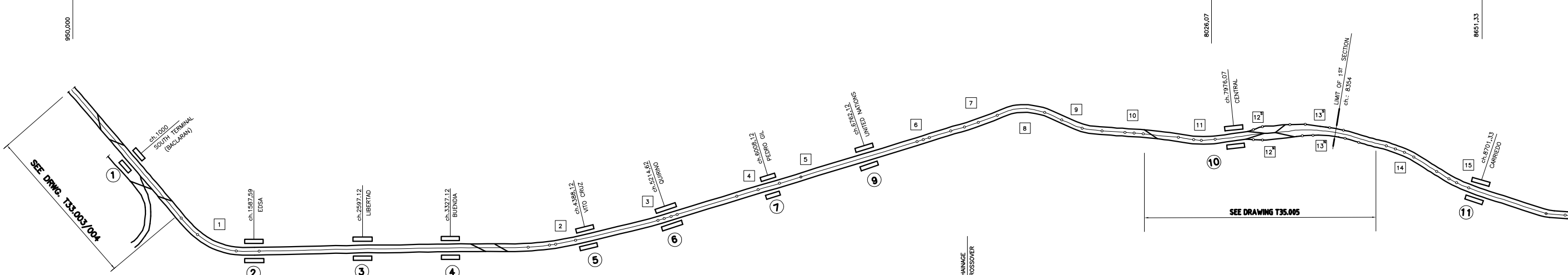
Vice-Chairman, Primary Bids and Awards Committee
and Undersecretary for Planning

Department of Transportation and Communications Procurement of New Rolling Stock Light Rail Vehicles (LRV) (4th Generation) for Light Rail Transit (LRT) Line 1 Answers to Queries		
ITEM NO.	BIDDERS' ISSUES/CONCERNS/QUERIES (lifted directly from the letters of the Bidders)	DOTC'S RESPONSE
1	<p>Duties, taxes, and other levies, Section II: Bid Data Sheet Details of Question:</p> <p>As stipulated in BDS ITB 18.7, The Government of the Republic of the Philippines shall, by itself or through its executing agency, assume all duties and related fiscal charges, all fiscal levies and taxes to Japanese company and all fiscal levies and taxes to Japanese employee.</p> <p><u>Import VAT and Import duties</u> Would it be possible for the Employer to be the Consignee and pay the Import VAT and Import duties directly? Please kindly consider our suggestion.</p> <p><u>VAT and final withholding VAT</u> We understand that the Employer pays VAT to the Contractor. If so, when the Employer pays VAT to the Contractor, the Employer is not required to withhold final withholding VAT. Please kindly Confirm if our understanding is correct.</p> <p><u>Corporate Income Tax & Personal Income Tax</u> How does the Employer pay the Contractor's Corporate Income Tax and Contractor's employees' Personal Income Tax? Does the Employer could pay directly (exemption) or the Contractor and Contractor's employees should pay by themselves at once and receive reimbursement from the Employer? Please kindly clarify.</p>	<p>The Import Duties will be settled by the Department of Transportation and Communications (DOTC) with Bureau of Customs (BOC) while all other taxes will be reimbursed by the Government subject to the presentation of Bureau of Internal Revenue (BIR) receipts.</p>
2	<p>Authorized signing person, Section II: Bid Data Sheet Details of Questions:</p> <p>In BDS ITB 22.2, it is stated that "The written confirmation of authorization</p>	<p>The Contractor may confirm the signer's authorization by Power of Attorney from the Representative of Corporation as long as he/she is <u>fully authorized</u> to do so.</p>

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	to sign on behalf of the Bidder shall consist of: 1. Board resolution with Board Secretary Certificate for Corporation". Would it be possible that the Contractor confirms signer's authorization by Power of Attorney from the Representative of Corporation because it takes very long time to get Board Resolution in Japan and Japanese companies usually certify their signer's authorization by Power of Attorney from the Representative in similar project? Please kindly consider our suggestion.	
3	<p>Conflict of Interest, Section I: Evaluation and Qualification Criteria Details of Questions:</p> <p>As stipulated in EQC 2.1.2, "No conflicts of interests as described in ITB 4.2." is required to the Contractor according to Section 1.07 of JICA Guideline. Would it also be applied to Specialist Subcontractors? Please kindly clarify.</p>	Yes, EQC 2.1.2 also applies to Subcontractors.
4	<p>Specific Experience, Section I: Evaluation and Qualification Criteria Details of Questions:</p> <p>In EQC 2.4.2(b), It is stated that "For the above or other contracts completed and under Implementation as prime contractor (single entity or JV member),management contractor or Subcontractor (vi) between 1st January 2005 and the Bid submission deadline, a minimum experience in the following key activities successfully completed :</p>	The Contractor must fulfill both requirements stated in EQC 2.4.2 (b).

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	<p>1. For the supply of at least, forty (40) LRVs/EMU in one (1) project. 2. Successfully supplied at least one hundred fifty (150) LRVs/EMU during one year period within the previous ten (10) years, and must demonstrate they have the capability to do so for the whole project period".</p> <p>These 2 criteria's content seems almost same and 1st criterion seems meaningless because the bidders can meet this criterion almost automatically if they meet 2nd criterion. Is this mistake of only "LRVs" but "LRVs/EMU"? Please kindly clarify.</p>	
5	<p>Provisional Sum Section I: Price Schedules Details of Questions:</p> <p>In Schedules of Rates and Prices, figures have already been inputted to some columns. Does this mean fixed amount determined by the Employer? Please kindly clarify.</p>	<p>Yes, the figures inputted in the Schedules of Rates and Prices are fixed amounts/quantities.</p>

SOUTHBOUNDTRACK	NUANCE 90 A	1290,000	1614,000	4216,000	4324,000	7253,000	7995,000	7806,000	7916,000	8053,094	8080,094	8264,353	8408,353	8475,000	8673,000																				
	CHECK-RAIL	LENGTH:324,000m	1614,000	4216,000	4324,000	7253,000	7995,000	7806,000	7916,000	8053,094	8080,094	8264,353	8408,353	8475,000	8673,000																				
NORTHBOUNDTRACK	NUANCE 90 A	1290,000	1614,000	4216,000	4324,000	7253,000	7995,000	7806,000	7916,000	8053,094	8080,094	8264,353	8408,353	8475,000	8673,000																				
	CHECK-RAIL	LENGTH:324,000m	1614,000	4216,000	4324,000	7253,000	7995,000	7806,000	7916,000	8053,094	8080,094	8264,353	8408,353	8475,000	8673,000																				
CANT LINE LEVEL	CHAINAGE	744,996	1304,201	1525,663	1600,063	3617,120	4217,087	4267,087	4270,468	4320,468	5170,906	5318,058	6097,196	6275,258	6453,358	7056,394	7257,020	7403,992	7453,992	7521,684	7599,376	7657,457	7703,171	7748,885	7767,059	7807,606	7857,606	7917,062	8060,778	8077,274	8264,353	8394,594	8394,594	8688,000	8692,100
	LAYOUT	AL	CL	CE 255,00	CL	€ CROSSOVER	CL	CE 255,00	CL	AL	CL	CL	CL	CL	CL	AL	CE 185,00	CL	CL	CL	CL	AL	CL	CL	CL	CL	CL	CL	CL	CE 200,00	AL	CL	CE 250,00	CL	AL
CANT	VALUE (mm.)	1	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10	11	11	12	12	13	13	14	14	15	15	16		
	SPEED km/h RESTRICTION	V = 25 km/h	V = 25 km/h	V = 25 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h	V = 60 km/h



TYPICAL ARRANGEMENT OF EXPANSION-JOINTS FOR INSERTION OF CROSSOVER IN C.W.R.

FISHPLATED JOINT
 WELDED JOINT

