



Republic of the Philippines

**National Economic and Development Authority  
NBAC for Consulting Services**

**BID BULLETIN No. 3**

***PROCUREMENT OF CONSULTING SERVICES FOR THE  
CONDUCT OF THE FEASIBILITY STUDY (F/S) OF THE MINDANAO RAILWAY PROJECT***

TO : ALL SHORTLISTED FIRMS

Hereunder are further clarifications on the subject procurement:

Particulars	Clarification/Amendment
a. Applicable Experience of the Firm	<p>The definitions for <u>Similar and Relevant Contracts</u> provided in Bid Bulletin Nos. 1 and 2 are hereby clarified to read as follows:</p> <p><u>Similar Contracts</u> are those for the conduct of pre-F/S, F/S or value engineering / value analysis (VE/VA) of projects under the <i>land-based mass transport (i.e., rail and bus rapid transit [BRT]) subsector</i>.</p> <p><u>Relevant Contracts</u>, on the other hand, are those for the conduct of pre-F/S, F/S or VE/VA, detailed engineering, advisory services, and/or related studies/services conducted for other transport infrastructure projects, e.g., roads, <i>maritime</i>, airports, bridges, etc. <i>Detailed engineering, advisory services, and/or related studies/services and components of an F/S, e.g., ridership/demand forecast, economic, financial, social, etc., under the land-based mass transport (i.e., rail and BRT) subsector are also considered "relevant"</i>.</p>
b. Expertise Requirements and Qualifications	<p>Further to the clarification made under "Expertise Requirements and Qualifications" of Bid Bulletin No. 2 relative to the adding, combining and/or splitting of positions / expertise requirements, <i>consulting firms shall only be allowed to combine a maximum of two (2) positions / expertise requirements</i>.</p> <p><i>On Section 5.1 of the TOR (Project Manager/Team Leader), the Project Manager/Team Leader should have at least a Bachelor's Degree, or its equivalent, in Engineering, Economics, or related fields, with at least eight (8) years of professional experience in providing advisory services in the development of railway or other land-based mass transport infrastructure as well as Team Leader of at least three (3) projects of similar nature.</i></p> <p><i>On Section 5.2 of the TOR (Deputy Project Manager), the Deputy Project Manager should have at least a Bachelor's Degree, or its equivalent, in Civil Engineering, Mechanical Engineering or Electrical Engineering, with at least six (6) years of professional experience in the</i></p>

field of railway or other land-based mass transport planning and development, F/S, costing and design of railway or other land-based mass transport infrastructure projects as well as Deputy Team Leader or Team Leader of at least three (3) projects of similar nature.

*On Section 5.3 of the TOR (Tracks/Permanent Ways Engineer), the Tracks Engineer should have at least a Bachelor's Degree, or its equivalent, in Civil Engineering, with at least five (5) years of professional experience in trackworks, i.e., design of the permanent ways and estimation of its cost, estimation of operation and maintenance costs, provision of maintenance schedule and estimation of maintenance equipment and facilities required, etc., and with at least three (3) projects of similar nature.*

*On Section 5.4 of the TOR (Signaling and Communication Engineer), the Signaling and Communication Engineer should have at least a Bachelor's Degree, or its equivalent, in Electrical Engineering, Electronic and Communication Engineering, or Electronics Engineering, with at least five (5) years of professional experience and at least three (3) projects in the field of signaling and communication activities in conjunction with F/S of railway or other land-based mass transport projects.*

*On Section 5.5 of the TOR (Rolling Stocks Engineer), the Rolling Stock Engineer should have at least a Bachelor's Degree, or its equivalent, in Mechanical Engineering or related fields, with at least five (5) years of professional experience and at least three (3) projects in rolling stock manufacturing, operation and maintenance/repair.*

*On Section 5.8 of the TOR (Transport Regional Planner), the Transport Regional Planner should have at least a Bachelor's Degree, or its equivalent, in Land Transport and Regional Planning, Engineering, Economics, or other related fields, with at least five (5) years of professional experience and at least three (3) projects in land transportation/regional planning. Knowledge of transport demand forecasting is a must.*

*On Section 5.9 of the TOR (Transport Economic and Financial Analyst), the Transport Economic and Financial Analyst should have at least a Bachelor's Degree, or its equivalent, in Economics, Finance, or related fields, with at least five (5) years of professional experience and at least three (3) projects in economic and financial modeling of transportation projects.*

*On Section 5.10 of the TOR (Civil Engineer), the Civil Engineer should have at least a Bachelor's Degree, or its equivalent, in Civil Engineering, with at least five (5) years of professional experience and at least three (3) projects in civil works (substructure and superstructure, etc) component of a railway transportation projects.*

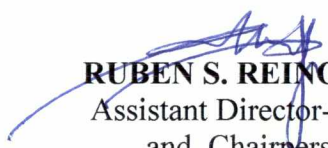
The second paragraph of Section 5.10, pertaining to the responsibilities of the Civil Engineer, is hereby revised to exclude "tender evaluation" and include "assessment of geotechnical conditions", such that said second paragraph shall read as: *"The consultant shall be responsible for the following: assessment of geotechnical conditions, planning, design,*



	<p><i>and costing of civil works (substructure and superstructures/viaduct works, stations, depot, bridges, tunnels, etc.).”</i></p> <p><i>On Section 5.11 of the TOR (Cost Engineer), the Cost Engineer should have at least a Bachelor’s Degree, or its equivalent, in Engineering, with at least four (4) years of professional experience and at least three (3) projects in estimating quantity and cost of railway or other land-based mass transport projects.</i></p> <p><i>On Section 5.12 of the TOR (Geodetic Engineer), the Geodetic Engineer should have at least a Bachelor’s Degree, or its equivalent, in Geodetic Engineering, with at least four (4) years of professional experience and at least three (3) projects in the conduct of field survey of large scale railway projects.</i></p> <p><i>On Section 5.13 of the TOR (Environmental/Social Assessment Specialist), the Environmental/Social Assessment Specialist should have at least a Bachelor’s Degree, or its equivalent, in Engineering, Physical Science, or related fields, with at least six (6) years of professional experience and at least three (3) projects in conducting environmental and social screening/assessment of railway or other land-based mass transport projects. He/she should be familiar with Environmental Management Bureau (EMB) environmental guidelines and procedures for securing environmental compliance certificate (ECC).</i></p> <p>A Power Supply Engineer and an Automated Fare Collection System (AFCS) Expert shall no longer be required but the expertise of such engineer/expert may be performed/undertaken by the other experts proposed.</p> <p>Similarly, there is no need for a Geotechnical Engineer to assess the geotechnical conditions specified under Section 3.1.6.3 of the TOR. The assessment of geotechnical conditions, i.e., the process of collecting information and evaluating the conditions of the site for the purpose of designing and constructing the foundation for the railway structure, is subsumed under the responsibilities of the Civil Engineer as noted above. The Department of Public Works and Highways (DPWH), Department of Science and Technology (DOST) and/or the Philippine Institute of Volcanology and Seismology (PHIVOLCS) are possible sources of information/data on geotechnical site conditions, among others.</p>
c. Non-Viability of the Mindanao Railway Project or Sections Thereof	<p>Should the implementation of the Mindanao Railway Project be unviable or should only a few sections be found to be viable, the Business Case / Pre-F/S should be able to recommend the most appropriate / best mode of transport / solution alternative to mass rail transport, or to some sections thereof, through the conduct of VE/VA or Options Analysis. Said VE/VA may include an analysis of alternatives involving intermodal mass transport systems.</p> <p>The same firm that will conduct the Business Case / Pre-F/S (Phase I) shall be engaged by NEDA to undertake the Full-Blown F/S for the purpose (single accountability), subject to the favorable review and approval of the NEDA Board Committee on Infrastructure</p>

	(INFRACOM) or the Inter-Agency Technical Committee on Transport Planning (IATCTP).
d. Conduct of Full-Blown F/S (Phase II)	The firm's Technical and Financial Proposals should take into consideration both the conduct of Phases I and II. The proposals for Phase II should consider all possible findings/results, e.g., rail transit all throughout, best alternative mass transport system all throughout, or intermodal mass transport system, that the firm may obtain upon completion and approval/acceptance of Phase I.
e. Level of Environmental Study to be Undertaken	The Environmental Impact Assessment (EIA) required under Section 3.8 of the TOR refers to the conduct of an Initial Environmental Examination (IEE).
f. Technical Proposal Form (TPF) No. 2 (Consultant's Reference)	<p>The "similar" and "relevant" services that best illustrate the qualifications of a consulting firm, which will be considered and included in TPF 2, shall be those carried out by the firm within the last 20 years.</p> <p>In addition to the information required under TPF 2, consulting firms shall be required to provide the "actual" Total Project Cost (in the amount and currency as indicated in the contract). The "Approximate Value of the Services Rendered" by a firm shall be its approximate monetary share to the contract, as a portion of the total project cost, commensurate to its services rendered in case of a joint venture (JV)/consortium/association. The Approximate Value of the Services Rendered, therefore, should be in the same currency and year as the Total Project Cost.</p>
g. Liquidated Damages	The maximum amount of liquidated damages that a consulting firm may pay in the event it refuses or fails to satisfactorily complete the work within the specified contract time, plus any time extension duly granted, and therefore is in default under the contract as provided in the relevant portions of Section 12 (Liquidated Damages) of the TOR and Section 53 (Liquidated Damages for Delay) of the Bidding Documents is hereby corrected to be equivalent to <i>ten (10) percent of the contract amount</i> (instead of 15 percent). Once this maximum is reached, NEDA shall at its own discretion terminate the contract without prejudice to any further action it may take to recover whatever losses incurred due to the non-performance of the consulting firm."

Issued on the 09<sup>th</sup> day of July 2015, Pasig City.

  
**RUBEN S. REINOSO, JR.**  
 Assistant Director-General  
 and, Chairperson  
 NEDA Bids and Awards Committee  
 for Consulting Services (NBAC-CS)