

<p style="text-align: center;">Terms of Reference <i>Conduct of the Feasibility Study (F/S) of the Automated Guide-way Transit (AGT) System</i></p>

1. BACKGROUND/RATIONALE

1.1. Contracting Authority

The General Appropriations Act (GAA) for FY2014 has allocated the amount of *Four Hundred Million and 00/100 Pesos (PhP400,000,000.00)* for the conduct of feasibility studies (F/S) of non-public-private partnership projects to be administered by the National Economic and Development Authority (NEDA). Thus, the Department of Science and Technology (DOST), through the Metals Industry Research and Development Center (MIRDC), submitted to NEDA the F/S proposal for the Automated Guide-way Transit (AGT) System for consideration under said Fund.

For this Terms of Reference (TOR), NEDA shall be the Executing Agency while DOST-MIRDC shall be the Implementing Agency (IA).

1.2. Relevant Country / Sector Context

The proposed Project is consistent with DOST's major programs/projects/activities (PPAs). The Project is supportive of the thrust of the 2011-2016 Philippine Development Plan (PDP) Mid-term Update concerning the transportation sector, i.e., it shall contribute significantly to address traffic congestion, transportation inconveniences, worsening air pollution, and safety degradation, as well as help in the generation of local employment since rail and its support industry will be created.

1.3. Current State of the Relevant Sector

According to Japan International Cooperation Agency (JICA), Metro Manila has been losing P2.4 billion a day (based on 2012 data), or a projected PhP6.0 billion a day by 2030, due to traffic congestion. It has also been predicted that the total travel demand in Metro Manila and its environs would grow by about 20 percent by 2030, at varying level growth within the area. Therefore, it is deemed that the country's mass transport services should be improved.

Said issues may be linked to several factors such as rapid urbanization, outgrowing population and increasing number of private car ownership (Tiglaio, N.C. and Vergel, K.N., 2007). The significant growth in population increases the number of commuters and registered vehicles resulting to urban mobility problem.

The current transport situation in the country, particularly in urban areas, has chronically posed serious health and environmental threats due to high level of air pollution. In fact, the air pollution levels in Metro Manila are higher than the acceptable levels set by law. The level of total suspended particulates (TSP), one

of the measurements for air pollution, reached 118µg/Ncm vis-à-vis the allowable 90 µg/Ncm per year in 2013.

The lack of environmentally-sound technology options is a major concern of the indigenous public utility transport sub-sector and the Government. At present, the public transport utility sub-sector is dominated by petroleum-fueled jeepneys and tricycles which emit significant amount of Green House Gases (GHG).

1.4. Related Project/Programs and Other Donor Activities

The DOST is also involved in the development of other types of mass transport systems, as follows:

1.4.1. Hybrid Road Train

The Hybrid Road Train is composed of articulated diesel-electric powered coaches that can be operated similar to the Bus Rapid Transit (BRT) which runs on a fully dedicated lane.

1.4.2. Prototype Trainset

The Prototype Trainset is envisioned to improve the current operations of the Philippine steel railways by raising its efficiency while reducing production and operational costs.

2. OBJECTIVES, PURPOSE AND EXPECTED RESULTS

2.1. Overall Objective of the Study

2.1.1. The Study aims to establish the viability of the AGT System vis-a-vis other modes of transportation with focus on the technical and economic aspects.

2.1.2. The Study shall ensure that value engineering/value analysis (VE/VA)¹ is undertaken in establishing the AGT System as a viable alternative mode of mass transportation.

2.2. Expected Output of the Study

2.2.1. By the end of the contract period under this TOR, the Consulting Firm is expected to develop a full-blown, detailed F/S, integrating VE/VA and risk analysis for the establishment of the AGT System as a viable alternative mode of mass transportation.

¹ For reference, the *Value Analysis Handbook for NEDA (2009)* may be downloaded from: <<http://www.neda.gov.ph/wp-content/uploads/2014/01/Value-Analysis-Handbook.pdf>>.

3. PROJECT DESCRIPTION

3.1. Project Background

In 2010, the DOST through the MIRDC began conceptualizing the AGT which was envisioned as a high capacity alternative mass transportation technology. Currently, there are two (2) AGT prototypes – one in the University of the Philippines (UP) Diliman and another one in Bicutan, Taguig City. These prototypes are the first locally-developed mass transportation mode running on an elevated track and employing rubber tires powered through a built-in conductor rail along the guide-way.

The first working prototype was developed in UP Diliman (AGT UP) in 2012. It is comprised of two (2) articulated coaches with a capacity of 30 passengers each and runs along a 465-meter (m) test track with passenger stations located on each end. Its turning radius of 25m allows it to navigate in narrow streets.

In 2013, a bigger prototype in Bicutan, Taguig was developed. It is composed of a 372m test track and two (2) articulated coaches having a capacity of 120 passengers each.

Continuous testing and evaluation is being carried out to determine the limits and identify possible modifications and improvements on both prototypes. A pre-F/S was conducted in 2014 to 2015 to initially assess the viability of adopting the AGT technology on three (3) potential routes, namely: (a) Philcoa to Aurora Blvd. via UP Diliman; (b) Bicutan route along Gen. Santos Ave. from Philippine Textile Research Institute (PTRI) to M. L. Quezon Ave. in Lower Bicutan with an approximate length of 1.6 kilometers (km); and (c) Commonwealth to Rodriguez, Rizal route via Payatas Road with an approximate length of 5km.

3.2. Target Group and Beneficiaries

The transportation sector stakeholders will have a technically and economically viable alternative mode of transportation.

4. SCOPE OF WORKS

4.1. General Scope of Works

The scope of works for the conduct of the F/S under this TOR shall include, but not limited to, the following:

- 4.1.1. *Market Analysis or Travel Demand.* To assess and establish the different travel demand scenarios to be used in comparing the AGT with other modes of transportation to determine the potential viability of the AGT system ;

- 4.1.2. *Technical Analysis.* To assess the AGT's technology and potential transit service operational characteristics, including preliminary engineering design, and compare with other transit technology options;
- 4.1.3. *Financial Analysis.* To assess and establish the estimated investment cost, different fare scenarios and potential revenues taking into consideration the estimated travel demand requirement and the corresponding technical parameters in which the AGT System will be financially viable;
- 4.1.4. *Economic Analysis.* To assess and establish the estimated costs and benefits of the AGT System to be compared to other modes of transportation in determining its socio-economic viability; and,
- 4.1.5. *VE/VA, including Risk Analysis.* To establish and select the best possible implementation options to suit different corridor conditions.

4.2. **Specific Activities**

The following activities shall be performed:

- 4.2.1. Conduct travel demand analysis and forecasting for various scenarios, e.g., study corridors, using primary and secondary information on existing transit services in the Philippines;
- 4.2.2. Prepare a suitable operational design or service plan for each identified scenario with due consideration on how the AGT system will synergize with other modes of transportation;
- 4.2.3. Assess technical requirements of the AGT system configuration, including coaches, tracks, stations and depots, and corresponding costs vis-a-vis those of other modes of transportation under the various scenarios;
- 4.2.4. Conduct VE/VA, or options analysis, on the most viable implementation options suitable to the identified scenarios; and,
- 4.2.5. Conduct financial and economic analyses to determine the viability of the AGT system.

5. **TIMELINES AND DELIVERABLES**

5.1. **Commencement Date and Period of Implementation**

The study shall be completed within a period of **three and one-half (3.5) months** commencing from the date of receipt of the Notice-to-Proceed (NTP), inclusive of all necessary staging and post-study documentation. Refer to **Annex A** for the table on the expected outputs.

5.2. Table of Deliverables

A detailed Work and Financial Plan (WFP) shall be submitted by the Consulting Firm to DOST-MIRDC for review (copy furnished NEDA for monitoring purposes and payment processing) within seven (7) working days from the date of commencement as indicated in the NTP.

The deliverables as enumerated below shall be submitted by the Consulting Firm in four (4) hard copies to DOST-MIRDC for review and two (2) hard copies to NEDA for monitoring purposes and payment processing. An electronic/soft copy shall also be submitted to DOST-MIRDC and NEDA.

Deliverables	Timeline
Draft Inception Report	Two (2) weeks from receipt of NTP
Final Inception Report including WFP	Three (3) weeks from receipt of NTP
Monthly Progress Report	Monthly, within seven (7) calendar days from end of agreed month-period
VE/VA Report	Six (6) weeks from receipt of NTP
Interim Report	Eight (8) weeks from receipt of NTP
Draft Final Report	Eleven (11) weeks from receipt of NTP
Final Report	2 weeks after receiving evaluation/comments from DOST-MIRDC/NEDA but not more than 3.5 months from receipt of NTP

DOST-MIRDC/NEDA shall provide comments on any of the *Draft Reports* within *ten (10) calendar days* from submission.

- 5.2.1. The *Inception Report* shall include, *among* others, the approved detailed work program for the scope of the Study, and detailed schedule for all works, including field works related to applicable task, as well as fulfillment of the study conditions *enumerated* herein and/or approaches and methodologies to be utilized in the development of the Study.
- 5.2.2. The *Interim Report* shall include, among others, the status of *implementation* of the Study in relation to the scope of works, as well as preliminary results of the Study.
- 5.2.3. The *Draft Final Report*, which shall be submitted to DOST-MIRDC for final approval, shall consist of the completed F/S.
- 5.2.4. The *Final Report* shall be submitted within 2 weeks after receipt from DOST-MIRDC/NEDA of the evaluation comments on the Draft Final Report but not more than 4 months from receipt of NTP.
- 5.2.5. A “Recommendation for Release of Final Payment” shall be issued by DOST-MIRDC to NEDA (copy-furnished the Consulting Firm for information) within 14 calendar days upon receipt of the “Final F/S Report” and satisfactory review thereof.

6. EXPERTISE REQUIREMENTS

6.1. The consultants comprising the Study Team should meet the following qualifications:

6.1.1. Project Manager/Team Leader

Should have at least Bachelor's degree in the field of Engineering, preferably Civil Engineering, with at least ten (10) years of professional experience as Project Leader in transportation planning; as well as Team Leader of at least three (3) projects of similar nature. PhD or Master's Degree is also preferred.

The Project Manager/Team Leader shall be responsible for the overall coordination of the tasks for the study, approve all activities for the study, review and integrate all inputs of the team, review and integrate the guideway, electro-mechanical system, power supply, and signalling and communications design to be provided by DOST-MIRDC, submit all reports, facilitate meetings and, if necessary, stakeholders consultations. Further, the Project Manager/Team Leader shall provide DOST-MIRDC all required support until the completion of the study.

6.1.2. Transport Planner

Should have at least Bachelor's degree in the field of Engineering, with at least five (5) years of experience as Transport Planner and at least three (3) projects of similar nature. PhD or Master's Degree is preferred.

The Transport Planner shall be responsible for the following: review of previous transport studies, determination of baseline supply-demand including traffic demand projections for various scenarios and comparison of AGT with other modes of transportation for each scenario considered, modelling of analysis results in consideration of government plans and policies, and recommend fare structure.

6.1.3. Transport Economist/Financial Analyst

Should have at least Bachelor's degree in the field of Commerce/Business Administration, Financial Management or Economics, with at least five (5) years of professional experience as Transport Economist/Financial Analyst, preferably with involvement in at least three (3) projects of similar nature. PhD or Master's Degree is preferred.

The Transport Economist/Financial Analyst shall be responsible for the following: determine the economic cost, quantify economic benefits, undertake benefit-cost analysis of all options, recommend the best financial model design for the project including the possible financing

sources and terms, and analyze economic and financial sensitivity of the project to possible increase or decrease of cost/revenue.

6.1.4. Mechanical Engineer

Should have at least Bachelor's degree in Mechanical Engineering, with at least five (5) years of professional experience and at least three (3) projects in electro-mechanical works in the rail sector.

The Mechanical Engineer shall be responsible for the following: review of preliminary AGT technical designs and recommend best possible configurations of the AGT components such as coaches, tracks, stations and depots for each of the scenarios to be considered.

- 6.2. The Project Manager/Team Leader must be knowledgeable on VE/VA and has at least five (5) years of work experience related thereto.

7. MODE OF PROCUREMENT AND CRITERIA FOR SELECTION

- 7.1 The mode of procurement shall be through public bidding.

- 7.2 Prospective Consulting Firms will be evaluated based on their previous contracts/engagement related to this TOR and rated based on the criteria shown in **Annex B** ("Criteria for Shortlisting"). Prospective bidders are required to submit the following:

- 7.1.1. Applicable Experience of the Firm (within the last ten [10] years);
- 7.1.2. Qualification of Official, Key Organic Personnel who may be assigned to the Project; and,
- 7.1.3. Job Capacity.

Note: Related experience/studies include previous contracts/services similar and relevant to this TOR (see Annex B for the definition of similar and relevant contracts/services). The Key Experts are requested to indicate: (1) their role in a specific project; (2) the exact duration that they have worked on the project as well as their individual tasks (in months and years); and, (3) a brief description of the tasks they have carried out (such as experience in the conduct of VE/VA).

In case nominated key experts to be assigned to the Project are not official or organic personnel of the Consulting Firm, a notarized letter of commitment should be submitted for said personnel.

- 7.2. The Consulting Firm shall be selected using the Quality-Cost Based Selection/Evaluation (QCBS/QCBE) procedure under Republic Act (RA) No. 9184, or the Government Procurement Reform Act (GPRA), and its Revised Implementing Rules and Regulations (IRR) and shall be based on the following criteria:

7.2.1 Technical Proposal : 80%

7.2.2 Financial Proposal : 20%

8. SOURCE OF FUNDS

The source of funds for this undertaking shall be the NEDA-administered F/S Fund.

9. INSTITUTIONAL SET-UP / RESPONSIBILITIES

9.1. NEDA

- 9.1.1. Shall be the Executing Agency (i.e. representative of the Government in the Contract Agreement with the Consulting Firm);
- 9.1.2. Shall, through its NBAC-CS, be responsible for facilitating the bidding and tendering of the consultancy services in compliance with RA 9184 and its Revised IRR with the IA as the End-User;
- 9.1.3. Shall be responsible for the disbursement of the fund for the conduct of the F/S once the contract becomes executed. NEDA shall pay the corresponding amounts due to the Consulting Firm as payments for remuneration and reimbursable costs under the contract and in accordance with the schedule under the TOR;
- 9.1.4. Shall be responsible for the preparation and submission of financial reports as required by the Department of Budget and Management (DBM) and other reportorial requirements regarding the F/S Fund administration;
- 9.1.5. Shall evaluate, in coordination with DOST-MIRDC, all requests for payments/billings and determine the acceptability/correctness of the same;
- 9.1.6. Shall have the option to detail at least two (2) counterpart technical personnel to the Study for the purpose of on-the-job capacity building/technology transfer; and,
- 9.1.7. Shall provide, upon the request of the Consulting Firm, available information/data and also, if available, copies of previous related studies subject to the execution of the Confidentiality and Non-Disclosure Agreement (CNDA), if necessary.

9.2. Implementing Agency / DOST-MIRDC

- 9.2.1. Shall be the beneficiary/End-User of the consulting services;

- 9.2.2. Shall be responsible for contract implementation and management, including ensuring the quality of outputs. Further, DOST-MIRDC, in coordination with NEDA, shall be responsible for the monitoring and evaluation of the progress of the Study and approval of reports to ensure delivery of outputs as specified in Sections 2, 4, and 5 of this TOR;
- 9.2.3. Shall provide assistance in coordination with other agencies related to the Study;
- 9.2.4. Shall provide, upon the request of the Consulting Firm, available information/data and also, if available, copies of previous related studies subject to the execution of the Non-Disclosure Agreement, if necessary;
- 9.2.5. Shall evaluate and endorse to NEDA the acceptability and correctness of the deliverables for the purposes of fund release/payment to the Consulting Firm; and,
- 9.2.6. Shall detail at least five (5) counterpart technical personnel to the Study for the purpose of on-the-job capacity building/technology transfer.

9.3. Consulting Firm

- 9.3.1. Shall be responsible for the conduct of the Study and the timely delivery of results/outputs as indicated under Sections Sections 2, 4, and 5 of this TOR;
- 9.3.2. Shall be responsible for the provision of necessary office space, which shall be within close proximity to NEDA, for their project staff as well as the Government's detailed personnel, including the necessary office equipment (i.e., computer/s, printer/s, office supplies, etc.) for the conduct of the Study. All equipment procured for the conduct and completion of the Study shall be transferred to the Government by the end of the Study;
- 9.3.3. Shall shoulder all expenses required in the conduct of the Study, including travel costs and lodging of detailed Government personnel during field visits, except for their salaries;
- 9.3.4. Shall submit to NEDA the appropriate monthly billing statements and the corresponding official receipts / certificate under oath of actual disbursements for payment of reimbursable items;
- 9.3.5. Shall (a) carry out the services with sound engineering theories and practices to ensure that the final works will provide the most economical and feasible development for the study; (b) accept full responsibility for the consulting services to be performed under this TOR for which the Consulting Firm is liable to DOST-MIRDC; (c) perform the work in an efficient and diligent manner and shall use its best effort to keep reimbursable cost down to the possible minimum without impairing the quality of services rendered; and, (d) comply with, and strictly observe

any laws regarding workmen's health and safety, workmen's welfare, compensation for injuries, minimum wage, hours of labor and other labor laws;

- 9.3.6. Shall (a) keep accurate and systematic records and accounts in respect of the services in such form and detail as is customary and sufficient to establish accurately that the costs and expenditures under this TOR have been duly incurred; and, (b) permit the duly authorized representatives of the Government from time to time to inspect its records and accounts as well as to audit the same;
- 9.3.7. Shall not assign nor sub-contract any part of the professional engineering services under this TOR to any person or firm, except with prior written consent of DOST-MIRDC. The approval by the Government to the assignment of any part of said services or to the engagement of the Consulting Firm of sub-contractors to perform any part of the same shall not relieve the Consulting Firm of any obligations under this TOR;
- 9.3.8. Shall, during or after the conclusion or termination of the Study, limit its role under the project to the provision of the services and hereby disqualifies itself and any other contractor, consulting engineer or manufacture with which it is associated or affiliated, from the provision of goods and services other than the services herein, except as DOST-MIRDC may otherwise agree;
- 9.3.9. Shall prohibit full-time foreign staff during his assignment under this TOR to engage, directly or indirectly, either in his name, or through the Consulting Firm, in any business or professional activities in the Philippines other than the performance of his duties or assignment under this TOR;
- 9.3.10. Shall not at any time communicate to any person or entity any information disclosed to them for the purpose of the services, nor shall the Consulting Firm make public any information as to the recommendations formulated in the course of or as a result of the services, except with prior consent of DOST-MIRDC;
- 9.3.11. Shall agree that nothing contained herein shall be construed as establishing or creating between Government and the Consulting Firm, the relationship of employer and employee or principal and agent, it being understood that the position of the Consulting Firm and anyone else performing the services is that of an independent contractor;
- 9.3.12. Shall hold the Government free from any and all liabilities, suits, actions, demands, or damages arising from death or injuries to persons or properties, or any loss resulting from or caused by said personnel incident to or in connection with the services under this TOR. The Consulting Firm shall agree to indemnify, protect and defend at its own expense the Government and its agents from and against all actions, claims and liabilities arising out of acts done by the Consulting Firm or

its staff in the performance of the services, including the use of, or violation of any copyrighted materials, patented invention, article or appliance; and,

- 9.3.13. Shall provide on-the-job capacity building/technology transfer to the Government's personnel detailed to the project.

10. APPROVED BUDGET FOR THE CONTRACT (ABC)

- 10.1. The procurement of the Consulting Services required under this TOR shall be undertaken through competitive public bidding. The ABC for the proposed Study is **THREE MILLION TWO HUNDRED THIRTY-SEVEN THOUSAND ONE HUNDRED FIFTY AND 00/100 PESOS (PhP3,237,150.00)**, inclusive of all applicable Government taxes and charges, professional fees, and other incidental and administrative costs which shall be paid on a reimbursement basis (e.g., travel expenses, communication expenses, office supplies, office space, and other expenses deemed necessary for the Study as certified by the Executing Agency). Attached as **Annex C**, is the breakdown of ABC.
- 10.2. Note that this consulting contract shall be a fixed price contract. Any extension of contract time shall not involve any additional cost to the Government.
- 10.3. All equipment, materials, etc., acquired for the study shall be turned over to NEDA at the conclusion of the Study.

11. PAYMENT SCHEME/SCHEDULE

- 11.1. The monthly progress reports shall be the basis for payment of reimbursable items. Billing for the *reimbursable items* may be requested not more than once a month based on the *actual expenses incurred* and supported by *official receipts/documents*.

In the absence of *official receipts/documents* when claiming for *reimbursable costs*, the Consulting Firm may also be allowed to submit a *certification of actual disbursements made under oath*.

- 11.2. Billing for *non-reimbursable items, including professional fees*, shall be in accordance with the following delivery schedule:

Description	Payment
Upon acceptance of the Inception Report	10%
Upon acceptance of the VE/VA Report	20%
Upon acceptance of the Interim Report	20%
Upon acceptance of the Draft Final Report	25%
Upon acceptance of the Final Report	25%

11.3. The Consulting Firm may also be allowed to submit its own payment schemes for the remuneration component only subject to compliance with existing regulations/laws.

11.4. An advance payment shall be made to cover mobilization costs, but shall not exceed 15 percent of the contract amount, subject to the posting of an irrevocable standby letter of credit issued by an entity acceptable to NEDA and of an equal amount to the advance payment. The advance payment shall be made only upon the submission to and acceptance by the Procuring Entity of an irrevocable standby letter of credit of equivalent value from a commercial bank, a bank guarantee or a surety bond callable upon demand, issued by a duly licensed surety or insurance company and confirmed by the Procuring Entity.

The advance payment shall be repaid by the Consulting Firm by deducting from his subsequent billings/payments such sum as agreed upon during contract negotiations until fully liquidated within the duration of the contract

12. RETENTION PAYMENT

12.1. A retention payment of ten (10) percent shall be withheld. It shall be based on the total amount due to the Consulting Firm prior to any deduction and shall be retained from every progress payment until 50 percent of the value of Study, as determined by NEDA, is completed. If, after 50 percent completion, the Study is satisfactorily done and on schedule, no additional retention shall be made; otherwise, the ten (10) percent retention shall be imposed.

12.2. The total “retention money” shall be due for release upon approval of the Final Report. The Consulting Firm may, however, request the substitution of the retention money for each progress billing with irrevocable standby letters of credit from a commercial bank, bank guarantees, or surety bonds callable upon demand, of amounts equivalent to the retention money substituted for and acceptable to NEDA, provided that the project is on schedule and is satisfactorily undertaken. Otherwise, the ten (10) percent retention shall be made. Said irrevocable standby letters of credit, bank guarantees and/or surety bonds, to be posted in favor of NEDA shall be valid for the duration of the contract.

13. LIQUIDATED DAMAGES

13.1. Where the Consulting Firm refuses or fails to satisfactorily complete the work within the specified contract time, plus any time extension duly granted and is hereby in default under the contract, the Consulting Firm shall pay NEDA for liquidated damages, and not by way of penalty, an amount, as provided in the conditions of contract, equal to at least one tenth (1/10) of one (1) percent of the cost of the unperformed portion of the works for every day of delay. *Should the amount of liquidated damages reaches ten (10) percent of the contract amount, 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 non-performance of the Consulting Firm.*

- 13.2. To be entitled to such liquidated damages, NEDA does not have to prove that it has incurred actual damages. Such amount shall be deducted from any money due or which may become due the Consulting Firm under the contract and/or collect such liquidated damages from the retention money or other securities posted by the Consulting Firm whichever is convenient to NEDA.

ANNEX A

CONDUCT OF THE FEASIBILITY STUDY (F/S) OF THE AUTOMATED GUIDE-WAY TRANSIT (AGT) SYSTEM

The Consulting Services shall be undertaken over a period of three and one-half (3.5) months as shown below:

[illegible]

ANNEX B

CRITERIA FOR SHORTLISTING

	RATING FACTOR	POINTS/WEIGHT
I	Applicable experience of consultant <ul style="list-style-type: none"> ▪ Completed consulting services of size, complexity and technical specialty comparable (similar/relevant) to the job under consideration, including quality of performance ▪ Other completed consulting services relevant to the job under consideration ▪ Known cases of prior performance, including quality of work conforming to obligations and cost of services 	35
II	Qualification of Key/Organic Personnel who may be Assigned to the Job/Study	50
III	Job Capacity <ul style="list-style-type: none"> ▪ Absorptive capacity to do additional works other than those currently being undertaken 	15
	TOTAL	100

Similar contracts/services are those for the conduct of pre-F/S, F/S or value engineering / value analysis (VE/VA) of projects under the land-based mass transport (i.e., rail and bus rapid transit [BRT]) subsector.

Relevant contracts/services, on the other hand, are those for:

- a. 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, maritime, airports, bridges; or,*
- b. 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”.*

ANNEX C

BREAKDOWN OF THE APPROVED BUDGET FOR THE CONTRACT (ABC)

PARTICULAR		Amount (PhP)
A. Remuneration		2,948,400.00
A-1	Professional Staff	
	Project Manager/Team Leader	
	Transport Planner	
	Transport Economist/Financial Analyst	
	Mechanical Engineer	
A-2	Support Staff	
	Research Assistant	
	Administrative Assistant	
B. Reimbursable		288,750.00
B-1	Travel Expenses	
B-2	Representation Expenses	
B-3	Other expenses (office rental, office supplies, utilities)	
GRAND TOTAL		3,237,150.00