



REPUBLIC OF THE PHILIPPINES

## NATIONAL ECONOMIC AND DEVELOPMENT AUTHORITY

### BID BULLETIN NO. 2

#### PROCUREMENT OF CONSULTING SERVICES FOR THE CONDUCT OF FEASIBILITY STUDY FOR THE PASIG RIVER FERRY SYSTEM PROJECT

TO : SHORLISTED PROPONENTS/BIDDERS


Please be informed of the following clarifications for the subject procurement:

PARTICULARS	CLARIFICATION
a. Access to the MMUTIS/ MUCEP model	Only the winning proponent/bidder will be provided access to the model subject to the signing of Confidentiality and Non-Disclosure Agreement (CNDA).
b. Scope of Service of TTPI (under the PTSMP) for the Project	TTPI will deliver, under PTSMP, the Origin-Destination (OD) survey and demand modelling, as well as the willingness-to-pay survey, for the Pasig Ferry System Project. The survey questionnaires/ forms may be accessed at <a href="http://www.neda.gov.ph/2018/06/18/pasig-ferry-survey-forms/">http://www.neda.gov.ph/2018/06/18/pasig-ferry-survey-forms/</a> .
c. Offshore Work for Key Personnel	Foreign personnel may be nominated provided that the total man-months of foreign personnel does not exceed 60% of the total man-months of all experts.  Offshore work may be allowed provided that the foreign personnel shall be available for key activities and as may be required by the End-User/Implementing Agency.
d. MARINA and LLDA Involvement	MARINA and LLDA are on board. They are part of the Pasig River Convergence Program, and will be represented in the Project Steering Committee and Technical Working Group for the study.
e. Ownership of Existing Assets	MMDA owns the existing ferry boats, stations and depot (located in Napindan). The project need not necessarily absorb the existing assets of MMDA. Recommendations on the appropriate ferry design and location of stations will be based on the analysis to be undertaken by the Consultant. Alternative uses for the existing assets, especially the ferry boats which do not conform to the recommended design/standards, may be explored.
f. Historical Performance of the System	Any available data on the historical performance including current status of the ferry system with MMDA will be made available subject to signing of a CNDA.
g. Pasig and Marikina River Siltation	Proponents/Bidders may assume that parallel initiatives will be undertaken to address the matter. Proponents/Bidders could also identify this as a risk in the viability of the system, and recommend

	measures to address the same and meet certain targets at certain years.
h. Sanitation Plans for Pasig River	<p>The proponent/bidder should focus on the ferry system. Most relevant sanitation aspect is the removal of solid waste that could affect the choice of ferry design or impact the performance of the ferry service. Proponents/Bidders may assume that parallel initiatives will be undertaken to address the matter. Proponents/Bidders could also identify this as a risk in the viability of the system, and recommend measures to address the same and meet certain targets at certain years.</p> <p>The same may be assumed and undertaken for the issue on water hyacinths removal.</p>
i. Laguna Lake Waterways Maps/Data	This is not relevant at the moment. For the Laguna Lake (and Manila Bay), proponents/bidders will only have to undertake the necessary assessments to determine the optimal location and capacity/size of the transfer stations in anticipation of future expansion to inter-regional ferry services. Please refer to Section 4.1.2 under Scope of Work of the TOR.
j. Real Property Tax (RPT)	The issue of RPT may be decided on by the PSC once the financing/procurement options are presented. Government is willing to provide subsidy to make the ferry system a real commuter option, and will decide on the same once the alternatives are provided/presented.
k. Existing Agreements	There are existing franchises but these have no exclusivity or non-compete clauses.
l. Pasig City Initiative	Pasig City can provide any service it wants to its constituents, as long as there is no exclusivity in the provision of service. The winning proponent/bidder may make recommendations on how to optimize investments of NG and LGU for consideration of the PSC.
m. Land Acquisition for the Proposed Stations	The locations in the map in the TOR are proposed potential stations, identified either by one of the national agencies and the TWG or by the LGU as places for available space to put a station, or that would be accessible or an important point that's near to a new commercial development along river or an important jumping off point for the city wherein a transport plan for the LGU is intended. The study will have to assess which locations are optimum.
n. Restrictions on the Existing Pasig Ferry Way	<p>Restriction is the vertical clearance for the bridges.</p> <p>For security reasons and as a policy, the PCG usually boards the ferry boat before Malacañang and alights after Malacañang. Proponents/Bidders should assume existing policy. To improve the viability of the system, proponents/bidders may recommend measures, such as through electronic registration, to address the issues related to such policy and meet certain targets at certain years.</p>
o. Related Fields of Education	<p>Following are the related fields for the:</p> <ul style="list-style-type: none"> <li>• Team Leader: Civil Engineering or Transport Engineering;</li> <li>• Transport Planner/Modeller: Civil Engineering of Transport Engineering;</li> </ul>

	<ul style="list-style-type: none"> <li>• Environmental Planner: Environmental Planning, Environmental Management, Environmental Engineering, or Environmental Science;</li> <li>• Hydrologist: Civil Engineering, Water Resources Engineering, or Hydrology; and</li> <li>• Legal/Institutional Expert: Law, Public Administration, or Political Science.</li> </ul>
p. Sections 6.4, 6.5 and 6.14 of the TOR	The minimum years of experience is seven (7) years.
q. Other Reminders	<p>Following are additional reminders to proponents/bidders:</p> <ul style="list-style-type: none"> <li>• Actual engagements should be expressed in terms of man-months over contract duration;</li> <li>• Actual training should be expressed in terms of man-hours over training duration;</li> <li>• Use forms provided for in the Bidding Documents;</li> <li>• Ensure proper notarization of documents (with <i>Jurat</i> phrase);</li> <li>• Properly notarized CVs shall be accepted as commitment under oath; and</li> <li>• Ensure validity of expiring documents (e.g., Tax Clearance, PhilGEPS Certification).</li> </ul>
r. Deadline for Additional Requests for Clarification	Additional requests for clarification may be submitted until 19 June 2018, 5PM. Queries should be communicated officially, addressed to the undersigned. Advance copies may be emailed but will only be responded to upon receipt of official communication.

Issued on 18 June 2018, Pasig City.

  
**CARLOS BERNARDO O. ABAD SANTOS**  
 Assistant Secretary  
 As Chairperson, NBAC-CS