



ADB Loan No. 4432-PHI and AIIB Loan No. L0724A
ADB Project P52310-001 – Republic of the Philippines:
Bataan-Cavite Interlink Bridge Project
AIIB Project P000724 – Philippines Bataan-Cavite Interlink Bridge
Project – Tranche 1

Contract ID No. **24Z00016**, Contract Package 6 (CP6) – Construction of South Channel Bridge and High-Level Approaches (HLA)

BID BULLETIN No. 8

JUN 11 2025

COMPILATION OF CONTRACTOR'S QUERY

This Bid Bulletin No. 8 is issued to clarify the contractor's questions regarding the procurement for the above-mentioned project, tabulated below:

CONTRACTORS' QUERY	RESPONSE
<p>1. Bid Bulletin No. 1 Query No. 84</p> <p>Please clarify the followings.</p> <p>1. According to the provided specification, to clarify about the required timeline and procedure for caisson installation after the Gravel Backfill Completion survey, please provide exact period within which the caisson installation should be done by the specific number of hours of days (e.g. within 24 hours or within 3 days.) defining "Immediately".</p> <p>2. Additionally, in case caisson installation has not been carried out "immediately", please specify the exact period (for example, the number of days or hours) within which an another survey should be conducted after the previously performed survey, in order to proceed with caisson installation.</p>	<p>It is not practical to specify a precise timeframe for caisson installation. The Contractor shall be capable of planning the schedule based on site conditions, construction means and methods, etc. As stated in the Project Specifications, the requirement is that the gravel backfill meets the leveling tolerances and remains free of any foreign materials. The Contractor shall monitor and maintain these conditions until the caisson is installed. Meeting the specified requirements is the objective rather than a set timeline.</p> <p>Refer to FIDIC GCC 4.1, and Annex I Supplemental Specifications, Part III - ADDITIONAL REQUIREMENTS RELATING TO THE CONTRACT WORKS, (B) Notice of Operations.</p>
<p>2. Wind Climate Study - Full Aeroelastic Model Wind Tunnel Test-South Channel Bridge Report</p> <p>According to the specification, the following values of stiffness were used for the temporary piers. These values are the summation over both box girders.</p> <p>- Vertical stiffness: 600 mn/m</p>	<p>The design of the temporary piers is the responsibility of the Contractor, therefore representative stiffnesses were modeled in the testing in order to gauge the effect on the partially-constructed structure. No measurements of the forces either in or acting on the temporary pier were</p>

CONTRACTORS' QUERY	RESPONSE										
<p>- Transverse stiffness: 30 mn/m - Longitudinal stiffness: 10 mn/m</p> <p>However, the wind tunnel test report distributed in Supplemental Bulletin No.2 does not contain any relevant analysis or experimental results.</p> <p>Please provide the analysis results or wind tunnel test results that obtain the stiffness required for the design of the temporary pier.</p>	<p>performed. However, the resulting buffeting loads were analyzed and the estimated wind reactions, for 100-year Return Period wind, at the temporary piers for the general construction sequence and temporary pier stiffness provided on plans is summarized in the following table. The contractor shall be responsible for the design of temporary works based on his detailed construction sequence and means. Please refer to the notes provided on the construction sequence drawing on Sheet 6621-00 Rev00.</p> <p>Refer to FIDIC GCC 4.1 Contractor's General Obligations.</p> <table border="1" data-bbox="938 913 1437 1111"> <thead> <tr> <th colspan="2">Estimated Temporary Pier Reactions per single Box Girder for 100 yr Return Period Wind (Does not Include Dead Load)</th></tr> <tr> <th>Direction</th><th>MN</th></tr> </thead> <tbody> <tr> <td>Longitudinal Direction (Along the Bridge)</td><td>0.5</td></tr> <tr> <td>Transverse Direction</td><td>3</td></tr> <tr> <td>Vertical Tension / Compression</td><td>6</td></tr> </tbody> </table>	Estimated Temporary Pier Reactions per single Box Girder for 100 yr Return Period Wind (Does not Include Dead Load)		Direction	MN	Longitudinal Direction (Along the Bridge)	0.5	Transverse Direction	3	Vertical Tension / Compression	6
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<p>3. Bidding Documents Bill of Quantities, PROVISIONAL SUM, PS 1 Additional Geotechnical</p> <p>Please kindly advise whether PSUM is applicable to geotechnical investigation activities carried out in the Temporary Facility for Caisson Construction, specifically for Dry Dock and Wet Dock construction.</p>	<p>No, GI activities carried out in temporary facilities are not included in the Provisional Sum, PS1 (Additional Geophysical and Geotechnical Investigation).</p> <p>The requirements for the Dry and Wet Dock shall be deemed included in the bid lump sum price for Item B.31 Temporary Facility for Caisson Construction (Dry and Wet Dock).</p> <p>Further, refer to FIDIC GCC 4.1 which states "The Contractor shall be responsible for the adequacy, stability and safety of all the Contractor's operations and activities, of all methods of construction and of all the Temporary Works."</p>										
<p>4. Bid Bulletin No. 1 Query No. 81</p> <p>According to the query response on wind tunnel test, the model scale should not be less than 1:75.</p>	<p>The specified 1:75 length scale is in reference to section model testing. For aeroelastic testing, scales in line with what was used for the SCB and NCB aeroelastic models (1:165~1:200) would be appropriate. Further, refer to</p>										

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<p>That means the model size is $1800/75=24$ meters. Given that no existing laboratory can accommodate this size, Contractor request a relaxation of this requirement to allow for a 1:165 scale model, matching the dimensions of the original wind tunnel test.</p>	<p>Annex I Supplemental Specifications, Part III - ADDITIONAL REQUIREMENTS RELATING TO THE CONTRACT WORKS, (B) Notice of Operations.</p>
<p>5. Bid Bulletin No. 2 Query No. 15</p> <p>Could you elaborate on the response that the weight of the precast shell is not taken into account in the detailed design? Does this mean that if the contractor permanently leaves the precast shell or tremie concrete in the procedure of steel cofferdam in place, the contractor is responsible for the adequacy, stability and safety of all the Contractor's work and activities under FIDIC GCC 4.1, and therefore must demonstrate that there is no problem with the integrity and safety of the bridge design, including the seismic behavior of the bridge? Or does it mean that only precast shells have this problem and in the case of steel cofferdam, such a demonstration is not required since the steel cofferdam shall be removed including the bottom parts and only the tremie concrete will remain?</p>	<p>The precast shell has been considered in the project design. As stated in the Plans and Specifications, the precast shell or tremie concrete (bottom slab) may remain in place; all other temporary works shall be removed after erection. The Contractor may propose an alternative erection scheme based on their means and methods; however, detailed erection methods and stage-by-stage calculations must be submitted for the Engineer's review and approval.</p>
<p>6. Bidding Documents Section 4 - Bill of Quantities</p> <p>According to the description under "ITEM 400(18)c CONCRETE PILE (CAST-IN-STEEL-SHELLS – CISS), 2.80 METERS DIA.", it appears that all materials related to the pile construction should be included within this item. However, there are separate BOQ items such as "ITEM 404(1)b.1b Reinforcing Steel Bars, Grade 60 (Off- Shore) (Pile, Pile Cap)", and "ITEM 404(1)b.1c Reinforcing Steel Bars, Grade 60 (Off-Shore) Dolphin System", which seem to indicate that reinforcing steel bars for the piles may have been separately considered.</p> <p>In this regard, could you please clarify whether the reinforcing steel bars used for the piles should be</p>	<p>All reinforcement associated with the piles shall be included in Item 400(18)c. Other BOQ items such as 404(1)b.1b and 404(1)b.1c do not include pile reinforcement.</p> <p>For Offshore and pile cap, there are separate quantities for concrete and steel reinforcements particularly for (off-shore) Dolphin System and pile cap.</p>

CONTRACTORS' QUERY	RESPONSE
included under ITEM 400(18)c or separately under other ITEM 404(1)b.1b and 404(1)b.1c?	
<p>7. Bid Bulletin No. 1 Query No. 81</p> <p>According to BB1 Response No.81, "the scale of the model should not be less than 1:75", but it is not easy to find a laboratory capable of 3D aeroelastic wind tunnel model test with a turntable that can hold a 24m(=1,800m/75) wide model.</p> <p>Considering that the size of the 3D aeroelastic wind tunnel test model conducted at KOCED during DED was 10.9m (1:165), is there a special reason to use a large 1:75 wind tunnel model?</p> <p>Please confirm that the scale of the wind tunnel model is 1:75 or more or that the scale of the DED wind tunnel model can be applied.</p>	<p>The specified 1:75 length scale is in reference to section model testing. For aeroelastic testing, scales in line with what was used for the SCB and NCB aeroelastic models (1:165~1:200) would be appropriate. Further, refer to Annex I Supplemental Specifications, Part III - ADDITIONAL REQUIREMENTS RELATING TO THE CONTRACT WORKS, (B) Notice of Operations.</p>
<p>8. Bidding Documents Section 3, Requirement 2.4.1</p> <p>Reference is made to Section 3, Requirement 2.4.1 Contracts of Similar Size and Nature.</p> <p>Please clarify whether the Bidder can satisfy the requirement of "similarity" of a cable-supported bridge with a minimum main span length of 500m using a contract experience that has several same length spans such as 200m+200m+200m = 600m</p>	<p>No, the required minimum span length is 500m.</p>
<p>9. Supplemental Bulletin No. 5 III. ADDITIONAL REFERENCES (page 3)</p> <p>Supplemental Bulletin #5 III. Additional References states that the Underwater Acoustic Impact Assessment Report is provided for additional information, however this data is missing from the weblink.</p> <p>Please provide the Underwater Acoustic Impact Assessment Report.</p>	<p>The Underwater Acoustic Impact Assessment Report is already uploaded in the weblink.</p>
<p>10. Bid Bulletin No. 3 Query No. 102</p>	<p>Refer to Section 3, Table 2.3.1 Historical Financial Performance where</p>

CONTRACTORS' QUERY	RESPONSE
<p>Further to the Employer Response - [Refer to EQC 2.3.2 Annual Construction Turnover, "Under Compliance Requirements, Each Partner-Must meet at least 25% of the requirement"] on Query No. 102 of Bib Bulletin No.3 [Could you kindly specify if there is a minimum percentage share required for each partner in a joint venture agreement?], we are confused because the response referring the minimum 25% of average annual construction turnover of PhP14.30 Billion while the query is asking a minimum equity share of joint venture member.</p> <p>From the original ITB and EQC, it is understood that there is no requirement of minimum equity share for any member of Joint Venture and the requirement of EQC 2.3.2 is applicable to evaluate the each member's "Average Annual Construction Turnover" that should be more than PHP 3.575 Billion (25% x PHP14.30 Bil). Thus, the joint venture formed by members who meet the requirements of EQC 2.3.2 Average Annual Construction Turnover are acceptable, regardless the actual equity share of each partner in joint venture.</p> <p>Please confirm whether our understanding is correct.</p>	<p>stated "As a minimum, the Bidder's net worth for the last year calculated as the difference between total assets and total liabilities should be positive."</p> <p>Further, financial requirements are stipulated in Section 3, 2.3.3 Financial Resources.</p>
<p>11. Withholding Tax</p> <p>1.Please confirm whether the Bataan-Cavite Interlink Bridge (BCIB) Project is funded under the Official Development Assistance (ODA) program, as defined under Republic Act No. 8182 or the Official Development Assistance Act of 1996, as amended.</p> <p>2.If the project is confirmed as ODA-funded, kindly clarify why the VAT withholding of 12% would be applicable, considering the provisions of BIR Revenue Regulation No. 13-2018, particularly Section 4.114-2, which expressly provides that government payments under ODA-funded projects</p>	<p>Refer to BIR Revenue Memorandum Circular No. 85-2017 and PCC 1.4 Governing Laws, The Laws of the Republic of the Philippines. Further, Bidders are advised to coordinate with the BIR for the procedures on taxation.</p>



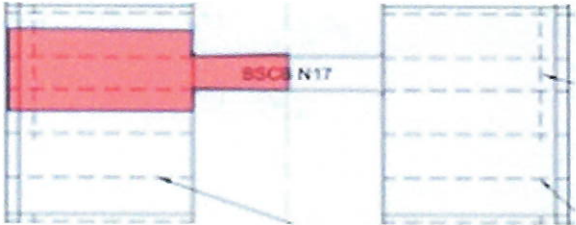
CONTRACTORS' QUERY		RESPONSE																											
shall not be subject to Final or Creditable Withholding Taxes, including VAT?																													
12. We plan to install the LUDs on the pylons and within the HLA during the structure erection phase, so they will be operational throughout construction. Please confirm whether this approach is acceptable.		<p>Refer to Annex I Supplemental Specifications, 417(4).3 item no. 7 "All debris After installation, the unit shall be protected from construction loads."</p> <p>The installation of LUDs may take place during the erection phase. However, the Contractor shall provide temporary measures to support the erected structures and withstand all construction loads, ensuring that the LUDs are not subjected to these loads.</p> <p>Further, refer to Annex I Supplemental Specifications, Part III - ADDITIONAL REQUIREMENTS RELATING TO THE CONTRACT WORKS, (B) Notice of Operations.</p>																											
13. Equipment Requirements		The 1,000-ton capacity specified in the bidding documents refers to the lifting capacity of the crane mounted on the barge, not the displacement or gross tonnage of the barge structure.																											
<p>As per the equipment requirements, the minimum required capacity for the crane-mounted barge is specified as 1,000 tons.</p> <table><tr><td>2.0</td><td>BARGE</td><td></td><td></td></tr><tr><td></td><td>Deck Strength: 40 tons/sq ft, @crane path</td><td>≥ 2000 tons</td><td>2</td></tr><tr><td></td><td>Barge (Flat)</td><td>≥ 500 tons</td><td>10</td></tr><tr><td></td><td>Barge (Crane Mounted)</td><td>≥ 1000 tons</td><td>10</td></tr><tr><td></td><td>Barge (with Heavy Lift Crane for Girder Installation)</td><td>≥ 2000 ton cap</td><td>1</td></tr><tr><td></td><td>Tugboat for Barges</td><td>≥ 1200 hp</td><td>2</td></tr><tr><td></td><td>Personnel Boats</td><td>≥ 200 hp</td><td>2</td></tr></table> <p>We would appreciate your clarification on whether the specified capacity refers to the crane's lifting capacity for material handling, or to the displacement capacity of the barge itself — rather than the lifting capacity of the mounted crane in the case of a crane-mounted barge.</p>			2.0	BARGE				Deck Strength: 40 tons/sq ft, @crane path	≥ 2000 tons	2		Barge (Flat)	≥ 500 tons	10		Barge (Crane Mounted)	≥ 1000 tons	10		Barge (with Heavy Lift Crane for Girder Installation)	≥ 2000 ton cap	1		Tugboat for Barges	≥ 1200 hp	2		Personnel Boats	≥ 200 hp
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14. Part 1. Bidding Procedures, Section 3. Evaluation And Qualifications Criteria (EQC) f. Cable-Stayed Bridge Cable Stays f.1. Stay fabrication, transport and installation		Refer to Section 4: Bidding Forms, Method Statement.																											
<p>Could you please clarify your expectations regarding the technical submission for the stay cable method statement? Specifically, when you</p>																													

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<p>mention "stay fabrication and transport," do you mean the fabrication and transportation activities on-site, or are you referring to defining the location where the materials will be fabricated (i.e., the raw material source) and their transportation from the fabrication site?</p>																																									
<p>15. Specifications, 400(18)c.3.12 Final SSI and Ground Motion Report-P6-SCB</p> <p>If the construction is carried out according to the method specified by the Employer, but continuous water ingress from external sources makes it impossible to dewater and maintains dry condition in the area where "structural concrete" will be placed, would this situation fall outside the contractor's scope of responsibility?</p> <p>We believe that in such circumstances, where the inability to maintain a dry condition is due to external factors despite adhering to the specified construction method, it should not be considered the contractor's responsibility.</p>	<p>The Project Specifications define the requirements for the piles to be fabricated and installed. It is the Contractor's responsibility to complete the work in accordance with the Plans and Specifications.</p> <p>Refer to FIDIC GCC 4.1 and Annex I Supplemental Specifications, III - ADDITIONAL REQUIREMENTS RELATING TO THE CONTRACT WORKS, (B) Notice of Operations.</p>																																								
<p>16. Daywork Summary</p> <p>We notice that the "Schedule of Daywork Rates: 1. Labor" starts from Item No. L11 (Foreman) and continues to L19 (Driver). However, items L1 to L10 appear to be missing from the schedule. Could you please confirm if this omission is intentional, or provide the complete list of labor items (L1 to L10) to ensure we include all necessary rates in our submission?</p> <div><p>Schedule of Daywork Rates: 1. Labor</p><table><tr><th>ITEM NO.</th><th>DESCRIPTION</th><th>UNIT</th><th>COST PER HOUR IN PHILIPPINE PESO</th></tr><tr><td>L11</td><td>Foreman</td><td>hour</td><td></td></tr><tr><td>L12</td><td>H. Equipment Operator</td><td>hour</td><td></td></tr><tr><td>L13</td><td>Carpenter</td><td>hour</td><td></td></tr><tr><td>L14</td><td>Highly Skilled Operator</td><td>hour</td><td></td></tr><tr><td>L15</td><td>L. Equipment Operator</td><td>hour</td><td></td></tr><tr><td>L16</td><td>Driver</td><td>hour</td><td></td></tr><tr><td>L17</td><td>Skilled Laborer</td><td>hour</td><td></td></tr><tr><td>L18</td><td>Semi-Skilled Laborer</td><td>hour</td><td></td></tr><tr><td>L19</td><td>Unskilled Laborer</td><td>hour</td><td></td></tr></table></div>	ITEM NO.	DESCRIPTION	UNIT	COST PER HOUR IN PHILIPPINE PESO	L11	Foreman	hour		L12	H. Equipment Operator	hour		L13	Carpenter	hour		L14	Highly Skilled Operator	hour		L15	L. Equipment Operator	hour		L16	Driver	hour		L17	Skilled Laborer	hour		L18	Semi-Skilled Laborer	hour		L19	Unskilled Laborer	hour		<p>Schedule of Daywork Rates as shown in the Table is maintained.</p>
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<p>17. Daywork Summary</p>	<p>1. Bidders are required to enter the rates only for 1. Labor, 2. Materials, and 3. Contractor's Equipment.</p>																																								

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<p style="text-align: center;">DAYWORK SUMMARY</p> <table border="1" data-bbox="252 315 842 539"> <thead> <tr> <th></th><th>AMOUNT (PHILIPPINE PESO)</th></tr> </thead> <tbody> <tr> <td>1. Total for Daywork Labor</td><td></td></tr> <tr> <td>2. Total for Daywork Materials</td><td></td></tr> <tr> <td>3. Total for Daywork Contractor's Equipment</td><td></td></tr> <tr> <td>Total for Daywork (Provisional Sum) (Carried to Summary of Bill of Quantities)</td><td>16,680,000.00</td></tr> </tbody> </table> <p>1. We understand that the "Schedule of Daywork Rates: 1. Labor," "Schedule of Daywork Rates: 2. Materials," and "Schedule of Daywork Rates: 3. Contractor's Equipment" require bidders to input the "COST PER HOUR IN PHILIPPINE PESO" for each item, and the sum of these costs should be entered into the "Daywork Summary." Could you please confirm if our understanding is correct?</p> <p>2. In the event that the total amount calculated by the bidder based on the entered values differs from the "Total for Daywork (Provisional Sum)" provided in the document, could you clarify how this discrepancy will be handled?</p> <p>3. Regarding the "Daywork Summary," we kindly request a detailed guide on the method for entering the required information to ensure accuracy and compliance with the submission requirements.</p>		AMOUNT (PHILIPPINE PESO)	1. Total for Daywork Labor		2. Total for Daywork Materials		3. Total for Daywork Contractor's Equipment		Total for Daywork (Provisional Sum) (Carried to Summary of Bill of Quantities)	16,680,000.00	<p>Daywork's Summary shall not be filled out.</p> <p>2. Not Applicable per response No. 1</p> <p>3. Refer to Section 4: Bidding Forms, Bill of Quantities, C. Daywork, Schedule.</p>
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<p>18. Summary of Bill of Quantities B.10 Dayworks / B.11 Provisional Sum</p> <p>The DAYWORKS amount of 16,680,000.00 PHP and the PROVISIONAL SUM amount of 765,000,000.00 PHP are listed in the Summary of Bill of Quantities. Could you please confirm whether these amounts include the Value Added Tax (VAT) at 12%?</p>	<p>Confirmed.</p>										
<p>19. Section 4: Bidding Forms, Bid Security</p> <p>Bid Security Bank Guarantee</p> <p>We have been informed that OOOOOO (hereinafter called "the Bidder") has submitted to you its bid dated 20 June 2025 (hereinafter called "the Bid") for the execution of Bataan-Cavite</p>	<p>The addition of an expiry date on the bid security is permissible taking into consideration the stipulation of ITB 19.3 "...The bid security shall be valid for 28 days beyond the original validity period of the bid, or beyond any period of extension if requested under ITB 18.2."</p>										

CONTRACTORS' QUERY	RESPONSE
<p>Interlink Bridge (BCIB) Project: Contract Package 6 (CP6) – Construction of South Channel Bridge and High-Level Approach Bridges under Invitation for Bids No. 24Z00016 ("the IFB").</p> <p>Furthermore, we understand that, according to your conditions, bids must be supported by a bid guarantee.</p> <p>At the request of the Bidder, we [Bank Name] with office located at [Address], hereby irrevocably undertake to pay you any sum or sums not exceeding in total an amount of One Billion Eighteen Million Philippine Pesos (PHP 1,018,000,000.00) upon receipt by us of your first demand in writing accompanied by a written statement stating that the Bidder is in breach of its obligation(s) under the bid conditions, because the Bidder</p> <ul style="list-style-type: none"> (a) has withdrawn its Bid during the period of bid validity specified by the Bidder in the Letter of Bid; or (b) does not accept the correction of errors in accordance with the Instructions to Bidders (hereinafter "the ITB"); or (c) having been notified of the acceptance of its Bid by the Employer during the period of bid validity, <ul style="list-style-type: none"> (i) fails or refuses to execute the Contract Agreement, or (ii) fails or refuses to furnish the performance security, in accordance with the ITB, or (iii) fails or refuses to furnish a domestic preference security, if required. <p>This guarantee will expire upon the earliest of,</p> <ul style="list-style-type: none"> (a) if the Bidder is the successful Bidder, upon our receipt of copies of the Contract Agreement signed by the Bidder and the Performance Security issued to you upon the instruction of the Bidder; or (b) if the Bidder is not the successful Bidder, upon the earlier of (i) our receipt of a copy of your notification to the Bidder of the name of the successful Bidder, or (ii) 28 days after the expiration of the Bidder's bid, or (c) 14 January 2026 ("the Expiry Date"). 	

CONTRACTORS' QUERY	RESPONSE
<p>Consequently, any demand for payment under this guarantee must be received by us at the office indicated above on or before that date.</p> <p>This guarantee is subject to the Uniform Rules for Demand Guarantees (URDG) 2010 Revision, ICC Publication No. 758.6</p>	
<p>20. Drawings Sheet 6090-00, Sheet 6090-01, Sheet 6736-00, Sheet 6737-00</p> <p>Due to the wide spacing(up to 28 meters) of the support piles in the protective dolphin system, it is necessary to install additional temporary piles between the permanent piles. These temporary piles are essential to support either precast bottom cofferdams or cast-in- place formwork required for the construction of the pile caps.</p> <p>We would like to highlight that if these temporary piles are left in place after the completion of the pile cap construction, they could offer supplementary resistance against lateral vessel impact loads.</p> <p>Given this potential benefit, please confirm whether the temporary piles installed during the pile cap construction may be retained upon completion of the works.</p>	<p>Using temporary piles during installation of dolphin foundation systems is part of the Contractor's Construction Means and Methods. Temporary piles shall be removed upon completion of the permanent foundation structure. The design is adequate to resist the loading conditions, and no additional capacity is required.</p> <p>Refer to FIDIC GCC 4.22 (Contractor's Operations on Site), which states "The Contractor shall promptly clear away and remove from the Site any wreckage, rubbish, hazardous waste and Temporary Works which are no longer required."</p>
<p>21. Supplemental Bulletin No. 5, Specifications ITEM 403(5) STRUCTURAL STEEL – GRADE 50 AND HPS 70W, FURNISHED, FABRICATED, ERECTED (ORTHOTROPIC BOX GIRDER)</p> <p>The purpose of preparing full-scale steel mock-ups is to demonstrate the proposed fabrication procedure and verify the inspectability of each weld.</p> <p>For this purpose, it is considered sufficient to fabricate only a portion, as in the case of the other bridge in the figure below.</p>	<p>Refer to Annex I Supplemental Specifications, 403(5).3.1 Fabrication, Fabrication/Erection Procedure and Mock-Ups.</p>

CONTRACTORS' QUERY	RESPONSE
  <p>Please confirm whether a model with three diaphragm spacings in the longitudinal direction and half in the transverse direction is sufficient.</p> 	
<p>22. Supplemental Bulletin No. 5, Specifications ITEM 1201 SUMP PUMP</p> <p>In the revised ANNEX 1 481714-BCIB-DED-TYLI-TS-P6-0003_R08 Final Bidding Documents Package 6 - Specifications (SCB) as distributed in Supplemental Bulletin No.5, TRAVELER RAILS (III - ADDITIONAL REQUIREMENTS RELATING TO THE CONTRACT WORKS (N) / 468 of 470) has been moved to Appendix C, Performance Specifications and included in the items to be performed by others.</p> <p>However, since the Traveler Rail must be used to suspend the Movable Working Platform when erecting the girder block using a module lifter (derrick crane), the Traveler Rail must be pre-assembled on the girder block when manufactured at the factory, and it is appropriate to include the manufacture and installation of the Traveler Rail in the Scope of Works of the Contractor of CP6.</p> <p>And, the design of the Traveler Rail shall be performed by the contractor of UBMT (Under-</p>	<p>The use of a Movable Working Platform is part of the Contractor's means and methods.</p> <p>Refer to FIDIC GCC 4.1 and Annex I Supplemental Specifications, III - ADDITIONAL REQUIREMENTS RELATING TO THE CONTRACT WORKS, (B) Notice of Operations.</p>

CONTRACTORS' QUERY	RESPONSE
Bridge Maintenance Traveler) as specified in the Performance Specification. Please confirm the Client's agreement to the above-mentioned matters.	

For the information and guidance of all concerned.



ADOR G. CANLAS

Undersecretary for Technical Services and Information Management Service
Chairperson, Bids and Awards Committee (BAC) for Civil Works