PREQUALIFICATION BIDS AND AWARDS COMMITTEE

SELECTION OF JOINT VENTURE PARTNER FOR THE NEW CLARK CITY (NCC) INFORMATION AND COMMUNICATIONS TECHNOLOGY (ICT) PASSIVE INFRASTRUCTURE PROJECT

BID BULLETIN NO. 7, s. 2025

ADDITIONAL INFORMATION TO ALL PROSPECTIVE BIDDERS:

In connection with the ongoing selection of the Joint Venture Partner for the NCC ICT Passive Infrastructure Project and consistent with the provisions of Sec. 1.2 of the Instructions to Bidders, we are issuing this Bid Bulletin to provide interested parties with the Addendum (Annex A) to the Information Memorandum published last 02 July 2025.

This Bid Bulletin No. 07 is being issued to amend, revise, modify and update previous postings/issuances pertaining to the items discussed above related to the subject disposition.

Issued this 11th day of July 2025.

PREQUALIFICATION BIDS AND AWARDS COMMITTEE

By:

[SIGNED]
HEDDA Y. RULONA
Chairperson

NEW CLARK CITY (NCC) INFORMATION AND COMMUNICATIONS TECHNOLOGY (ICT) PASSIVE INFRASTRUCTURE PROJECT

The attached **addendum to Information Memorandum** forms part of the documents that BCDA will provide Bidders solely to provide background information on the Project ("BCDA-Supplied Information"). The document is subject to the prospective bidder's own discretion and conduct of due diligence. Bidders are reminded of Sec. 1.7 (Responsibilities of Bidders) under the Instructions to Bidders.

NEW CLARK CITY (NCC) INFORMATION AND COMMUNICATIONS TECHNOLOGY (ICT) PASSIVE INFRASTRUCTURE PROJECT

ADDENDUM TO INFORMATION MEMORANDUM

E-5. BCDA Reference Design

As mentioned in Section E-1. BCDA Contribution, BCDA has already constructed certain portions of the Passive ICT Infrastructure in NCC and in the process of procuring additional Passive ICT Infrastructure to address the immediate requirements of the locators prior to the signing of the JVA.

Bidders shall take note of the following summary of the BCDA Reference Design, which has been adopted by BCDA in constructing the existing and to-be-procured Passive ICT Infrastructure.

In preparing the design for submission of the Technical Proposal, each bidder is free to propose their own design, which may deviate from the BCDA Reference Design (e.g., differences in manholes and stub out distances and number of inner ducts per duct banks) provided that the rationale for such deviation is clearly explained in the Technical Proposal and it provides cost effective solution for NCC. Bidders shall also ensure that the bidder's design is compatible and interoperable with the existing and to-be-procured Passive ICT Infrastructure.

Summary of the BCDA Reference Design

i. Manholes are 1100mm wide x 1300mm deep manhole, and 50 or 55 meters apart for stub outs;
ii. Concrete encasement for road crossing only;
iii. Utility corridors use "direct burred in a trench" installation method;
iv. 6 x 100mm HDPE inner ducts per duct bank / trench; and
v. Duct banks along both sides of the roads.

Also, any reworks of existing BCDA built duct banks shall follow principles below:

i. Based on build-once principle, what is provided as contribution to the JV should not be reworked.
ii. If bidders' calculations show that they require more ducts (i.e., 4 or 6 is not enough), then the bidder can propose to add more using the same installation method, which will require upgrades to manholes as well.
iii. Microducts technology may be used to increase the number of fibers inside the existing ducts to address a capacity issue.
iv. The roads that have 4 ducts are provided as follows, and bidders shall take note of these conditions when preparing the Technical Proposal:
    - Local Road 31

- Local Road 33b
- Local Road 55
- Local Road 56

Revisions to the Instructions to Bidders and Minimum Performance Standards and Specifications (MPSS)

Bidders shall note that MPSS Section A7 and Item A7 in Schedule 6 (Condition Subsequent Documents) in Instruction to Bidders – Annexes and Schedules are revised to read as follows to align with the BCDA Reference Design that uses concrete encasement for road crossing only.,

Section A7 of the MPSS is revised to read as:

Within ninety (90) days from the Commencement Date, as part of the initial Implementation Plan, the JV shall provide schematics (A3-sized) for the following:

- Telecommunication ducting schematic in for each arterial road – sectional view
- Telecommunication ducting schematic in for each collector road – sectional view
- Telecommunication ducting schematic in for each local road – sectional view
- Concrete encased telecommunication ducting schematic for crossroad – sectional view
- Telecommunication chambers schematics and locations

Item A7 in Schedule 6 (Condition Subsequent Documents) in Instruction to Bidders – Annexes and Schedules is also revised to read as:

A7	Fiber optic design has taken into consideration for horizontal civil works for road	A3 sized schematics for telecommunication ducting schematic in for each Arterial road sectional view	Within **ninety (90) days** from the Commencement Date of the JV Agreement
		A3 sized schematics for telecommunication ducting schematic in for each Collector road sectional view	Within **ninety (90) days** from the Commencement Date of the JV Agreement
		A3 sized schematics for telecommunication ducting schematic in for each Local road sectional view	Within **ninety (90) days** from the Commencement Date of the JV Agreement
		A3 sized schematics for concrete encased telecommunication ducting	Within **ninety (90) days** from the Commencement Date of the JV Agreement

		schematic in for crossroad sectional view	
		A3 sized schematics for telecommunication chambers schematics and locations	Within **ninety (90) days** from the Commencement Date of the JV Agreement

Schedule 6 (Condition Subsequent Documents) is also amended as follows for all instances under the column “DEADLINES” to be consistent with the MPSS.

“Within **ninety (90) days** from the Commencement Date of the JV Agreement”

Extracts of the previously availed public information

Following is an extract from the bidding document for the Construction of New Clark City Underground Utilities Phase 1, PART L – INFORMATION AND COMMUNCATION TECHNOLOGY (ICT) AND SMART TRAFFIC CONTROL SYSTEM (STCS) ITEM 633/1111 – Cable Duct System/Miscellaneous Electrical Works of the Detailed Architectural and Engineering Design for New Clark City (NCC) Projects (Remaining Roads and Utilities), which was availed publicly for the purpose of that tender.

PART L – INFORMATION AND COMMUNCATION TECHNOLOGY (ICT) AND SMART TRAFFIC CONTROL SYSTEM (STCS)

ITEM 633/1111 – Cable Duct System/Miscellaneous Electrical Works

Description

For the ICT and STCS, the PROJECT calls for the detailed design of the utility corridor to consist of the ICT requirement among others like power, water and sewer. The utility corridors shall be in accordance with the utility requirements of the NCC Locators to include disaster resilience and the Green Concept. It shall also adopt the Master Development Plan and Design Standard and Guidelines of NCC that was formulated by BCDA.

Technical Design Criteria

As part of the services that shall soon be offered by BCDA or a Joint Venture with BCDA and other parties, the passive infrastructure of the NCC must be in place to fully service the requirements of the Locators and other smart and green city services. A fiber optic cabling network shall be in place and decided by the BCDA or the Joint Venture. These shall consider also the public telephone companies' requirements, a Data Center, Disaster Response Office and a Network Operations Center (NOC). Currently, the location of the NOC is in the NCC ICT Park of which the backbone of the NCC's wide area network starts.

The Joint Venture shall be responsible for the procurement, installation, operation and maintenance of the passive infrastructure of NCC and shall define the smart city services NCC requires.

The services shall consider the education sector, tourism, security, wellness, environment, mobility, construction, weather, financial institutions, utilities and the government.

The HDPE ducts or pipes shall be installed below ground to preserve NCC's landscape. Six (6) HDPE ducts or pipes shall be laid on both sides of the utility corridors. Jointing of HDPE pipes and stub-outs - butt-fusion welding is preferred to preserve the strength of the pipes.

There shall be six (6) HDPE ducts/pipes designed for the PROJECT. Three (3) may be used by the fiber optic cables, one (1) for the Smart Traffic Control System and two (2) shall be for spare. Defining this early the required capacity of the HDPE pipes, will be difficult. Allowing two (2) spare pipes for future use is essential in this planning and design stage. It shall be noted that the services that require to connect to NCC's wide area network shall be by the use of a fiber optic cable core or cores (as deemed necessary).
Manholes shall be 3-way and 4-way manholes types. 3-way manholes shall be placed on both utility corridors and spaced 100m apart for the Airport to New Clark City Access Road (ANAR) – Road 01.

4-way manholes shall be installed in the road intersections. In one (1) road intersection, there shall be 4x units of 4-way manholes to ensure continuous fiber optic cable runs and provide stub-outs for the provision of a Smart Traffic Control System for every road intersection.

The manholes shall be fitted with stub-outs that will extend 1m past the sidewalk (toward the locator). This shall facilitate the installation of a fiber optic cable (from the backbone of the NCC network) to the Locator and other provisions such as the Smart Traffic controller. Installation of the fiber optic cables shall be laid into these HDPE ducts or pipes.

These cables shall have a minimum of 96-core fiber optic cable and shall be single-mode to carry a theoretically unlimited bandwidth. The Joint Venture shall be responsible in allotting the number of fiber optic cables that shall run throughout the NCC. The fiber optic cables shall serve as the backbone of NCC's wide area network including the last mile up to the Locators' or services' position/location.

Where required, the Joint Venture or designated public telephone company or cellular network provider, may install Remote Switching Units (RSU), multiplexers or base transmitter stations to provide – voice, video and data services, to expand the capacity of their network or services. These may be installed in-building or outside buildings as the case may be. Stub-outs shall cater to these requirements for access to the fiber optic backbone of NCC's wide area network. UTILITY CORRIDOR

The ducting provisioned along both utility corridors of the roads specified above, shall consist of the following:
Six (6) runs of HDPE ducting or pipes, 100mm inner diameter, 10mm thickness
Soil, sand, gravel and compacted earth
Civil works

Refer to Figure 1.1 and 1.2 for a cross-section of the ICT Ducting for non-road crossing.

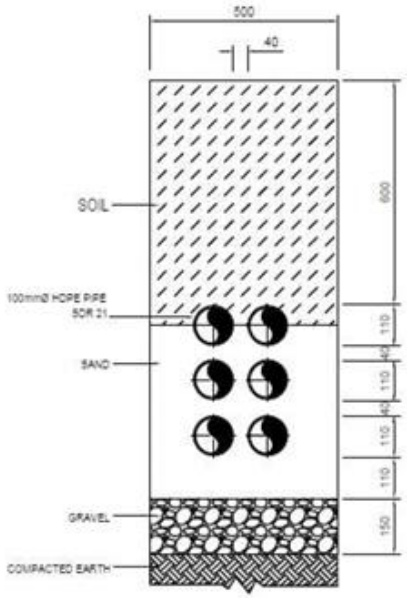

Figure 1.1: ICT Ducting for non-road crossing (along utility corridors)

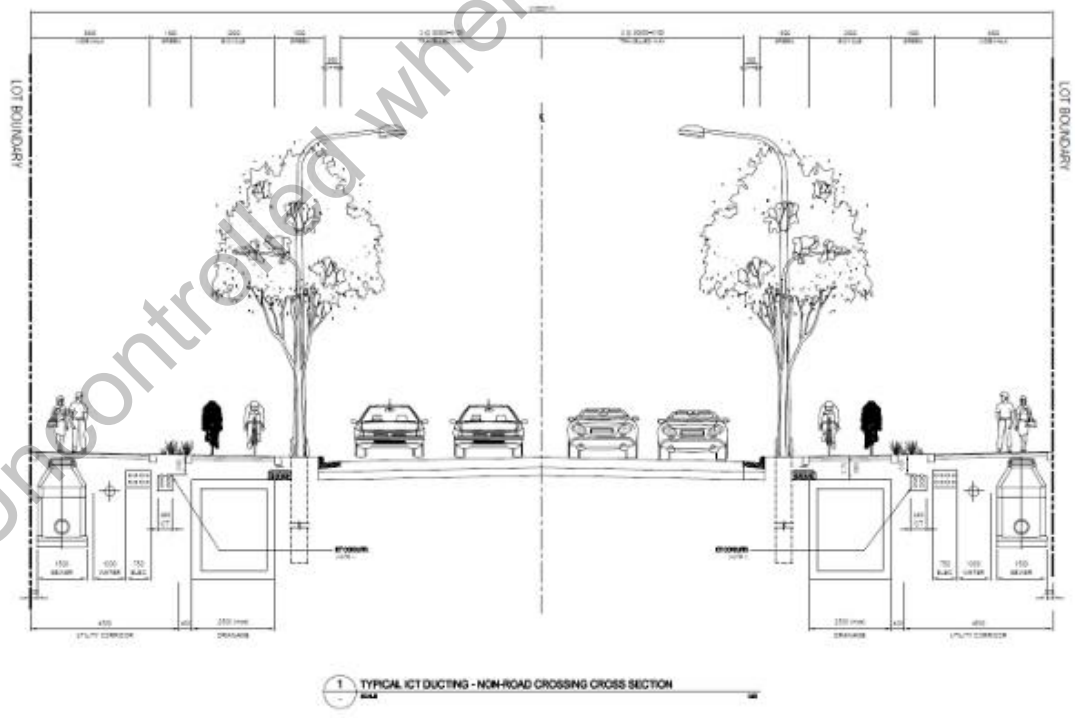

Figure 1.2: Typical cross section of ICT Ducting for non-road crossing (along utility corridors)

The manhole provisioned along both utility corridors of the roads specified above, shall consist of the following:
One (1) manhole, 3-way, every 100m (for ANAR Road-R01)
Two (2) Stub-outs, 50mm outside diameter (toward a Locator). Stub-outs shall be exposed to the ground about 1m from the utility corridor and sealed. A metal box must be provisioned to enclose the stub-out once it is exposed to the ground.
Civil works

Refer to Figure 2.1 for the details of an ICT 3-way Manhole.

Refer to Figure 2.2 for a sample of the layout and distances of a 3-way manhole.

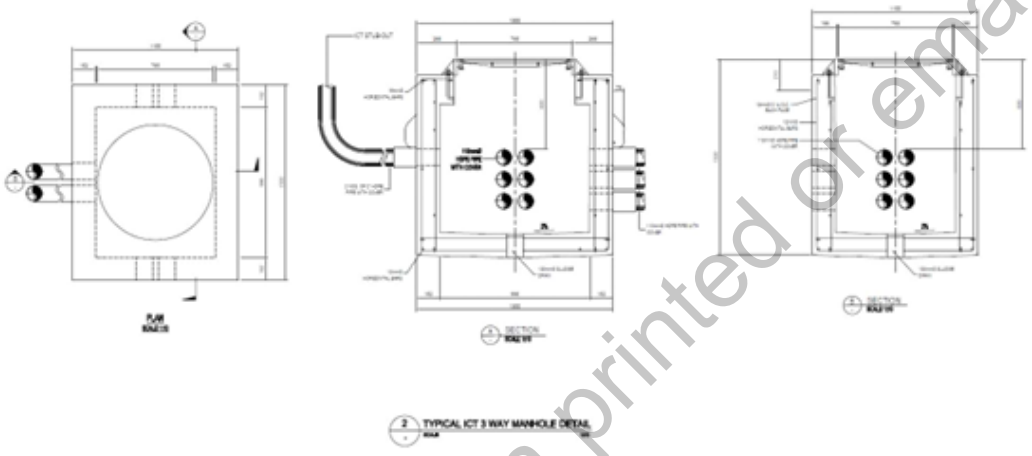

Figure 2.1: Typical ICT Manhole, 3-way (along the utility corridor)

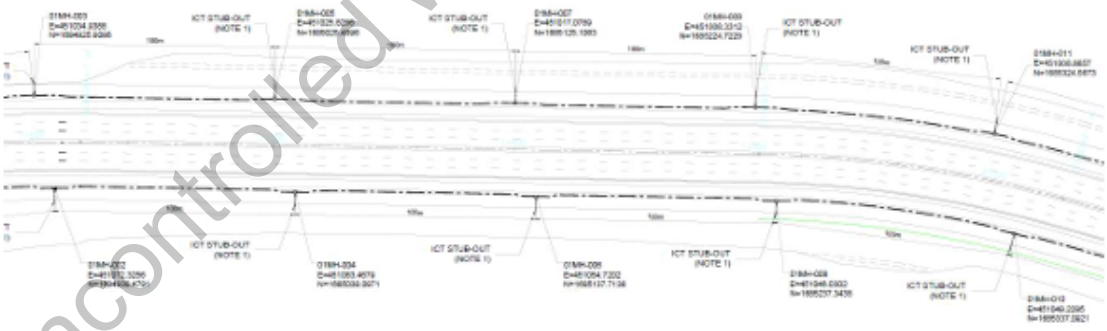

Figure 2.2: Sample layout and distance of a 3-way Manhole.

Road Intersection

The ducting provisioned for road intersections along the roads specified above, shall consist of the following:
Six (6) runs of HDPE ducting or pipes, 100mm inner diameter, 10mm thickness
Concrete encasement and all necessary materials/items required for this encasement
Civil works

Refer to Figure 3.1 and 3.2 for a cross-section of the ICT Ducting for road crossing.

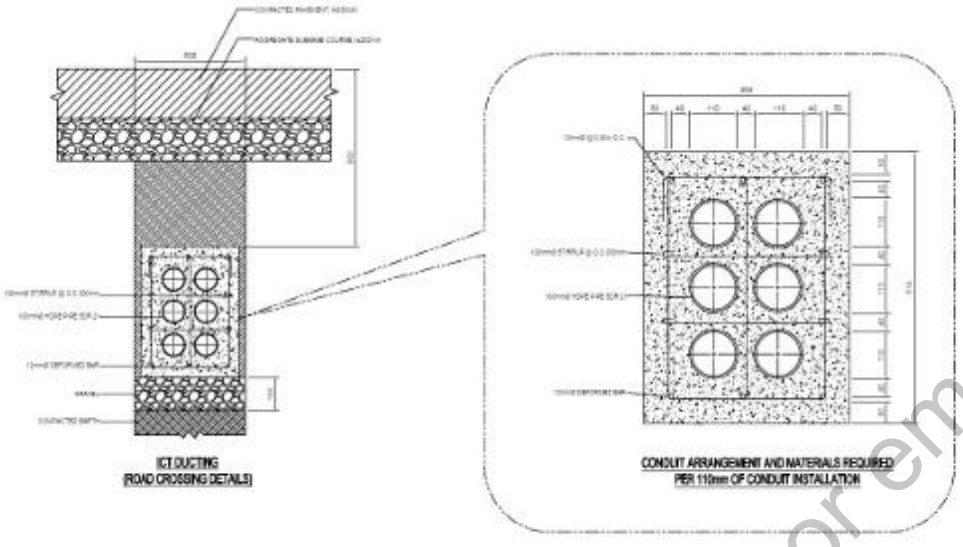

Figure 3.1: ICT Ducting for road crossing

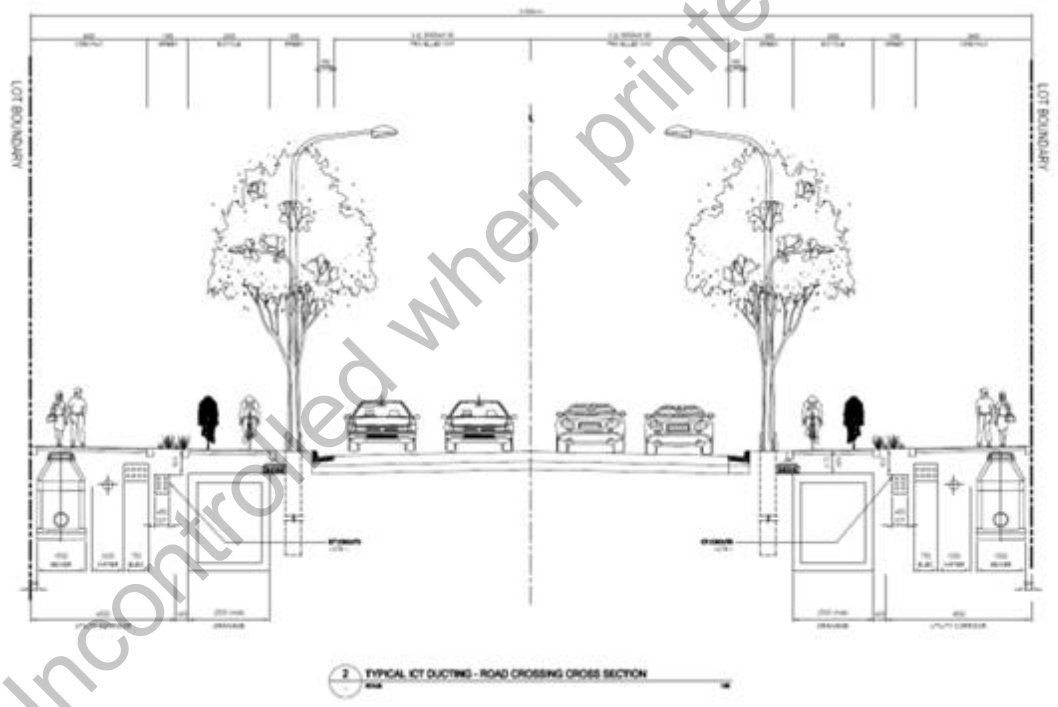

Figure 3.2: Typical ICT Ducting for road crossing

The manhole provisioned on the intersections of the roads specified above, shall consist of the following:
One (1) manhole, 4-way
Two (2) Stub-outs, 50mm outside diameter (toward a Smart Traffic Controller). Stub-outs shall be exposed to the ground about 1m from the utility corridor and sealed. A metal box must be provisioned to enclose the stub-out once it is exposed to the ground.

Civil works

The Smart traffic's controller may be mounted inside an Outside Plant Access Cabinet (OPAC). This OPAC is usually situated near a controlled intersection of the road to house the traffic controller, power supplies, control modules, input/output modules, fiber optic and LAN interfaces, etc. The Smart Traffic Controller shall form part of NCC's wide area network and shall home to its designated servers at the Network Operations Center (NOC). The components of the Smart Traffic Control System shall be provided by the BCDA selected supplier/vendor. For this PROJECT, provisions of ducts or pipes and stub-outs shall only be considered.

Refer to Figure 4.1 and 4.2 for the details of an ICT 4-way Manhole and typical ICT Manhole and ducting for road crossing.

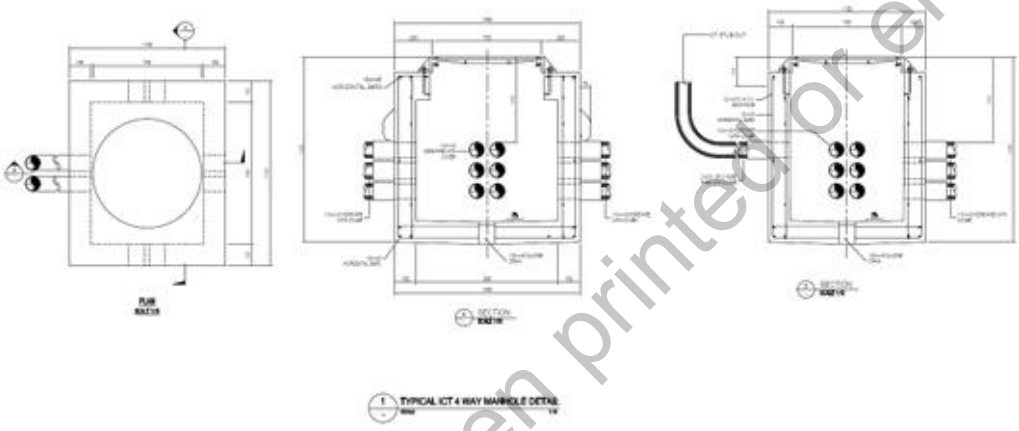

Figure 4.1: Typical ICT Manhole, 4-way (road intersections)

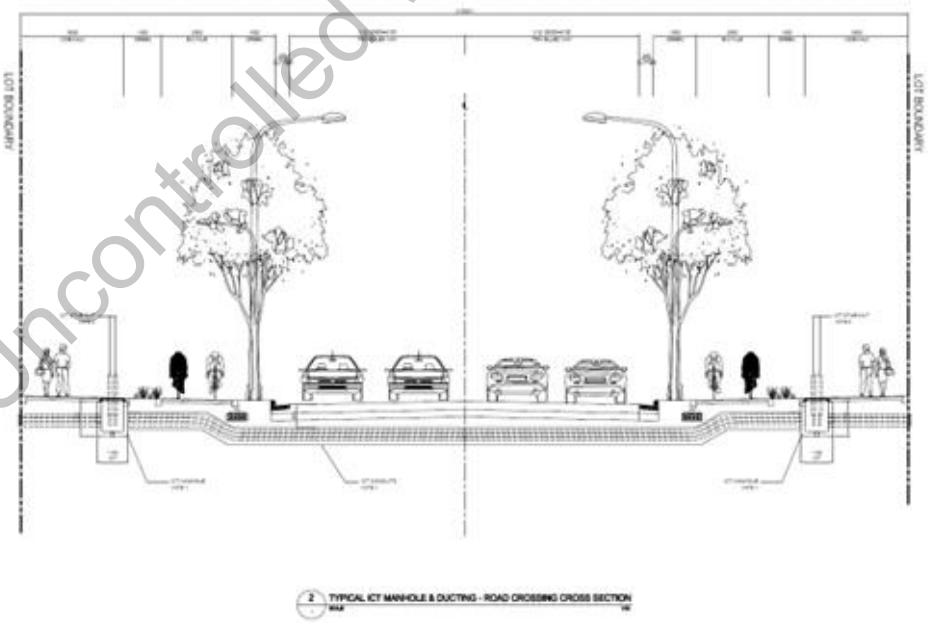

Figure 4.2: Typical ICT Manhole and Ducting for road crossing