



**State of Israel**

**REQUEST FOR INFORMATION (RFI) REGARDING OPTIMIZATION SYSTEM  
FOR PLANNING OF PUBLIC TRANSPORT SERVICES**

May 2019



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### 1. Introduction

The Ministry of Transport (hereinafter: “the Client” or “the Ministry”) is constantly aiming for an improvement to the public transport services and works to that end in a range of actions that it takes. One of the ways is by upgrading the planning procedures by use of advanced information systems based upon analysis and algorithmic tools. The Ministry is accordingly examining the option of purchasing a software system for an advanced planning of bus routes, based upon an analysis of input data and obtaining an optimum calculated planning result. For such purpose, the Ministry wishes to receive information about an appropriate system that will provide a suitable answer to its requirements and which will be relevant for application in the public transport sector.

### 2. Definitions

- The bidder - a body corporate (or a corporate group) which is capable of and intends to offer a system that provides a solution to the requirements detailed in this document.
- The client - the Government of Israel, represented by the Senior Section for Planning in the National Public Transport Authority, the Ministry of Transport.
- The tenders committee - the special tenders committee for the grant of licenses to operate service routes in the public buses transport sector.

### 3. Sectoral Background

The National Public Transport Authority is responsible for regulation of the public transport sector including, licensing of bus route services and service taxis, and including, approval of new routes, cancellation of existing routes, approval of changes in routes, setting timetables and operating features of existing routes such as stations, public transport terminals etc. The Authority determines the required standard of service in the sector and exercises control in order to ensure adherence to such standard. The Authority’s staff check the route systems, reorganizes them, sets the buses equipment supply policy and their year on year allocation.

The operation is based on a multi-annual program which includes competitive procedures for obtaining licenses to operate bus routes and public service taxis, publication of the procedures and supervision of them, overseeing the successful bidder up to commencement of operation of the service and learning lessons and absorbing the experience accumulated, into the next tender documents.

With this in view, it is the Authority’s intention to test modern capabilities of an optimum plan of public transport routes (buses and public service taxis) by means of a computerized system which is the subject of this request.



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### 4. The Ministry's rights and powers

This request is being made for receipt of information purposes only. Accordingly, it does not constitute an invitation to submit bids and is not part of a tender process. It follows from the above that this request does not involve the creation of any binding commitment towards any of the responders to it or to those who do not respond to it.

This request does not create any binding commitment on the part of the Ministry to go out to tender or other contractual procedure or for the participation of any other party in a future tender, if one is published, or to preclude a party who has not participated in submitting a bid in a tender or future contractual procedure, in so far as any are published in the future. A response to this request will not constitute a condition for participation in a tender that takes place, if at all, as a result of it, will not confer any advantage nor compel the participation of any responder or contractual relationship with him in any other way.

This request does not form a basis of a right of anyone and/or reliance and/or expectation and/or interest that is capable of protection in respect of its contents and what is required in it. In so far as a tender or other procedure takes place in the future, the Ministry of Transport may vary and add requirements and conditions all at the professional discretion of the Ministry of Transport and according to its requirements.

The Ministry reserves the right to use in any way, information that is received following this request, including to draw up a list of potential suppliers - all at its sole discretion and responders will have no claim in relation to this including in respect of copyright.

The Ministry of Transport reserves the right to contact any of the responders asking for clarifications and supplementary points on the content of the response including setting out procedures for ideas, presentations and samples, pilot schemes, request for visits to the website of responders or their clients by prior arrangement.

All the expenses incurred in the preparation of a response to this request and its submission are the sole responsibility of the responders and at their expense. The Ministry will not indemnify the responders or compensate them in any way, in respect of the response to this process, including the addition or subtraction of terms and conditions, changes or partial or complete cancellation of the request for information.



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The responders may attach a redacted copy to the Respondents in which parts of the response will be concealed, if the responder is of the view that scrutiny of them is likely to reveal a trade or professional secret. It should be clarified that the decision as to the existence of a trade or professional secret rests exclusively with the Tenders Committee. Further to the foregoing, the Committee will be authorized to publish the response at its discretion and subject to the provisions

of the Freedom of Information Law. It is hereby clarified that a bidder will not be entitled to examine, either wholly or partially, the bid of another bidder other than published as above.

The Ministry may, in circumstances that it deems appropriate, be flexible about and revise the dates and times defined in this document, in relation to some of the responders or all of them.

The Ministry may cancel the request for information at any time, for any reason, at its absolute discretion and without being obliged to give reasons. Non-exercise of this power at any stage of the process does not preclude its use at a later stage. The Ministry will be entitled to postpone dates of the request for information and/or issue a new request for information, or amend any of the individual terms and conditions of it, including by cancelling them or redrafting or re-stipulating them, and allow responders to submit a revised answer to the cancelled, redrafted or re-defined section.

It should be clarified that this request for information is not an invitation to carry out work or purchase services. Accordingly, this information request does not constitute a tender and is not subject, inter alia, to the Mandatory Tenders Law, 5752-1992 and its Regulations and any other law or regulation concerned with the Law of Tenders.

This information request will be subject to and interpreted according to the Laws of the State of Israel.

Any dispute arising from this request for information and matters arising from it will only be heard in the competent Courts of Law of the City of Jerusalem.



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### 5. Details of the Requested Response

#### 5.1 Bidder's details

##### 5.1.1 General description

- (a) Corporate name
- (b) Contact details
- (c) Website address
- (d) Controlling members
- (e) Number of years active
- (f) Sales turnover in the last 3 years

##### 5.1.2 Professional Experience

- (a) In the field of public transport planning - a list of projects, project subject matter, function of the bidder in the project, results of the project in general and of the bidder in the project, the amount of time that the bidder was engaged in/dealt with the project and manner of the bidders involvement in the project.
- (b) The sphere of software services in general, - a list of projects and/or products and/or customers

#### 5.2 Data concerning the system on offer

##### 5.2.1 Structure of the system

- (a) A detailed breakdown of the architecture of the system and its main components.
- (b) A detailed breakdown of the required and possible input data for the system, type, extent and origin.
- (c) Is the model produced entirely automatically or is part of the determination of the product based on manual intervention?
- (d) What is the system's ability to define various target functions for planning?
- (e) Is the system able to illustrate sensitive data for input data?
- (f) Is the system able to make a comparison between different planning options?
- (g) How does the system deal with combinations between routes in the network?



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- (h) How does the system estimate the amount of demand?
- (i) How is the user's experience characterized and what are the threshold professional requirements of him?
- (j) What is the required product control for the system?

### 5.2.2 Experience of the system

- (a) In what countries and cities is the system active.
- (b) The number of feasible users and projects.
- (c) Feedback for clients and users

### 5.2.3 Application of the system

- (a) General description of the implementation and assimilation processes including timetables
- (b) Service, maintenance and response to breakdowns and shortcomings
- (c) Display screen photographs for illustration

### 5.2.4 Business aspects

- (a) Main risks in the use of the system
- (b) Possible business models with the client (licenses, procurement, SAAS and so forth)
- (c) If the proposed system has not been applied and/or sold please state this explicitly. Along with this please indicate the status of the system - what degree of maturity has the system reached: concept/initial development/shelf product/turnaround of existing system, etc.

### 5.2.5 Additional information

Any other detail which the bidder sees as relevant to deliver to the MOT in that respect.



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### **6. Submission of the response**

- 6.1 Bidders interested in submitting a bid will be entered up until June 23, 2019
- 6.2 Clarification questions can be submitted up until June 23, 2019
- 6.3 The answers to questions will be provided uniformly to all the registered parties.
- 6.4 The response must be submitted by no later than July 8, 2019
- 6.5 Registration, question clarifications, submission of the response must all be done by Email to the following address: [rivkaa@mot.gov.il](mailto:rivkaa@mot.gov.il)
- 6.6 All the dates and times cited in this section are up until 3 p.m. in the afternoon, Israel time.