

May 4, 2023

Request for Information (RFI) – Mass Wheeled Transit Vehicles

The following is a summary of the determining dates in regard to the request for information (RFI) no. 2/2023 (hereinafter: "the RFI"):

Date	Term
4.5.2023	Date of publication of the RFI
18.5.2023	Deadline for submitting clarifying questions
13.6.2023 12:00	Deadline for submitting information to the mailbox sternil@mot.gov.il

1. Definitions

- 1.1. **Light Rail Transit (LRT)** – a mass transit system (hereinafter: "MTS") that operates by a local train as specified in the requirements of the "railways ordinance [new version], -1972" and its regulations regarding local railways.
- 1.2. **Bus Rapid Transit (BRT)** – a MTS based on a bus as specified in the transportation ordinance. In Israel, such systems are based on buses 18.75 meters long that travel on paved infrastructure.
- 1.3. **"Proposed Vehicle"** means the vehicle that is the object of this RFI as proposed by the respondents to it, in which the following cumulative conditions are met:
 - 1.3.1. Its length is over 18.75 meters;
 - 1.3.2. Meets the European/Canadian/federal standards or is in the process of approving one of these regulations.
 - 1.3.3. The vehicle shall not be of the type "local train" or "national railway" as defined in the railways ordinance -1972.
- 1.4. **"The Brown Line"** – a MTS line, which is planned mostly in accordance with the route of national infrastructure plan no. 72a, which establishes a strip for the construction of the MTS system. The route of the relevant line is detailed in **Appendix B** and passes mostly through the city of Rishon Lezion. The line is expected to start operating commercially in 2027.

2. General

- 2.1. With the aim of improving the level of mobility in the country, bringing about a substantial change in travel habits and transportation efficiency that will support economic and social growth, the Ministry of Transport and Road Safety (hereinafter: "**the Ministry**") is leading the development of MTS. Today, the existing and planned systems in cities are based mainly on a LRT that meets the definitions of the Transport Ordinance, 1929 regarding "local train" or on a BRT that meets the definition of the Traffic Ordinance regarding "bus". The ministry is interested in examining additional means that are available and can be used in MTS in Israel, with an emphasis on increasing capacity relative to bus systems, but reducing the complexity in implementing LRT infrastructure .
- 2.2. During 2025, the Ministry intends to publish a tender for the commercial operation of the Brown Line, in which priority will be given to vehicles that meet the required standards, with a capacity exceeding that provided by a BRT.
- 2.3. Accordingly, the Ministry hereby turns to the public, commercial companies and advisory bodies for information regarding high-capacity vehicles other than LRT or BRT that can be suitable for **The Brown Line** and future MTS in Israel. The RFI addresses companies and entities that are able to present information about vehicles that meet the requirements specified in this RFI and/or that are able to manufacture and/or import such vehicles to Israel.
- 2.4. It is hereby clarified that neither this RFI nor the responses received will be considered as any commitment or agreement from the Ministry to one participant or another regarding the integration of the proposed vehicle in future competitive procedures published by the Ministry or in any experimental or testing procedure operated by the Ministry and its execution companies.
- 2.5. It is further clarified that in this proceeding or in any future competitive or tender proceedings, as in all competitive proceedings and tenders published by the Ministry, the Ministry will not be responsible for procedures for regulatory approval of the proposed vehicle or any other vehicle, including any activity in connection therewith, and will not bear any cost related thereto. The sole responsibility for compliance of any vehicle offered in the framework of responses accepted for this RFI in accordance with the standards recognized in Israel is on the participating entity, whether it is a vehicle manufacturer, vehicle importer, car dealer or any other commercial company.

3. Purpose of the RFI - General Information

- 3.1. Obtaining comprehensive information about vehicles that meet the definition of the proposed vehicle, including technical, operational and regulatory information as detailed below.

- 3.2. The relevant information received as part of the responses for this RFI will be used by the Ministry for the purpose of planning and characterizing competitive procedures for granting licenses to operate future mass transit lines in Israel.

4. Requested Information - Specifics

4.1. Receiving information about the background of the proposed vehicle

- 4.1.1. Information and background about the manufacturer of the vehicle.
- 4.1.2. Information and background about the importer who will import the proposed vehicle.
- 4.1.3. Information about the countries and cities around the world where the proposed vehicle operates including data regarding the existing services on these sites. This information will be submitted on the form attached as **Appendix C**.
- 4.1.4. Information about licensing registration –
 - i. Review of regulations / standards (European/federal/Canadian) on the basis of which the proposed vehicle was approved. If the vehicle is in the process of approval, include a detailed status of the approval process and a description regarding the existing gaps between the proposed vehicle and each of the regulations/standards accepted in Israel (European/federal/Canadian).
 - ii. If the approval process for registration is completed, present a certificate from that authority (European/federal/Canadian) and/or a certificate from an accredited European laboratory, according to which the proposed vehicle meets the relevant regulatory / standards accepted in that country.
- 4.1.5. Information about the types of driver's licenses that the driver of the vehicle must hold.

4.2. Receiving information about the technical characteristics of the proposed vehicle

In this framework, please elaborate on all the technical characteristics of the vehicle:

- 4.2.1. Dimensions: length, width, height, entrance height, dynamic envelope;
- 4.2.2. Vehicle capacity: maximum number of passengers per hour per direction;
- 4.2.3. Number of doors;
- 4.2.4. Number of seats;
- 4.2.5. Number of standing passengers according to a calculation of 4 passengers per square meter;
- 4.2.6. Engine type and energy consumption data (electrical energy or green energy);
- 4.2.7. Noise level;
- 4.2.8. Braking and steering systems;

- 4.2.9. Tires;
- 4.2.10. Stability of the vehicle;
- 4.2.11. Safety of windshields;
- 4.2.12. The comfort of the passenger chairs and the spaces between them;
- 4.2.13. Accessibility for people with disabilities;
- 4.2.14. Field of vision for the driver;
- 4.2.15. Climate control systems and air conditioning/ventilation;
- 4.2.16. Weight of the vehicle, including permissible loads on the axles and total weight allowed;
- 4.2.17. The number of driving wheels out of total wheels;
- 4.2.18. Capabilities of the vehicle in forward and reverse driving;
- 4.2.19. Data about vehicle maneuverability: horizontal radius of rotation, combining horizontal and vertical radius;
- 4.2.20. The number of cameras installed on the vehicle, their locations and purpose;
- 4.2.21. Public address systems installed in the vehicle;
- 4.2.22. The communication systems between the driver and the control/operation center;
- 4.2.23. Fire extinguishing systems installed on the vehicle (smoke detectors, fire extinguishers and sprinklers);
- 4.2.24. The measures that can and must be taken to protect the vehicle from cyberattacks;
- 4.2.25. The jerk values of the vehicle;
- 4.2.26. Systems for detecting side obstacles and front obstacles;
- 4.2.27. The slopes on which the vehicle can stand and the implications from them;
- 4.2.28. How the vehicle is operated;
- 4.2.29. Additional safety systems found in the vehicle.

4.3. **Receiving information about the cost of operating the vehicle**

Clarification: the Ministry reserves the right to use the cost data for the purpose of preparing future budget estimates.

- 4.3.1. The cost of the proposed vehicle;
- 4.3.2. The cost of operating and maintaining the proposed vehicle;
- 4.3.3. Costs derived from the construction of the infrastructure on which the vehicle will travel – divided into costs of each action necessary to prepare the infrastructure from zero to full readiness;
- 4.3.4. Detailed information and the manufacturer's statement about the life-cycle costing (LCC) of the proposed vehicle.

4.4. Receiving information about the required infrastructure, operation and performance of the proposed vehicle

- 4.4.1. Comprehensive and detailed information regarding the infrastructure that must be established in order to enable the proposed vehicle to travel, including types of materials, substrates and including proven or approximate timetables (in accordance with the information available to the respondent);
- 4.4.2. Comprehensive and detailed information about the maintenance required for the described infrastructure, including conclusions learnt from existing services in which the vehicle operates;
- 4.4.3. Maximum frequency in the operation of a line based on the type of the proposed vehicle;
- 4.4.4. Maximum passenger capacity per journey and per day of operation;
- 4.4.5. Accepted distance between stations;
- 4.4.6. The minimum platform length for the vehicle;
- 4.4.7. The minimum and maximum platform height for the vehicle;
- 4.4.8. Required operating and maintenance area and any other information relating to required maintenance and operation infrastructure;
- 4.4.9. Gap between the proposed vehicle and the platform;
- 4.4.10. Data on passenger loading and unloading times at the station, including validations;
- 4.4.11. Charging the vehicle's batteries –
 - i. Details about the charging method;
 - ii. technical requirements for the line, for overnight parking lots and stations;
 - iii. Charging times, travel distances and operational implications.
- 4.4.12. Information about troubleshooting and handling malfunctions of the vehicle;
- 4.4.13. Information about rescuing and towing a faulty vehicle;
- 4.4.14. Proven data on availability, reliability, maintenance and safety of the vehicle - RAMS.

5. General terms

- 5.1. For the avoidance of doubt, it is hereby clarified and emphasized that the RFI is intended to receive information and to examine feasibility and financial viability only, and does not constitute an invitation or offer for any contractual engagement and does not constitute a tender, competitive process or other binding proceeding and does not create an engagement or other legal relationship between the Ministry and any of the respondents to this RFI.
- 5.2. This request does not obligate the Ministry in any matter whatsoever, including running a pilot or publishing a tender, a call for proposals or contacting any of the respondents. This request does not constitute an invitation to bid and is not part of

tender proceedings for the operation of service lines or other means of public transportation, and therefore does not create any obligation towards any of the respondents. The request is intended for information only, following which the Ministry will consider its continued activities in accordance with its professional considerations.

- 5.3. A response to this RFI shall not constitute a condition for participation in any future tender and/or competitive process, insofar as it is conducted as a result of this request or at all;
- 5.4. Responding to this RFI will not constitute any advantage or preference in any future tender process or other competitive process conducted by the Ministry in connection with mass transit lines or any experiments/pilots or in any other matter.
- 5.5. The Ministry will not be charged or bear financial expenses involved in collecting, preparing, submitting the requested information or any other action related to this RFI. These all apply only to the respondent who in no case will be entitled to any refunds or financial compensation for such expenses.
- 5.6. The Ministry will examine the information received, and for this purpose it will be entitled to contact the respondents, in whole or in part, by requesting clarifications, presentation and demonstrations, visiting customer sites where the proposed vehicle is used in any way or suppliers' sites and any additional information, written or oral, as required.
- 5.7. After receiving the information required as part of the RFI, the Ministry will use all the information provided as it sees fit and may base on this information requirements for receiving a price quote (RFP) or in any other procedure, if any, all in accordance with the provisions of the law.
- 5.8. The Ministry may use the information received free of charge, for any purpose it wishes at its sole discretion, including writing specifications or requirements for compiling a list of potential suppliers and transferring the information to its consultants, external suppliers and any other person entitled to receive it by law.
- 5.9. In addition to the above, the respondent shall submit in this RFI one additional copy of the response in which the information that in the respondent 's opinion constitutes confidential information, a trade secret or a professional secret, which should not be disclosed to the other respondent s, has been blacked out. A respondent shall be prevented from claiming that he is entitled to review the other respondents' references in parts corresponding to those marked as confidential in his reference. The blacked out copy will be marked respectively.
- 5.10. In addition, if a respondent believes that a clarification question he intends to ask may reveal a trade or professional secret, he will indicate next to the question that it includes such a secret, and write a paraphrase next to it that can be published alongside the answer.

- 5.11. The Ministry does not undertake to examine all the material submitted, or to inform the respondents what results this RFI yielded, if any, or what its results were in any other way.
- 5.12. An entity that chooses to respond to this RFI declares that it waives in advance any claim, including regarding intellectual property and/or a claim and/or demand from the Ministry and/or anyone on its behalf and/or the state and/or anyone on its behalf in respect of information, in whole or in part, that the respondent provided as part of its response to this RFI or as part of the requests for clarification following it, if any.
- 5.13. An entity that chooses to respond to this RFI, shall submit its response in one language, English or Hebrew, in accordance to its preference. If two versions in both languages will be submitted, the Hebrew version will be the formal response accepted.
- 5.14. For the convenience of the respondents, the RFI was translated to English. It should be clarified that in case of a contradiction between the wording of the original RFI (in Hebrew) and its translation to English (this version), the original wording, in Hebrew, shall prevail.

6. Manner of delivery of the response

- 6.1. The response to the RFI must be submitted to **sternil@mot.gov.il** no later than **June 13, 2023 at 12:00**.



Appendix A

Respondent details form

Date: _____

For

National Public Transport Authority, Ministry of Transport

Email: sternil@mot.gov.il

We, the undersigned, declare that we have received the RFI and wish to receive any notice regarding the said RFI to the following address:

E-Mail: _____

Full address (including zip code): _____

Phone Number : _____

Identification no. (authorized dealer no./company no.): _____ - _____

Best regards,

Full Name :

If it is a Corporation:

Name of signer :

Position:

Appendix B

The brown line route (length of about 16 km)



Appendix C

Information on the operation of vehicles around the world: In this appendix, the respondent will be asked to present details about customers and projects in which the vehicles offered by the respondent operates in active service, including the number of vehicles supplied and the length of time they have been in use.

The respondent is requested to specify the experience in operating the proposed vehicles in the table below:

Customer	Country	City/ Region/ Project	Type of vehicle supplied	Vehicle configuration (capacity, number of standing/sittin g, battery power, etc.)	Number of vehicles supplied	Year of supply	Contact person on behalf of the customer (email, address, and phone number)

* Information may also be attached regarding vehicles that are not yet operational if there are contractual agreements with customers regarding their