

July 6, 2020

**Invitation for Pre-Qualification for the Participation in a Tender for the Light Railway Project
between Haifa and Nazareth**

Clarification Letter No. 1

The following comprises TRI's responses to Candidates' Requests For Clarification ("RFC"). TRI's responses herein are binding as of the date of this letter.

RFCs relating to the Invitation

1. RFC 001

(General)

When are the Pre-Qualification Forms and additional Annexes expected to be published?

TRI's response:

PQ Forms and Annexes 1, 2 and 4 were published with Addendum #1. Annex 3 will be published as part of a further Addendum.

2. RFC 002

(General)

The Tender Committee is hereby requested to provide further technical requirements and number of expected vehicle(s) to be in service during the Project.

TRI's response:

At this stage all available information regarding the technical requirements of the Project LRVs is stated in the Pre-Qualification Documents.

Regarding the expected number of vehicles, the current projection for full service is between 25 and 35 trains of single or multiple LRVs. This projection is in no way final or binding, and it does not relate to initial operation stages, when it is possible that fewer trains shall run.

3. RFC 003

(Section 2.5 Participation Fee)

- a) **The Tender Committee is hereby requested to advise whether the Participation Fee can be paid in cash.**
- b) **The Tender Committee is hereby requested to advise whether the Participation Fee can be paid by bank transfer in USD? If so, at which exchange rate?**

TRI's response:

- a) The Participation Fee may not be paid in cash.
- b) Bank transfer of the Participation Fee may be made in NIS, Euro or USD. The applicable exchange rate for Euro or USD will be the Bank of Israel Representative Exchange Rate known at the time of actual payment.

4. RFC 004

(Section 4.5 – Project Execution, Management and Organization Experience)

The Tender Committee is requested to confirm that for the purpose of meeting the requirements stipulated in Section 4.5, the Experience Provider may rely upon a Completed section of an Infrastructure Project, which section in itself complies with the requirements of an Infrastructure Project and which section Contract Value is at least NIS 750 million.

TRI's response:

The request is accepted. Candidates may be requested to provide further information in relation to such submissions, in accordance with the Tender Committee's prerogatives under Section 9.2 (Requests for Clarifications by the Participants) of the Invitation.

5. RFC 005

(Section 6.1.1.2 – General Instructions for Demonstrating Compliance with the Pre-Qualification Requirements)

The Tender Committee is requested to broaden the definition of Supporting Entity to include an "Affiliated Entity" of the Experience Provider, and not just a directly held "Subsidiary" of the Experience Provider.

TRI's response:

This request is rejected. Please note that a Professional Pre-Qualification Requirement may be demonstrated by a number of Supporting Entities of the Experience Provider, subject to the terms and conditions of the Invitation. Please also note that an Experience Provider is not obligated to be a Member of the Participant.

6. RFC 006

(Section 4.1 – Experience in the Design and Installation of Systems)

The Tender Committee is requested to amend the date for commencement of the referenced projects to 1 January 2007 instead of 1 January 2008.

TRI's response:

The request is rejected.

7. RFC 007

(Section 4.2 – Experience in the Design and Installation of Signaling Systems)

The Tender Committee is requested to amend the date for commencement of the referenced projects to 1 January 2007 instead of 1 January 2008.

TRI's response:

The request is rejected.

8. RFC 008

(Section 4.2.2 – Experience in the Design and Installation of Signaling Systems)

The Tender Committee is requested to waive the requirement for a reference project with an ATP Signaling System.

TRI's response:

The request is rejected.

RFCs relating to Annex 1

9. RFC 009

(General)

The Tender Committee is requested to clarify where the HV power supply points would be installed and if there is enough power available on the existing grid to supply the line (+/- 80 MW) or if it will be necessary to plan the construction of a new power plant for the HN LRT Line.

TRI's response:

There is currently no available information regarding the location of the HV power supply points which are to be connected to the Israel Electricity Company power supply.

10. RFC 010

(Section 3 – Description of the Route)

The Tender Committee is requested to clarify how many garage and maintenance areas are planned in the depot and what are the surfaces of the maintenance workshop and the store for the storage of spare parts?

TRI's response:

There is currently no available information regarding the specific areas within the Depot other than what has been published within Annex 1 to the Invitation.

11. RFC 011

(Section 3 – Description of the Route)

The Tender Committee is requested to clarify what is the minimum radius provided for Segment 3: Interurban: Ata (Tal) – Raina, and for Segment 4: Urban: Har Yona to Tawfiq Ziad Terminus.

TRI's response:

As indicated in Annex 1 to the Invitation, the gradient in these segments is approximately 8% and the radius of the alignment shall comply with the characteristics of the site and the relevant Israeli and international standards.

12. RFC 012

(Section 3 – Description of the Route)

Is 1500 V DC voltage authorized in urban areas by overhead lines or any other system?

TRI's response:

The characteristics of the system, as included in the Annex 1 to the Invitation, comply with the applicable standards and regulations. Please refer to Section 4.3.3 (Traction Power) in Annex 1 of the Invitation.

13. RFC 013

(Section 3 – Description of the Route)

Segment 3: Interurban: Ata (Tal) – Raina. Some pictures on the Project web site show that the platforms are located quite low compared to the access level. Do these require specific security measures?

TRI's response:

The pictures on the website are not part of the Pre-Qualification Documents and are provided for illustrative purposes only.

Sincerely,

Trans Israel Company Ltd.