Request for Information (RFI)

Concerning Procurement of Electrified Rolling Stock ("Rolling Stock")

November 2013
Procurement & Contracting Division

Request for Information (“RFI”)

Concerning the Procurement of Electrified Rolling Stock for Israel Railways

1. **Introduction**

Israel Railways Ltd. ("ISR") hereby requests information from potential manufacturers and suppliers with regards to electrified rolling stock in order to examine the variety of types of electrified Rolling Stock available on the market according to ISR’s technical and operational requirements and in order to meet ISR's needs during the period of transforming from a diesel generated network to an electrified generated network.

This RFI, as defined in section No. 14A on the Israeli Mandatory Tenders Regulations 5753-1993, is not to be considered as a request for proposals or as a tender and nor the Government Procurement Agreement shall apply hereto.

Notwithstanding the aforesaid, ISR may, as a result of this RFI, approach one or more of the Respondents to this RFI and/or any other party, in order to obtain additional information.

In addition, ISR is in the process of preparing a tender to purchase E-Locos and EMU’s for Israel Railways and may use, at its sole discretion, any of the information provided in this RFI.

This RFI shall not, under any circumstances, constitute any commitment on ISR's part to negotiate with any or all interested parties, nor to enter into any agreement for provision of services.

2. **General Information and Key Factors**

2.1. ISR is undergoing a process for executing the electrification of its current and future railway network (the "Electrification Project"). The Electrification Project is currently expected to include the electrification under 25 kV, ~ 50Hz following UIC standard design to electrify a network of approximately 420 km in the first stage.

2.2. Lines and sections which are to be electrified at first stage include, inter alia, line A1 (Jerusalem-Tel-Aviv), line Acco-Carmiel.

2.3. As part of the Electrification Project and following market recommendations, ISR is considering to publish tenders for the following Electrical Rolling Stock to be operated in passenger intercity and suburban services:

2.3.1. Procurement of an estimate of 80 Electric Locomotives (E-Loco's)*.

*It is clarified that the E-Loco's are planned to operate the existing passenger coaches delivered in the past as SD coaches supplied by Siemens and DD coaches supplied by Bombardier in push-pull operation configuration at 160 km/h max operation speed and driving in tunnel sections.

2.3.2. Procurement of an estimate of 60 Double Deck Electric Multiple Units (EMU's)*.
Procurement & Contracting Division

*The DDEMU shall be designed to operate in mostly 6-coach fixed configuration. But some of the units will also need to be designed to operate in 3-coach fixed formation. For flexibility purposes the DDEMU shall be capable to be connected to some multiple extended formations in response to comply with the passenger demand.

2.4. Taking into account the applicable time required for testing and commissioning of the Electrified Rolling Stock, ISR predicts that the Rolling Stock are to be delivered by the IV quarter 2016 for E-Loco's first batch and early 2017 for EMU's first batch.

2.5. It is clarified that one of ISR's main objectives is to procure "of-the-Shelf" products as much as possible considering its technical requirements specified below, having proven design and which have been tested and accepted according to UIC and EN standards.

2.6. It is clarified that ISR is considering to acquire maintenance services via the manufacturer for E-Loco's and/or EMU's under constellation yet to be determined.

3. Additional Technical Data

3.1. The max operation speed of the Rolling Stock at the network will be 160 km/h, the steepest gradient is at 3% and network tunnel operation up to 20 km in length will need to be considered by design.

3.2. The rolling stock power performance installed shall ensure to meet the challenging journey time of 27 min at the new A1 Tel Aviv - Jerusalem line in non-stop operation.

3.3. ISR's platforms height- The nominal ISR station platform height is at 760 to 960 mm where the rolling stock external door entrance design height would need to ensure sufficient comfort to the passenger to embarkment and to egress the train set at the station and to comply with the standard stepping distance and stepping height to mitigate the passenger incident risks.

3.4. The Electrified Rolling Stock is required to meet strict Electro-Magnetic emission Compatibility (EMC) standards.

3.5. Driver's position – ISR's signaling system dictates a left and/or center driver seat position in the cab.

3.6. HVAC- the max ambient temperature in Israel can be rise up to 47 degree centigrade, requiring modification of the HVAC system common standard design.

4. The Request Information and Potential Respondents

4.1. Potential respondents of this RFI may include Manufacturers and Suppliers of Double Deck Electric Motor Units (EMU's) and Electric Locomotives (E-Loco's) and/or any other Electrified Rolling Stock (hereinafter "Respondents").

4.2. ISR wishes to obtain technical and any other general information with regards to the Electrified Rolling Stock, including E-Loco's and EMU's and/or any other applicable solutions that would be suitable and capable to be operated under the ISR network condition and/or to get more information from the potential suppliers on adaptation requirement to fit existing design solution to the Israeli network and operation condition.
Procurement & Contracting Division

4.3. Respondents are also requested to provide available information with regards to estimation and delivery time estimation of the Electrified Rolling Stock and/or supplementary services and/or information with regards to identify most suitable annual delivery quantities and/or estimated cost varies depending on the delivery capacity.

4.4. The Respondents to this RFI are requested to address the issues outlined in this document and any additional issue which they may deem as relevant in a written response. Respondent shall take into account the limited time and effort which may be invested in this process and therefore are highly requested to submit ISR with the most concise and essential information.

4.5. In addition, it is clarified that ISR reserves the right to invite any or all Responders, which ISR finds their information relevant for further inquiry, including face-to-face meetings, in Israel or abroad, to introduce their submitted information and / or further information.

5. Form of Response


6. Language of Response

Responses shall be in English.

7. Submission of a Response

Responses are to be submitted in writing and/or by email, by December 1st, 2013, at the following address:

| ISRAEL RAILWAYS LTD.                      |
| Procurement and Contracting Division    |
| Tel Aviv Central Train Station-Savidor (Arlozorov) |
| P.O.B 18085                             |
| Tel Aviv 61180, ISRAEL                   |
| To the attention of Mrs. Irit Nosovitsky (Iritn@rail.co.il) |

8. Additional Information

Clarifications relating to this RFI shall be addressed, in writing only, to Mrs. Irit Nosovitsky via fax number: +972 (0) 3 6937592 and/or by e-mail Iritn@rail.co.il.
9. **General**

12.1. This RFI shall not be construed under any circumstances as a pre-requisite or pre-qualification procedure.

12.2. ISR may consider information provided to it after the date specified in section 7.

12.3. This RFI is merely for the purpose of obtaining any relevant information for consideration purposes only, and ISR shall not be construed as having taken any commitment to procure such service nor to publish any tenders or any other further procedure.

12.4. ISR may, as a result of this RFI, approach, at its sole discretion, one or more of the Respondents and/or any other party, in order to obtain additional technical information.

12.5. It is hereby clarified that ISR shall not be obligated to engage in any contract on the basis of this RFI and that any information presented and/or submitted to ISR through this RFI is provided voluntarily. ISR shall not be charged in any manner for the submission of information in accordance with this procedure and every Respondent shall bear its own costs with respect to this RFI.

12.6. Moreover, to preclude any doubt, it is emphasized that ISR shall have the right to reject, in whole or in part, any opinion, conclusion or information delivered to it through this RFI. ISR shall also have the right to use the information presented and/or submitted to it for the purpose of planning and preparing a tender or any other procedure, should ISR decide to implement one.

12.7. ISR may at its sole discretion, request from any of the Respondents, additional information, details, approvals, recommendations and/or certificates, as required by ISR.

12.8. ISR may ignore any Response which lacks information or has unclear details.

12.9. ISR shall not be bound to accept and/or consider any Response and it does not undertake herein any commitment whatsoever towards any of the interested parties.

12.10. ISR reserves the right, at any time and at its sole discretion, to amend this RFI or any aspect thereof, as well as to extend the date for submittal of the Responses. In addition, ISR reserves the right to cancel this RFI in its entirety at its sole discretion, without providing the Respondent(s) any (or no) reason or explanation.

12.11. This RFI process is undertaken by ISR for the purpose of receiving data and information, and it does not create any obligation on ISR's part to commence, continue or complete any purchase procedure and/or to act in any other method of acquisition, and ISR shall act at its sole and absolute discretion in this respect.

12.12. ISR reserves the right to accept, in future stages, information and/or any commercial proposals from entities which did not participate in this RFI process, as ISR shall deem fit.

12.13. ISR reserves the right, as a result of this RFI, at its sole consideration to conduct an additional procedure, including, inter alia, tender procedure, and may use, at its sole consideration, any of the information provided in this RFI.
ANNEX A- Respondent General Information
RFI Concerning Procurement of Electrified Rolling Stock

Respondents are requested to fill in the questionnaire below.

<table>
<thead>
<tr>
<th>General Information Concerning the Respondent</th>
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<tbody>
<tr>
<td>Name of Respondent</td>
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<tr>
<td>Respondent Address</td>
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<tr>
<td>Respondent Contact Person</td>
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<td>Respondent Business Profile</td>
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<tr>
<td>(describe type of Electrified Rolling Stock manufactured and supplied)</td>
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**Detailed issues to be addressed by Respondent**

**The Respondent is requested to address at least the following issues:**

1. First batch quantity and delivery of relevant Electrified Rolling Stock and time estimate from contract award date
2. Max delivery quantity per year, with respect to each type of Electrified Rolling Stock
3. Certification process and procedures passed by the manufacturer to get the legal railway authority permission to implement the rolling stock in service.
4. Information regarding the Standards applied to design the rolling stock and to fit for operation services
5. Max traction power installed at the EMU units and E-locos.
6. Max operation speed, capability to operate at tunnel section, compliance information to safety rules regarding fire standard protection.
7. Passenger seats and standings capacity installation design information, flexibility information to adopt and fit out the interior for ISR needs.
8. External door height arrangement implemented from the manufacturer standard design.
9. Time and cost constrain information to fit external door ways for 760/960 mm platform height.
10. Driver's position