

March 24, 2020

To:

Tender Participants

**Tender Number 12/20**

**For the Provision of Technical Solutions for Identifying Number of Passengers in a Vehicle**

**Clarification Notice Number 2 – Tender Documents Update, Deadline Postponements, Update of Threshold Conditions and Response to Clarification Questions**

Netivei Ayalon Ltd. (hereinafter: “the Company” or “Netivei Ayalon”) is pleased to publish a clarification notice for the aforementioned tender (hereinafter: “the Tender”), in accordance with its provisions, as follows:

**1. Update of the Tender documents**

The bidders are requested to note clarification notice number 1, which was published by the Company regarding the Tender, clarifying that the Tender will be managed as an online Tender. Accordingly, along with this clarification notice, updated versions of the Tender documents were published on the Company’s website, including instructions for online submission of offers for the Tender, as well as updates made in the framework of this clarification notice. To remove all doubt, in any case of contradiction between the updated Tender documents and the aforementioned in this clarification notice, the aforementioned in this clarification notice shall supersede. The bidders are required to submit their offer for the Tender in reference to the updated Tender documents only.

**2. Postponement of dates for Tender procedures**

**2.1. Postponement of last date to submit clarification questions**

The last date for submitting offers for the Tender will be postponed to 10.5.2020, at 12:00.

To remove all doubt, it is hereby clarified that forwarding of clarification questions and submission of the offers for the Tender will be carried out online. Bidders are requested to note the instructions in the updated Tender documents regarding the manner of submitting clarification questions and offers for the Tender online.

**3. Update of the threshold conditions in paragraph 4.4 of the Tender**

The threshold condition determined in paragraph 4.4 of the Tender Conditions booklet (5.4 in the updated version of the Tender Conditions booklet) will be updated and replaced with the following version:

“5.4. The bidder and/or the sub-contractor (as defined in paragraph 1.5.7.1 of the Tender Conditions booklet) have invested in the proffered system at least 200,000 NIS (not including VAT) cumulatively as of the date of the publishing of the Tender”.

**4. Response to clarification questions**

	Paragraph/subject	Questions/answers
General		

1.	Additional response to clarification questions	Question: We ask you to allow us to forward additional clarification questions up to 10 business days after the publication of your answer to the clarification questions.
		Answer: Request accepted. You may submit additional clarification questions by 5.4.2020, at 12:00.
2.	Postponement of submission date	Question: In light of the overall health situation in Israel and abroad, i.e., the Corona virus, we request to postpone the date of offer submission until after 5.5.2020.
		Answer: Request accepted. The last date to submit an offer for the Tender will be updated and postponed to 10.5.2020, at 12:00.
3.	Online submission	Question: In light the situation in Israel, we ask the committee to allow us to submit the offer online (such as via email).
		Answer: Request accepted. The Tender procedures will be completed online. Bidders should note the detailed instructions on this matter, in the updated version of the Tender documents, which were published on the Company website. For the bidders' convenience, changes in the previous version are marked in the document.
4.	Bidders tour	Question: Can we receive the list of participants in the bidders tour?
		Answer: Request denied.
5.	Submission in English	Question: We ask the client to consider the short deadline given to the bidders, the high costs involved in the translation of dozens of pages, to prevent competitive advantage to one bidder or another, and allow the bidders to submit the methodology materials and any other technical supporting material also in English. Our request from the client is that if it demands Hebrew materials, such as machine and operation manual and/or any other material to be supplied to the client, the aforementioned will be supplied both during the test run stage and the reliability stage for those bidders chosen by the client to advance to this stage, and as will be requested by the client.
		Answer: Request is partially accepted. The methodology document (as defined in the Tender) will be submitted in Hebrew only. However, any accompanying and/or supporting

		<p>technical material can be submitted in English. See update in paragraph 8.2.8 of the Tender Conditions booklet (9.2.9 in the updated version of the Tender Conditions booklet).</p>
6.	Timeframe	<p>Question: Our solution will reach operational maturity upon the conclusion of development, in about 5 months – is this timeframe feasible?</p> <p>Answer: We hereby clarify that the determining date for calculating the level of accuracy of the system is the date of the practical test. The date of the expected test is after about 5 months after the submission of the offers for the Tender (Estimated date. Accurate date will be determined at the Company's discretion). The bidders should note that they must present the capabilities of the system in the methodology document, in a manner that will enable receipt of a maximal rating, in accordance with the criteria detailed in paragraph 5.2 of the Tender Conditions booklet (6.2 in the updated version of the Tender Conditions booklet). See update of paragraph 1.5.6 of the Tender (1.5.7 of the updated version of the Tender Conditions booklet).</p>
Document A – Tender Conditions booklet		
7.	1.5.4.	<p>Question: The client defined a ceiling for the overall cost of the requested system, including the installation infrastructure. Therefore, we would like the client to clarify which contents are to be included in the 300,000 NIS during execution. We want to bring to the client's attention to the fact that it was determined that during the 'calibration' and 'practical test' stages of the Tender, and as mentioned in the Requirements document paragraph 4, the client is responsible for the establishment of construction bridges and/or pillars, provision of electricity and communication infrastructure from an undefined source and distance, and obtaining of municipal and regulatory approvals (with assistance from the bidder). If the client expects things to be different during the stage of the execution tasks, we request that it clarify what is to be included in the defined price, which is already borderline.</p>
	1.5.4.	<p>Answer: Regarding the maximum sum for one passengers counting station, paragraph 1.5.4</p>

		<p>(1.5.5. in the updated version of the Tender Conditions booklet):</p> <p>“The price offer that the Company expects to receive in the framework of individual requests during the contract period for the provision of an operational system for one passengers counting station with at least 5 stations shall be no more than 350,000 NIS, plus VAT. However, maximum price for the provision of an operational system, which the master suppliers will be entitled to offer during the contract period in the framework of the aforementioned individual request, will be 500,000 NIS (not including VAT) for one passengers counting station at the most (hereinafter: “<b>Maximum Cost per Station</b>”).</p> <p>To remove all doubt, it is hereby clarified that the maximum price per station will constitute the maximum sum of the price offer, which the master suppliers may offer as a response to individual requests, and this sum shall include (insofar as relevant, in accordance with the type of the proffered system):</p> <ol style="list-style-type: none"> <li>1. Provision of all system components required for full operation of the proffered system, as detailed in the Tender documents, and as presented in the framework of the bidder’s offer, and specifically as designated in the methodology document submitted in the framework of the offer, including software, hardware and communication components.</li> <li>2. Licenses for all hardware and software components of the proffered system.</li> <li>3. Establishment of a central control and management system. A control and management system included in the maximum price per station will include at least the below features and capabilities (hereinafter: “<b>the Basic Capabilities</b>”):             <ol style="list-style-type: none"> <li>3.1. Monitoring and control of the system components – on a basic level.</li> <li>3.2. Interfacing with an external system – on a basic level of making data</li> </ol> </li> </ol>
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		<p>accessible and receiving requests for data.</p> <p>3.3. Reports issuance module – on a basic level, including support of manual issuance of all requested reports.</p> <p>3.4. Module of handling appeals – not required. Will be carried out via an external system.</p> <p>To remove all doubt, in any case of an individual request, the control and monitoring system will have to include the other functions defined in the specification beyond the basic features, including receipt and unification of data of all counting stations, in accordance with the road sections, databases with ability to save data, making data accessible, support of manual tests, etc. However, only the basic capabilities, as defined above, will be included in the maximum price per station.</p> <p>In addition, the Company may publish an individual request for purchasing a complex processing core system that will serve a large number of passenger counting stations in a centered manner.</p> <p>Maximum price per station will not include:</p> <ol style="list-style-type: none"> <li>1. System's installation costs</li> <li>2. Operation and routine maintenance costs – operation and maintenance cost will be limited to a rate of 15% per year of the total system cost to be offered in the framework of the individual request.</li> <li>3. Capabilities of the monitoring and control system beyond the basic capabilities.</li> </ol>
8.	1.5.4.	<p>Question: We respect the client's wish not to define accurately the number of systems to be purchased during the stage of the execution tasks. However, we ask that the client consider that its expectation of the bidders to meet a predetermined price depends on the future quantities that the client will order. We would like the client to provide at least the expected quantity ranges for its order. For example, 50-100 systems in two years after the time of conclusion of this Tender, 200-400 systems, etc. These estimates, even if they include all</p>

		customary legal reservations, will assist the bidders in providing the most competitive offers.
	1.5.4.	<p>Answer: It is hereby clarified that the maximum price per station, as detailed in the answer for question 7 above, is the maximum price which the winning master suppliers will be entitled to offer, and only after the completion of the Tender process and declaration of its results. In the framework of the bidder's offer for the Tender, there is no need to submit a price offer for the system, other than proving the system's capabilities in accordance with the Tender stages.</p> <p>The price of the system that will be installed during the operational stage will be determined in the framework of the individual requests stage, when the master suppliers' price offer will be compared, in accordance with the provisions of the Tender documents. In the framework of the individual requests, the contract and its required extensions will be determined, in order to enable the master suppliers to provide quotes.</p>
9.	1.5.4.	<p>Question: We think that 300,000 NIS per unit is a low sum when considering the costs of equipment, installation, development, etc., and we think that a more befitting sum would be 350,000 NIS, can you change the ceiling?</p>
		Answer: See answer of question 7 above.
10.	1.5.4.	<p>Question: We ask to increase the sum to at least 250,000 USD (not including VAT), since we cannot submit an offer with the current price.</p>
		Answer: See answer to question 7 above.
11.	1.5.6.	<p>Answer: the Tender Provisions do not require the presentation of end- devices suppliers. The bidder must present the manufacturer of the core system, as defined in paragraph 1.5.6 of the Tender Conditions booklet (1.5.7 in the updated version of the Tender Conditions booklet) as the bidder itself or its sub-supplier.</p>
12.	2.2.	<p>Question: According to this paragraph – the Tender documents is the Company's property, even after they were submitted by the bidder. We ask you to add a sentence indicating that the entire general information to be provided to the Company by the bidder, including but not</p>

		<p>limited to charts, diagrams, concept, ideas, methodology, etc., whether presented orally or in writing, are the property of the bidder only, and the Company will not be entitled to use, copy, forward or carry out any related action in full or in part, whether the bidder won the tender or not.</p>
		<p>Answer: The bidders should note paragraph 12.2 of the Tender Conditions booklet (13.2 of the updated version of the Tender Conditions booklet) – a bidder may submit a blackened copy where all confidential information or trade secrets are concealed, and all in accordance with the Tender Provisions.</p>
13.	3.3.	<p>Question: Is classification required for the vehicles that are relevant for the Identification of the number of passengers, other than bi-wheeled vehicles and busses? Is classification of the relevant vehicles required in addition to the aforementioned?</p> <p>Answer: In accordance with the aforementioned in paragraph 3.6 of the Technical Requirements document attached as Document C of the Tender documents (“<b>the Technical Requirements Document</b>”), the system must identify the classification of the vehicles on the monitored lane, in accordance with the licensing levels defined in the transportation laws (A-F). High level of classification capability will be considered as an advantage.</p>
14.	3.3	<p>Answer: General instructions regarding the practical test are detailed in the Technical Requirements Documents. Individual and specific instructions related to this stage will be published in accordance with the detailed in paragraph 5.3.11 of the Tender Conditions booklet (6.3.11 in the updated version of the Tender Conditions booklet).</p> <p>In addition, as detailed in paragraphs 6 and 7 of the Technical Requirements document, the practical test’s duration will be 3 consecutive months, and the supplier must ensure that the system is 95% available during that period.</p>
15.	3.3	<p>Question: Will we be required to present the reporting and billing system for the vehicles during the practical test stage?</p>

		<p>Answer: The reporting and billing system will operate in accordance with the format to be determined for the execution of the practical test. It is hereby clarified that the billing reports do not constitute part of the requirements for the practical test.</p>
16.	3.4	<p>Question: Can we receive a general outline of the 'practical test' such as duration of test, quantity and type of vehicles planned during the test procedure, as detailed in paragraph 3.4 of the Requirements document, type and number of passengers as detailed in paragraph 3.4 of the Requirements document, and number and type of extreme situations as detailed in paragraph 6.2.6 of the Requirements document?</p> <p>Answer: See answer to question 14 above.</p>
17.	3.4	<p>Question: Accuracy level – we need information on the sample to be tested in the accuracy test, and whether there is a requirement for an average accuracy level for all tests or for every test separately.</p> <p>Answer: The accuracy level will be determined in a manner that provides reasonable statistical significance to the data. However, the scope of the experiment will be determined after the receipt of the offers for the Tender, and in accordance with the provisions of the Tender in relation to the practical test. See update for paragraph 5.3.11 of the Tender (6.3.11 in the updated version of the Tender Conditions booklet).</p>
18.	3.4	<p>Question: What is the minimum timeframe from the notice on 'passing the practical test' until installation of a commercial system by the supplier?</p> <p>Answer: The time of publication of the competitive offers, in accordance with the provisions of paragraph 7 of the Tender Conditions booklet (8 in the updated version of the Tender Conditions booklet) will be determined by the Company according to its needs. The supplier's obligations in this regard are determined in the master agreement.</p>
19.	3.5	<p>Question: Accuracy in the counting of passengers in a vehicle – is the calculation for the total number of passengers or for every sub-division (1,2,3+) separately?</p>

		<p>Answer: The test procedures for accuracy level during the practical test stage are detailed in paragraph 3 of the Technical Requirements document.</p>
20.	3.8.5	<p>Question: Is it possible to receive details of disruptions or works in the area of the system components as detailed in paragraph 3.8.5 of the Requirements document?</p> <p>Answer: Request denied. Location of the experiment sites will be provided in the framework of the detailed instructions for execution at this stage, as detailed in paragraph 5.3.11 of the Tender Conditions booklet (6.3.11 in the updated version of the Tender Conditions booklet).</p> <p>It must be emphasized that some of the objectives of the experiment will be to test whether the proffered system can respond to extreme situations.</p>
21.	4	<p>Question: our partner is a Company whose solution is proven and works well and meets already at this stage the majority of the requirements. Development for adjustment to the Tender conditions can be completed in our laboratory, with high probability of full compatibility, and we will carry out integration for part of the system with an investment already made by our Company – is this acceptable in terms of threshold conditions?</p> <p>Answer: It is hereby clarified that to prove compatibility with the threshold conditions of paragraph 4.4 of the Tender, the bidder will be entitled to present the cumulative investment in the proffered system, which was carried out both by the sub-supplier (as defined in paragraph 1.5.6.1 of the Tender Conditions booklet, 1.5.7.1 in the updated version of the Tender Conditions booklet) and by the bidder. The threshold conditions in paragraph 4.4 of the Tender (5.4 in the updated version of the Tender Conditions booklet) will be updated and replaced with the following version:              “4.4. the bidder and/or the sub-supplier (as defined in paragraph 1.5.6.1 of the Tender Conditions booklet) invested in the proffered system at least 200,000 NIS (not including VAT) cumulatively as of the time of publication of the Tender.”</p>

22.	4.4	<p>Question: In paragraph 1.5.6 of the Tender Conditions booklet it was determined that insofar as the bidder is not the manufacturer of the core system, the bidder may present, as a precondition for its participation in the Tender, a proffered system based on the core system of the manufacturer on its behalf (“sub-supplier”), provided that the bidder is authorized to distribute in Israel the core system of the aforementioned sub-supplier, and paragraph 4.4 states that the precondition is that the bidder invested in the proffered system at least 200,000 NIS not including VAT, cumulatively, as of the date of the publishing of the Tender. We request to change the requirements in paragraph 4.4 to indicate that insofar as the bidder presented as a precondition for its participation in the Tender a proffered system based on the core system of a manufacturer on its behalf, the investment of 200,000 NIS not including VAT will be of the manufacturer and not of the bidder.</p>
23.	4.4	<p>Question: The bidder is required to have been invested in the proffered system at least 200,000 NIS without VAT cumulatively as of the date of publication of the Tender, therefore, is the duration of time invested in the proffered solution or previous experience also required?</p>
24.	5.2.6	<p>Question: Aspects of privacy protection – we think this is an important and significant component in the required solution (as part of the law’s requirements), which has significant legal consequences to the validity of the solution, and therefore, the rating required for this component should be 5 points higher on account of other general and subjective paragraphs, such as “overall impression”. The measure of general impression is subjective, and it is appropriate to split the rating of this paragraph between other sub-paragraphs and cancel this criterion.</p>
		Answer: Request denied.

25.	5.2.6	<p>Question: The systems that are the subject of this Tender have varying levels of accuracy depending on the test conditions and tested vehicles. Therefore, we ask for clarification regarding the conditions that allow transition to the next stage. For example, “the accuracy of the system will be tested by continuous operation during the day and comparison to manual analysis of all vehicles during that day” or “the accuracy requirement will be tested by operating the system consecutively for an hour after sunrise, noon, sunset and nighttime, and the requirement of accuracy is in average for all tests /for each test separately”, etc.</p>
		<p>Answer: See answer to question 20 above. The accuracy of the system will be determined under various conditions and the practical test in general aims at providing a response to the testing of various scenarios and including them in the tests as much as possible. The supplier must ensure availability of the system during the experiment stage, in accordance with the requirements of paragraphs 6 and 7.6 of the Technical Requirements document. To remove all doubt, it is hereby clarified that there shall be no change in the Tender documents in this matter.</p>
26.	5.2.6	<p>Question: Regarding the safety requirements – did you mean the physical installation in the field?</p>
		<p>Answer: The safety requirements related to every element of the system operation, including passenger safety on the road, safety of persons near the system components, installation and maintenance safety, and any other safety aspect.</p>
27.	5.2.6	<p>Answer: The types of vehicles to take part in the practical experiment are listed in paragraph 3.4 of the Tender Consultant document. It is hereby clarified that the vehicles will be tested in various scenarios as will be determined in the instructions for the practical test stage, which will be published in accordance with the provisions of paragraph 5.3.11 of the Tender Conditions booklet (6.3.11 in the updated version of the Tender Conditions booklet)</p>

28.	5.3	<p>Question: What is the calculation method for determining the system's success rates? will the system's success rates be determined based on every vehicle that will take part in the practical test?</p>
		<p>Answer: The accuracy level of the system during the practical the stage is detailed in paragraph 3 of the Technical Requirements document.</p>
29.	5.3.11	<p>Question: Do 7 days in advance suffice to receive the scenarios, or is more preparation time needed?</p>
		<p>Answer: For the preparation of the bidders, 14 workdays starting from the time of the publication of the scenarios until the execution of the practical test will be given. See another update for this paragraph in the Tender (paragraph 6.3.11 of the updated version of the Tender Conditions booklet).</p>
30.	6.4	<p>Question: We ask to change the paragraph, so that an exchange is paid for each 1% above the 90%, and not only for improvement. In the current situation, a bidder that improves its performance from 89% to 93% will receive a better reward than a bidder that improves its performance from 97% to 98%, and it seems that this was not the Company's intention.</p>
		<p>Answer: This question is not clear. It is hereby clarified that the master supplier will be entitled to an exchange of 50,000 NIS for every 1% accuracy beyond the 90% accuracy. Since the ceiling determined for this reward is 250,000 NIS, then it will be paid up to an improvement of 5% in the accuracy level (beyond the level of 90%).</p>
31.	7.8	<p>Question: The absence of a quality component in the individual request – in the current Tender structure, if two winning suppliers are defined, one with a system with a detection probability of 85%, and the other with 99%, then the Company will contact both of them for a quote, without consideration to the quality differences between them. We ask you to consider the quality component and amend accordingly.</p>
		<p>Answer: The bidders should note paragraph 7.3 of the Tender Conditions booklet (8.3 in the updated version of the Tender Conditions booklet), which states the following: "it is</p>

		hereby clarified that the Company may determine additional criteria for choosing the winning supplier of the execution task, in the framework of a specific individual request, including considering criteria regarding the compatibility of the proffered system with the location and route where it is to be installed.”
32.	7.9.2	<p>Question: We ask to separate, as customary in the enforcement fields, the price of the management, contract and monitoring system from the end rates and the one-time payment for the management system, whose price is subject to the scope of the project.</p> <p>Answer: See answer to question 7 above.</p>
33.	7.9.3	<p>Question: Maintenance for 3 years require a reward.</p> <p>Answer: see answer to question 7 above.</p>
34.	7.15.1	<p>Question: We ask to amend this paragraph so that the supplier receives a request to amend a failure as follows: “if the master supplier that received an execution task did not meet its obligations and did not amend this failure within 15 business days from the day of notice from Netivei Ayalon regarding the failure, Netivei Ayalon will be entitled to...”</p> <p>Answer: Request denied. Note that in accordance with the provisions of this paragraph, the Company has the right to give a supplier a time extension for fulfilling its obligations.</p>
<b>Document B – Contract Agreement</b>		
35.	Contract period	<p>Question: In light of the complexity of the project and the high costs, and to allow the winner to cover the costs and even make profit, we ask that the initial contract period will be 3 years (36 months), not two years.</p> <p>Answer: The initial contract period in the master agreement will be extended to 3 years. The option period will be shortened to two years only. See amendment to paragraph 3.6 of the Tender (4.6 in the updated version of the Tender Conditions booklet).</p>
<b>Document C – Requirements document</b>		
36.	3.5	Question: It is not clear how detection/accuracy rates are calculated, since a definition of the group on which the experiment will be carried out is lacking – does the group represent the

		<p>real vehicle distribution in the road, the rate of vehicles trying to cheat the system or adding concealment, experiment hours, etc.?</p> <p>In similar tests, a date was schedule for the experiment, and the test was conducted in different hours of the day, as well as a manual analysis of the photos of all vehicles, which were compared to the system data. We want to make sure that this is the case, and that the experiment is not conducted on a group of vehicles that do not characterized the real situation on the road.</p>
		<p>Answer: See answers to questions 14,16, 20 and 27 above.</p>
37.	3.7	<p>Question: The 99.9% accuracy in deciphering a license plate is very high for vehicles driving in high speed and varying lighting conditions. In addition, in systems with high detection rates (90% and up), increasing the detection probability makes the installation significantly more expensive. However, the difference in terms of operation and costs between 99.9% to 98% is not as high. Accordingly, we ask you to lower the accuracy requirements to 98%.</p> <p>Answer: The accuracy requirements during the practical the stage will be updated to 98%, however, there is no change in the requirements for the final system. See amendment for paragraph 3.7 of Document C (the Technical Requirements document).</p>
38.	4.6	<p>Question: The GDPR and the privacy protection laws are less relevant than the Ministry of Justice laws, amendment 113 of the Transportation Ordinances, Enforcement for Public Transportation Lanes. We suggest that you change the version to the following:</p> <p>“It must be clarified that during the planning stage for the installation of the system, the system will be required to meet the privacy requirements as detailed in the rules of the Ministry of Justice 7718 – the Transportation Rules (Operation of Cameras by Local Authorities for Documentation of Unlawful Use of the Public Transportation Lane) of 2016 as detailed in paragraph 1.5.2 of the Tender documents.</p>

		<p>Answer: As mentioned in the Tender documents, the number of passengers in a vehicle will be identified via the proffered system according to any law, including (but not limited to) the Privacy Protection Law of 1981, its amendments and the provisions of the Privacy Protection Authority, the Transportation Ordinance, the Transportation Rules of 1961 and the Transportation Rules (Operation of Cameras by Local Authorities for Documentation of Unlawful Use on a Public Transportation Lane) of 2016. Instructions in this topic for the execution of the practical test stage will be forwarded to bidders that reach this stage during the Tender procedures.</p>
39.	4.6, 7.6 and 8.12	<p>Question: We recommend changing this paragraph, adjusting it to the environmental requirements of the Enforcement Device Standard 5140, and making it a requirement. We suggest changing the version to 'the end equipment will operate properly in a temperature range of 10 to 500, and humidity range of 10% to 95%.'</p> <p>Answer: Request is partially accepted. Regarding the practical test stage, we will lower the range to 55 degrees, however, there is no change in the requirement for the operational stage. See amendment of paragraph 4.7.6 in Document C – the Technical Requirements document.</p>
40.	4.7.4	<p>Question: Is compatibility with standards IEC1173 and IEC62305 for protection against lightning mandatory for the practical test stage?</p> <p>Answer: Yes, it is mandatory.</p>
41.	4.7.5	<p>Question: Is compatibility with standard TA414 of durability to wind mandatory for the practical test stage?</p> <p>Answer: Yes, it is mandatory.</p>
42.	4.8.1	<p>Question: is compatibility with European standard 2014/35/EU for low current protection mandatory for the practical test stage?</p> <p>Answer: Yes, it is mandatory.</p>
43.	8.3	<p>Question: What are the minimum performance requirements for automatic detection of the number of relevant license plates and vehicles?</p> <p>Answer: Note the requirements detailed in paragraph 8.3 of the Technical Requests document.</p>

44.	8.12	<p>Question: Is the temperature range of -10°C to +70°C for the environment, or is it temperature under the sun?</p> <p>Answer: Environment temperatures</p>
45.	8.8	<p>Question: We ask that the requests be relevant only to suppliers who passed the first stage.</p> <p>Answer: It is hereby clarified that this requirement is for the practical test stage.</p>
46.	8.8.4	<p>Question: It must be clarified that the supplier demands the signing of a confidentiality document by the approving tester or any entity that is to be exposed to the information. This is a complex and unique development, and cannot be shared unless mutual confidentiality requirements are met - see paragraph 18 of Document D of the Suppliers Agreement.</p> <p>Answer: Request accepted. However, it is hereby clarified that for this purpose, information shall not be deemed as confidential if: 1. It was disclosed in accordance with the provisions of the law and/or any enforcement authority and/or 2. The information is public knowledge, provided that the information did not become public knowledge due to violation of a confidentiality obligation and/or 3. The information was received from a third party and/or 4. The information was known to that party prior to its receipt from the second party.</p>
Document D- Suppliers Agreement		
47.		<p>Question: The supplier is required to maintain the system for 3 years, as well as during the optional periods. The supplier must provide a skilled and professional team for this support, and therefore we ask to define a reasonable and appropriate exchange for the human resource costs and support equipment. The bidder will not be able to participate in the Tender for loss prices. It is customary to pay about 12%-15% of the project price. We ask to add this to the supplier's reward paragraph.</p> <p>Answer: See answer to question 7 above.</p>
48.	16.1	<p>Question: We ask that the execution guarantee will be based on the order received by the supplier, not the reward to which it is entitled. It may happen that the company will choose to install 30 units after it ordered only 2.</p>

		<p>Answer: It is hereby clarified that no test guarantee is required. The supplier will be required to issue an execution guarantee, as defined in the agreement, which will be valid for the entire agreement period, including option periods, if any. The provisions of the agreement will be amended accordingly.</p>
49.	16.2	<p>Question: The test guarantee is normally provided after the project is delivered. Therefore, we request the change of the paragraph so that the guarantee is not in addition, but instead of the execution guarantee. Thus, the risk increases for the supplier, and decreases for the Company because the system was delivered, and the project completed.</p> <p>Answer: See answer to question number 48 above.</p>
50.	18	<p>Question: We ask for mutuality in this paragraph, the supplier is providing significant commercial secrets, and the Company workers, as well as its sub-contractors, consultants etc., should be obliged to confidentiality.</p> <p>Answer: See answer to question 46 above.</p>

This notice constitutes an inseparable part of the Tender documents, and the bidders are requested to attach a signed copy of this notice to their offers.

Name of bidder:

Signature of the bidder:

Date: