



26/10/2020

Re: **NOTICE #4 TO PARTICIPANTS**  
**TENDER NO. 41907**

This notice (the “**Notice**”) is being furnished to Bidders in accordance with the provisions of Section 17.3 of the General Terms and Conditions of the Tender Documents.

Capitalized words and terms used herein and not otherwise defined shall have the same meaning ascribed to them in the Tender Documents.

Explanatory Note

For the removal of doubt, with respect to any question or request not specifically addressed in this Notice, the Tender Documents remain unchanged and fully binding. It is hereby further clarified that throughout the Tender Process, ISR shall only be bound by information submitted by ISR in writing, and no oral or other non-written response or information will bind ISR for any purpose whatsoever.

**Clarifications**

**1. Question:** ISR has been asked to clarify the y: length of the line, number of stations, number of bridges and viaducts, number of electrical substations, number of tunnels, number of OCC/B-OCC, number of trains (eventually) for the three lines considered in the tender.

**Answer:** It is hereby clarified that

1) Project Eastern Line:

- Line Characteristics: 64 Km, 10 stations, double track.
- Line description: 47 bridges, 30 level separation, 5 roadway interchange, 2 rail interchange (including El-AL interchange).
- 4 sections:
  - A: from Hedera to Nitzaney Oz interchange - Netivei Israel
  - B: from Nitzaney Oz interchange to Rosh Hahayin - Netivei Israel
  - C: from interchange Rosh Hahayin to the airport station - ISR
  - D: from airport station to Lod - ISR
- Energy: Electrified lines 25kV.
- Signaling: electronic signaling.
- E&M: no tunnels.
- Project Status - preliminary design for the different areas (sub structure, super

structure, etc.).

## 2) Project 431:

- Line Characteristics: 30 Km, 2 station, double track.
- Line description: 9 bridges (total bridge length 6 Km , 1 Viaducts (70 meter) , tunnel - moat- tunnel - total length 1.5 Km. this project conduct various contractor.
- Energy: planned to be Electrified lines OCS 25kV.
- Signaling: electronic signaling.
- E&M: ventilation systems, public announcement systems, fire detection systems, Fan systems, SCADA and communication.
- Project Status - preliminary design for the different areas (sub structure, super structure, etc.). on construction phase.

## 3) Project Ayalon 4th Track:

Ayalon 4th track route sprawls in the section between Tel Aviv Merkaz Station ( km 92+800) and Ganot Junction ( The splitting to Natbag in km 9+500)

The project was divided to 2 main parts:

Ayalon Section – between km. 92+800 – 98+600 in this section there are 3 active tracks, in the frame of the project we add the 4th track.

Road no. one section between km 5+000 ( =98=600)-9+500, in this section there are two active tracks, in the frame of the project we add tracks no. 3 and 4.

The sum of the project length is – about 11 km.

The track is planned to be above a "cement box" above the river along 6 km is planned as slab-track.

Along the path there are 3 passengers stations:

- Tel Aviv Merkaz. In the final condition there will be 8 platform edges.
- Tel Aviv Hashalom – in the final condition there will be 4 platform edges.
- Haagana Station – in the final condition will include 6 platform edges.

The project consist platforms existing stations lengthening to 350 meters.

The new platforms are becoming connected to existing stations through extensions and stations adaption.

The 4th track is planned near the route and level of the existing tracks.

In Ayalon Section the track is planned in the Ayalon River route near the rail strip. In order to build a track a "cement box" is planned above the river.

In south Tel Aviv area(km 98+00) a track junction is planned – through a train bridge-

the train bridge is 150 km.

In the project no tunnels are planned.

The track will be electrified.

In the project of 4th track transformer station is not planned. But only on the existing ones.

Signaling system - ETCS.

The project is in planning phase, not detailed and the needs and requirements haven't been decided yet.

Ventilation of stations platforms – will be needed to take in account.

Safety - the stations include safety systems for detection and extinguishment including water lines infrastructure and water pools and pumps.

Security systems – Planning of CCTV systems in the stations by security division requirement.

Drainage – Planning of pumps systems are needed along the route for draining upper run-off and clearing the water to Ayallon Channel.

In the stations an electric room is planned for enlargement of electric joints to stations.

Status:

The track route is in advanced preliminary planning stages.

The stations planning is in more preliminary stage of early planning.

More details:

OCC - Operational Control Center (x2 - Haifa/Lod) for all projects.

Substation & number of trains:

431 - 1 train per hour/direction. Substations: for now only 1 substation. in the future will be more substations.

Eastern Line - Still on design phase.

Ayalon 4 track - 2 (not new) substations (Holtz and rishphon).

Type of service - Passenger and freight (Eastern line). Passenger (431). Passenger (Ayalon).

Type of Rolling Stock - as use in ISR. in principle electric coaces and locos.

Actors involved - contractor, managers and etc.

Technology - each project need to be assessed according to the tender published.

Please see the **amended documents as appear on ISR's website** for further information.

Please confirm receipt of this notice by returning email to the undersigned at: [netanelk2rail.co.il](mailto:netanelk2rail.co.il).

Sincerely Yours,

**Netanel Kimchi**  
Coordinator of International Procurement  
& Contracting