

January 14, 2021

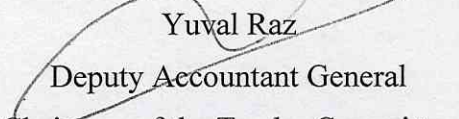
[All Participants]

**Re: Invitation for Pre-Qualification in relation to the Participation in a Tender  
For the Blue Line of the Jerusalem Light Rail Transit Network (the  
"Invitation")**

**Addendum No. 7**

1. Pursuant to the Invitation issued on April 7, 2020, and in accordance with the provisions thereof,
  - i. The Pre-Qualification Submission Date is postponed from February 2, 2021 to February 16, 2021.
  - ii. The updated Invitation, as detailed below, has been published on the Website.
2. The attention of all Participants is drawn to the following updates regarding amendments to the Invitation, and answers to Request for Clarifications submitted regarding the Invitation.
3. All capitalized terms used and not defined herein shall have the meaning ascribed to them in the Invitation.

Respectfully Yours,

  
Yuval Raz  
Deputy Accountant General  
Chairman of the Tender Committee

CC: Members of the Tender Committee



1.		<p>The Participants are updated that the Tender Committee was notified by one of the Participants that one of its officers was convicted of an offence (and not an "Offence", as defined in the Invitation). The Tender Committee has determined that the Entity shall be permitted to participate in the Pre-Qualification Process and no conditions shall be imposed on its participation, inter alia, in consideration of the particularities of the offence, the level of seriousness of the offence and the fact that the Entity itself was not involved, etc.</p>	General
2.		<p>The attention of the Participants is drawn to the amendments to Sections 43.4.1 and 43.4.2 of the Invitation which clarify the Tender Committee's intention and position that a Relying Entity, as defined therein, is required to have Effectively held, directly or indirectly, twenty percent (20%) or twenty-four percent (24%) or more, as relevant, of all Means of Control in the SPV which obtained External Financing with respect to the referenced Infrastructure Project <b>on the date</b> such SPV obtained External Financing.</p>	Section 43.4.1 and 43.4.2 (Relying on a Referenced Project which was executed by an Entity Held by the Experience Provider)
3.	<p><b>Q:</b></p> <p><b>A:</b></p>	<p>The Tender Committee was requested to clarify whether a Member may demonstrate compliance with the requirements of Section 37 of the Invitation by relying on a project executed by an SPV in which a fully owned subsidiary of the Member is holding 100% of all Means of Control in the SPV, provided that the purchase of such holdings by the subsidiary occurred, <b>following the completion of the construction of a referenced project.</b></p> <p>The Tender Committee rejects the request and draws the attention of the Participants to the Tender Committee's clarification above regarding the clarifying amendment made to Section 43.4.1 of the Invitation.</p>	Section 43.4.1 (Relying on a Referenced Project which was executed by an Entity Held by the Experience Provider)
4.	<p><b>Q:</b></p>	<p>The Tender Committee was requested to publish the requirements for the Qualified Local Public Transportation Operator that will be evaluated during the next stage of the Tender Process for those Eligible Participants which elect to use a Qualified Local Public Transportation Operator, under a service agreement with the Operator qualified during the Pre-Qualification Process. In the framework of such Request for Clarification, it was also requested to include metro operators in such requirements.</p>	Section 3.3 of Appendix B (Expected Requirements of the Tender Process)



**A:** Further to the Tender Committee's clarification no. 16 in Addendum No. 5, the Tender Committee has decided to expand the type of operators relevant under Section 3.3 (Alternative B) of Appendix B (Expected Requirements of the Tender Process) to the Invitation, in order to include non-local public transportation operators. It is hereby clarified that the Tender Committee has decided that metro operators will not be included in such requirements, inter alia, in light of the characteristics of metro operation that are different from those required for the Qualified Local Public Transportation Operator.

The requirements for the Qualified Local Public Transportation Operator, which will be published as part of the "Invitation to Bid" in the second stage of the Tender Process have been determined by the Tender Committee, as follows:

1. The Eligible Bidder will be required to demonstrate that from at least January 1, 2018 until the bid submission date, a public transportation operator on its behalf:
  - a. Has been continuously acting as a Main Contractor, for the operation of at least one (1) bus Network in an urban environment. A bus Network shall include at least five (5) lines;
  - b. Has been continuously managing a fleet of at least three hundred (300) buses; and
  - c. Has been continuously managing an annual ridership of at least twelve million (12,000,000) passengers by means of any ground public transportation including, but not limited, to the referenced bus Network that the public transportation operator is relying on to demonstrate its experience in compliance with this section.

OR

2. The Eligible Bidder will be required to demonstrate that from at least January 1, 2018 until the bid submission date, an LRT operator on its behalf:
  - a. Has been continuously acting as a Main Contractor, for the operation of at least one (1) LRT Line having at least ten (10) km of Routes or at least twenty (20) Stops; and
  - b. Has been continuously managing an annual ridership of at least twenty million (20,000,000) passengers by means of any LRT Lines, including, but not limited to, the referenced LRT Line that the LRT operator is relying on to demonstrate its experience in compliance with this section.

It is hereby clarified that the Tender Committee may amend or update the above requirements, at its discretion, including adding definitions in connection with the requirements above, in accordance with its rights and prerogatives under the Invitation and the Law.