



August 6, 2025

2703719

RFI #:373/2025 - Request for Information about seamless ticketing technology system for Metro network For NTA – Metropolitan Mass Transit System Ltd (hereinafter: "NTA")

Clarification Notice no. 1

1. Following the publication of the RFI documents under consideration, attached hereto are NTA's answers to Participants' clarification questions, as specified in **Appendix A**.
2. It is hereby clarified that the phrasing of the questions below may not necessarily be identical to the phrasing used by those who addressed NTA, and not all questions are necessarily answered. Additionally, it is clarified that certain questions may have been asked by more than one Participant, and therefore the response shall refer to the phrasing used by one of the Participants.
3. All clarifications, changes, and amendments specified in this Clarification Notice shall be considered part of the RFI documents, and shall prevail over any previous statement in the RFI documents and/or in earlier notices made by NTA. Each Participant submitting a response to the RFI shall be deemed to have agreed to the changes mentioned in this Clarification Notice and its appendices, whether attached to the response or not.
4. Unless stated otherwise, all terms and conditions specified in this Clarification Notice shall be interpreted as stated in the RFI documents.
5. Any verbal or written interpretation, by anyone on behalf of NTA or its Tender Committee, in any forum or manner whatsoever, shall not bind NTA. The only changes to the provisions of the RFI documents, as well as all interpretations and clarifications thereof, are those provided in this Clarification Notice and in further clarification notices that NTA may publish, at its sole discretion.
6. All Participants are required to have this notice signed by their authorized signatories and attach it to their response.
7. The provisions of this Clarification Letter do not modify or detract from the provisions of the RFI documents unless expressly stated otherwise.

With Regards,

NTA – Metropolitan Mass Transit System Ltd.



Appendix A

No.	Question / Request	Answer
1.	The Tender Committee was requested to clarify the expected Commercial model, particularly whether a Back-to-Back model is anticipated, in which NTA remains the contractual entity responsible for ticket sales to the end users. The references to “interoperability”, and “third-party apps” raise questions regarding whether third parties are also expected to sell tickets or manage customer relationships. Will NTA tickets be sold exclusively by NTA, or additionally by third parties.	Participants may propose a relevant commercial model for consideration. A solution that is integrated with the national ticketing ecosystem is preferred over the sale of “private” tickets. Both ABT applications and Rav-Kav smartcards enable nationwide interoperability.
2.	The Tender Committee was requested to clarify whether NTA is primarily seeking a software-based solution, or if a hardware-based ABT solution is preferred. In addition, please clarify if the mention of “passive detection,” “sensors/readers,” and the requirement for these devices to connect with third-party ABT apps, along with the suggestion of long-range RFID cards for non-ABT users, suggests a hardware-centric approach offering interoperability with other solutions.	A solution integrated with the current national ticketing ecosystem is preferred. The proposed technological solution may include hardware and/or software.
3.	The Tender Committee was requested provide further technical or architectural details regarding the “central control system” and the “NTA AFC back-office”, Specifically, in relation to expected interfaces, protocols, or integration requirements.	Interfaces and protocols are not yet defined. Therefore, the participant may suggest or recommend suitable protocols for integration with the Metro future AFC back-office.
4.	The Tender Committee is kindly requested to confirm whether “gateless validation” Is an officially endorsed direction supported by the Ministry of Transportation. In addition, please clarify if there are any regulatory or operational constraints that might affect the implementation of gateless ticketing in Israel.	Participants may propose a solution regardless of the current constraints.
5.	The Tender Committee was requested to elaborate on the references to fraud detection and fare evasion prevention mentioned, specifically on the expected enforcement mechanisms and whether random ticket checks are acceptable.	Random ticket inspection is a basic capability that will be implemented via the inspectors’ portable devices. Participants may propose a more advanced fraud detection means, such as alerting passengers and/or operators on-board without proper validation.
6.	The Tender Committee was requested to elaborate on the references “sensors/readers” and “passive detection”, specifically whether NTA anticipate the use of beacons (e.g., Bluetooth or UWB) as part of the proposed solution. If so, are there any preferences or restrictions regarding technology? Additionally, are beacons expected only where other sensing solutions (e.g. GPS) are insufficient, or does NTA intend to use beacons everywhere?	Participants are expected to recommend the most suitable technology.