



September 09, 2026

Re: **Notice #3 to participants in ISR's RFI**
Concerning Next Generation Railway Infrastructure Engineering and Control
System (RIEC-NG)

This notice (the “**Notice**”) is being furnished to Bidders in accordance with the provisions of section 6 of the RFI Documents.

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

Below is a consolidated table providing responses to all clarification questions received and published-

NO	Question	Answer
1	kindly requests ISR to postpone the submission of the RFI by one month. It is August now and many of our team and personnel are on holiday and/or yearly leave during this month. To properly evaluate and fully respond to ISR demanding requisites, we need additional time.	Accepted. The RFI submission deadline is extended from October 6, 2026, 08:00 (Israel Time) and until October 8, 2026, 23:59 (Israel time). All other RFI conditions remain unchanged.
2	Could ISR clarify whether the future RIEC-NG solution is expected to include the delivery of inspection and data-acquisition hardware (e.g., sensors, cameras, LiDAR, drones, robots), or whether the scope is primarily limited to the software platform and integration of ISR-owned or third-party hardware systems?	RIEC-NG is primarily intended as a software platform and integration solution. Respondents should demonstrate the ability to integrate ISR-owned and third-party inspection and measurement systems.
3	Could ISR provide an overview of existing inspection and measurement systems that are expected to be	Existing sources include track inspection, geometry, ultrasonic and manual inspection systems. Future

	integrated into RIEC-NG, and identify which additional hardware categories, if any, are expected to be integrated in the future RIEC-NG program?	integrations may include drones, robots, LiDAR, and other inspection technologies.
4	Does ISR expect the respondent to demonstrate the capability to act as the overall prime contractor and system integrator for RIEC-NG, or would ISR also welcome responses from railway technology providers proposing to act as technology lead within a broader future consortium?	ISR welcomes responses from both system integrators and specialized technology providers. Respondents should clearly describe their role, responsibilities, and proposed delivery model.
5	Where a requirement is not currently available as a standard functionality but can be provided through configuration, integration, a technology partner or product roadmap development, how would ISR prefer such requirements to be classified in the compliance matrix?	Respondents should indicate compliance using one of the following classifications: Compliant – The requirement is fully supported in the proposed solution as delivered. Partially Compliant – The requirement can be met through configuration, integration with third-party systems, partner solutions, custom development, or planned roadmap enhancements. Non-Compliant – The requirement is not currently supported and no viable approach is proposed. For all Partially Compliant responses, respondents should clearly describe the dependency, implementation approach, responsible party, expected availability, and any associated assumptions or limitations.

6	Regarding the required integration with SAP S/4HANA and SAP R3, does ISR envisage RIEC-NG primarily as the infrastructure engineering and decision-support layer, with SAP remaining the system of record for maintenance execution, work orders, resources and costs?	Respondents should assume that RIEC-NG serves as the engineering, analytics, and decision-support platform, while SAP remains the system of record for maintenance execution, work orders, resources, and costs.
7	The RFI refers to autonomous drones and ground robots as potential inspection sources. Does ISR expect respondents to include specific UAV/robotic platforms within the Proposed System, or is an open architecture capable of integrating data from third-party autonomous inspection platforms sufficient at the RFI stage?	At the RFI stage, an open architecture capable of integrating third-party UAV and robotic inspection platforms is sufficient. Specific hardware platforms are not required.
8	Are there specific Israeli data-residency, sovereign-cloud, critical-infrastructure or cybersecurity requirements that would restrict the location or processing of infrastructure data and AI workloads?	Respondents should describe their hosting, security, and data-management approach. The final solution will comply with applicable ISR cybersecurity and regulatory requirements as will be determined in the future.
9	Does ISR have a preferred target deployment model for RIEC-NG (on-premises, private cloud, public cloud or hybrid), and are there specific Israeli regulatory, cybersecurity or data-residency requirements that respondents should already take into account at the RFI stage?	ISR has not mandated a specific deployment model. Respondents may propose cloud, on-premises, or hybrid architectures and should justify their recommendation.

10	Could ISR provide indicative data volumes, inspection frequencies, and performance targets to be considered when sizing the proposed architecture?	ISR is not providing binding sizing figures at this stage. Respondents should state their assumptions and demonstrate scalability for large-scale inspection, monitoring, and analytics workloads.
11	Could ISR clarify the anticipated operational support model, availability targets, incident-response expectations and any requirement for local support presence in Israel?	Respondents should propose their operational support model, including availability, incident response, maintenance, and local/remote support arrangements. Detailed SLA requirements may be defined in a future procurement phase.
12	Please provide detailed information regarding the current RIEC environment, including the number of managed assets, turnouts and measuring points, historical data volumes, years of retained inspection and maintenance history, and the existing data models, engineering rules, workflows, thresholds and templates that are expected to be migrated to RIEC-NG.	Current RIEC Environment Response: ISR's current environment is described at a high level in the RFI (over 2,000 km of track and hundreds of turnouts). Detailed asset counts, measuring points, historical data volumes, retained history, engineering rules, workflows, thresholds, and legacy templates are not included in the RFI and are expected to be reviewed during the implementation of the NG RIEC.
13	Please clarify the acceptance criteria and performance expectations for the predictive and AI capabilities, including forecasting horizons, target performance measures, acceptable false-positive rates, explainability requirements, model-validation approach, and whether AI outputs are expected to be advisory or operationally actionable.	The RFI defines the general expected AI and predictive capabilities and requires information about models and agents currently in use or on the vendor's roadmap. Specific forecasting methods, performance KPIs, and false-positive/false-negative targets are not defined in the RFI and will be evaluated during the detailed design and acceptance phases. AI outputs are

		expected to support decision-making and maintenance planning, including SAP work-order generation where applicable.
14	Please provide an inventory of the systems expected to integrate with RIEC-NG, including the relevant SAP versions, ESRI GIS environment, DMS/SharePoint environment, Traffic Operations System, inspection-equipment suppliers, available APIs or interface specifications, data-exchange mechanisms, security constraints, and real-time versus batch requirements.	The RFI identifies integration with SAP (R/3 and/or S/4HANA), ESRI ArcGIS, SharePoint/DMS, Traffic Operations systems, and inspection data sources. Detailed versions, OEMs, interface specifications, and data dictionaries are not provided in the RFI. Respondents should assume support for standard integration mechanisms including APIs, database connectivity, and common exchange formats.
15	Please clarify the expected level of automation within RIEC-NG for maintenance planning and execution, including recommendation and approval workflows, SAP notification and work-order creation, and the handling of critical C/D defect scenarios requiring urgent intervention.	RIEC-NG is expected to support automated analysis, recommendations, exception detection, and SAP notification/work-order generation, including urgent handling of critical C/D defects. Approval workflows remain configurable, and the RFI does not mandate fully autonomous maintenance execution without human oversight.
16	Please clarify whether the requested financial estimate for a full-system licence and annual maintenance agreement for 50 users is intended solely as a common pricing benchmark or represents the anticipated production scope. Please also indicate the preferred	50-User License and Maintenance Estimate Response: The requested 50-user license and annual maintenance figures are intended as a common pricing benchmark for comparison between respondents and should not be interpreted as the final production scope. The RFI does not require a

	licensing and deployment model, if already defined.	specific licensing or deployment model and allows cloud, on-premises, or hybrid approaches.
17	Please provide representative examples of the current turnout templates, measuring-point definitions, projection logic, speed-class-linked thresholds, continuous and discrete measurement mappings, structural logic, metadata and legacy files that are required to be preserved and supported in RIEC-NG.	The RFI specifies the categories of turnout-related information that must be preserved, including measuring-point definitions etc'. Representative legacy samples are not included in the RFI and are expected to be addressed during the mobilization and project planning phases.
18	Please clarify the architecture and OEMs of the existing and planned signaling systems to be monitored or inspected through RIEC-NG, including the signaling technologies and subsystems deployed, available interfaces, protocols or data-access mechanisms, and the signaling inspection, monitoring and analytics use cases expected to be supported.	The RFI requires support for signaling-related inspection and monitoring data but does not provide details regarding signaling architecture, OEMs, protocols, or interface specifications. Respondents should assume an open integration approach capable of supporting standard industry interfaces and detail from their knowhow and experience inspection capabilities around signaling infrastructure.

Explanatory Note

For the removal of doubt, with respect to any question or request not specifically addressed in this Notice, the RFI remain unchanged and fully binding. It is hereby further clarified that throughout the RFI 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.

Please confirm receipt of this notice by returning email to the undersigned at:

LIORS7@RAIL.CO.IL

Yours Faithfully,

Li or Smayovich

International Procurement
and Contracting Department

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