

## **Request for Information - The National Plan for Smart Mobility**

**Request for information from the public regarding methods for implementing the various components of the National Plan for Smart Mobility (hereinafter: the Plan) and these components' significance. The Plan was adopted in Government Resolution No. 2316 of January 22, 2017, (hereinafter: the Resolution), and has two major objectives. The first objective is to encourage Israeli industry, entrepreneurship and research in the field of smart mobility and to position Israel as a global leader in the field. The Plan's second objective is to integrate fully developed smart-mobility solutions so as to improve transportation services, including reducing road congestion, the number of traffic accidents, air pollution, the cost of living and use of crude oil in the transport sector. In accordance with the Resolution, a steering and implementation committee was established, headed by the Director General of the Prime Minister's Office and the Director General of the Ministry of Transport and Road Safety, charged with implementing and overseeing the Plan (hereinafter: the Committee).**

**The Committee hereby requests information from Israeli and international entities, including companies, entrepreneurs, local authorities, academics and researchers, that have experience and knowledge relevant to areas involved in the Plan. These entities are requested to submit their positions and proposals on the subject of the Plan, based on their experience in these areas. The purpose of this RFI is to examine possible methods for implementing the various components of the Plan as outlined in the Resolution.**

The Committee is requesting proposals and requirements on the technical, financial, operational and service related aspects of the components of the Plan.

Specifically, and in chronological order of the components as they appear in the Plan:

### **Article 2(A) of the Resolution:**

"Promoting the establishment of a test center for autonomous and smart-mobility compatible vehicles. In this context, recommending, *inter alia*, desirable methods for financing, establishing, and operating the test center."

### **Explanation**

It is proposed that a **test center for autonomous and smart-mobility compatible vehicles** be established. A test area for autonomous and connected vehicles is a closed course where testing can be conducted in a controlled and monitored environment. The course will provide various players, such as car

manufacturers, university researchers and start-up companies, a place where they can easily conduct these tests. Various players will derive different benefits from using this test course: For traditional car manufacturers, the course will encourage them to expand activity in Israel and transfer their overseas activities to Israel; the course will be a unique location for researchers and start-up companies to conduct tests in the smart-mobility field, as they currently have no other alternative location. The Committee will discuss and determine how the test center will be financed, built and operated.

### Emphases for the RFI

The Committee is asking the test center's possible customers (academia, start-up companies, corporations, etc.) to provide details regarding the courses, equipment, laboratories and services that they would need the test center to have, which operating method they propose using to run the test center and what they think the test center's management's tasks, authorities and responsibilities should be.

### Article 2(B) of the Resolution:

"Identifying, creating, and making accessible information databases required for R&D and for expanding the smart-mobility industry in Israel, including mapping some or all of Israel's roads in high definition (HD)."

### Explanation

It is proposed that **information databases required for R&D and for expanding the smart-mobility industry in Israel** be identified, created and made accessible. Databases have huge potential to improve transportation services, support transportation R&D conducted by the industry and academia, encourage the establishment of new companies and make advancements in the field of transportation. Israel holds a considerable amount of transport-related data: data from clearing-houses, passenger counts, origin and destination counts etc. Article 2(B) refers to several possible data-related actions: opening and making accessible existing databases in government ministries and government companies; and acquiring transportation data from commercial companies and making it accessible to the general public or part of the public.

### Emphases for the RFI

The Committee is asking for details on the following points:

- which databases should be opened
- preferred methods for opening them (API, for example)
- technical aspects of making the data accessible
- examples of databases that could be acquired from commercial companies and/or other relevant databases that could be made accessible (in academia for instance) and possible ways for using them

In addition, the Committee is asking for the respondents' perspective on the matter of paying for information received from the databases or for using the information, as well as examples of new databases that could be created and their possible advantages. This continues the process of involving the public, which was carried out by the Government ICT Authority and the Digital Israel Initiative on the internet in February 2017.

**Continuation of Article 2(B) of the Resolution [Please specify: Response to Article 2(B) Part II]:**

"... mapping some or all of Israel's roads in high definition (HD)."

Explanation and emphases for the RFI

It is proposed that a **database of high definition maps of some or all of Israel's roads** be created to support software R&D, algorithms, etc. in the field of smart mobility in general, and autonomous vehicles in particular. The Committee is asking potential customers of this database (developers, companies and academia) and mapping-data suppliers to provide a comprehensive account of their perspective on this issue. The suppliers are asked to detail the types of mapping they can provide; potential customers are asked to detail the types of mapping, mapping technology, the scope of mapping and the frequency of updates they would need; and all relevant parties are asked to provide any other related information, including, but not limited to, operations procedures, possible cooperation between parties, etc.

**Article 2(C) of the Resolution:**

"Advancing cooperation between academics and professionals in the field of smart mobility, together with the Planning and Budget Committee in the Council for Higher Education. In this context, the Committee will strive to forge interdisciplinary academic partnerships in the field of smart mobility, as well as intersectoral partnerships – between government, academia, industry and entrepreneurs."

Explanation

It is proposed that **cooperation between academics and professionals in the field of smart mobility** be advanced, together with the Planning and Budget Committee in the Council for Higher Education. The field of smart mobility is a relatively young academic field that brings together researchers from various disciplines: information systems, engineering, computer sciences, psychology and human behavior, geography and others. Cooperation between researchers from different disciplines is very important, as is raising awareness among researchers about this growing field. In addition, as this is a practical field, cooperation between academia and other sectors – industry, government and entrepreneurs – is of great significance. It should be noted that Article 2(C) corresponds with other articles in the Resolution, which together are expected to create a very positive effect: some databases could serve this collaboration and

thereby increase its attractiveness; the test center will also be used for research; etc.

### Emphases for the RFI

The Committee is asking those in the field of smart mobility to provide details about academic and industrial requirements, and possible ways for the industrial, entrepreneurial, government and academic sectors to cooperate and collaborate. The Committee is asking for ideas regarding an interdisciplinary research center; specifically methods for organizing and running such a center and its nature, as well as types of support and tools needed at such a center. In addition, the Committee is asking for details of academic centers in the field of smart mobility in Israel and around the world.

### Article 2(D) of the Resolution:

"Promoting field tests, pilot projects, and demonstrations of technologies and novel operative approaches in the transportation system that have the potential to reduce congestion, car accidents, and the use of crude oil, and encourage broader use of public transportation."

### Explanation

It is proposed that **field tests, pilot projects, and demonstrations of technologies and novel operative approaches in the transportation system** be promoted. This step is intended to encourage the integration of new technologies in Israel by providing support to private companies in the field of smart mobility, with innovative operating methods and/or technologies in advanced stages of development, which could potentially have a positive impact on traffic congestion, road safety and use of crude oil and encouraging use of public transportation. The pilot programs will enable companies in the field of smart mobility to obtain government funding, allowing them to carry out initial deployment in collaboration with the Government of Israel and government companies in real time. Ultimately, the knowledge created during the process, resulting from exposure to proposals and discourse on the topic will encourage further discourse and innovation.

### Emphases for the RFI

The Committee is asking for examples of models currently used in Israel and around the world of pilot programs and on-the-ground testing, as well as a broad description of examples of possible pilot programs, aspects related to the nature of the cooperation, existing obstacles and the expectations and requirements for bodies in the field.

### Article 2(E) of the Resolution:

"Formulating and advancing the regulatory steps involved in enabling testing, operating, and the provision of smart-mobility and shared-transport services..."

*Inter alia*, the Committee will recommend the appropriate legal authorities to modify relevant legislation, adapt traffic laws for autonomous vehicles, and adjust driver and car licensing systems, communications frequencies, etc. accordingly."

#### Explanation

It is proposed that **the regulatory steps involved in testing, operating, and the provision of smart-mobility and shared-transport services** be formulated and advanced. Testing autonomous and connected vehicles and implementing related technologies require regulatory changes and creating a list of demands for each party intending to carry out this testing in Israel. These changes also refer to communications, insurance and others. All changes under Article 2(E) will eventually allow parties that meet a specific set of requirements to conduct testing on autonomous and connected vehicles anywhere in Israel or in parts of the country designated for that purpose. In addition, it is proposed that other ways of encouraging behavioral changes and increased use of public transportation be examined and promoted.

#### Emphases for the RFI

The Committee is asking for information regarding the regulatory aspects of operating smart-mobility services, including communications infrastructures and traffic rules. The Committee is also interested in other legislation that is relevant to the matter, as well as examples from around the world.

#### **Continuation of Article 2(E) of the Resolution [Please specify: Response to Article 2(E) Part II]:**

"... and applying complementary financial means to advance the goals of the Resolution."

#### Emphases for the RFI

The Committee is asking for information regarding proposed complementary financial means to advance the goals of the Resolution, i.e. reducing the use of crude oil, decreasing road congestion and the cost of living and improving road safety. These financial means include applying tools such as taxation, behavioral economics, incentives, etc.

#### **General Articles of the Resolution:**

We ask that any proposals, information or examples that do not relate directly to the articles specified, 2(A)-2(E), be included in this section.

The Resolution can be found in its entirety at:

<http://www.pmo.gov.il/Secretary/GovDecisions/2017/Documents/DES23165P DF.pdf>

### **Clarifications and Submitting your Response to this RFI:**

1. The contact person for matters relating to the RFI is Mr. Daniel Zucker. His phone number is: +972-3-7779101, and his e-mail is: [danielz@pmo.gov.il](mailto:danielz@pmo.gov.il).
2. Questions and clarifications regarding this RFI should be addressed to the contact person no later than March 23, 2017.
3. Responses to all questions and queries (regarding Article 2) will be published in one central file on the website of the Ministry of Transport and Road Safety, on the procurement manager's page, on March 26, 2017.
4. Responses to the RFI must be submitted by e-mail to Daniel Zucker at [danielz@pmo.gov.il](mailto:danielz@pmo.gov.il). Please send it in two formats – Word and PDF, and please specify in the subject line of the e-mail: *Response to RFI for National Plan on Smart Mobility*. The final date for submitting responses is April 2, 2017.
5. Please begin your position paper by indicating who you represent (i.e. a company, entrepreneur, investor, corporation, academic institute, etc.), and please respond to each section separately (test center, databases, mapping, etc.)

### **General Information and Reservation of Rights**

1. The content of the submitted responses to the RFI, including appendices, will be put at the disposal of the Committee or any representative thereof, for the purpose of formulating recommendations in accordance with the main points of the Resolution, or for any other purpose. Any response, petition or any other communication in connection with this RFI, including the submission of any documents and their appendices, will be construed as the respondent having given consent to the Committee or any representative thereof as mentioned above to use said documents.
2. Any response, petition or any other communication in connection with this RFI, including the submission of any documents and their appendices, will be construed as the respondent having given consent to the Committee or any representative thereof to use any information provided. The respondents or any other parties who communicate with the Committee in connection with this RFI, or with any representatives thereof, will not make any complaints, demands or claims whatsoever pertaining to the use of any of the information provided or pertaining to the infringement of any rights, including copyrights, related to or deriving from any response to or any other communication regarding this RFI, including any information and/or documents submitted.

3. This RFI does not in any way constitute any obligation whatsoever toward any of the respondents to this RFI, and the Committee or any representative thereof may act as they see fit. Without detracting from any of the aforementioned, it is hereby clarified that the Committee or any representative thereof may or may not react or respond to any response, petition or any other communication received in connection to this RFI; the Committee or any representative thereof may approach any respondent and/or any other party that has communicated with the Committee regarding this RFI to request clarifications, further information, presentations or demonstrations, on-site visits, that the party conduct a pilot program, etc., as it sees fit. In addition, the Committee or any representative thereof may, at any time, meet with any respondent and/or any other party as needed in order to realize and implement the Resolution, in accordance with the law.
4. It is hereby clarified that this RFI does not in any way constitute any obligation whatsoever on the part of the Government of Israel, the Committee or any representative thereof towards any person or organization whatsoever. It is further clarified that this RFI does not constitute in any way a bid for proposals, part of a tender or a petition intended to forge a contract of any sort, pursuant to the Mandatory Tenders Law – 1992, Mandatory Tenders Regulations – 1992, or any other law or regulations. This RFI is a preliminary procedure carried out for the purpose of obtaining and gathering information which will be taken into account at the sole discretion of the Committee when considering its next steps.
5. Any response, petition or any other communication in connection to this RFI shall not be construed as a precondition for or restriction on participating in any future process whatsoever, and will be construed as consent to all the stipulations detailed in this RFI.
6. Any expenses incurred in preparing and submitting a response, petition or any other communication in connection to this RFI, including any documents, information and appendices, will be borne solely by the respondents to this RFI and will be their responsibility.
7. The Committee reserves the right to cancel the RFI at any time for any reason, at its sole discretion, without being required to provide explanations. Not applying this right at any time during the process does not infringe on the right of the Committee to apply it at a later date.
8. The Committee reserves the right to defer the final date for submitting responses and/or publish a new RFI or amend this RFI or any stipulations detailed therein, including by annulling them or rewording or reformulating them, and will enable respondents to submit an amended response to the section that has been cancelled, reworded or reformulated.

\*The binding language of this Government **Request for Information** is the version held by Fuel Choices & Smart Mobility Initiative in Hebrew.