

VOLUME C

Proposed System Compliance Table

- 1 The following Compliance Table marks, out of all the SOW requirements, the sections for which the Bidder is required to present its detailed response to the Company's requirements.
- 2 In the far-right column of each row, the Bidder shall explain its response in detail based on the Proposed System capabilities with respect to the relevant section number of the SOW, alongside capabilities that require development and adjustments to the full requirement detailed in the relevant section of the SOW.
- 3 The Bidder shall submit the required abovementioned detailed explanation via reference to a Compliance Document numbered according to the section numbers of the SOW (listed in the table). Such document shall include a detailed explanation of the capabilities of the Proposed System, completion of required development, final configuration, drawings, schematics, screenshots and any supporting information which will demonstrate the configuration and quality of the Proposal.
- 4 The Bidder is responsible for ensuring that the Compliance Table and the attached Compliance Documents address all quality evaluation criteria listed in Volume D.
- 5 For the avoidance of doubt, it is clarified that in submitting its Proposal to the Tender, the Bidder undertakes to comply with all the requirements of the SOW document until the Handover of the MUTC (even if they are not detailed in the Compliance Table), as well as any additional undertakings and/or enhancements to the MUTC, detailed in its Proposal.

#	Main Chapter	Section	Title	The capabilities of Bidder's Proposed System compared to the requirement in the SOW document (Full\Partial\None)	Development contents needed to complete solution configuration to the requirement in the SOW document (brief description)	Reference to the specific section in the Compliance Document
1.	4.5	4.5.2.2	Interface management			
2.		4.5.2.3	Interfaces C2C protocols			
3.		4.5.2.4	SIM Interface gateway			
4.		4.5.2.5	Road users' application gateway - Waze			
5.		4.5.2.6	HTMS Interface gateway			
6.		4.5.2.7	Public transportation authority systems gateway			
7.		4.5.2.8	Video Analytics module gateway			
8.		4.5.2.9	Video management system gateway			
9.		4.5.2.10	Implementing an interface with a maintenance and logistic support system			
10.		4.5.3	Data Dissemination Services Module			
11.		4.5.4	Geographic Information System (GIS) Services			
12.		4.5.6	System audit			
13.	4.6	4.6.2	Traffic metrics and LOS calculation			
14.		4.6.3	Incidents, anomalies and exceptions detection			
15.		4.6.4	Decision Support Service module (DSS)			
16.		4.6.5	Reports module			
17.	4.7	4.7.2	User display and control module			

18.		4.7.3	Incidents and events management module			
19.	4.8	4.8.1	Signalized Intersection design guidelines			
20.		4.8.2	Traffic Light Timing Plans and detectors plans parameters definitions			
21.		4.8.3	Signalized Intersection configuration and lifecycle management			
22.		4.8.4	Managing a directory of Traffic Light Timing Plans			
23.		4.8.5	Traffic Light Weekly Schedule Management for a Signalized Intersection			
24.		4.8.6	Monitoring and controlling a Signalized Intersection			
25.		4.8.7	Sub-Networks of Signalized Intersections			
26.		4.8.8	Double Signalized Intersections			
27.		4.8.9	Green Waves			
28.		4.8.10	Configurations			
29.		4.8.11	Sites			
30.		4.8.12	Traffic management modes			
31.		4.8.13	Hierarchy of traffic management modes			
32.		4.8.14	Apply actions to groups of signalized intersections			
33.		4.8.15	Predefined Response Plans			
34.		4.8.16	Rule Based Traffic Light Timing Plan Changer module			
35.		4.8.17	Users' permissions regarding the SIM module			
36.		4.8.18	Priority module – Activation type A			

37.		4.8.19	Centralized adaptive traffic management module			
38.		4.8.20	SIM module extensions			
39.	5	5.1.1	MUTC internal HLA			
40.		5.1.2	Data Layer			
41.		5.4	System users' administration			
42.		5.5	Cyber security			
43.		5.8	Multi-sites support			
44.	6	6.2	System Customization and Configuration			
45.		6.3	Open Architecture			
46.		6.4	Scalability			
47.		6.5	Clients			
48.		6.7	Configuration Management			
49.		6.9	Maintainability			
50.		6.10	System Performance			
51.		6.11	Reliability and Availability			
52.	7	7.1.1	Adaptive Field Equipment			
53.		7.2.1.3	Compliance with applicable international, national, and local traffic, road authority, and safety standards			
54.		7.3	Communication Infrastructure between Adaptive Field Equipment and the MUTC			
55.		7.4	Requirements for Adaptive Field Equipment			
56.	8	8.1	DSS extensions for integrative Response Plans			
57.		8.2	Playback			
58.		8.3	Traffic Events module			

59.		8.4	Integrated traffic policies module			
60.		8.5	Events/incidents SLA calculations			
61.		8.6	AHCo Rangers' management module			
62.		8.7	System hybrid architecture			
63.		8.8	Data Integrity			
64.		8.9	Interface with a cellular router			
65.		8.10	Migrating active incidents from the legacy system			
66.	9	9.2.2	Enhanced SIM capabilities			
67.		9.2.4.4	C2C Interface with external traffic management systems			
68.		9.2.4.5	VMS interface			
69.		9.2.5	Prediction capabilities			
70.		9.2.6	Additional traffic metrics			
71.		9.2.7	Integrating 3 rd party Traffic Management Module (TMM)			
72.		9.2.12	Additional traffic strategies			
73.		9.2.14	Reports and dashboards			