

מספר	שמות החברות המתמוגות	העיסוק העיקרי של החברות המתמוגות
4267	Atecs Mannesmann AG Siemens AG Robert Bosch GmbH	ציוד הנדסי לתעשיית כלי רכב מערכות תקשורת ומוצרי חשמל ביתיים מערכת הידראולית לתעשייה ולכלי רכב
4274	ירדן השקעות בע"מ גבור ספורט אחזקות בע"מ	חברת השקעות בנדל"ן ובניירות ערך חברת השקעות בנדל"ן ובטקסטיל
4278	ביטוח ישיר אי.די.איי. חברה לביטוח בע"מ אישי ישיר חברה לביטוח (1996) בע"מ	ביטוח ביטוח
4282	ערד השקעות ופיתוח תעשייה בע"מ חסין אש חברה למוצרים קרמיים (1990) בע"מ	חברת השקעות בנדל"ן ובמוצרי בניה ייצור ושיווק גגות

המרשם של מיוזגי החברות פתוח לעיון הציבור במשרד רשות ההגבלים העסקיים, רחוב כנפי נשרים 22, ירושלים, בשעות העבודה הרגילות.
ה' בטבת התשס"א (31 בדצמבר 2000)
(חמ 2156-3)

דוד תדמור
הממונה על ההגבלים העסקיים

הודעה על מיזוג חברות

לפי חוק ההגבלים העסקיים, התשס"ח-1988

בהתאם לסעיף 21(ג) לחוק ההגבלים העסקיים, התשס"ח-1988, אני מודיע על -
א. הסכמתי למיזוגים של החברות כמפורט להלן:

מספר	שמות החברות המתמוגות	העיסוק העיקרי של החברות המתמוגות
4219	קיסנט (2000) בע"מ קיסנט טכנולוגיות בע"מ	רשתות תקשורת מקומיות רשתות תקשורת מקומיות
4220	גרופר קורן בע"מ נגה אלקטרוטכניקה בע"מ	עבודות הנדסה קבלניות לוחות חשמל ועבודות הנדסה בחשמל
4221	The Dow Chemical Company Gurit Essex Ag Gurit Essex Trading AG	כימיקלים ומוצרים חקלאיים מוצרים לתעשיית כלי רכב מוצרים לתעשיית כלי רכב
4223	רבולן (ישראל) בע"מ שמעון שטוביץ בע"מ	מוצרי קוסמטיקה מוצרי קוסמטיקה
4224	Bombardier Inc Daimler Chrysler Rail Systems GmbH	כלי תחבורה להובלה על מסילות רכבות
4227	לירז מערכות בע"מ לירז מערכות ייצוא (1990) בע"מ אלקטרוניק דאטה סיסטמס (אי.די.אס) ישראל בע"מ	שירותי תוכנה שירותי תוכנה שירותי מחשוב

¹ ס"ח התשס"ח, עמ' 128.

מספר	שמות החברות המתמזגות	העיסוק העיקרי של החברות המתמזגות
4233	יובל גר בע"מ שיפק בע"מ דנישרא אינטרנשיונל בע"מ בריוקולטי בע"מ דירום אמריקה (2000) בע"מ	אלמנטים מתועשים מבטון לבניה השכרת מבנה נדל"ן בניה בניה ונדל"ן
4235	שובלית פלדות בע"מ שובלית 2000 בע"מ נוימן ברול 1974 בע"מ נוימן תעשיות פלדה לבניה בע"מ	מוצרי ברזל לבנין מוצרי ברזל לבנין מוצרי ברזל לבנין מוצרי ברזל לבנין
4238	דיזנהויז שירותי נסיעות ותיירות (1979) בע"מ דיזנהויז עתידים בע"מ א. רוזנפלד ספנות בע"מ טסים פנורמה טורס בע"מ טסים עתידים (1996) בע"מ	תיירות תיירות תיירות תיירות תיירות
4265	ב. גאון אחזקות בע"מ פוסטר מדיה (ישראל) בע"מ	חברת אחזקות פרסום חרצות
4268	כימדע כימיקלים עדינים (1996) חברה בע"מ תרכובות ברום בע"מ	כימיקלים לתעשיית התרופות והחקלאות תרכובות ברום
ב. הסכמתי בתנאים למיזוג של החברות במפורט להלן:		
4166	ביו בי שדה אליהו בע"מ שירותי האבקה - יד מרדכי (שותפות מוגבלות) קובוץ יד מרדכי	שירותי האבקה באמצעות דבורייבר שירותי האבקה באמצעות דבורייבר שירותי האבקה באמצעות דבורייבר

התנאים למיזוג מפורטים בתיקים לעיון הציבור.
המרשם של מיזוגי החברות פתוח לעיון הציבור במשרד רשות ההגבלים העסקיים, רח' כנפי נשרים 22, ירושלים.
בשעות העבודה הרגילות.
כ"ח בכסלו התשס"א (25 בדצמבר 2000)
(חמ 2156-3)

דוד תדמור
הממונה על ההגבלים העסקיים

הודעה על אישור שיכונים ציבוריים

לפי חוק רישום שיכונים ציבוריים (הוראת שעה), התשכ"ד-1964

בתוקף סמכותי לפי סעיף 1א לחוק רישום שיכונים ציבוריים (הוראת שעה), התשכ"ד-1964, אני מאשר כי בנינים שהוקמו בידי המדינה או מטעמה או ביוזמתה, או שנרכשו על ידי המדינה ובנייתם החלה לפני כ"ט בטבת התשנ"ה (1 בינואר 1995), או נכללו בתכנית שאושרה לפי חוק התכנון והבניה, התשכ"ה-1965, עד יום י"ב בטבת התשנ"ט (31 בדצמבר 1998) ובנייתם החלה בתוך שנתיים ממועד אישור התכנית כאמור, על המקרקעין המפורטים להלן, המתוחמים בצבע כחול בתשריט הם שיכונים ציבוריים:

המקום	גושים	חלקות	חלקי חלקות	מס' התכנית
אשדוד, רובע 1	472	13, 25, 32		3/65/27
	2023		10	
	2074		117, 40	

¹ ס"ח התשכ"ד, עמ' 52; התשנ"ד, עמ' 147; התשנ"ט, עמ' 93; י"פ התשנ"ה, עמ' 1646.

² ס"ח התשכ"ה, עמ' 307.



רשות ההגבלים העסקיים

98.12.00 _____, ירושלים

_____ מזג

אל: הממונה על חקיקת משנה, משרד המשפטים, ירושלים
מאת: רשות הגבלים עסקיים

הודעה על מיזוג חברות

מצ"ב הודעה על מיזוג חברות החתומה ע"י הממונה על הגבלים עסקיים לצורך פרסום ברשומות בהתאם לסעיף 21 (ב) לחוק ההגבלים העסקיים התשמ"ח - 1988.

אנא אשרו והעבירו לפרסום בהתאם.

בברכה,

צפורה נחמו, עו"ד
רשות הגבלים עסקיים



רשות ההגבלים העסקיים

הודעה על מיזוג חברות לפי חוק

ההגבלים העסקיים התשמ"ח – 1988

בהתאם לסעיף 21 (ב) לחוק ההגבלים העסקיים, התשמ"ח 1988 (1) :

א. אני מודיע על הסכמתי למיזוגים של החברות כמפורט להלן:

מספר	שמות החברות המתמזגות	העיסוק העיקרי של החברות המתמזגות
4219	קיסנט (2000) בע"מ	רשתות תקשורת מקומיות
	קיסנט טכנולוגיות בע"מ	רשתות תקשורת מקומיות
4220	גרופר קורן בע"מ	עבודות הנדסה קבלניות
	נגה אלקטרוטכניקה בע"מ	לוחות חשמל ועבודות הנדסה בחשמל
4221	The Dow Chemical Company Gurit Essex Ag Gurit Essex Trading AG	כימקלים ומוצרים חקלאיים מוצרים לתעשיית כלי רכב מוצרים לתעשיית כלי רכב
4223	רבולן (ישראל) בע"מ	מוצרי קוסמטיקה
	שמעון שסטוביץ בע"מ	מוצרי קוסמטיקה
4224	Bombardier Inc DaimlerChrysler Rail Systems GmbH	כלי תחבורה להובלה על מסילות רכבות
4227	לירז מערכות בע"מ	שירותי תוכנה
	לירז מערכות ייצוא (1990) בע"מ	שירותי תוכנה
	אלקטרוניק דאטה סיסטמס (אי.די.אס) ישראל בע"מ	שירותי מחשוב
4233	יובל גד בע"מ	אלמנטים מתועשים מבטון לבניה
	שיפק בע"מ	השכרת מבנה
	דנישרא אינטרנשיונל בע"מ	נדל"ן
	בריוקולטי בע"מ	בניה
	די-רום אמריקה (2000) בע"מ	בניה ונדל"ן
4235	שובלית פלדות בע"מ	מוצרי ברזל לבניין
	שובלית 2000 בע"מ	מוצרי ברזל לבניין
	נוימן ברזל 1974 בע"מ	מוצרי ברזל לבניין
	נוימן תעשיות פלדה לבניה בע"מ	מוצרי ברזל לבניין
4238	דיזנהויז שירותי נסיעות ותיירות (1979) בע"מ	תיירות
	דיזנהויז עתידים בע"מ	תיירות

א. רוזנפלד ספנות בע"מ	תיירות
טסים פנורמה טורס בע"מ	תיירות
טסים עתידיים (1996) בע"מ	תיירות
ב. גאון אחזקות בע"מ	חברת אחזקות
פוסטר מדיה (ישראל) בע"מ	פרסום חוצות
4265	
כימדע כימיקלים עדינים (1996) חברה בע"מ	כימקלים לתעשיית התרופות והחקלאות
4268	
תרכובות ברום בע"מ	תרכובות ברום

ב. אני מודיע על הסכמתי בתנאים למיזוג של החברות כמפורט להלן:

4166	ביו בי שדה אליהו בע"מ	שירותי האבקה באמצעות דבורי-בר
	שירותי האבקה – יד מרדכי (שותפות מוגבלת)	שירותי האבקה באמצעות דבורי-בר
	קיבוץ יד מרדכי	שירותי האבקה באמצעות דבורי-בר

התנאים למיזוג מפורטים בתיקים לעיון הציבור.

המרשם של מיזוגי החברות פתוח לעיון הציבור במשרד רשות ההגבלים העסקיים, רחוב כנפי נשרים 22, ירושלים, בשעות העבודה הרגילות.

ד"ר דוד תדמור
הממונה על הגבלים עסקיים

ירושלים, כ"ח כסלו, תשס"א

25 דצמבר, 2000

ס"ח התשמ"ח, עמ' 128



רשות ההגבלים העסקיים

ירושלים, י"ז כסלו תשס"א

14 דצמבר 2000

מזג: 4224

פקס: 03-5603002

לכבוד

מר זאב קורמן, עו"ד

משרד שיין, הנטר ושות'

שדרות רוטשילד 49

תל אביב 65784

הנדון: הודעה על מיזוג חברות

מצ"ב החלטת הממונה על ההגבלים העסקיים בהתאם לסעיף 20 (ב) לחוק ההגבלים העסקיים
התשמ"ח - 1988 (1), למיזוג של החברות הבאות:

1. Bombardier Inc

2. DaimlerChrysler Rail Systems GmbH

בברכה,

צפורה נחמו, עו"ד

רשמת הגבלים עסקיים



רשות ההגבלים העסקיים

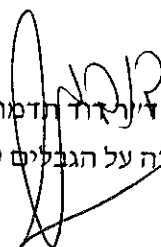
Bombardier Inc

החלטה בתיק מזג 4224:

DaimlerChrysler Rail Systems GmbH

בהתאם לסעיף 20 (ב) לחוק ההגבלים העסקיים התשמ"ח 1988 (להלן - "החוק"), אני מודיע על הסכמתי למיזוג של החברות כמפורט להלן¹:

מספר התיק	שמות החברות המתמזגות
מזג 4224	Bombardier Inc DaimlerChrysler Rail Systems GmbH


הממונה על הגבלים עסקיים

ירושלים, י"ז כסלו תשס"א

14 דצמבר 2000

¹ אישור זה לבקשת המיזוג, ניתן על-פי הנתונים שהוגשו לממונה ואין בו משום מתן הכשר או אישור, מבחינת דיני ההגבלים העסקיים, לכל פעולה אחרת זולת ביצוע המיזוג לבדו, על-פי הבקשה כאמור. כמו כן, אין באישור זה משום מתן אישור או הכשר לכל מיזוג קודם שבוצע - אם בוצע - בין צד למיזוג זה לבין צד שלישי, ללא אישור כדון, ואין בו כדי למנוע מהממונה לנקוט בכל הליך כנגד צד כאמור, על פי החוק.

האישור ניתן על בסיס ההנחה כי הצדדים למיזוג הביאו לידיעת רשות ההגבלים העסקיים את הנתונים הנכונים והמלאים הקשורים בעסקת המיזוג, הן במישרין והן בעקיפין, לרבות כל המידע בדבר ההסדרים הקיימים בין הצדדים למיזוג, גופים השולטים במי מהם, גופים בשליטת מי מהם או כל גוף קשור אחר, או בין מי מאלה לבין גופים בתחרות עם צד למיזוג או גוף אחר כאמור.

כל הבנה, מצג, או הסכמה, בכתב או בעל-פה, בין הצדדים לבין הממונה, שקדמו למתן אישור זה - בטלים, והאמור באישור זה ממצה את כל אשר הוסכם, ככל שהוסכם, בקשר למתן האישור; הכל - למעט הסכמה של צד או של צדדים למיזוג לתנאים שנקבעו, אשר תעמוד בתוקפה גם לאחר אישור המיזוג.

תוקף האישור לתקופה של עד שנה או עד להשלמת ביצוע העסקה, לפי המוקדם.

אין באישור זה משום היתר או מתן פטור לכל כבילה שבהסכם המיזוג, ואין בו היתר להפעלת כל אופציה או זכות דומה נוספת, אף אם מי מאלה כלולות בהסכם המיזוג, זולת ככל שצוין במפורש באישור.

החברות המתמזגות, כל אדם העלול להיפגע מן המיזוג, איגוד עסקי או ארגון צרכנים רשאים להגיש ערר על החלטה זו תוך 30 ימים מיום שההודעה על ההחלטה פורסמה בשני עתונים יומיים. הגשת ערר על עצם ההחלטה או הגשת ערר על תנאי מתנאיה משמעה שבית הדין רשאי לאשר את החלטת הממונה, לבטלה או לשנותה.

רח' כנפי נשרים 22, ת.ד. 34281 ירושלים 91341 טלפון: (02)6556111 פקס: (02)6515330

NOTICES OF MERGER
TO THE
ANTITRUST
COMMISSIONER
OF THE
STATE OF ISRAEL
ON BEHALF OF:

הודעות מיזוג
לממונה על ההגבלים
העסקיים
של מדינת ישראל
מטעם:

BOMBARDIER INC.

-AND-

DAIMLERCHRYSLER RAIL SYSTEMS GMBH

23 NOVEMBER 2000

23 בנובמבר 2000

SHINE, HUNTER & CO.
ADVOCATES & NOTARIES
49 ROTHSCHILD BLV'D, TEL-AVIV 65784
TEL: (+972) 3 560 3001
FAX: (+972) 3 560 3002

שיין, הנטר ושות'
עורכי-דין ונוטריונים
שדרות רוטשילד 49, תל-אביב 65784
טל: 03 560 3001
פקס: 03 560 3002

NOTICE OF MERGER

Pursuant to Section 17 of the Restrictive Business Practices Law, 5748-1988 (hereinafter: the "Law"), notice of merger is hereby given as follows:

1. *Name of the company filing the Notice:* Bombardier Inc. ("Bombardier")

Address: 800 Rene Levesque Boulevard, West
Montreal, Quebec H3B 1Y8
Canada

Address for service of papers (for purposes of this Notice only):

Shine, Hunter & Co.
49 Rothschild Boulevard
Tel-Aviv 65784
Telephone: (03) 560 3001
Fax: (03) 560 3002

Attention: Advocate William (Zev) Korman

Local Subsidiaries:

None

2. *The other company(ies) seeking to merge -*

Name: DaimlerChrysler Rail Systems GmbH ("Adtranz")
Address: Saatwinkler Damm 43
13627 Berlin
Germany

Address for service of papers (for purposes of this Notice only):

Shine, Hunter & Co.
49 Rothschild Boulevard
Tel-Aviv 65784
Telephone: (03) 560 3001
Fax: (03) 560 3002

Attention: Advocate William (Zev) Korman

Local Subsidiaries:

None

3. *The products or services sold by the company filing the Notice:*

Bombardier

Bombardier is a Canadian corporation engaged in design, development, manufacture and marketing in the aerospace, rail transportation equipment and recreational product industries. In addition, Bombardier offers services related to its core products and core businesses. Through various subsidiaries, Bombardier is engaged in financial services and one division of Bombardier is involved in the development of Bombardier real estate interests in Montreal, Province of Quebec, Canada. Bombardier operates plants in Canada, Mexico, the United States, Austria, Belgium, the Czech Republic, Finland, France, Germany, Switzerland, the United Kingdom and the Peoples' Republic of China. Bombardier is also seeking to expand into non-traditional markets outside North America and Western Europe. Over ninety percent of its revenues are generated outside Canada.

In Israel, since the beginning of 1999, Bombardier has sold business aircraft and spare parts and rail transportation equipment (double-deck coaches). Also, its financial services business (conducted in connection with the sale and leasing of Bombardier's other products) generates loan revenues. Previously, Bombardier had very limited sales of engines in the recreational products business.

The following is a more detailed description of the products and services related to this particular acquisition:

Rail technology should be separated into two fundamental sectors: stationary equipment (which includes fixed installation and signaling businesses) and rolling stock.

Under the Sale and Purchase Agreement governing this transaction, Adtranz is obligated to continue to actively seek offers from parties other than Bombardier for the acquisition of the Fixed Installation and Signaling Businesses (as defined in the Sales and Purchase Agreement). (Bombardier does not now carry on business in the field of fixed installation and signaling). In fact, following execution of the Sales and Purchase Agreement Adtranz sold and transferred its fixed installation business to Balfour Beatty headquartered in the United Kingdom. Hence, this business is outside the scope of this Notice.

In the rolling stock sub-sector, several product categories must be distinguished as distinct product markets. Such a differentiation is based on each product category's characteristics and intended function, interchangeability in terms of customer needs, the technological differences between products, and industry and customer acceptance. On this basis, the parties submit that the following are the relevant product and service markets in which the undertakings concerned are active:

Mainline / Intercity

- High Speed Trains
- Self Propelled Units (Electrical Multiple Units "EMUs" and Diesel Multiple Units "DMUs")*
- Electrical Locomotives (also in Regional)
- Fossil Fuel Locomotives (also in Regional)
- Passenger Coaches* (also in Regional)
- Freight Wagons

Regional

- Self Propelled Units ("EMUs" and "DMUs")*

Urban

- Trams (Light Rail Vehicles "LRVs")*
- Underground Vehicles/ Metros*

Others

- Automated Guided Transports ("AGTs")
- Airport People Movers ("APMs")
- Other Total Rail Systems ("OTRS")*
- Refurbishment of Rail Vehicles*
- Maintenance of Rail Vehicles*
- Components*
- Spare Parts*
- Signaling business

* denotes overlapping products or services by Bombardier and Adtranz.

These product and service markets are described in more detail as follows:

Mainline/ Intercity

a) High Speed Trains

These are highly integrated self-propelled units or locomotive-hauled trains designed to travel long distances at speeds of more than 250 km/h on conventional tracks. In many cases, however, dedicated tracks are used which allow for very high-speed travel (in excess of 300 km/h).

b) Self -Propelled Units ("EMUs" and "DMUs") for intercity transport

A self-propelled unit for intercity transport is a set of coaches in which the traction components are fully integrated. In essence it is a

merger between a passenger coach and a locomotive. A trainset cannot be separated but may be coupled to increase capacity. Intercity Self-Propelled Units are intended for long-range travel between urban centres on ordinary rail tracks. They achieve speeds from 160 km/h to 250 km/h and may have tilting technology.

c) Electrical Locomotives

Electrical locomotives are used exclusively to haul a number of non-self propelled carriages or freight cars. They are powered by electrical traction consisting of components such as transformers/power converters, electrical motors and gears. They can be fitted with a variety of transformers and power converters allowing them to use different voltages and power supply for travel across national borders. Bombardier is not active in this market.

d) Fossil Fuel Locomotives

Fossil fuel locomotives differ from electrical locomotives in that the prime power source is fossil fuel, which is converted into mechanical power. The mechanical power is then converted electrically, hydraulically or mechanically into speed and torque. Although similarity in basic design and the suppliers' ability to produce either type of locomotive may justify categorizing fossil fuel and electrical locomotives in a single market, the parties submit that the exact market definition can be left open in the case at hand, because only Adtranz is active in this area.

e) Passenger Coaches

This product market includes all non-self-propelled railway vehicles for mainline and regional passenger transport hauled by any type of locomotive. These vehicles share the same underlying technologies even if there exist some differences between various coaches (for example, single deck /double deck, sleeping cars or dining cars, different door configurations).

f) Freight Wagons

This product market includes all types of vehicles for the transport of freight. Freight wagons usually travel at lower speeds than passenger vehicles but carry more weight. They are shorter and much more sturdy than passenger coaches. Of the parties, only Bombardier is active in this market, Adtranz having recently sold its freight wagon operations to the US-based undertaking The Greenbrier Companies, Inc.

Regional

g) Self-Propelled Units ("EMUs" and "DMUs")

Regional Self-Propelled Units have a number of similarities with their intercity cousins in that the traction is fully integrated into the coaches. However, these products are intended for medium range travel on a regional scale, which leads to differences in the vehicle's design and functions (e.g. lighter construction with less comfort). They achieve speeds of less than 160 km/h and only exceptionally do have tilting technology. Furthermore, their interior design differs from intercity EMUs/DMUs because of the different specific requirements in terms of travel time and passenger density.

Urban

h) Trams / LRVs

Trams or light rail vehicles (collectively "LRVs") are either built to operate in mixed traffic with cars in urban settings or on segregated tracks. Due to the setting in which LRVs operate (such as stop and go traffic, short intervals between stations), they usually do not attain high speeds. They are relatively narrow and have small turning circles to circulate in urban settings. An increasing number of LRVs have low or partially low floors to facilitate passenger boarding at street level. The basic technology employed in all LRVs is similar.

As LRVs fulfill the same function as local buses, they compete against these products in so far as customers have the choice to acquire and use buses instead of LRVs to fulfill a specific demand.

i) Underground Vehicles / Metros

Underground vehicles or metros are electric vehicles that run on either steel or rubber wheels, and transport people within a city centre, always on completely segregated tracks and usually underground. Metros are generally heavier and sturdier than LRVs, mainly because of their greater capacity and must accommodate the high flow of passengers in and out of the cars at peak travel times. They are built to accelerate and decelerate quickly, mainly due to the short distances between stations.

Others

j) Automated Guided Transports ("AGTs")

AGTs are completely automated and do not require a driver. They operate on dedicated tracks; they may have steel or rubber wheels

and reach speeds of up to 80 km/h. For safety reasons, signaling and control systems are generally sophisticated. Adtranz has no product that competes in this market.

k) Airport People Movers ("APMs")

APMs are completely automated vehicles that form part of an integrated transit system carrying passengers from planes to terminals or between terminals in an airport. Because travel times are short and passengers may be carrying baggage, quick loading and unloading are crucial which explains their being fitted with large doors and little seating capacity. Because routes are generally relatively simple, guidance systems are also much less sophisticated than those of AGTs.

Adtranz is active in this market but Bombardier does not have an APM product. After evaluating several options for entering the APM market, Bombardier formed an alliance with Mitsubishi Heavy Industries ("MHI") in 1999. Bombardier will terminate the relationship with MHI should the proposed transaction with Adtranz be consummated. Accordingly, there can be no effect in this market from the proposed concentration.

l) Other Total Rail Systems (other than AGTs and APMs)

Other Total Rail Systems ("OTRS") cover the integration of complete transit systems. The work includes, in a turnkey fashion, the design, engineering, project management and systems integration of the infrastructure (guideway, signaling, fixed installations), and the vehicles and services, but excludes civil works.

m) Maintenance and Refurbishment of Rail Vehicles

Light maintenance is defined as any activity from the most basic task (such as cleaning and washing) up to what is known as a 'light exam' that includes any component exchange or safety check (also described as Level 1 - 4 by rail companies.) **Heavy maintenance** is defined as any task that involves the removal and replacement of a component that is carried out infrequently, often at pre-determined times, and requires the use of special and often large pieces of equipment (also described as Level 5 by rail companies). Much so-called heavy maintenance is in reality component exchange, for which the value added by the party carrying out the work is small. Finally, the spare part segment is defined as the overhaul and repair of any component that is removed from the train. This work is a sub-set of Level 4 and Level 5 maintenance.

n) Components

Bombardier and Adtranz have activities in component-type elements (e.g., bogies). The supply of components by subcontractors is of secondary importance for the assessment of competition in supplying complete railway vehicles; the ability to supply certain components of a railway vehicle does not necessarily mean that the supplier is in a position to participate in the market for the product as a complete vehicle.

o) Spare Parts

Spare parts are simply those parts generally manufactured by the OEM or one of its subcontractors and sold for replacement purposes.

p) Signaling

The purpose of rail signaling systems is to manage and control train movements on the track using track-based and / or radio based signaling systems.

Products or Services Sold in Israel:

In Israel, in the years 1999-2000, Bombardier has received orders from Israel Railways ("IR") for twelve 4-car double deck coaches (eight in 1999 and four in 2000). The Israeli company Ramta has been Bombardier's local partner for these sales.

In the years 1992 to 2000, Adtranz has received orders from IR for 44 3-car trains - DMUs (IC3) (24 during the period 1992-97 and 20 in 2000). Ramta has been Adtranz's local partner for these sales.

During the period 1994 to 2000, a third competitor, Alstom, has also received orders from IR, for 37 single deck coaches (in partnership with the local company Haargaz) and 28 diesel electric locomotives (complete import). Furthermore, in 2000 Fiat/Alstom (Alstom recently acquired Fiat) received orders from IR for 8 diesel Pendolino trains.

Siemens and AnsaldoBreda are other powerful potential competitors in the intercity/ regional/locomotive/passenger coach business.

Bombardier and Adtranz have also been pre-qualified (with four other international groups) to bid on the Jerusalem light rail transit project. The other groups include Alstom, Siemens, AnsaldoBreda and CAF.

4. The following conditions apply to the merger of the above-mentioned companies: (Mark the appropriate response)

(1) As a result of the merger, the share of the merging companies of all the manufacture, sale or purchase of the product or service will exceed the threshold rate for monopolies pursuant to the Law;

~~(2) The combined sales revenues of the merging companies, in the fiscal year prior to the merger, exceed the amount set forth in Section 17(a)(2) of the Law;~~

~~(2) One of the merging companies is a monopolist within the meaning of the Law.~~

The above must be qualified as follows:

1. Description of the local market: Israel is a small market. However, it is currently experiencing significant growth. The small land surface of the country combined with a high population density, with its associated highways congestion problems and car accidents, has triggered the need to invest more in public transportation.

In 1996, IR, the national operator, transported about 4 million passengers. This number reached 8,8 million in 1999 and 8,3 million for the first 8 months of the current year. Next year, it will transport 13 million passengers and 17 million the following year.

According to IR, investments jumped in the recent years from US\$ 20-30 million per year to US\$ 200 million. New rolling stock will increase the number of seats available by 50% from 12 000 to 18 000, and next year bids will be invited for more new trains offering an additional 4000 seats.

The bulk of the upcoming investments will be devoted to infrastructure development (construction and upgrading of stations and tracks, electrification of lines, etc.), a segment of the market where Adtranz (except for signaling) and Bombardier are absent.

2. Competitive Environment: The rolling stock market is inherently lumpy in demand and characterised as a bidding market. As such, a much better indicator of the competitive reality is served by an analysis of bidding in the affected markets. Bidders are constrained not so much by successes they or their competitors may have had in the past (which would be reflected in market share), but by the existence of viable competing bids that by their nature tend to force prices down and to force suppliers to make concessions on conditions and product specifications.

This in turn implies that rather than searching for a particular geographic market definition, one should analyze in each region, area or category of customer affected by the merger, whether and in what circumstances the merger will affect the bidding process as well as what actions customers and competitors might take after the merger to ensure that competition will remain effective. The logic of the bid market analysis framework is to focus attention on customers like IR who currently have both parties on their tender lists, and to evaluate the extent to which this tender lists will continue to offer the prospect of competitive outcomes post-merger.

As can be seen from the discussion in Item 3 above of orders placed by IR, very few orders (of relative small size) have been let over the past 8 and half years. As such, market share is not a good indicator of measuring the competitive impact of the proposed transaction. The bidding dynamic and the market structure on the demand side are the most important and valid indicators for future competitive behavior and outcome.

Israel has a number of small local players like Ramta, the most active player, and Haargaz. All major players, with the exception of Siemens, received orders from IR in the past 5 years. Bombardier received its first order ever in Israel only very recently, in 1999. Adtranz, Alstom and Bombardier each teamed together with one of the local players to ensure local content (neither Adtranz, Alstom nor Bombardier have local facilities).

As the only customer in the intercity/regional/locomotives/passenger coaches segments, IR enjoys sufficient buyer power to ensure a competitive bidding process for every tender let. Post-merger, there would remain two international suppliers who have previously received bids from IR: (Adtranz/Bombardier and Alstom), along with other qualified, capable suppliers, e.g. Siemens. To some extent, given its monopolistic position, should IR wish to have more bidders, it can easily foster the entrance of new and credible players like AnsaldoBreda (pre-qualified for the major light rail project in Jerusalem - see below).

The Jerusalem LRT project is managed by the Jerusalem Transportation Master Plan authority and the bidding process for this project involves various Government representatives such as the Ministry of Finance. The first of eight planned lines of the Jerusalem light rail project is currently in the process of short-listing from the six current groups that pre-qualified. All of the main railcar manufacturers are members of one of the 6 consortia: Adtranz, Alstom, Siemens, Bombardier, AnsaldoBreda and CAF. In this case, the level and quality of the resources on the buyer side (from city and national Government) combined with the number of bidders ensure a highly competitive bid process from which the buyer can only benefit.

Plainly, winning one tender artificially creates a "monopoly." But that designation is misleading, since it only is effective until the next tender, when the producer must again compete intensely with other major manufacturers. If it loses that tender, its market share goes down to zero. Clearly, no producer can ever exercise monopoly power under these circumstances.

The immediate attractiveness of the Israeli rolling stock market can only attract more potential bidders and therefore, further increase the level of competition present in that country, irrespective of the merger. In addition, the presence of a monopsony (IR) on the buyer side is a further assurance that the bid process will remain highly competitive post-merger in all segments of the Israeli rolling stock market. For those projects that are not under IR's responsibility like the Jerusalem LRT project, they are already attracting a large number of competitors on which the Israeli authorities managing them can exert competitive pressure. Finally, it should be restated that a very large portion of IR's future investments will be devoted to infrastructure, a segment where both Bombardier and Adtranz are not present.

5. *A copy of the merger agreement is attached to this Notice.*

See Sales and Purchase Agreement dated 4 August 2000, a copy of which (excluding exhibits) is submitted herewith as Exhibit A.

6. *Audited financial statements of the company filing the Notice for the last two fiscal years are attached to this Notice.*

A copy of Bombardier's Annual Report for the year ended 31 January 2000 is submitted herewith as Exhibit B. This annual report contains comparative information for the prior fiscal year. Bombardier does not maintain annual reports or financial statements specifically for business in Israel for Bombardier companies that are not registered here.

7. *The individual and combined market shares of the merging companies in the manufacture, sale or purchase of the products or services in Israel, to the best knowledge of the company filing the Notice, is as follows:*

Because of the nature of the market in which the parties operate, and the fact that the parties won different tenders for different rail car products, it is impossible to calculate market share figures in a meaningful way. Rather, we present the raw data of rolling stock orders by IR (the parties' only current Israeli customer in the field of overlap between them in Israel; as noted, Adtranz's other activities in Israel, if any, are irrelevant to this Notice), as follows:

1994-1997	Alstom	37 single deck coaches
1992-1997	Adtranz	24 x 3-car trains DMUs (IC3)
1997-1998	Alstom	18 diesel-electric locomotives
1999	Bombardier	8 x 4-car double deck coaches
2000	Bombardier	4 x 4-car double deck coaches
2000	Adtranz	20 x 3-car trains DMUs (IC3)
2000	Alstom	10 diesel-electric locomotives
2000	Fiat (Alstom)	8 diesel Pendolino trains

8. *The names of principal competitors of the company filing the Notice:*

See Exhibit C.

9. *Details of previous mergers in the last three years:*

None

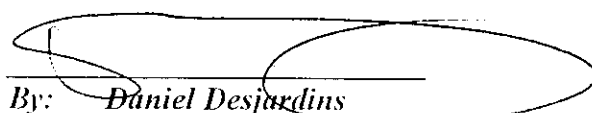
10. *Names of parent companies and subsidiaries of the company filing the Notice:*

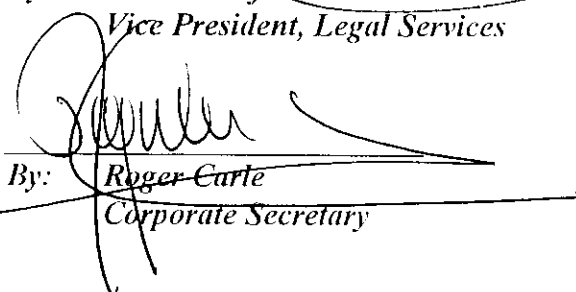
See Exhibit D.

I hereby declare that the above details are complete and correct, and that the attached documents are correct, and that except for such documents there are no additional documents concerning the merger.

November 22, 2000

Bombardier Inc.

By: 
Daniel Desjardins
Vice President, Legal Services

By: 
Roger Carle
Corporate Secretary

21 November 2000

NOTICE OF MERGER

Pursuant to Section 17 of the Restrictive Business Practices Law, 5748-1988 (hereinafter: the "Law"), notice of merger is hereby given as follows:

1. *Name of the company filing the Notice:* DaimlerChrysler Rail Systems GmbH
("Adtranz")

Address:

Saatwinkler Damm 43
13627 Berlin
Germany

Address for service of papers (for purposes of this Notice only):

Shine, Hunter & Co.
49 Rothschild Boulevard
Tel-Aviv 65784
Telephone: (03) 560 3001
Fax: (03) 560 3002

Attention: Advocate William (Zev) Korman

Local Subsidiaries:

None

2. *The other company(ies) seeking to merge -*

Name: Bombardier Inc. ("Bombardier")
Address:

800 Rene Levesque Boulevard, West

Montreal, Quebec H3B 1Y8
Canada

Address for service of papers (for purposes of this Notice only):

Shine, Hunter & Co.
49 Rothschild Boulevard
Tel-Aviv 65784
Telephone: (03) 560 3001
Fax: (03) 560 3002

Attention: Advocate William (Zev) Korman

Local Subsidiaries:

None

3. *The products or services sold by the company filing the Notice:*

Adtranz

Adtranz is a German limited liability company engaged in the manufacture and distribution of rail transportation vehicles. Its current activities cover the manufacture and sale of rolling stock equipment, and signalling equipment.

Prior to and independent of the present transaction, DaimlerChrysler AG (hereinafter: "DaimlerChrysler"), the parent of Adtranz, decided to focus this undertaking on its core activities in the rolling stock business and to therefore sell its fixed installation and signalling equipment activities. Accordingly, under the Sale and Purchase Agreement, Adtranz is obligated to continue to actively seek offers from parties other than Bombardier for the acquisition of the Fixed Installation and Signalling Businesses (as defined in the Sales and Purchase Agreement). (Bombardier does not now carry on business in the field of fixed installation and signalling). In fact, following execution of the Sales

and Purchase Agreement Adtranz sold and transferred its fixed installation business to Balfour Beatty headquartered in the United Kingdom.

Furthermore, Adtranz is not engaged in any of Bombardier's lines of business other than rolling stock. These other lines of business include the aerospace and recreational industries, as well as financial services and real estate development related to Bombardier's core products and businesses.

Hence, only rolling stock (rail cars) is the subject of this transaction.

The following is a more detailed description of the products and services related to this particular acquisition:

Rail technology should be separated into two fundamental sectors: stationary equipment (which includes fixed installation and signalling businesses) and rolling stock.

As disclosed above, Adtranz's fixed installation has been sold to Balfour Beatty. Hence, this business is outside the scope of this Notice.

In the rolling stock sub-sector, several product categories must be distinguished as distinct product markets. Such a differentiation is based on each product category's characteristics and intended function, interchangeability in terms of customer needs, the technological differences between products, and industry and customer acceptance. On this basis, the parties submit that the following are the relevant product and service markets in which the undertakings concerned are active:

Mainline / Intercity

- High Speed Trains
- Self Propelled Units (Electrical Multiple Units "EMUs" and Diesel Multiple Units "DMUs")*

- Electrical Locomotives (also in Regional)
- Fossil Fuel Locomotives (also in Regional)
- Passenger Coaches* (also in Regional)
- Freight Wagons

Regional

- Self Propelled Units ("EMUs" and "DMUs")*

Urban

- Trams (Light Rail Vehicles "LRVs")*
- Underground Vehicles/ Metros*

Others

- Automated Guided Transports ("AGTs")
- Airport People Movers ("APMs")
- Other Total Rail Systems ("OTRS")*
- Refurbishment of Rail Vehicles*
- Maintenance of Rail Vehicles*
- Components*
- Spare Parts*
- Signalling business

* denotes overlapping products or services by Bombardier and Adtranz.

These product and service markets are described in more detail as follows:

Mainline/ Intercity

a) High Speed Trains

These are highly integrated self-propelled units or locomotive-hauled trains designed to travel long distances at speeds of more than 250 km/h on conventional tracks. In many cases, however, dedicated tracks are used which allow for very high-speed travel (in excess of 300 km/h).

b) Self-Propelled Units ("EMUs" and "DMUs") for intercity transport

A self-propelled unit for intercity transport is a set of coaches in which the traction components are fully integrated. In essence it is a merger between a passenger coach and a locomotive. A trainset cannot be separated but may be coupled to increase capacity. Intercity Self-Propelled Units are intended for long-range travel between urban centres on ordinary rail tracks. They achieve speeds from 160 km/h to 250 km/h and may have tilting technology.

c) Electrical Locomotives

Electrical locomotives are used exclusively to haul a number of non-self propelled carriages or freight cars. They are powered by electrical traction consisting of components such as transformers/power converters, electrical motors and gears. They can be fitted with a variety of transformers and power converters allowing them to use different voltages and power supply for travel across national borders. Bombardier is not active in this market.

d) Fossil Fuel Locomotives

Fossil fuel locomotives differ from electrical locomotives in that the prime power source is fossil fuel, which is converted into mechanical power. The mechanical power is then converted electrically, hydraulically or mechanically into speed and torque. Although similarity in basic design and the suppliers' ability to produce either type of locomotive may justify categorizing fossil fuel and electrical locomotives in a single market, the parties submit that the exact market definition can be left open in the case at hand, because only Adtranz is active in this area.

e) Passenger Coaches

This product market includes all non-self-propelled railway vehicles for mainline and regional passenger transport hauled by any type of locomotive. These vehicles share the same underlying technologies even if there exist some differences between various coaches (for example, single deck /double deck, sleeping cars or dining cars, different door configurations).

f) Freight Wagons This product market includes all types of vehicles for the transport of freight. Freight wagons usually travel at lower speeds than passenger vehicles but carry more weight. They are shorter and much more sturdy than passenger coaches. Of the parties, only Bombardier is active in this market, Adtranz having recently sold its freight wagon operations to the US-based undertaking The Greenbrier Companies, Inc.

Regional

g) Self-Propelled Units ("EMUs" and "DMUs")

Regional Self-Propelled Units have a number of similarities with their intercity cousins in that the traction is fully integrated into the

coaches. However, these products are intended for medium range travel on a regional scale, which leads to differences in the vehicle's design and functions (e.g. lighter construction with less comfort). They achieve speeds of less than 160 km/h and only exceptionally do have tilting technology. Furthermore, their interior design differs from intercity EMUs/DMUs because of the different specific requirements in terms of travel time and passenger density.

Urban

h) Trams / LRVs

Trams or light rail vehicles (collectively "LRVs") are either built to operate in mixed traffic with cars in urban settings or on segregated tracks. Due to the setting in which LRVs operate (such as stop and go traffic, short intervals between stations), they usually do not attain high speeds. They are relatively narrow and have small turning circles to circulate in urban settings. An increasing number of LRVs have low or partially low floors to facilitate passenger boarding at street level. The basic technology employed in all LRVs is similar.

As LRVs fulfill the same function as local buses, they compete against these products in so far as customers have the choice to acquire and use buses instead of LRVs to fulfill a specific demand.

i) Underground Vehicles / Metros

Underground vehicles or metros are electric vehicles that run on either steel or rubber wheels, and transport people within a city centre, always on completely segregated tracks and usually underground. Metros are generally heavier and sturdier than LRVs,

mainly because of their greater capacity and must accommodate the high flow of passengers in and out of the cars at peak travel times. They are built to accelerate and decelerate quickly, mainly due to the short distances between stations.

Others

j) Automated Guided Transports ("AGTs")

AGTs are completely automated and do not require a driver. They operate on dedicated tracks; they may have steel or rubber wheels and reach speeds of up to 80 km/h. For safety reasons, signalling and control systems are generally sophisticated. Adtranz has no product that competes in this market.

k) Airport People Movers ("APMs")

APMs are completely automated vehicles that form part of an integrated transit system carrying passengers from planes to terminals or between terminals in an airport. Because travel times are short and passengers may be carrying baggage, quick loading and unloading are crucial which explains their being fitted with large doors and little seating capacity. Because routes are generally relatively simple, guidance systems are also much less sophisticated than those of AGTs.

Adtranz is active in this market but Bombardier does not have an APM product. After evaluating several options for entering the APM market, Bombardier formed an alliance with Mitsubishi Heavy Industries ("MHI") in 1999. Bombardier will terminate the relationship with MHI should the proposed transaction with Adtranz

be consummated. Accordingly, there can be no effect in this market from the proposed concentration.

l) Other Total Rail Systems (other than AGTs and APMs)

Other Total Rail Systems ("OTRS") cover the integration of complete transit systems. The work includes, in a turnkey fashion, the design, engineering, project management and systems integration of the infrastructure (guideway, signalling, fixed installations), and the vehicles and services, but excludes civil works.

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Light maintenance is defined as any activity from the most basic task (such as cleaning and washing) up to what is known as a 'light exam' that includes any component exchange or safety check (also described as Level 1 - 4 by rail companies.) **Heavy maintenance** is defined as any task that involves the removal and replacement of a component that is carried out infrequently, often at pre-determined times, and requires the use of special and often large pieces of equipment (also described as Level 5 by rail companies). Much so-called heavy maintenance is in reality component exchange, for which the value added by the party carrying out the work is small. Finally, the spare part segment is defined as the overhaul and repair of any component that is removed from the train. This work is a sub-set of Level 4 and Level 5 maintenance.

n) Components

Bombardier and Adtranz have activities in component-type elements (e.g., bogies). The supply of components by subcontractors is of secondary importance for the assessment of competition in supplying complete railway vehicles; the ability to supply certain components of a railway vehicle does not necessarily mean that the supplier is in a position to participate in the market for the product as a complete vehicle.

o) Spare Parts

Spare parts are simply those parts generally manufactured by the OEM or one of its subcontractors and sold for replacement purposes.

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The purpose of rail signalling systems is to manage and control train movements on the track using track-based and / or radio based signalling systems.

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In Israel, in the years 1999-2000, Bombardier has received orders from Israel Railways ("IR") for twelve 4-car double deck coaches (eight in 1999 and four in 2000). The Israeli company Ramta has been Bombardier's local partner for these sales.

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Siemens and AnsaldoBreda are other powerful potential competitors in the intercity/ regional/locomotive/passenger coach business.

Bombardier and Adtranz have also been pre-qualified (with four other international groups) to bid on the Jerusalem light rail transit project. The other groups include Alstom, Siemens, AnsaldoBreda and CAF.

4. *The following conditions apply to the merger of the above-mentioned companies: (Mark the appropriate response)*

(1) *As a result of the merger, the share of the merging companies of all the manufacture, sale or purchase of the product or service will exceed the threshold rate for monopolies pursuant to the Law;*

~~(2) *The combined sales revenues of the merging companies, in the fiscal year prior to the merger, exceed the amount set forth in Section 17(a)(2) of the Law;*~~

~~(2) *One of the merging companies is a monopolist within the meaning of the Law.*~~

The above must be qualified as follows:

1. Description of the local market: Israel is a small market. However, it is currently experiencing significant growth. The small land surface of the

7

country combined with a high population density, with its associated highways congestion problems and car accidents, has triggered the need to invest more in public transportation.

In 1996, IR, the national operator, transported about 4 million passengers. This number reached 8,8 million in 1999 and 8,3 million for the first 8 months of the current year. Next year, it will transport 13 million passengers and 17 million the following year.

According to IR, investments jumped in the recent years from US\$ 20-30 million per year to US\$ 200 million. New rolling stock will increase the number of seats available by 50% from 12 000 to 18 000, and next year bids will be invited for more new trains offering an additional 4000 seats.

The bulk of the upcoming investments will be devoted to infrastructure development (construction and upgrading of stations and tracks, electrification of lines, etc.), a segment of the market where Adtranz (except for signaling) and Bombardier are absent.

2. Competitive Environment The rolling stock market is inherently lumpy in demand and characterised as a bidding market. As such, a much better indicator of the competitive reality is served by an analysis of bidding in the affected markets. Bidders are constrained not so much by successes they or their competitors may have had in the past (which would be reflected in market share), but by the existence of viable competing bids that by their nature tend to force prices down and to force suppliers to make concessions on conditions and product specifications.

This in turn implies that rather than searching for a particular geographic market definition, one should analyze in each region, area or category of customer affected by the merger, whether and in what circumstances the

merger will affect the bidding process as well as what actions customers and competitors might take after the merger to ensure that competition will remain effective. The logic of the bid market analysis framework is to focus attention on customers like IR who currently have both parties on their tender lists, and to evaluate the extent to which this tender lists will continue to offer the prospect of competitive outcomes post-merger.

As can be seen from the discussion in Item 3 above of orders placed by IR, very few orders (of relative small size) have been let over the past 8 and half years. As such, market share is not a good indicator of measuring the competitive impact of the proposed transaction. The bidding dynamic and the market structure on the demand side are the most important and valid indicators for future competitive behavior and outcome.

Israel has a number of small local players like Ramta, the most active player, and Haargaz. All major players, with the exception of Siemens, received orders from IR in the past 5 years. Bombardier received its first order ever in Israel only very recently, in 1999. Adtranz, Alstom and Bombardier each teamed together with one of the local players to ensure local content (neither Adtranz, Alstom nor Bombardier have local facilities).

As the only customer in the intercity/regional/locomotives/passenger coaches segments, IR enjoys sufficient buyer power to ensure a competitive bidding process for every tender let. Post-merger, there would remain two international suppliers who have previously received bids from IR: (Adtranz/Bombardier and Alstom), along with other qualified, capable suppliers, e.g. Siemens. To some extent, given its monopolistic position, should IR wish to have more bidders, it can easily foster the entrance of new and credible players like AnsaldoBreda (pre-qualified for the major light rail project in Jerusalem - see below).

The Jerusalem LRT project is managed by the Jerusalem Transportation Master Plan authority and the bidding process for this project involves various Government representatives such as the Ministry of Finance. The first of eight planned lines of the Jerusalem light rail project is currently in the process of short-listing from the six current groups that pre-qualified. All of the main railcar manufacturers are members of one of the 6 consortia: Adtranz, Alstom, Siemens, Bombardier, AnsaldoBreda and CAF. In this case, the level and quality of the resources on the buyer side (from city and national Government) combined with the number of bidders ensure a highly competitive bid process from which the buyer can only benefit.

Plainly, winning one tender artificially creates a “monopoly.” But that designation is misleading, since it only is effective until the next tender, when the producer must again compete intensely with other major manufacturers. If it loses that tender, its market share goes down to zero. Clearly, no producer can ever exercise monopoly power under these circumstances.

The immediate attractiveness of the Israeli rolling stock market can only attract more potential bidders and therefore, further increase the level of competition present in that country, irrespective of the merger. In addition, the presence of a monopsony (IR) on the buyer side is a further assurance that the bid process will remain highly competitive post-merger in all segments of the Israeli rolling stock market. For those projects that are not under IR's responsibility like the Jerusalem LRT project, they are already attracting a large number of competitors on which the Israeli authorities managing them can exert competitive pressure. Finally, it should be restated that a very large portion of IR's future investments will be devoted to infrastructure, a segment where both Bombardier and Adtranz are not present.

5. *A copy of the merger agreement is attached to this Notice.*

See Sales and Purchase Agreement dated 4 August 2000, a copy of which (excluding exhibits) is submitted herewith as Exhibit A.

6. *Audited financial statements of the company filing the Notice for the last two fiscal years are attached to this Notice.*

A copy of Adtranz's Audit Report prepared by KPMG for the year ended 31 December 1999 is submitted herewith as Exhibit E. This annual report contains comparative information for the prior fiscal year. Adtranz does not maintain annual reports or financial statements specifically for business in Israel for Adtranz companies that are not registered here.

7. *The individual and combined market shares of the merging companies in the manufacture, sale or purchase of the products or services in Israel, to the best knowledge of the company filing the Notice, is as follows:*

Because of the nature of the market in which the parties operate, and the fact that the parties won different tenders for different rail car products, it is impossible to calculate market share figures in a meaningful way. Rather, we present the raw data of rolling stock orders by IR (the parties' only current Israeli customer in the field of overlap between them in Israel; as noted, Adtranz's other activities in Israel, if any, are irrelevant to this Notice), as follows:

1994-1997	Alstom	37 single deck coaches
1992-1997	Adtranz	24 x 3-car trains DMUs (IC3)
1997-1998	Alstom	18 diesel-electric locomotives
1999	Bombardier	8 x 4-car double deck coaches
2000	Bombardier	4 x 4-car double deck coaches
2000	Adtranz	20 x 3-car trains DMUs (IC3)
2000	Alstom	10 diesel-electric locomotives
2000	Fiat(Alstom)	8 diesel Pendolino trains

8. *The names of principal competitors of the company filing the Notice:*

See Exhibit C.

9. *Details of previous mergers in the last three years:*

None

10. *Names of parent companies and subsidiaries of the company filing the Notice:*

See Exhibit F.

I hereby declare that the above details are complete and correct, and that the attached documents are correct, and that except for such documents there are no additional documents concerning the merger.

 22 November 2000 DaimlerChrysler Rail Systems GmbH

22/11/2000

By: Bert van Dijk
Executive Vice President Marketing & Services

Signature and Stamp



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