

To: Tender Participants

E-Tender (Online) No. 36/26 for the Supply, Integration, Operation and Maintenance of a MUTC (Metropolitan Urban Traffic Control) System (the “Tender”)

Clarification Notice no. 3

Ayalon Highways Co. Ltd. (the “Company”) is hereby publishing a clarification to the Tender Documents, as follows.

1. Due to several requests of Bidders, the **Deadline for Submission of Clarification Questions** is postponed to **July 15, 2026 no later than 15:00** (Israel local time).
2. The **Deadline for Submission of Proposals** is therefore postponed to **August 19, 2026 no later than 15:00** (Israel local time).
3. The Company's PowerPoint presentation from the Bidder's Meeting which was held online on Wednesday June 3, 2026, has been posted. In case of any inconsistency between the presentation and the Tender Documents, the Tender Documents shall govern.
4. Below are answers to some of the clarification requests that have been submitted (there is no need to resubmit requests that have already been submitted, they shall be answered in due course):

	Section	Question	Answer
Volume A – Terms of Tender			
1.	2.1.1.3	Appendix 2B(1) was not attached. We kindly request that it be provided.	The request is unclear, the Appendix is posted on the Dekel website and the Company's website.
2.	3.5	There is a lack of detail in column 4 titled "The necessary supporting information to verify the fulfillment" regarding what will be assessed as part of the examination.	The Company clarifies that while the final, binding verification of the Proposed System's functional capabilities will take place on an operational system during the Second Stage live demonstrations (Volume A, Section 5.2.4), Bidders are required to submit verifiable technical data as part of their initial proposal submission (Stage 1) under Annex 1 to Appendix 6A. To satisfy the requirement for "necessary supporting information," the Bidder's submission must include a comprehensive Compliance Document (Volume C). This document must explicitly cross-reference the system's current capabilities against the SOW requirements.

			<p>The primary supporting documentation may include comprehensive Technical Design Documents (TDD/PDD) detailing the High-Level Architecture (HLA), data layer segmentation, and transactional database mapping. Bidders must back these up with official Interface Control Documents (ICDs) or protocol specifications that prove the system's current, off-the-shelf capability to natively ingest real-time traffic data via standard Center-to-Center (C2C) protocols like DATEX II and NTCIP 2306 (TMDD), alongside localized Center-to-Field (C2F) drivers for DV135 (Type A/B) and Modbus traffic light controller feeds.</p> <p>Additionally, the submission requires Operational Verification Data, which may consist of high-resolution system screenshots or pre-recorded film clips (up to 5 minutes) showing an active Traffic Situation Picture Display (TSPD), real-time signal cycle graphs, and functioning GIS interactive map controls.</p>
3.	3.6.2	We kindly request clarification as to which section is referenced in the concluding part of Section 3.6.2 ("3.6.23.6.2").	3.6.2
4.	7.3.4.1	<p>According to Sections 7.3.4.1 and 7.3.4.1.1, Part 1 – Base System (Block 1) shall include pricing for the complete scope required to deliver a fully operational MUTC system up to Handover, including all necessary works and services.</p> <p>In fact, to achieve a fully operational system, both software and hardware components are typically required, particularly field equipment such as traffic signal controllers, vehicle detectors, traffic signal heads, supporting poles, and communication infrastructure, etc.</p> <p>However, the current tender documents do not clearly specify whether the scope includes the supply, installation, or upgrade of such field traffic control and detection equipment.</p> <p>Please clarify whether the project scope includes the provision and installation of</p>	<p>Sections 3.2.2 and 5.1.1.1 of the SOW state that unless stated specifically otherwise, AHC Co provides the Outstation Devices. The Supplier will not purchase, supply, install, and maintain Signalized Intersections infrastructure.</p> <p>However, Section 4.8.19.2 and Section 7.1.1 of the SOW state specifically for the POC of the Centralized Adaptive Management Module, that if the Supplier needs additional Adaptive Field Equipment to the already existing Outstation Devices at the Signalized Intersections, (and beyond those detailed in the new Section 7.1.11 of the SOW – see below) it will be the Supplier's own responsibility to provide, deploy and maintain the additional devices, at its expense. This is limited only to the 15 Signalized</p>

		<p>field traffic control and detection equipment; and if applicable, provide additional information, drawings, or documentation to define the required scope and scale (e.g., number of intersections, types of equipment, or deployment extent, etc.), to enable Bidders to prepare an accurate and compliant Proposal.</p>	<p>Intersections participating in the POC (Section 4.8.19.3 of the SOW). As described in Section 7.1.4 of the SOW, any expansion of the Adaptive Management Module to additional intersections beyond the POC (including installation and maintaining the additional Adaptive Field Equipment) will be handled under the Change Order framework (Section 13 of the Agreement) and is not part of the initial base system delivery pricing.</p> <p>The following additional sections shall be inserted into Volume E - SOW:</p> <p>7.1.11 For the avoidance of doubt, existing Outstation Devices at the intersections like Traffic Light Controllers, existing loop-based vehicle detectors connected to the controller, traffic signal heads, traffic light poles, pushbuttons, UPS for the controller, controller cabinet, and existing communication infrastructure with the controller are provided as-is by AHCo and are not considered Adaptive Field Equipment.</p> <p>5.9.6 Unless stated specifically otherwise, Outstation Devices are provided and maintained by AHCo. See Section 7.1.11 for a description of Outstation Devices provided by AHCo and installed in Signalized Intersections.</p>
5.	11.1	<p>We kindly request clarification that, prior to the cancellation of the award, the Winning Bidder will be given at least 7 days' prior written notice regarding any failure to comply with the Tender requirements, and that it will be allowed to cure such non-compliance within that period or within any later period determined by the Company.</p>	<p>Request accepted.</p>
6.	11.2	<p>This provision deprives the Bidder of its right of access to the courts, including in cases where the cancellation is made unlawfully or in bad faith. Accordingly, we request that the section be deleted or, at the very least, qualified in accordance with the foregoing.</p>	<p>It is clarified that Section 11.2 shall not limit the Winning Bidder's right to timely file a court petition in connection with the cancellation of its award.</p>

7.	15.2	We request that the section be amended so that, if the Company chooses to disclose to other Bidders information marked by the Bidder as confidential, it will grant the Bidder a period of 5 days (rather than 48 hours) to appeal such decision.	"Forty eight hours (48 hours)" shall be replaced by "two full business days".
8.	Appendix 6A-Section 8.1.1	The section is unclear, as it contains the wording "Error! Reference source not found."	The correct reference is to Section 3.5 of Volume A.
9.	Appendix 6A-Section 10	The section is unclear, as it contains the wording "Error! Reference source not found."	The correct reference is to Section 1.7 of Volume A.
10.	Bidder Conference Presentation	We kindly request clarification that the document is relevant to Tender No. 36/26 and not to Tender No. 29/26.	Yes.
Volume E - SOW			
11.	General	We kindly request clarification that the document is relevant to Tender No. 36/26 and not to Tender No. 29/26.	Yes.
12.	4.8.19.1.3	Is AHCo conducting any separate pilot, experiment, or evaluation process concerning fully adaptive traffic management technologies that may be relevant to this Tender?	For the Bidders' information, during 2026-27, the MOT plans to conduct an experiment, led by AHCo, on fully Adaptive Traffic Management solutions. AHCo issued a call for proposals number 39/26 (link), inviting companies to introduce their solutions for Adaptive Traffic Management and have them evaluated during the experiment.
13.	5.9.2	What is meant that the Outstation Devices will be based on secure private APN?	There is a typographical error in Section 5.9.2 that is corrected as follows: the words "Communication to" shall be added before the words "Outstation Devices will be based on secure private APN...".
14.	11.1.1	We request that the section be amended so that the replacement of a member of the management team not initiated by the Bidder, including due to resignation, illness, or personal circumstances, shall not be subject to the Company's prior approval, but only to written notice.	Request rejected. The Project Manager, Chief System Engineer, and Traffic Engineer are highly critical to the success and structural design of this multi-site system, any personnel changes in these key positions directly impact project delivery.
15.	14.19.2	We request that the SLA table set forth in the section be amended so that the response and rectification times shall be calculated from the time the Bidder receives formal notice of the	Request rejected. The MUTC is an essential piece of critical regional infrastructure that operates continuously under Active-Active data redundancy expectations. Calculation

		malfunction, and not from the time the malfunction occurred.	of response and rectification times shall be from the earlier of the notice to the Supplier, or the automatic alert notification.
--	--	--	---

This document is integral part of the Tender Documents, and the Bidder is requested to attach a signed copy thereof, to its Proposal (there is no need to submit the Company's PowerPoint presentation).

Name of Bidder: _____

Bidder's Signature: _____

Date: _____