

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. 4

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

1. Due to requests of Bidders, the **Deadline for Submission of Clarification Questions** is postponed to **September 6, 2026 no later than 15:00** (Israel local time).
2. The **Deadline for Submission of Proposals** is therefore postponed to **October 15, 2026 no later than 15:00** (Israel local time).
3. This notice centralizes the questions raised, unifying similar questions, with no background detail or identifying data.

	Section	Question	Answer
Volume A – Terms of Tender			
1.	1.5 + 3	For the purpose of executing the Project, we wish to partner with a leading global company specializing in the development of traffic management systems. Finalizing an engagement of this kind requires additional working time to formulate the proposal. Furthermore, incorporating a company of this kind into a joint venture is not the correct or preferred structure from the perspective of such companies, and in our view it also does not capture the maximum benefit for the client. In light of the above, we request that the submission date be postponed by approximately five months, and that the experienced party be permitted to act as a subcontractor to the Bidder, bound to it by a binding memorandum of understanding for the purpose of executing the Project.	Request denied. The Project's implementation timeline cannot tolerate a delay of 5 months.
2.	3.5	Following our review of the threshold requirements specified in Section 3.5 of Volume A, we would like to propose a clarification regarding the relationship between Item #1 and Item #10: Since the presentation of traffic flow, congestion levels, and events (as required under Item #1) is functionally dependent on data retrieved from third-party interfaces (as	Request denied. Items #1 and #10 are complementary. The Proposed System is required to generate and present a comprehensive, continuously updated traffic situation picture by integrating data from both internal and external sources. The interface requirement in Item #10 does not replace the system-level functionality required in Item #1.

		required under Item #10), we believe these elements should be consolidated under Item #10. To provide better clarity and architectural alignment, we respectfully request that the Tender Committee consider revising the phrasing of these items as follows: Proposed Revised Phrase for Item #10: "The Proposed System has at least one interface to a system that provides traffic-related information such as TomTom, and Waze, and utilizes this interface data to present a comprehensive situation awareness picture including, at a minimum, traffic flow, status, congestion levels, and traffic events." Proposed Revised Phrase for Item #1: " Traffic situation picture – The Proposed System generates a comprehensive status, continuously updated in near real-time (at least every 5 seconds), including at a minimum: Operational status of outstation devices." Moving the presentation requirements of these specific metrics to Item #10 accurately links the visualization of the data with the third-party interface responsible for providing it. Meanwhile, keeping the "Operational status of outstation devices" in Item #1 correctly isolates the system's core internal device-monitoring capabilities.	
3.	3.5 + Volume D Introduction	Requested Amendment to Section 3.5 & Volume D Introduction: Section 3.5 requires the Proposed System to meet all technical requirements within 'one integrated system'. From an advanced systems engineering perspective, forcing all operational analytics, predictive modeling, and hardware interfaces into a single monolithic software application limits flexibility and contradicts modern multi-vendor integration paradigms. The Bidder requests that the scoring guidelines in Volume D be amended to explicitly clarify that maximum points across all items will be awarded to a decoupled 'System of Systems' (SoS) architecture where a core master platform acts as the unified User Interface and orchestration layer, while specialized advanced modules (e.g., localized format converters, advanced AI-enabled DSS, and predictive analytics engines) are integrated via secure APIs, standard protocols, or OEM licensing,	Request denied. The requirement is for one proven integrated system and not for a monolithic software application. The Proposed System may be comprised of modular subsystems and third-party components integrated through secure, documented interfaces, in accordance with Section 6.3 of the SOW. However, the Bidder may not demonstrate compliance by presenting separate components or modules that have only been deployed independently and have not previously been deployed and operated at least once as a functioning integrated system. The Bidder shall demonstrate operational evidence of a reference system in which the relevant components were integrated, interoperated and collectively provided the required functionality. Evidence

		and that no scoring penalty or disqualification will apply if these components were not historically part of a single legacy deployment.	relating solely to the individual performance or successful operational history of separate components shall not be sufficient (except with respect to past deployments presented for proof of compliance with Threshold Condition 3.6 - which allows the Bidder to present systems that complied with only some of the system requirements listed in Section 3.5 of the Threshold Conditions - #1-#6, #8-10, #7, however all the requirements presented in such installation, e.g. #1-#6 + #8-10, must have been integrated into one system). For the purpose of Threshold Condition 3.5 such functioning integrated system must have been in operation for at least one client prior to the Deadline for Submission of Proposals. However, for the purpose of Scoring the Proposal in accordance with VOLUME D – see general clarification below regarding time of operation and minimal duration required.
4.	3.6.1 + Volume D Part 2	Requested Amendment to Section 3.6.1 & Volume D Part 2 (Track Record): To maximize healthy competition and allow tier-1 international ITS providers with modern, highly scalable modular platforms to participate, the Bidder requests that the threshold and scoring rules be amended to accept the following equivalent or superior operational track record as fully compliant and eligible for maximum points under Part 2: • One (1) flagship deployment of a metropolitan traffic management platform in a metropolitan area with a population exceeding 1 million inhabitants, managing at least 200 Signalized Intersections; - AND • Two (2) distinct deployments of the proposed platform in cities with a population exceeding 200,000 inhabitants, managing at least 100 Signalized Intersections each.	Request denied. The track-record Threshold Condition requirements and the scoring criteria remain unchanged. The specified deployments are required to demonstrate proven operation at the scale and metropolitan complexity defined in the Tender Documents and may not be replaced by the proposed combination.
5.	3.6.1.2	We request updating the requirement so that Bidders may demonstrate experience through systems where at least one manages 200 signalized intersections and the others manage a combined number of intersections equal to at least 200, with a minimum requirement of at least 50 intersections per deployment.	Request denied. Each reference deployment must independently satisfy the applicable minimum number of Signalized Intersections and all other conditions.

		For example, three deployments managed by the same vendor, each operating 75 intersections, and one deployment of at least intersections would collectively qualify 200.	
6.	3.6.1.2	Section 3.6.1.2 requires that the proposed system be operational within a metropolitan area and manage 200 signalized intersections. We respectfully request to clarify that a traffic management system deployed in highways and/or interurban areas across several local municipalities is also to be considered to be compliant with this requirement.	Request partially accepted. The definition of "Signalized Intersection" in Section 3.7 of VOLUME A, shall be clarified and amended as follows: 3.7 The term "Signalized Intersection" used in the Threshold Conditions means an intersection with at least one traffic light, that forms part of an urban road network. It is further clarified that an "urban road network" means that at least half of the Signalized Intersections required by the Threshold Condition are located within municipal jurisdictions.
7.	3.6.2	Must all 20 Signalized Intersections be managed in adaptive mode?	Yes, including at least 5 managed as a sub-network group (according to #7.3 of Section 3.5).
8.	3.4 3.6 3.8	The Tender allows certain thresholds to be demonstrated by a Joint Venture, where certain requirements should be demonstrated by two systems that are installed as provided in section 3.6.1 and certain requirements can be demonstrated by a third system as provided in section 3.6.1.1. As a fact, the potential companies that can demonstrate the required experience that can be demonstrated by the third system are all foreign companies. Considering the current security and geopolitical situation in Israel, many foreign companies are facing internal corporate restrictions regarding direct participation in tenders and projects in Israel through Joint Venture (JV) structures. In practice, the boards of directors and corporate governance entities of various international companies do not approve participation as formal JV partners carrying joint and several liability, but are willing to participate as subcontractors technology providers, suppliers, or service providers under a supplier-customer contractual framework. Therefore, we request that the requirements that can be proven by the third system, will be allowed to be proven also by a nominated subcontractor which is not a JV partner. We	Request denied.

		believe that allowing such flexibility would increase competition, enable participation of leading international technology providers that were not allowed by their Board to cooperate as a JV partner, and ultimately strengthen the quality and professionalism of the proposed solutions under the Tender.	
9.	10.1.3	We believe that the requirement in this section may deter foreign companies from participating in the tender. In addition, we note that where the successful bidder is a joint venture that includes an Israeli member, the engagement with Ayalon Highways will in any event be conducted through the Israeli member, who will serve as the primary point of contact for all matters relating to the engagement. Accordingly, we request that the section be deleted in its entirety, or that the registration requirement apply only where the successful Bidder is a foreign entity only, with no Israeli partner.	Request denied.
10.	Appendix 6D	In Appendix 6D, please confirm that when the term "Financial Statements" appears, it shall be understood as "Audited Financial Statements". Accordingly, we kindly request that the word "Audited" will be added before "Financial Statements" throughout Appendix 6D.	Confirmed. Wherever Appendix 6D refers to "Financial Statements", it shall mean audited financial statements. No replacement of the Appendix is required.
Volume B - Agreement			
11.	4.5	We request that the words "stipulation or other instruction" be deleted from the concluding part of the section.	Request denied.
12.	4.6	We request that the words "to the Company's satisfaction" be deleted from the concluding part of the section and replaced with the words "in accordance with the provisions of this Agreement".	Request denied.
13.	4.9	We kindly request that the relevant section be clarified that the system to be supplied shall comply with the relevant regulatory requirements, including privacy laws, in accordance with the mandatory provisions applicable in the EU or in the USA.	Request denied. The System and the Services shall comply with all applicable Israeli laws and regulations, as well as GDPR requirements (see instructions in the SOW).
14.	5.1	We request that the section be amended so that any unilateral extension of the engagement by the Company shall be subject to the provision of at least 45 days' prior written notice to the	Request accepted, after the words "24 months each" the following shall be added: "by giving the Supplier at least 45 days advance written notice before the

		supplier before the expiration date of the engagement.	expiration date of the Period of Engagement".
15.	5.2	We request that the section be amended as follows: (a) to extend the prior notice period from 45 days to 90 days; and (b) to provide that, in the event of termination other than due to a material breach by the Supplier, the Supplier shall be entitled, in addition to payment for completed milestones and a pro rata portion of milestones in progress, also to reimbursement of any direct and substantiated costs, to the extent incurred.	(a) Request partially accepted, "45" shall be replaced by "75". (b) Request denied.
16.	6.3.5	We request that the section be amended so that delays arising from factors beyond the Bidder's control, including force majeure and including delays caused by the Company or by regulatory authorities, shall not be deemed delays by the Bidder for the purpose of applying the liquidated damages mechanism, and shall entitle the Bidder to a corresponding extension of the schedule.	Request partially accepted: it is clarified that delays caused by force majeure (according to Israeli law), or by the Company, shall not be taken into account for the purpose of calculating Liquidated Damages owed by the Supplier for delays.
17.	6.4	We request that the section be amended so that Ayalon Highways shall be entitled to suspend the performance of the services for a period of up to 30 days (rather than 90 days), provided that it gives the supplier prior written notice.	Request partially accepted, "90" shall be replaced by "60".
18.	6.5	We request that the section be amended so that any period exceeding 30 days (rather than 90 days) shall entitle the supplier to compensation for direct expenses incurred as a result of the suspension, commencing on the 31st day.	Request partially accepted, "90" and "91 st " shall be replaced by "60" and "61 st " respectively.
19.	6.8	We request clarification that, to the extent any requirements of Ayalon Highways referred to in this section are not included in the technical specifications, they shall be deemed change instructions, and the Supplier shall be entitled to additional payment in accordance with the provisions of the Agreement.	Any order under Section 6.8 that qualifies as a Change Order as defined in Section 13 of the Agreement, will be treated as such, unless it falls under Section 13.3.
20.	8.4.3	We request that the section be amended so that any requirement by Ayalon Highways for the replacement of a subcontractor shall be reasoned in writing and limited to defined circumstances, such as a contractual breach by the subcontractor or a proven professional failure.	Request partially accepted – following the words "at its sole discretion" the following shall be added: "by providing written reasoned notice to the Supplier".
21.	9.1	We request that the words "Company's full satisfaction" be deleted.	Request denied.
22.	9.12	We request that this section be deleted. Alternatively, we request that the section be	Request partially accepted – at the end of the Section the following shall be added:

		amended so that Ayalon Highways shall be entitled to set off only amounts due to it in connection with this Agreement, subject to Ayalon Highways providing the supplier with at least 7 business days' prior written notice of such set-off and allowing the breach to be remedied during such period.	", by providing at least 7 days' advance written notice to the Supplier".
23.	9.13	We request that the concluding part of the section be amended so that the words "to the Company's full satisfaction" are deleted and replaced with the words "in accordance with the provisions of this Agreement".	Request partially accepted – at the end of the Section the following shall be added: "in accordance with the provisions of this Agreement".
24.	10.2-10.3	1. We request that Sections 10.2-10.3 be amended to clarify that the Supplier's liability and indemnification obligations shall apply only to liability under applicable law. 2. In addition, with respect to Section 10.2, we further request deletion of the word "Solely" before "responsible", deletion of the word "any" before "loss", deletion of the term "financial loss", deletion of the words "and/or in relation to", and deletion of the word "any" before "act". 3. With respect to Section 10.3, we further request that the Supplier's indemnification obligation also be subject to 30 days' prior written notice, that the term "financial loss" be deleted from that section, that the words "and/or demand" be added after the word "claim" and that the words "and not settle with plaintiff without the Supplier's prior written consent" be added after the words "against it".	1. Request denied. 2. Request denied. 3. Request partially accepted – (a) the words "immediately upon" shall be replaced with the words "within 7 days of"; (b) at the end of Section 10.3 the following shall be added: "The Company shall not settle with the plaintiff without consulting with the Supplier."
25.	11	1. It is requested to delete the words: "at its expense". 2. It is requested to delete the words: "and the Company's name". 3. It is requested to delete the words: "The delivery of insurance certificates in accordance with the provisions of Appendix B as aforesaid is a prerequisite for the Company signing this Agreement. Notwithstanding the provisions of this Section, it is requested that the insurance certificate be provided to the Company seven (7) days prior to the commencement of the Project execution and/or the provision of the Services.	Section 11 is replaced in its entirety with the following: "The Supplier's insurance obligations and requirements are set forth in Appendix B (including B1). The insurance certificate for the initial Period of Engagement must be presented as a precondition to the Company's engagement with the Supplier."

		4. It is requested to replace the words: “insurance policies” with the words: “insurance certificate”. 5. It is requested to replace the words: “14 days of receiving the winning notification notice from the Company” with the words: “seven (7) days prior to the commencement of the Project execution and/or the provision of the Services”.	
26.	12.6	We request that the section be amended so that forfeiture of the guarantee shall be subject to at least 7 days' prior written notice to the supplier, and the Supplier shall be given the opportunity to cure the breach within such period.	Request partially accepted - "5 days" shall be replaced by "7 days".
27.	13.4	We request that the concluding part of the section be deleted. Alternatively, we request that the matter be left to the Company's discretion.	Request denied.
28.	14.4	We request that the words "and granting an opportunity to cure the breach within such period" be added to the concluding part of the section.	Request denied (grace period already specified in Appendix E).
29.	16.2	We kindly request clarification as to which specific developments, deliverables, adaptations, source code, documents and other work products will be deemed Foreground IP and therefore subject to the IP rights granted to the Ayalon Highways under Section 16.2. In addition, we respectfully request clarification that, in any event, this does not apply to general developments or to every development made in the course of the engagement, but only to unique developments specifically created for Ayalon Highways. It should be clarified that the current situation, in which there is no explicit definition of which developments etc. are included within the scope of the Foreground IP, creates inequality among bidders and may confer an advantage on certain bidders over others.	IP rights in developments by the Supplier in connection with the Agreement (including all developments required in the SOW), are Foreground IP. However, see answer below.
30.	16.2	We respectfully request that section 16.2 be amended so that, instead of joint ownership of Foreground IP, the Supplier shall retain ownership of such IP, while granting Ayalon Highways a perpetual, irrevocable, non-exclusive, royalty-free license. For the avoidance of doubt, such license should not be for transferable purposes, and Ayalon Highways and/or the State shall not be entitled	Request denied. However, the Company shall use the Foreground IP for the internal use of the Company and/or other Government entities and/or Israeli municipalities, and shall not commercialize or sell the Foreground IP, unless the developments were made pursuant to Change Orders separately paid for by the Company.

		to commercialize, sell, sublicense or otherwise exploit such IP commercially and/or otherwise. In addition, we kindly request that in any event, the Supplier's developments within the scope of the Foreground IP not be used, including for commercial purposes, other than for the purposes of this engagement.	
31.	17	We request that the confidentiality obligation apply mutually to all parties to the agreement.	Request denied. The Supplier may request confidential treatment for certain specific information, and the Company shall consider its request.
32.	17.3	(a) We request clarification that the confidentiality obligation shall not apply in cases where the transfer of information is required for the performance of the Agreement and the provision of the Services thereunder. (b) In addition, we request that after the words "including by tacit consent", the following words be added: "or disclosed pursuant to the order or requirement of a court, administrative agency, or other governmental body".	(a) Confidential Information may be disclosed on a strictly need-to-know basis as required for performance of the Agreement, subject to the recipient's prior execution of the Confidentiality Undertaking. (b) see Section 1(iv) of Appendix D, same language shall apply with respect to Section 17.3.
33.	19.2	We request that the section be amended so that termination of the Agreement due to a material breach shall be subject to at least 30 business days' prior written notice and the granting of an opportunity to the bidder to cure the breach within such period.	Request denied; please note that cure periods appear in some of the sub-sections.
34.	21.4-21.5	We request clarification that any such assignment shall be subject to prior written notice to the Bidder.	At the end of Section 21.4 it shall be added: "The Company shall provide 7 days' advance written notice to the Supplier before such assignment."
35.	Appendix B	Several requests were submitted for changes in the insurance appendix. The requests that were accepted by the Company have been implemented into VOLUME B - Updated Appendix B attached to this clarification notice, which supersedes the previously published appendix. The Winning Bidder will be allowed to amend the Insurance Certificate B1 accordingly.	
36.	Appendix B	The minimum amounts in the appendix are quoted in US\$. Is it possible to change them to NIS?	Yes, in case the currency of the policy/ies is NIS, the minimum amounts in NIS will be calculated according to the official Bank of Israel exchange rate of US\$ /NIS.
37.	Appendix B	It is requested to add the following: "Alternatively, it shall be permitted to procure a separate Cyber Insurance policy which includes a Tech Professional Liability (Tech E&O) extension with limits of liability of U.S. \$ 2,000,000".	Due to the type of the services it is needed to have E&O and product liability (could be by Tech Professional Liability insurance) including sub limit for Cyber of US\$ 2,000,000, and coverage for Professional Liability (in respect of human activity). The coverage

			is acceptable either by one policy or by multiple policies.
38.	Appendix B	It is requested to add an option to arrange Professional Liability insurance with limits of liability of NIS 20,000,000 per occurrence and in the aggregate for the period of insurance and Product Liability insurance with limits of liability of NIS 20,000,000 per occurrence and in the aggregate for the period of insurance separately - instead of arranging this insurance.	See answer above.
39.	Appendix B	Regarding codes 325 and 327 - It is requested to clarify that these codes refer to Professional Liability insurance.	Confirmed.
40.	Appendix F	The appendix is referred to as a mandatory appendix to the agreement, but its contents were not attached. We kindly request that it be provided.	The appendix shall be posted on the Dekel website and on the Company's website within a few days.
41.	Appendix G	The appendix is referred to as a mandatory appendix to the agreement, but its contents were not attached. We kindly request that it be provided.	The appendix shall be posted on the Dekel website and on the Company's website within a few days.

Volume D – Quality Measurements

General clarification applicable to Volume D:

Only components (including those provided through a separate subsystem, external module, or third-party), that have constituted an integral part of the Proposed System and have been integrated, deployed, and in continuous operational use as part of that system at a traffic management center for at least six (6) months prior to the date of the Tender demonstration, shall be scored under Part 1. Independent experience of the component, operation of the component in a different system, or integration performed solely for the Tender or demonstration shall not constitute sufficient operational evidence.

For the avoidance of doubt, such clarification is for scoring purposes only and does not derogate from or otherwise alter the Threshold Conditions detailed in Section 3 of VOLUME A (including the requirement that capabilities listed in Section 3.5 exist in the integrated operational Proposed System with a prior installation for at least one client prior to the Deadline for Submission of Proposals), and that past deployments meet the requirements of Section 3.6).

42.	Introduction	Requested Amendment to Volume D Introduction (Availability of Functionality for Demonstration): The Bidder requests that the introduction to Volume D (Scenario Rules) be amended to confirm that any advanced software functionality, localized integration (e.g., local controllers or converters), or mathematical optimization model configured, calibrated, or optimized after the Deadline for Submission of Proposals — but fully operational and demonstrated during the Second Stage live interview and system demonstration — will be eligible for the maximum potential grade.	Request accepted subject to general clarification above.
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43.	Item 2 (DSS module) (SOW 4.6.4)	The Bidder requests that the scoring scales for the 2 points allocated to 'AI-enabled DSS' be amended to confirm that maximum points (2.0 pts) will be awarded where the AI-enabled decision support is delivered via an integrated expert subsystem, advanced rules engine, or external analytics engine connected via APIs, without requiring that the AI engine was natively authored within the core UTC application or deployed historically in the same customer installation.	Request partially accepted. The AI-enabled DSS may be implemented as an integrated expert subsystem, rules engine or external analytics module connected through secure documented interfaces; it need not be natively authored within the core MUTC application. However, points will be awarded only for a fully integrated and operational capability demonstrated in the Bidder's operational system as clarified above.
44.	Item 3 (User display) (SOW 4.7.2)	For the 2 points allocated to historical playback and replay, the Bidder requests that the scoring scale be amended to confirm that compliance is fully satisfied and maximum points (2.0 pts) will be awarded for a temporal reconstruction of the road network state on the GIS map interface (reproducing historical device states, traffic metrics, events, and alarms for a user-selected past interval using stored time-series data), without requiring an exact visual screen recording of the live UI layout.	Confirmed. An exact screen-video recording is not required. A temporal reconstruction of the relevant network state using stored time-series data is acceptable, provided that the Proposed System can replay and display the required historical device states, traffic data, events and alarms for a user-selected period on the system interface.
45.	Item 4 (Reading plans) (SOW 4.8.4)	The Bidder requests that the scoring scale for Item 4 be amended to confirm that the full 1.0 point per format (Inbar, LISA, TransEM, Crossing) will be awarded where the proposed system imports, processes, and visualizes these localized proprietary plans via a specialized integrated conversion utility, localized importer, or dedicated API, without requiring the core international master software to natively parse these files without middle-tier processing.	Request partially accepted. The required plan formats may be imported through an integrated converter, importer or API and need not be parsed natively by the core application. Full points will be awarded only where the end-to-end working capability to import, validate, process, display and use each format is demonstrated as part of the Proposed System. The Supplier remains responsible for compatibility with the actual source files.
46.	Item 5 (Priority module) (SOW 4.8.18)	For the 2 points allocated to 'built-in tools to analyze prioritization', the Bidder requests that the scoring scale be amended to confirm that maximum points (2.0 pts) will be awarded for dashboards, reporting tools, and analytical views provided through an integrated Business Intelligence (BI) component, provided they are directly accessible from the core system's user interface, and that priority data can be received from standard external systems (AVL, SIRI, GTFS-Realtime).	Request partially accepted. To receive maximum points (2.0 pts), a Bidder may present reports, dashboards, and analytic views of transport prioritization outcome KPIs, and effectiveness which were produced through an integrated BI component and be directly accessible from the core system's user interface. The source of the data is not relevant for the scoring purpose.
47.	Item 6 (Adaptive module) (SOW 4.8.19)	For the 3 points allocated to managing at least 50 intersections under centralized adaptive control, the Bidder requests that the scoring scale be amended to confirm that maximum	Request denied. To receive the applicable points, the reference deployment shall demonstrate centralized adaptive control of at least 50

		points (3.0 pts) will be awarded where the central platform manages a network of 50+ intersections, with adaptive strategies activated on selected corridors or subnetworks based on available detector infrastructure, without requiring all 50 intersections to operate under adaptive control simultaneously.	Signalized Intersections in one operational network. However, 1 point shall be awarded for the control and management of 30-49 Signalized Intersections in adaptive mode (and 3 points for at least 50 Signalized Intersections).
48.	Item 6 (Adaptive module) (SOW 4.8.19)	For the 3 points allocated to public transport priority in adaptive systems, the Bidder requests that the scoring scale be amended to confirm that maximum points (3.0 pts) will be awarded where an integrated priority management module transmits priority requests or transit constraints directly to the adaptive optimization engine via secure APIs, without requiring that the transit priority logic be natively hardcoded inside the adaptive optimization algorithm itself.	Request partially accepted. Public-transport priority may be implemented by an integrated priority-management module that transfers priority requests or constraints to the adaptive optimization engine through secure documented interfaces. The adaptive module will need to show how the Signalized Intersection adjusts its behavior based on the priority request and the current traffic level of service at the intersection. The capability must be demonstrated as an integrated working solution.
49.	Item 6 (Adaptive module) (SOW 4.8.19)	For the 2 points allocated to automatic adjustment following user directives, the Bidder requests that the scoring scale be amended to confirm that maximum points (2.0 pts) will be awarded where an operator selects an operational strategy or corridor, and the system automatically coordinates and activates the most suitable predefined signal plans from its directory, without requiring the system to generate entirely new signal plans in real time.	Confirmed that generating entirely new signal plans in real time is not mandatory. A compliant solution may automatically select, coordinate and activate the most suitable approved signal plans from the system directory in response to an operator directive, provided that the required automatic adjustment and coordination functionality is demonstrated.
50.	Item 6 (Adaptive module) (SOW 4.8.19)	For the 2 points allocated to pedestrian-delay optimization, the Bidder requests that the scoring scale be amended to confirm that maximum points (2.0 pts) will be awarded where pedestrian demand data is collected from external field sensors or cameras, and demand-responsive phase activation or crossing-time extension is executed by the system.	Request partially accepted. Merely collecting pedestrian-demand data will not receive the points. The Bidder must demonstrate a proven adaptive capability that uses such data to reduce pedestrian waiting time and/or extend crossing time for pedestrians who require additional time, while maintaining all safety constraints.
51.	Item 8 (Cyber security) (SOW 5.5)	For the 4 points allocated to compliance with mandatory secure development standards, the Bidder requests that the scoring scale be amended to confirm that points can be awarded partially, and that documented internal procedures aligned with OWASP, SANS, SSDLC, or ISO 27001 are accepted for scoring without requiring a formal third-party product certification.	Request partially accepted. One (1) point will be awarded per mandatory standard or guideline listed in Section 1.6.1 of the SOW, up to a maximum of four (4) points, based on the Bidder's documented internal procedures (e.g., aligned with OWASP, SANS, SSDLC, or ISO 27001). However, verification by an independent, qualified security auditor is

			required to confirm actual compliance with these standards.
52.	Item 8 (Cyber security) (SOW 5.5)	To optimize system security, the Bidder requests that the scoring structure be strategically amended as follows: 1. Realign the 7 quality points to evaluate and award maximum points for a comprehensive, encompassing cybersecurity architecture framework (e.g., active perimeter defense, zero-trust network data flows, and secure wrapping layers) proposed by the Bidder in coordination with a specialized local cybersecurity integrator. 2. Shift the strict execution of localized SAST code scanning and independent third-party Penetration Testing (Pen-Tests) to a mandatory Condition for Award, a Milestone Requirement, or a Condition for Handover (Volume B, Section 12). This guarantees that deep software security verification is executed post-award on the actual production-ready localized Israeli environment rather than penalizing advanced platforms during paper evaluation.	Request denied. The Company is responsible for the design and operation of the external perimeter and infrastructure security controls, while the Supplier remains responsible for delivering secure MUTC applications, modules, interfaces and code. SAST and penetration-testing evidence may earn quality points as stated in Volume D. In addition, SAST shall be performed for new products and before installation as required by Sections 5.5.5.3 and 5.5.5.1; therefore no further amendment is required.
53.	Item 10 (Hybrid config) (SOW 8.7)	For the cloud deployment level evaluating production operation of more than 200 intersections, the Bidder requests that the scoring scales be amended to confirm that: (a) this threshold can be demonstrated by aggregating the metrics of multiple distinct cloud or hybrid production deployments delivered globally by the Bidder or its Related Entities; and (b) the 2 additional points for SaaS multi-tenancy can be awarded where a Bidder combines dedicated metropolitan cloud environments with small-scale multi-tenant SaaS production sites.	Requests denied. (a) The scale threshold of 200 Signalized Intersections may not be demonstrated by aggregating separate cloud deployments. (b) The SaaS multi-tenancy 2 points require an actual production multi-tenant deployment that independently meets the relevant criteria in Volume D.
54.	Item 11 (Prediction) (SOW 9.2.5)	The Bidder requests that the scoring scale for Item 11 (4 points) be amended to confirm that: (a) maximum points (4.0 pts) will be awarded where the 10-, 30-, and 60-minute traffic prediction capabilities are delivered via an advanced external forecasting module integrated into the core platform via secure standard APIs, allowing the client the flexibility to utilize or substitute specialized predictive models; and (b) production-equivalent simulation or historical time-series datasets may be used during the Second Stage live demonstration to validate the prediction engine's performance.	Request partially accepted. The prediction capability may be delivered by an external specialized module integrated into the Proposed System through secure documented interfaces; it need not be native to the core platform. Points will be awarded only for a fully integrated working capability that predicts the required 10-, 30- and 60-minute horizons and satisfies the applicable reference requirements. The data and method used in the demonstration shall comply with the Scenario Rules.

55.	Part 2	The Bidder requests that Volume D Part 2 scoring scales be amended to confirm that for Joint Ventures (JVs), the scores for past installations and technical capabilities are aggregated across all JV partners. Please confirm that the evaluation does not require that all proposed advanced software capabilities (such as the predictive engine or AI-enabled DSS) have previously operated as a single, combined software product in one specific legacy deployment, provided that each distinct module or platform component brought by the JV members possesses the required operational reference history.	Request partially accepted. For scoring Part 2 for a Bidder that is a Joint Venture, relevant experience and technical capabilities of both Joint Venture members will be considered. Separate modules contributed by different Joint Venture members need not have operated historically as one product, provided that each module independently meets the applicable requirements and the complete integrated Proposed System is demonstrated and has been installed for at least one client (as per the requirement of Threshold Condition 3.5). However, the minimal historical operation as one integrated system may be taken into account while scoring.
56.	Part 2	Please confirm that the installations presented to demonstrate compliance with the Threshold Condition of Section 3.6, will also be scored in #1, if implemented in metropolitans outside the Bidder's country of incorporation.	Confirmed.
Volume E - SOW			
57.	9.2.5.5.2	We have prioritized 5, 10 and 15-minute forecasts as these horizons provide the best balance between accuracy of the forecast and operational value. Traffic conditions can change rapidly so uncertainty increases substantially as the forecast horizon extends. Shorter forecasts are sufficiently accurate to support real-time traffic-management decisions, whereas a 60 minute forecast is better treated as a strategic indication or range of possible outcomes rather than a precise prediction.	Request denied. The requirement remains unchanged. The Proposed System shall support the forecast horizons specified in Section 9.2.5.5.2, including forecasts up to 60 minutes where required.

Appendices to this document:
 VOLUME B - Updated Appendix B

This document is integral part of the Tender Documents, and the Bidder is requested to attach a signed copy thereof (including its appendices), to its Proposal.

Name of Bidder: _____

Bidder's Signature: _____

Date: _____