

Please be advised that the following translation is a courtesy translation. In the event of any discrepancy or inconsistency between the Hebrew version and the English translation, the Hebrew version shall govern and control. Furthermore, reading the Scope of Services section alone is not a substitute for thoroughly reviewing the entire tender documents.

1.6 Scope of Services

The tender winner must provide the company with all the services detailed below, subject to the company's guidelines. The company retains the right to add to these tasks, change them or subtract from them, in accordance with the changing needs of the projects.

1.6.1 Conceptual design will include the following stages:

1.6.1.1 Setting the stage

Study initiation stage includes an analysis of the planning area, an international comparative case study bearing relevance on the study at hand, and a survey of existing guides in Israel and abroad should be conducted as necessary as a background for planning, with the objective of deriving relevant insights for the specific planning circumstances. From the initial study, planning goals and metrics for the specific project should be derived. As part of the case study, the strengths and weaknesses of the different transportation centers referenced should highlight the study relevance to the transportation center being handled by the planning team should be presented. Emphasis should be placed on the integration between the various means of transportation, including the integration of bus service, bus public transportation operating areas, components of service level metrics for passengers, integration into the urban fabric and the development of adjacent land uses in the transportation center and how to integrate the additional construction into the development and operation of the transportation center, both in terms of urban planning and in terms of governance and financing processes for the transportation

center during the stages of construction and operation of the transportation center.

1.6.1.2 Context Analysis

Analysis of the existing and planned situation for the transportation center and its surroundings, including mapping of plans at various stages of promotion for the transportation center area, identification of stakeholders, determination of planning goals and characterization of the expected passenger traffic to frequent the transportation center. This stage includes mapping the existing plans, both transportation and land use, actual development trends, identification of needs and land uses to be integrated into the transportation center, traffic forecasts. At the heart of the work will be a mapping of all the transportation plans for the development of the transportation center and how to integrate all means of transportation, access routes, the expected scope of passenger activity according to target years, the rate of transfers and travel destinations in the vicinity, as well as a characterization document of functional requirements for the transportation center. At the end of this stage, a report will be submitted summarizing the information gathering, analysis and conclusions and insights from it, including a characterization document of functional requirements for the transportation center.

1.6.1.3 Alternative analysis

Presenting alternatives for the development of the transportation center and a spatial concept and evaluating them. The design alternatives presented will provide different approaches to the development of the transportation center in the local context in order to respond to the same goals and objectives defined. The evaluation of the alternatives will include the degree of response to the planning goals, an indicative cost estimate, feasibility considerations. At this stage, emphasis will also be placed on formulating a common position for stakeholders, within the framework of which a joint planning workshop will be held in the presence of the main stakeholders and with the participation of the international planning team. Emphasis will be placed on coordination between transportation entities, including Israel Railways, the National Public Transportation Authority, representatives of the Ministry of Transportation and the local authority, and other stakeholders as relevant. Development of metrics and criteria for evaluating alternatives

and selecting a recommended alternative based on planning goals. At this stage, international and local guidelines for passenger service level, facilities for vertical movements, safety instructions for platform widths, etc. should be taken into account.

1.6.1.4 Developing the preferred alternative

Development of a selected alternative, including refinement of a transportation program accompanied by traffic planning for all transportation components in the transportation center - entry and exit by means of transportation, parking and operational stations for each means of transportation, including coordination with the relevant transportation entities. This stage will also include the characterization of the transportation center building and surrounding buildings, a cost estimate, a recommended statutory strategy, and directions for further planning and possible alternatives for project implementation. At this stage, international and local guidelines for passenger service level, facilities for vertical movements, safety instructions for platform widths, etc. should be taken into account.

1.6.1.5 Implementation Strategy

In light of the characterization of the preferred alternative, guidelines for an implementation plan should be added based on an analysis of land uses by an urban economist/business consultant, with a view to the ability to promote a project for implementation within the framework of private sector participation. A mix of land uses for the uses accompanying the complex should be proposed, while taking into account the close environment in the surrounding urban space and estimating their scope against the expected construction and operating costs. In addition, initial guidelines should be provided for the possibilities of building an economic/business implementation plan, including identification of the main players for the plan.

1.6.1.6 Delivery

Summary of the work and transfer of planning products in Hebrew: a summary document, conceptual and programmatic planning and additional requirements of Ayalon Highways and/or the Ministry of Transportation and/or a planning institution for the summary of the conceptual stage, schematic plans for traffic arrangements in access to

and within the transportation center, characterization of a station building, construction volumes for commercial, public, office and residential uses, a cost estimate, execution stages, an engineering and architectural feasibility study for the construction of the transportation center and a statutory opinion for the advancement of the next stage. In addition, the planner must present initial insights into how to implement the project, including options for combining public financing and the integration of private financing in the stage of construction and operation of the transportation center.

1.6.2 Further Work

Upon completion of the conceptual design, the company will have the option to extend the engagement to the stage of statutory planning and final design of the transportation center until the plan is approved. The winner will be required to work in a multi-disciplinary team that will be established by Ayalon Highways and serve as the chief planner for the transportation center while cooperating with various professionals to be appointed by Ayalon Highways. This further work can include:

1.6.2.1

Recommendation together with the project manager and the client on a the statutory planning for the promotion of the project, refinement of the blue line for the plan and the contents of the statutory planning, preparation of an appeal to the relevant planning committee.

1.6.2.2

Design of a building or buildings of the transportation center as a derivative of the conceptual design, subject to service level metrics for transportation hubs, in accordance with rigid constraints (Israel Railways platforms, etc.), and while taking into account passenger forecasts, on all major systems, compliance with green building standards, etc.

1.6.2.3

Guiding planning for the surrounding urban environment. To the extent that it is decided to promote contents and land uses for additional construction together with the transportation center, a drawing for the location of buildings, a mix of uses and guiding regulations for a plan

under district and/or local authority for further development should be promoted, and advanced in the relevant planning institution.

1.6.2.4

Determination of execution stages for the road network, changes in public transportation infrastructure, construction stages of the central construction of the transportation center, and as a derivative, issues of infrastructure coordination and relocation of infrastructure as needed. For the phased development plan, a cost estimate and schedules for planning and execution should be provided. In addition, conditions for the realization of each stage should be detailed, if any.

1.6.2.5

Accompaniment of processes for the implementation of the plan and participation in the formulation of possible processes for the implementation of the plan, including considerations in financing the construction, operation and maintenance according to global experience.

1.6.2.6

Refinement of costs in accordance with the planning stage, in coordination with the engineering planning team and representatives of Ayalon Highways.

1.6.2.7

Advancement of the planning process in the planning institution determined for the plan, including obtaining threshold requirements for submitting the plan, preparation and submission of required documents for the statutory plan, coordination of discussions in the planning institution together with the project manager, submission of documents and accompaniment of the plan until approval, including all the stages and plan documents as required, including integration of all the different disciplines, including environment, landscape, construction and more.

1.6.2.8

Any other matter required to advance the statutory planning and as support for processes accompanying the implementation of the plan.

1.6.3

Without derogating from the provisions of the tender and the agreement, the company has the right of option (option) to expand the scope of services for each of the projects, according to the following details (in whole or in part), all according to its sole discretion and according to the needs of the project, but without being obligated to do so:

1.6.3.1

Providing an opinion through participation in planning evaluation processes and control over planning products in other projects promoted by Ayalon Highways or by other bodies of the Ministry of Transportation in providing an opinion, and/or through value engineering and peer review processes throughout the work process and especially at decision-making junctions in each of the planning processes.

1.6.4 Additional requirements

The company may expand the contents as detailed in Section 1.6.2 or exercise the right of option as stated in Section 1.6.3 during the entire work period. The exercise of the right of option will be done by means of a written notice from the company to the service provider with the definition of the scope of work, inter alia the tasks mentioned above, as including the option to exercise the option. Additional works will be calculated according to the analysis of wage rates based on the planning tariff of Ayalon Highways insofar as there is an appropriate item for this work in the planning tariff catalogue or based on the hourly tariff of Ayalon Highways, and this, refers to the Israeli bidder, not including the foreign planner. Insofar as the company exercises the right of option, "consultation packages" will be defined for the foreign planner, within the framework of which the contents will be defined and recompense will be defined at a final and agreed price for each consultation package. It is clarified that the company is not obligated, in any case, to order the services (all or part of them) from the winner, and that it may, at any time and at any stage, engage with other entities or reduce the scope of services without the winner having any claim, demand or demand against the company .

