

April 27, 2026

#2853072

To:

All Participants

**Pre-Qualification No. 589/2025 – Invitation to Pre-Qualify with respect to Participation in
Future Tenders for the Execution of Infra #1 Works of the Tel Aviv Metropolitan Metro
Lines (the “Invitation”)**

Addendum No. 11

Pursuant to the Invitation issued on November 10, 2025, and in accordance with the provisions thereof, the Tender Committee hereby issues this Addendum No. 11.

The attention of all Participants is drawn to the following clarifications, amendments and/or answers to questions regarding the Pre-Qualification Documents.

The issuance of this Addendum does not derogate from any of NTA's or the Tender Committee's rights and prerogatives under the Invitation Documents or Law.

All capitalized terms used and not defined herein shall have the meaning ascribed to such terms in the Tender Documents.

NTA – Metropolitan Mass Transit System

ADDENDUM NO. 11**AMENDMENTS, CLARIFICATIONS AND MODIFICATIONS TO THE PRE-QUALIFICATION DOCUMENTS**

Questions and Answers			Reference		
Invitation					
1.	Q:	The Tender Committee was requested to reconsider amending the provisions of Section 4.4 (Underground Structure: Mined Experience) of the Invitation, so as to allow the presentation of two (2) Mined Underground Structures, each of which complies with some of the “components” (limbs) of the definition of “Mined Underground Structure” and which (combined) comply with all five “components” (limbs) of the definition of “Mined Underground Structure”.	Section 4.4 (Underground Structure: Mined Experience)		
	A:	The Tender Committee rejects the request.	Section 4.7 (Definitions); definition of Mined Underground Structure		
2.	Q:	The Tender Committee was requested to permit an Entity to present its equity on the last day of its most recent financial statements, even if such are not annual Financial Statements.	Section 5.3 (Equity)		
	A:	The Tender Committee clarifies that for (and only for) the purpose of Section 5.3 (Equity) of the Invitation, the term “Financial Statements” shall be deemed to also include, in addition to annual audited financial statement, quarterly reviewed financial statements, provided they meet all other requirements of the definition of “Financial Statements”.			
3.	Q:	The Tender Committee was requested to clarify that the Participants may submit their Pre-Qualification Submissions to the Electronic Tender Box without having sealed such Pre-Qualification Submissions with an Electronic Signature and that the submission to the Electronic Tender Box shall be deemed sufficient in this regard.	Section 7.8.4 (Document Formats)		
	A:	The Tender Committee so confirms. The attention of the Participants is drawn to the following amendments to Section 7.8.3 of the Invitation: ----- <table><tr><td>7.8.3.</td><td> Reserved The scanned PDF files will be sealed with an Electronic Signature by the Participant before uploaded to the Electronic Tender Box. “Electronic Signature” Shall have the meaning ascribe to such term under the Electronic Signature Law, 5461-2001. </td></tr></table>	7.8.3.	Reserved The scanned PDF files will be sealed with an Electronic Signature by the Participant before uploaded to the Electronic Tender Box. “Electronic Signature” Shall have the meaning ascribe to such term under the Electronic Signature Law, 5461-2001.	
7.8.3.	Reserved The scanned PDF files will be sealed with an Electronic Signature by the Participant before uploaded to the Electronic Tender Box. “Electronic Signature” Shall have the meaning ascribe to such term under the Electronic Signature Law, 5461-2001.				

Questions and Answers			Reference
Invitation			
4.	Q: The Tender Committee was requested to clarify that in the case of a Joint Venture Participant, only one of the Entities comprising such Joint Venture Participant is required to upload the Pre-Qualification Submission (on behalf of itself and all other Entities comprising the Joint Venture Participant) to the Electronic Tender Box, and that if such Entity is using a server which is not a Foreign Server (i.e., a server located in Israel), no Foreign Server Access Application is required. A: The Tender Committee so confirms. Moreover, the Participants are requested to refrain from uploading the same Pre-Qualification Submission more than once by different Entities.	Section 7.9 (Tender Box)	
5.	Q: The Tender Committee was requested to clarify the provisions of Section 8.2.2.5.3 of the Invitation with respect to certain issues. A: The Tender Committee clarifies that Section 8.2.2.5.3 of the Invitation shall also apply where the transfer of assets occurred in the context of insolvency proceedings, liquidation, corporate reorganization, or any analogous processes. The Tender Committee further clarifies that where the Former Holding Entity holds Means of Control in the Entity to which the assets were transferred, such holding, in and of itself, shall not be deemed inconsistent with the requirement set forth in Section 8.2.2.5.3(i). Without derogating from the foregoing, the attention of the Participants is drawn to Clarification No. 21 in Addendum No. 8, dated March 29, 2026, regarding pre-ruling determinations with respect to specific transactions.	Section 8.2.2.5 (General Provisions Relating to the Review and Evaluation by the Tender Committee)	
6.	The attention of the Participants is drawn to the amendments introduces to the table below Section 2.4.5.4, Section 5.2.1 and Table 4 of <u>Annex “B”</u> to the Invitation.		Annex “B” (General Description of the Programme)

Pre-Qualification 589/2025

INVITATION TO PRE-QUALIFY

**WITH RESPECT TO PARTICIPATION IN FUTURE
TENDERS FOR THE EXECUTION OF INFRA #1
WORKS OF THE TEL AVIV METROPOLITAN METRO
LINES**

November 2025

**Annex B (General Description of the Programme) to the
Invitation**

Contents

1.	Introduction and Disclaimers.....	3
2.	Overview of the Metro Network Programme and its Three (3) Metro Lines.....	4
3.	Special Regulatory Framework for the Metro Network Programme	19
4.	Statutory Background	21
5.	Line Managers (LMs)	23
6.	Contractors.....	24
7.	Metro Network Programme Organisation and Structure.....	24
8.	Employer’s Vision	26
9.	Goals for the Metro Network Programme	26
10.	Phasing and Stages	29
11.	High-level Design and Functionality Principles.....	34
12.	Operational Approach.....	35
13.	Procurement Strategy.....	40
14.	Overview of Excavation and Lining Works Risk Sharing	43
15.	General Notes on Certain Other Risk-related and Commercial Issues.....	44

1. Introduction and Disclaimers

- 1.1. This “General Description of the Programme” provides a high-level overview of the Metro Network Programme, which is to be developed and implemented as part of the Tel Aviv Metropolitan Mass Transit System. This high-level overview is provided as general background information only. Accordingly, without derogating from the provisions of the pre-qualification documents or the general prerogatives of the Employer thereunder (including section 9.2 (Reservation of Rights) thereof) or under law, this high-level overview is neither intended nor should it be construed as providing an exhaustive or binding description of the Metro Network Programme, or the development, implementation, design, construction, operation and/or maintenance thereof, nor is it intended to be a binding description of the contractual and/or legal requirements or provisions governing it.
- 1.2. This “General Description of the Programme” is not intended to and shall not confer upon any entity any right with respect to the Metro Network Programme, the scope or content thereof, or any future proceedings which may be conducted with respect thereto, including in future tenders.
- 1.3. The Employer reserves all rights and prerogatives to determine the exact scope, content, features, performance criteria and service level of the Metro Network Programme, including the procurement strategy and terms and conditions of any of the future tenders and/or of the Metro Network Programme as a whole. The binding terms will be those of the individual future tenders.
- 1.4. Furthermore, this “General Description of the Programme” is not a representation, undertaking, commitment or guarantee, nor is it intended to be construed as a representation, undertaking, commitment or guarantee, on behalf of the Employer or the State of Israel for or with respect to the initiation, execution or implementation of the Metro Network Programme or any part thereof, whether by any means or method whatsoever.
- 1.5. Moreover, but without derogating from any of the foregoing and also without derogating from any of the provisions of the Invitation for Pre-Qualification, it should be noted that: (i) the Metro Network Programme and each of its three (3) Metro Lines, including the organizational, management, regulatory, statutory, legal and contractual structure thereof and risk allocation with respect thereto, are dynamic and subject to ongoing development (including in respect of their scope and timelines); and (ii) neither the fact that the Metro Network Programme and each of its three (3) Metro Lines are dynamic nor the occurrence of any such ongoing development (including in respect of their scope and timelines) shall constitute or amount to, or be considered or deemed to be, grounds for any claim, demand, remedy or recourse against the Employer or the State of Israel, including (inter alia) in the event that such may ultimately differ or deviate from any of the contents of this “General Description of the Programme”.

- 1.6. Without derogating from the generality of the foregoing, this “General Description of the Programme” does not constitute, nor should it be relied upon as, a substitute for a comprehensive analysis and evaluation of matters affecting the participation of the various entities in the Metro Network Programme (including all applicable laws, in each case as may be amended, supplemented or replaced from time to time in accordance with the applicable laws of the State of Israel), or a substitute for a comprehensive analysis of all applicable tender documents, including (inter alia) all applicable pre-qualification documents, all applicable contractual documents, all other relevant or applicable information, etc. (in each case as may be amended, supplemented or replaced from time to time).

2. Overview of the Metro Network Programme and its Three (3) Metro Lines

- 2.1. NTA – Metropolitan Mass Transit System Ltd. (“NTA” or / the “**Employer**”) is a government company tasked with promoting the development of the Tel Aviv Metropolitan Mass Transit System, which includes (inter alia) the “**Metro Network Programme**” (also referred to as the “**Programme**” or the “**Network**”), comprising three (3) mostly underground metro lines of approximately one hundred and fifty (150) kilometres in length, one hundred and nine (109) stations, hundreds of units of rolling stock and seven (7) Transportation Hubs. This will extend the Gush Dan transportation network to the more remote suburbs - Kfar Saba and Ra’anana in the north, Petah Tikva in the east and Rehovot, Nes Ziona, Ramla and Lod in the south, and will significantly shorten travel times to employment centres. The Programme is anticipated to cross twenty-four (24) municipalities and local authorities¹. The Programme will be a high-capacity, wide-body metro. The grade of automation of all the rolling stock is expected to be GoA4 (unattended train operation).

¹ Metro Line M1: Kfar Saba, Hod Hasharon, Ra’anana, Herzliya, Ramat HaSharon, Tel Aviv-Yafo, Holon, Rishon LeZion, Beer Yaakov, Ness Ziona, Ramla, Lod, Rehovot.

Metro Line M2: Holon, Tel Aviv-Yafo, Givatayim, Ramat Gan, Bnei Brak, Givat Shmuel, Petah Tikva.

Metro Line M3: Or Yehuda, Ramat Gan, Kiryat Ono, Holon, Bat Yam, Petah Tikva, Tel Aviv, Ramat Hasharon, Herzliya.

- 2.2. According to the Metro Network Programme’s procurement strategy, it will be undertaken by way of three (3) main design and execution work package types – Advanced Works, Infra #1 Works and Infra #2 Works. The present pre-qualification process relates to the Infra #1 Works packages for Execution Stage 1, which will include the design and construction of tunnels and underground stations (excluding certain station outer boxes of Line M3, the design and execution of which will be undertaken as part of the Advanced Works pursuant to a separate tender process; any additional/outstanding outer box works that may be required will be part of Infra #1 Works). Further details of the split between the Advanced Works, the Infra #1 Works and the Infra #2 Works, and of the Execution Stages, are set out hereunder and in sections 10 (Phasing and Stages) and 13 (Procurement Strategy) below. The following two images (Figure 1 and Figure 2) illustrate the project split into Stages and the split of works into different work package types on a high level (please note that these illustrations are not in proportion to the actual size/scope). For more detailed description refer to Clause 13.

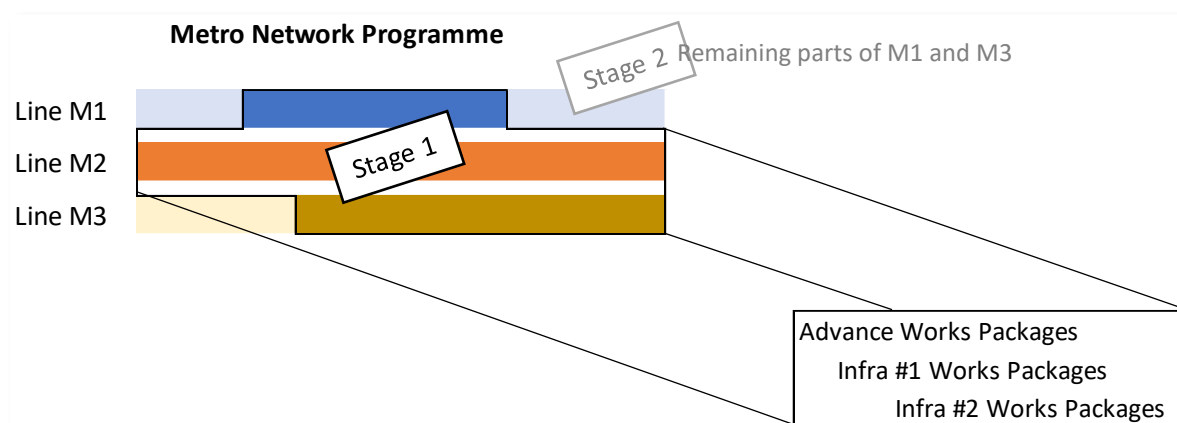
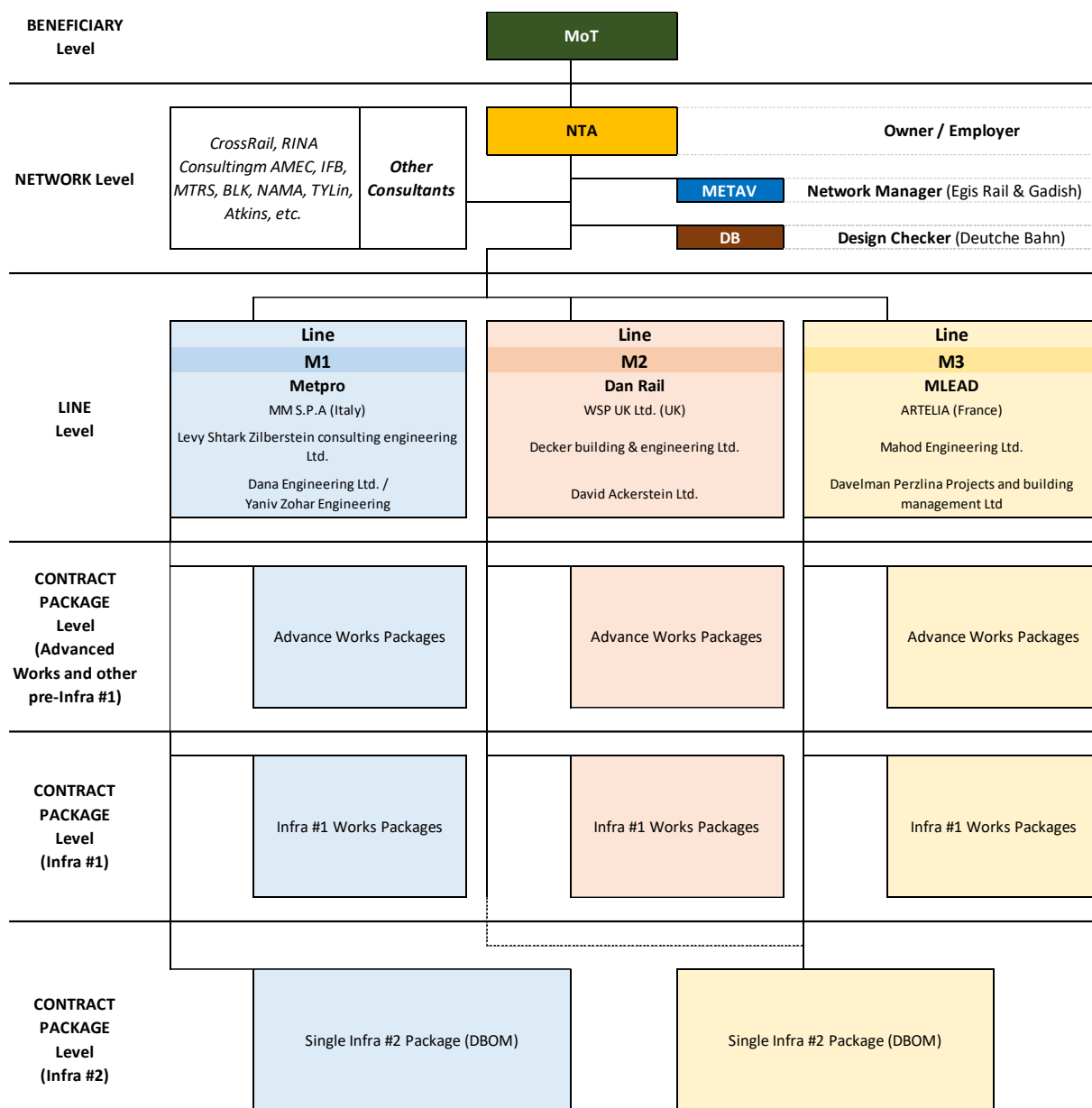


Figure 1. Illustration of the split of the Metro Network Programme into stages and Stage 1 into main work package types.

For a high-level overview map on Stage 1 and Stage 2 split refer to Figure 10 in Clause 10.6.



** Note: checking of the contractor's deliverables will be done by both the Line Manager and the Design Checker. The Employer may undertake additional checks or may assign such to be undertaken by others.*

Figure 2. Illustration of High Level Project Structure and Split of Work Package Types per Metro Lines.

- 2.3. The Metro Network Programme will be developed and delivered concurrently in a series of “life cycle phases”. Figure 3 (below) provides a layout of the Metro Network Programme.

- 2.4.1. **Line M1 (“Blue”)** – an approximately eighty-five (85) kilometer ‘north-south’ line with forked branches at both ends passing through Kfar-Saba, Ra’anana, Herzliya, Hod-Hasharon, Ramat-Hasharon, Tel-Aviv, Holon, Rishon-LeZion, Lod, Ramla, Beer-Yaakov, Nes-Ziona and Rehovot, with sixty-two (62) cut-and-cover (“C&C”) stations, two (2) separate tunnels, two (2) depots and interconnections with Lines M2 and M3.
- 2.4.2. Figure 4 below provides a general layout of Line M1.

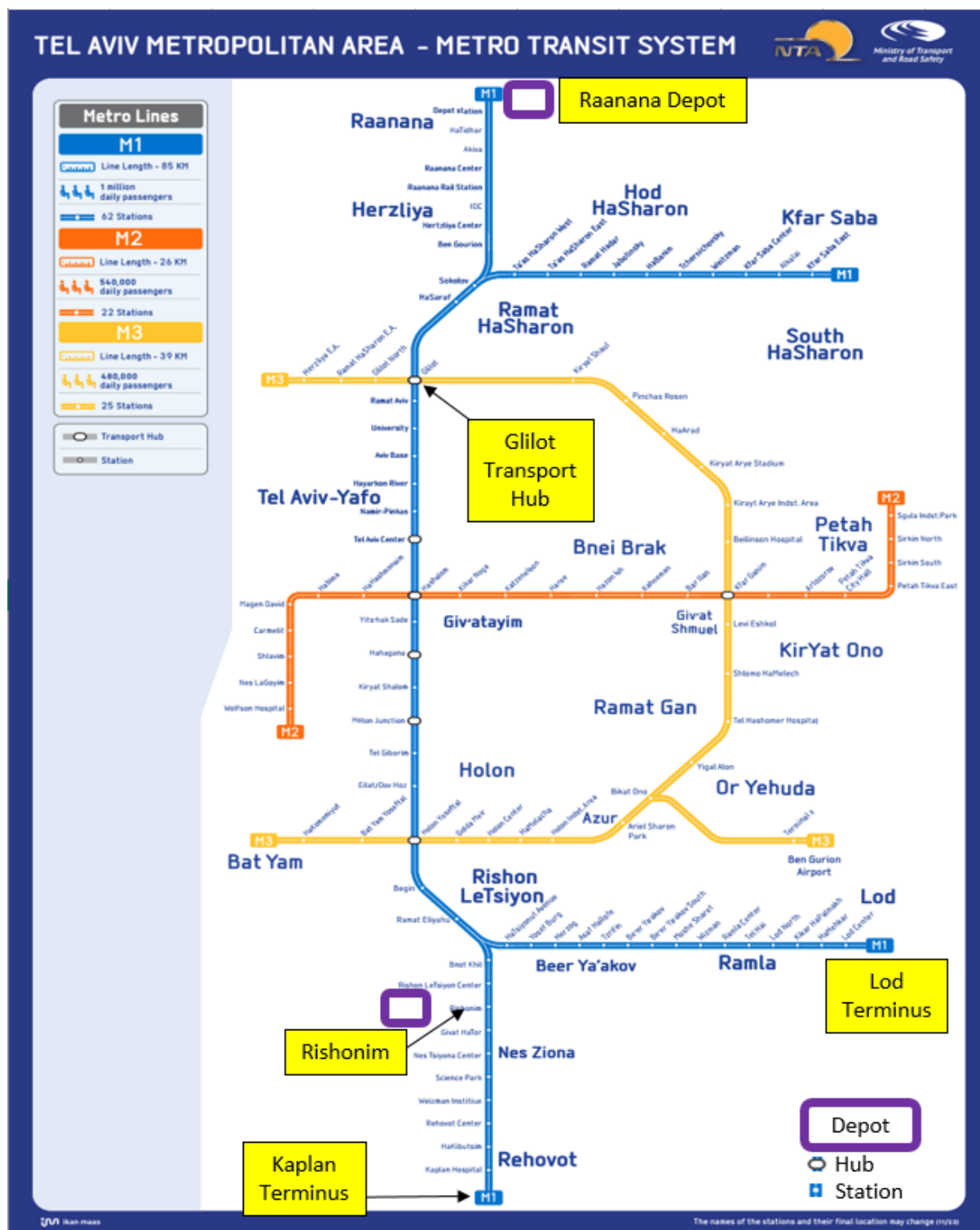


Figure 4: General layout of Metro Line M1

2.4.3. General Description of Line M1:

- 2.4.3.1. Line M1 is a primary north–south metro corridor that traverses the Tel Aviv metropolitan area from its northernmost suburbs to its southern urban and regional centres. It originates north of the Gush Dan region and is composed of two (2) distinct northern branches, each serving different municipal catchments before converging at a central junction station. Stretching approximately eighty-five (85) km, with a total of sixty-two (62) stations and two (2) maintenance depots, it forms the central artery of the Tel Aviv Metro, designed to transform public transportation across the Tel Aviv metropolitan area.
- 2.4.3.2. All stations along Line M1 are planned as underground structures, conforming to the overall design intent of minimising surface-level disruption and ensuring full integration within dense urban environments. This line connects the northern cities of Kfar Saba and Ra'anana through Herzliya, Ramat HaSharon, Hod Hasharon and northern Tel Aviv, passing through the city and continuing south to Rehovot and Lod.
- 2.4.3.3. The sole exception on this underground line is one at-grade station, located near the Ra'anana Depot towards the north. This station is uniquely positioned to interface with the depot's stabling and maintenance functions and is the only surface-level passenger station on the entire Line M1 corridor. The route is designed to maximise urban integration and minimise surface disruption by being entirely underground. It interchanges with major Israel Railways ("**ISR**") stations (Tel Aviv Savidor Central, Hashalom, Haagana, Holon Junction, Yoseftal, Harishonim), Tel Aviv University, and other metro/light rail lines (M2, M3, Red Line, Purple Line, Green Line).
- 2.4.4. Key Municipalities of Line M1:
 - 2.4.4.1. Northern Section: Kfar Saba, Ra'anana, Herzliya, Ramat HaSharon, Hod Hasharon.
 - 2.4.4.2. Central Section: Tel Aviv-Yafo.
 - 2.4.4.3. Southern Section: Holon, Rishon LeZion, Beer Yaakov, Ness Ziona, Ramla, Lod, Rehovot.
- 2.4.5. Execution Stage 1 of Line M1:

- 2.4.5.1. Execution Stage 1, with an approximate length of twenty-eight (28) km, comprises the central segment of the line, extending from HaRishonim Station in the south to the Glilot Pocket Track in the north, and includes twenty (20) underground stations.
- 2.4.5.2. To accommodate construction and systems integration timelines, Stage 1 will be implemented in multiple sub-stages.
- 2.4.5.3. The scope of Execution Stage 1 also serves as the foundation for validating the integration strategy and assessing system-wide operational readiness before the network expands further in Execution Stage 2.
- 2.4.5.4. Line M1 is divided into distinct works packages as indicated in general terms below, grouped under the abovementioned two (2) main Execution Stages, with a dedicated systems package (Infra #2 Works).

Work Package	Section Covered ²
WP 1 + 2 *	HaRishonim south <u>South Crossover</u> to Holon Junction <u>Crossover</u> (approximately 14.2km) • Holon Yoseftal Station • Holon Junction Station • Tel Giborim Station • Eilat Dov Hoz Station • Menahem Begin Station • Ramat Eliahu Station • Bnot Khil Station • Rishon LeTsyon Center Station • HaRishonim Station
WP3	Holon Junction <u>Station</u> to Hayarkon Launching-Shaft <u>Station</u> (approximately 7.9km) • Hayarkon Station • Namir Pinkas Station • Tel Aviv Center Station • Hashalom Station • Yitz'hak Sade Station

² Amended as part of Addendum No. 11 dated April [], 2026

Work Package	Section Covered ²
	• Haagana Station • Kiryat Shalom Station • Holon Junction Station
WP4	Hayarkon Aviv Base Station to Glilot Pocket Track (approximately 5.9km) • Glilot Transportation Station • Ramat Aviv Station • Tel Aviv University Station • Aviv Base Station

** Package consolidation yet to be confirmed.*

2.4.6. Execution Stage 2 of Line M1:

2.4.6.1. Execution Stage 2, with an approximate length of fifty-seven (57) km, delivers the remainder of Line M1 across four (4) major branches - South, Southeast, North, and Northeast - adding forty-two (42) more stations and completing the full line integration.

2.4.7. **Line M2 (“Orange”)** – an approximately twenty-three point four (23.4) km, excluding Kfar Ganim between WP3 and WP4) kilometer ‘east-west’ line passing through Petah-Tikva, Ramat-Gan, Bnei-Brak, Givataim, Tel-Aviv and Holon, with twenty-two (22) C&C and “NATM” stations, two (2) separate tunnels, one (1) depot and interconnections with Lines M1 and M3.

2.4.8. Figure 5 below provides a general layout of **Line M2**.

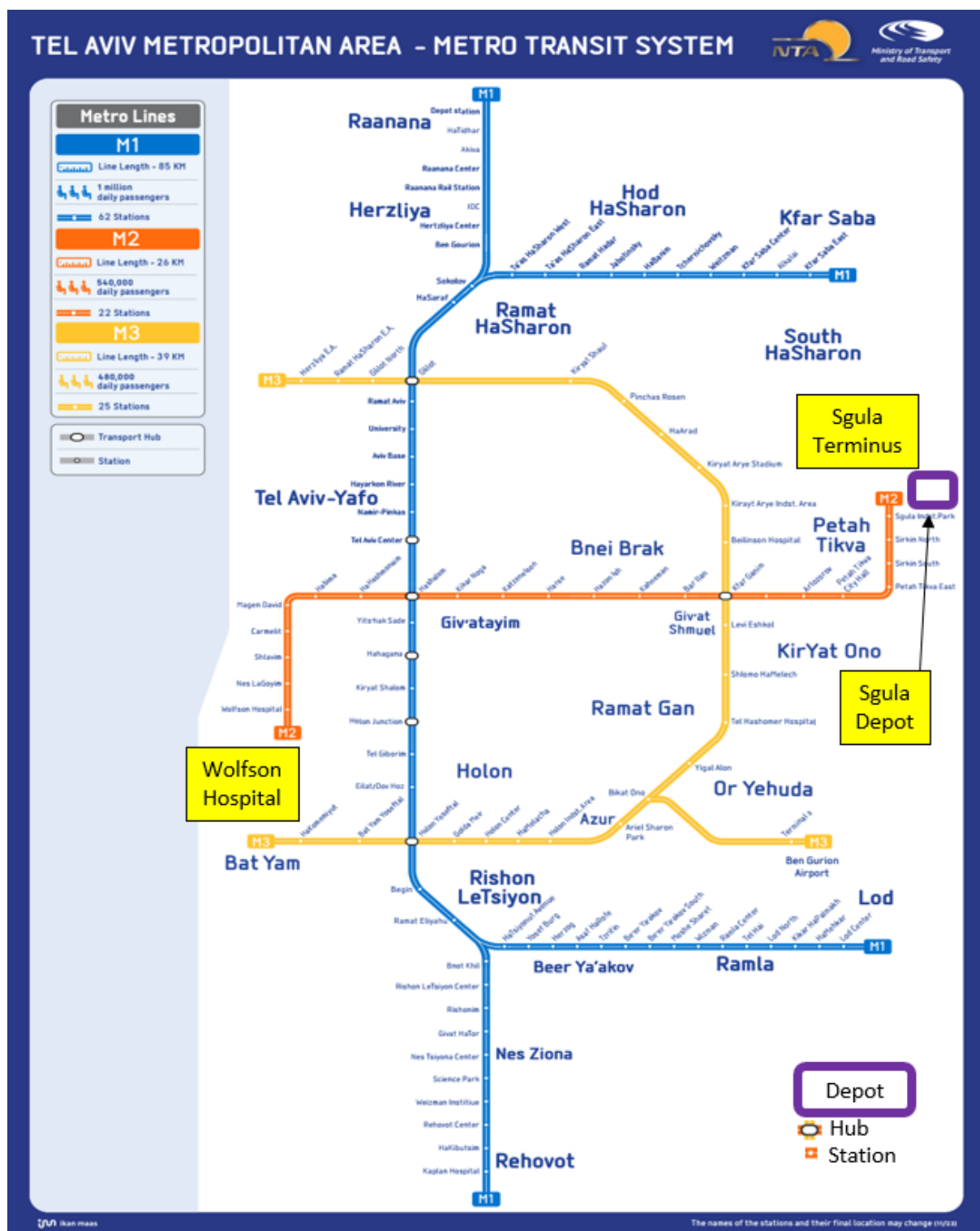


Figure 5: General layout of Metro Line M2

2.4.9. General Description of Line M2:

2.4.9.1. Line M2 follows an east-west corridor through the heart of Tel Aviv's central and southern neighbourhoods. The line length of approximately twenty-three point four (23.4) km starts at the east side at Sgula Depot near the terminal station, Sgula Industrial Park (the only at-grade station) and ends on the west side at the terminal station, Wolfson Hospital. It includes twenty-two (22) stations and is connected to the following rail networks:

- The Metro Network at Hashalom Station (connection with M1 – the Line M2 station is included under a Line M1 package, Stage 1) and Kfar Ganim Station (connection with M3 - the Line M2 station is included under a Line M3 package, Stage 1).
- The ISR Network at Hashalom Station and Wolfson Hospital terminal station.
- The LRT Red Line at Hashmonaim Station.
- The LRT Purple Line at Magen David Square Station, and Bar Ilan University Station.

2.4.9.2. One of the key differences with other lines is that Line M2 includes a significant scope for mined stations. Refer to Table 4 in clause 10.5 further below for the indication on the mined elements.

2.4.10. Execution Stage 1 of Line M2:

2.4.10.1. Infra #1 Works packages for the full scope extent of Line M2 are expected to be executed in Execution Stage 1.

Work Package	Section Covered
WP1	Carmelit Launching Shaft to Holon Terminus (approximately 4.8km) • Carmelit Station • Shlavim Station • Nes Lagoyim Station • Wolfson Hospital Station
WP2	Carmelit Launching Shaft to Kikar Noga (approximately 4.5km)

Work Package	Section Covered
	• Magen David Station • Habima Station • Hashmonaim Station
WP3	Kfar Ganim Launching Shaft to Kikar Noga (approximately 5.1km) • Kikar Noga Station • Katzenelson Station • Haroe Station • Hazon Ish Station • Kahneman Station • Bar Ilan Station
WP4	Petah Tikva East Launching Shaft to Kfar Ganim (approximately 4.8km) • Ben Gurion Station • Arlozorov Station • Petah Tikva City Hall Station • Petah Tikva East Station
WP5	East Portal to Petah Tikva (approximately 2.8km, plus an at grade section 1.3km) • Sirkin South Station • Sirkin North Station • Sgula Industrial Park

2.4.11. Key Municipalities of Line M2:

2.4.11.1. WP1: Holon, Tel Aviv-Yafo.

2.4.11.2. WP2: Tel Aviv-Yafo.

2.4.11.3. WP3: Givatayim, Ramat Gan, Bnei Brak, Givat Shmuel.

2.4.11.4. WP4 and WP5: Petah Tikva.

- 2.4.12. **Line M3 (“Yellow”)** – an approximately thirty-nine (39) kilometer ‘semi-circular’ line passing through Herzeliya, Tel-Aviv, Petah-Tikva, Kiryat-Ono, Or Yehuda, Holon and Bat-Yam, with twenty-five (25) C&C stations, two (2) separate tunnels (probably with a connection to Ben Gurion Airport) and interconnections with Lines M1 and M2.
- 2.4.13. Figure 6 below provides a general layout of **Line M3**.

- 2.4.13. Figure 6 below provides a general layout of **Line M3**.

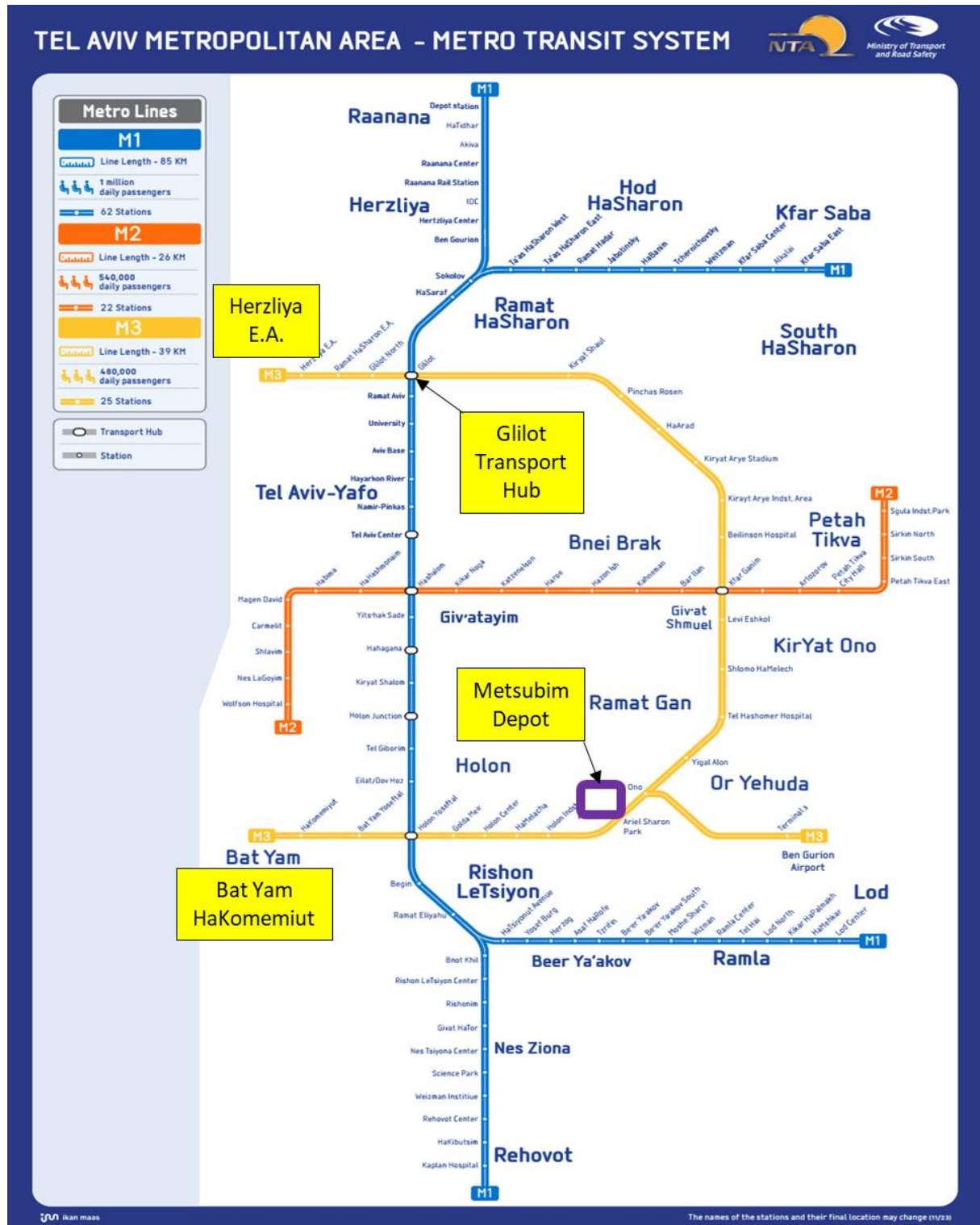


Figure 6: General layout of Metro Line M3

2.4.14. General Description of Line M3:

- 2.4.14.1. Line M3 is a semi-circular line that connects the northern, eastern, and southern edges of the Gush Dan metropolitan area. Starting near the coastline in Herzliya in the north, the line curves eastward and southward, passing through several different municipalities, including major cities such as Herzliya, Ramat Hasharon, Tel Aviv, Givat Shmuel, Kiryat Ono, Ramat Gan, Or Yehuda, Azor, Holon, Bat Yam, Rasht. It completes its semi-circular route near the sea in Bat Yam, just south of Tel Aviv. Line M3 will include connecting tunnels with the Depots of M1 and M2 lines. Two (2) of the stations - Holon Yoseftal and Glilot - will serve as interchange stations with Line M1, while Kfar Ganim will connect with Line M2.
- 2.4.14.2. Line M3's terminal stations are Hakomemiyut Station in the south and Herzliya Employment Area Station in the north. An extension of the line aims to connect Bikat Ono Station directly to Ben Gurion International Airport, improving access to the national transportation hub. The Mesubim Depot, which will support the line's operation and maintenance, is planned to be located in Messubim, between Ariel Sharon Park Station and Bikat Ono Station on the western side.
- 2.4.14.3. The line interfaces with the existing LRT Red Line in Yosheftal, Belinson Hospital and Kiriyat Arie Stations. It interfaces with the LRT Green Line (currently under construction), in Golda Meir and HaMelaha Stations, and with the LRT Purple Line (also currently under construction) in Kfar Ghanim and Yigal Alon Stations. Finally, it interfaces with ISR in Yosheftal Holon and Glilot Stations.
- 2.4.14.4. Line M3 is also expected to serve major points of interest within the urban fabric of Gush Dan metropolitan area, among them Ashuta, Belinson and Tel Hashomer hospitals in the Ramat Ahayal, Kiryat Ariyeh and Ramat Gan areas respectively.

2.4.15. Execution Stage 1 of Line M3:

- 2.4.15.1. Infra #1 Works packages for the extent of Line M3 that are expected to be executed in Execution Stage 1 stretch from Bat Yam terminus to the southern end of the line, until Yarkon Pocket Track. It is a line of approximately

twenty-four point nine (23.9) km and seventeen (17) stations. The Line M3 Holon Yoseftal station is included under a Line M1 package (Stage 1).

Work Package	Section Covered ³
WP0 *	Outer Boxes (Ha Melacha to Yigal Alon)
WP1	Ariel Sharon Park Launching Shaft to Shlomo Hamelech (approximately 9.9 <u>7.4</u> km) • Ariel Sharon Park Station • Bik'at Ono Station • Yigal Alon Station • Tel Hashomer Hospital Station • Shlomo Hamelech Station • Levi Eshkol Station • Kfar Ganim Station
WP2	Ariel Sharon Park Launching Shaft <u>Crossover</u> to Bat Yam Terminus (approximately 8.8 <u>8.7</u> km) • Holon E.a. Station • Ha Melacha Station • Holon Mercas Station • Golda Meir Station • Yoseftal Bat-Yam Station • Ha Komemiyut Station
WP3	Yarkon Pocket Track Launching Shaft to Shlomo Hamelech (approximately 5.2 <u>8.0</u> km) • Kiryat Aryeh Stadium Station • Kiryat Aryeh E.a. Station • Bellinson Hospital Station • <u>Kfar Ganim Station</u> • <u>Levi Eshkol Station</u>

** WP0 is not part of this procurement procedure and will be procured separately.*

2.4.16. Execution Stage 2 of Line M3:

³ Amended as part of Addendum No. 8 dated March 29, 2026

2.4.16.1. Execution Stage 2, with an approximate length of fifteen point one (15.1) km, adding eight (7+1*) more stations, delivers the remainder of Line M3. Infra #1 Works packages for the extent of Line M3 that are expected to be executed in Execution Stage 2 stretch from Herzliya terminus to Yarkon Pocket Track. * One additional branch from Kiryat Ohno to Ben Gurion Airport and one additional station at Ben Gurion Airport is optional and may be added.

2.4.17. Key Municipalities of Line M3:

2.4.17.1. WP1: Or Yehuda, Ramat Gan, Kiryat Ono.

2.4.17.2. WP2: Holon, Bat Yam.

2.4.17.3. WP3: Kiryat Ono, Petah Tikva.

3. Special Regulatory Framework for the Metro Network Programme

- 3.1. Without derogating from the full breadth of the Israeli legislation governing the various aspects of doing business in Israel (including (inter alia) with respect to certification, licensing, design, construction and implementation of projects in general), recognizing the national importance of the Metro Network Programme, the legislature has established a specific regulatory framework intended to accelerate the development and implementation of the Metro Network Programme. This framework seeks to optimize regulatory interactions and procedures and expedite the approval processes through the Underground Railway (Metro) Law, 2021 (the “**Metro Law**”), which has been supplemented by the National Infrastructure Law, 2023 (the “**National Infrastructure Law**”).
- 3.2. Among other things, this legislation governs the interactions between, on the one hand, the project development and implementation entities and, on the other hand, the various public authorities, State-owned entities, utility owners and other similar bodies with which the Metro Network Programme will need to be coordinated and from which certain permits and consents will need to be obtained.
- 3.3. **National Infrastructure Law.** The National Infrastructure Law was enacted to accelerate the development of major infrastructure projects across Israel. Its main purpose is to eliminate bureaucratic hurdles and streamline planning and construction processes, enabling more efficient project execution. The National Infrastructure Law establishes three (3) priority levels for infrastructure projects: (i) “Infrastructure Projects”, (ii) “Essential Infrastructure Projects” and (iii) “Preferred Essential Infrastructure Projects”. The Metro Network Programme has been designated as a “Preferred Essential Infrastructure Project”, thereby granting it priority over “Infrastructure Projects” and “Essential Infrastructure Projects”.

- 3.4. The National Infrastructure Law grants special rights to the “Executing Entity” (“*Guf Mevazea*”), which is the entity tasked with the development and implementation of a national infrastructure project pursuant to (as the case may be) the applicable law, concession, license, permit, government decision or agreement with a “Public Entity” (“*Guf Ziburi*”) ⁴. It also regulates certain relationships between the “Executing Entities” and the relevant “Authorized Entities” (“*Gorem Musmach*”) – “Public Entities” and “Utility Bodies” (any entity operating or holding a “Utility Line” ⁵).
- 3.5. A cornerstone of the National Infrastructure Law is its “priority system”, which requires “Authorized Entities” to expedite the processing of requests or enquiries submitted by “Executing Entities”. Requests and enquiries related to “Preferred Essential Infrastructure Projects” (such as the Metro Network Programme) are required to receive “top priority”. The legislation also implements accelerated procedures across multiple sectors, including infrastructure development, antiquities preservation, coordination with the Israel Land Authority, business licensing, etc., by imposing certain mandatory deadlines for responding to applications submitted by “Executing Entities”. The following are two (2) illustrative examples of this:

Regulatory Field	Expedited Process/Benefit	Article in National Infrastructure Law
Antiquities preservation	Designated mechanism for expedited completion of specified works by the Antiques Authority; Exemption from certain requirements under the Antiquities Law.	28, 47
Business licensing	Designated committee for the adjudication of appeals submitted by an “Executing Entity” against rulings issued by municipal and national authorities relating to business licenses required for “Essential Infrastructure Projects”.	33

4 A “Public Entity” (“*Guf Ziburi*”) is any of the following: (i) the Government of Israel and its Ministries, including their departments and auxiliary units; (ii) a local authority; (iii) a corporation established by law; and (iv) a corporation owned or controlled by the Government of Israel or by a local authority, including a government subsidiary company or a municipal company as defined by the relevant legislation.

5 An overhead or underground line or a line laid on the ground, used for the conduction, distribution, supply or transfer of electricity, telecommunications messages as defined in the Communications Law, water, sewage, crude oil, petroleum products, natural gas or hazardous materials, as well as the accompanying facilities directly required for the operation of such a line.

- 3.6. **The Metro Law.** The Metro Law functions as a specialized legal instrument intended to fast-track the development and implementation of the Metro Network Programme by removing certain potential obstacles. Among other things, it defines the legal relationship between the relevant “Executing Entity” (NTA – Metropolitan Mass Transit System Ltd. for the Metro Network Programme) and the relevant public authorities, State-owned entities, utility owners and other similar bodies. The Metro Law also provides for several mechanisms intended to promote and facilitate smoother project implementation, such as expedited response and approval processes, exemptions from certain municipal bylaws, definitive timeframes for authorities to execute certain procedures, more flexible regulatory frameworks for the management of matters related to water, sewage, noise, business licensing, tree removal, etc.

4. Statutory Background

4.1. General:

The three (3) Metro Lines (M1, M2, M3) were advanced in the “Committee for National Infrastructures” (“וועדה לתשתיות לאומיות”), which is a “National Planning and Building Committee”. Accordingly, they were advanced as “National Infrastructure Plans”. These are detailed statutory plans under which building permits may be issued. Some of the documents comprising the statutory plans are binding, some are guiding, and some serve as background. Construction permitting for building the Metro Network Programme is handled by the “National Licensing Authority” (“רשות הרישוי” “הארצית”).

4.2. Main Statutory Plans:

The route of the metro line network is based on five (5) main statutory plans, as elaborated upon below.

4.3. Line M1:

The M1 Metro Line – three (3) statutory plans according to its southern, central, and northern sections – NIP/101/A (approved by the Government on 02/06/2022), NIP/101/B (approved by the Government on 12/09/2022), and NIP/101/C (approved by the Government on 06/05/2025).

4.4. Line M2:

The M2 Metro Line – NIP/102 (approved by the Government on 30/04/2024).

4.5. Line M3:

The M3 Metro Line – NIP/103 (approved by the Government on 02/06/2022).

4.6. Additional Statutory Plans:

In addition to the foregoing, the Employer is promoting additional statutory plans intended to improve, supplement and support the development of the Metro Network Programme, as elaborated upon below.

4.6.1. The “Integrated Transportation Center Project” (the “ITC Project”).

4.6.1.1. This enables the establishment of seven (7) “Transportation Hubs” along the Metro Lines. The Integrated Transportation Centers will serve as meeting points between several high-capacity means of transport (metro, heavy rail, light rail, busses), where a large number of passengers and a high number of transfers between these means of transport are anticipated. The Transportation Hubs will be located in significant urban and metropolitan locations and will serve an important transportational and urban role. The overarching goals of the ITC Project are to create optimal connectivity between the various means of transport, improve the level of service for public transport users, and achieve intensive, mixed-use, transit-oriented development.

4.6.1.2. This project is being advanced in the national planning institutions through seven (7) independent statutory plans:

- NOP 65/1 – Yoseftal ITC – currently at the stage of discussion in the Committee for National Infrastructures, pending a discussion for submission in the National Council.
- NOP 65/2 – Tel Aviv Central ITC – currently at the stage of formulating the statutory plan documents.
- NOP 65/3 – Ben Zvi ITC – currently at the stage of formulating the statutory plan documents.
- NOP 65/4 – Kfar Ganim ITC – currently at the stage of developing a selected alternative.
- NIP/213 – Glilot ITC – currently awaiting discussion 77-78.
- NIP/214 – HaShalom ITC – currently awaiting discussion 77-78.

- NIP/215 – HaHagana ITC – currently awaiting discussion 77-78.

4.6.2. NOP 70/A

A statutory plan for the construction above the Rishonim depot complex of the M1 Metro Line – currently at the stage following the hearing of objections and the completion of the investigator's interim decision.

4.6.3. NIP 103/B

A statutory plan for establishing connections between M1 and M3 in the Gilot area, and between M2 and M3 in the Kfar Ganim area, to ensure operational and maintenance flexibility of the system, as well as to allow for phased construction – released for public comments and objections on 21/07/2025.

4.6.4. NIP 101/D

A statutory plan for Ta'as HaSharon Section - the section between the western border of Ta'as HaSharon and the eastern border of Ta'as HaSharon, which remained only as a schematic outline in NIP/101/C. This statutory plan is intended to create detailed provisions for this section – submitted for government approval on 12/05/2025.

4.6.5. NIP 101/E

A statutory plan for connecting the northern branches of M1 and extending M1 to the eastern railway in Kfar Saba, in accordance with the Government's directive on this matter – a target date for a “congress” has been set for 12/2025.

5. Line Managers (LMs)

5.1. The Employer has appointed a Line Manager for each of the Metro Lines, who will serve as the project manager under the respective Contracts (as will be more fully described in the conditions of contract to be published as part of the applicable tender documents).

5.2. The Line Managers appointed by the Employer are as follows:

5.2.1. **M1:** MetPro DMY, a joint venture consisting of MM S.P.A (Italy), ~~Levy Shtark Zilberstein Consulting Engineering Ltd.~~⁶ Dana Engineering Ltd. / Yaniv Zohar Engineering;

⁶ Amended as part of Addendum No. 11 dated April [], 2026

- 5.2.2. **M2:** Dan Rail Ltd., a joint venture consisting of WSP UK Ltd (UK), Decker Building and Engineering Ltd., David Ackerstein Ltd.; and
- 5.2.3. **M3:** MLead Ltd., a joint venture consisting of Artelia (France), Mahod Engineering Ltd., Davelman Perzlina Projects and Building Management Ltd.

6. Contractors

- 6.1. Each of the Metro Lines is further divided into several sections in accordance with the Employer's procurement strategy.
- 6.2. The Employer intends to engage several contractors to undertake the design and construction of the "Infra #1 Works" (the term "Infra #1 Works" is further explained below) for each of those sections, in accordance with the scope of Works and other terms and conditions set forth in the respective contracts to be entered into between the Employer and the respective successful bidders in the respective tender processes to be conducted by the Employer.

7. Metro Network Programme Organisation and Structure

- 7.1. Table 1 below provides a high-level overview of the main organisations responsible for the development and execution of the Metro Network Programme, for general information only.

Organisation	Mandate
Metro Authority	The Government entity that initiates and oversees the Employer's delivery of the Metro Network Programme. Approves and allocates the budget for the Metro Network Programme. Oversees programme strategy and regulatory compliance. Facilitates collaboration between the government stakeholders.
Employer (NTA)	The Government company is responsible for planning, developing and executing (including operating and maintaining) the Metro Network Programme.
Network Manager	Acts in a specialist programme management, network management (across all Metro Lines) and technical advisory capacity to the Employer and forms part of the Employer's management, support and consultancy team.
Line Manager	Responsible for the development of the Employer's Metro Line-level strategies, design, goals and plans, and for implementing and administering the planning, development and execution of the Metro Line Projects.

Organisation	Mandate
Employer's Other Consultants	NTA has employed other specialist consultants and service providers, forming part of the Employer's management, support and consultancy team, for specific services/tasks across the Metro Network Programme. The contractor may be required to interface with such other consultants in the course of implementing its contractual responsibilities.
Contractor	Responsible for the design, construction, testing, commissioning, completion and handover of the applicable civil and structural works ("Infra #1 Works") in accordance with the contract to be entered into with the Employer.
DBOM Contractor	Responsible for the design, construction, testing, commissioning, completion, handover, operation, maintenance and life cycle management of the applicable Metro Line (to the extent not delivered by under Infra #1 Works) – "Infra #2 Works", including the preparation and implementation of maintenance plans, procedures and systems, the training and mobilisation of staff, the safe and efficient operation of the applicable Metro Line, etc., in accordance with the contract to be entered into with the Employer. It is the intention of the Employer to engage with two (2) DBOM Contractors, one for M1 Metro Line and another one for the M2 and M3 Metro Lines.

Table 1: High-level overview of main organisations

- 7.2. Figure 7 below provides a high-level overview of the hierarchical relationship of those main organisations, for general information only:

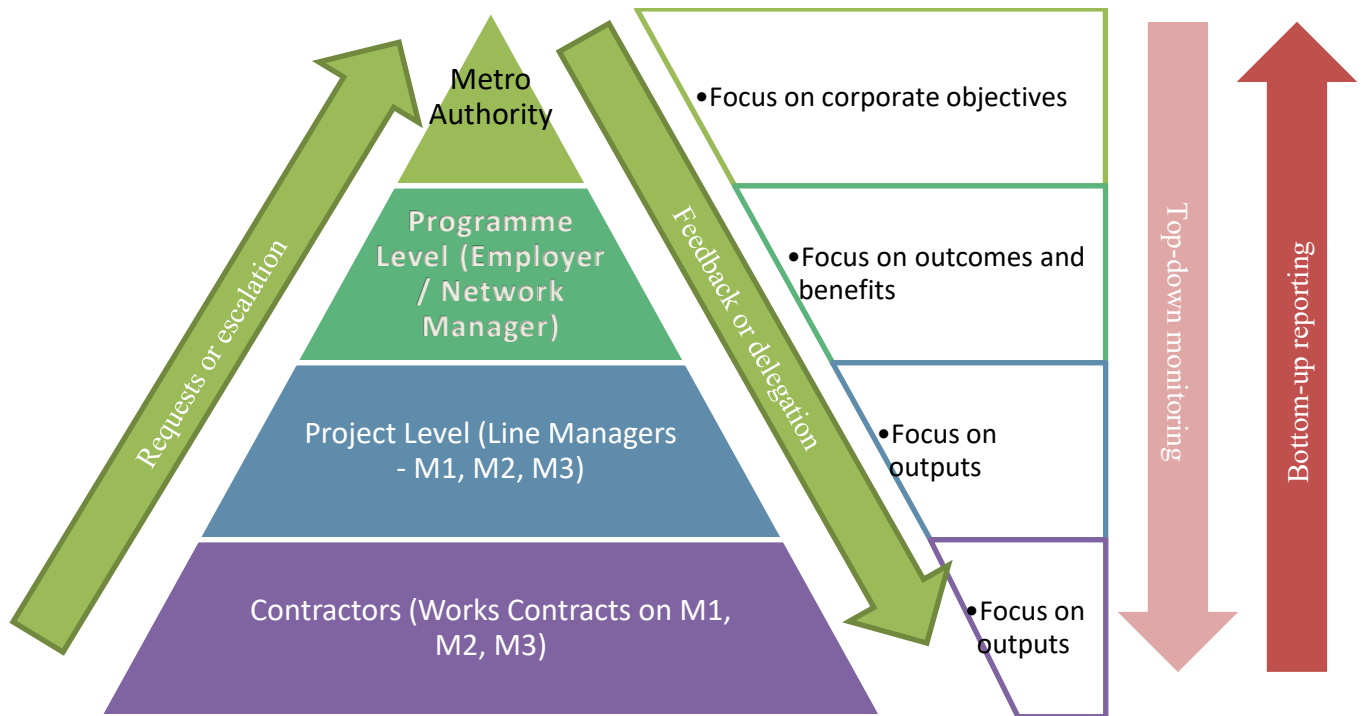


Figure 7: High-level overview of hierarchical relationship

8. Employer's Vision

- 8.1. The Employer is leading a transportation revolution for the public in the centre of Israel, based on a network of advanced metro railways, which will be integrated with other means of transport (light rail transit (LRT), buses, etc.).
- 8.2. The Employer's vision is as follows:

"To establish and operate a mass transit system in the Tel Aviv (Gush Dan) metropolitan area that would become the public's preferred choice of transportation, serve as an engine of economic growth and urban renewal, and strengthen the social fabric."

9. Goals for the Metro Network Programme

- 9.1. The overall goal for the Metro Network Programme is to establish a mass transit system as an integrated component of the public transport strategy that links commuter towns to the centre of the Tel Aviv (Gush Dan) metropolitan area and its major business centres, quickly and conveniently, and connecting residential neighbourhoods with workplaces via light rail, heavy rail and other public transport.
- 9.2. More specifically, the Employer's goals for the Metro Network Programme are as follows:
 - 9.2.1. Passenger and community service

- 9.2.1.1. Create an efficient and user-friendly service for all sections of the metropolitan community with connectivity and integration between the various means of transport and delivered in a way that minimises the impacts and nuisance to residents and businesses during construction.
- 9.2.1.2. Implement a technologically advanced, eco-friendly, and commercially viable network to meet the increasing travel demands of the growing population in the coming decades - 2050 and beyond.
- 9.2.1.3. Develop and deliver an integrated and seamless passenger mobility within the planned and existing rail network i.e., metro railway, light rail transit (LRT), heavy rail (ISR), and other modes of transport such as buses, taxis and non-motorised transport.
- 9.2.2. Economic growth
 - 9.2.2.1. Accelerate the growth of the economy and increase productivity, support the implementation of housing plans and urban renewal processes, improve the level of transportation accessibility, raise the standard of living and reduce congestion and its damaging effects in the Tel Aviv (Gush Dan) metropolitan area.
 - 9.2.2.2. Provide leverage for economic growth by enabling faster and easier access to employment opportunities, stimulating business growth and development opportunities along the route, providing employment during delivery and increasing the rate of use of public transportation in the Tel Aviv (Gush Dan) metropolitan area.
- 9.2.3. Urban development
 - 9.2.3.1. Improve the quality of life and the environment by enabling eco-friendly urban development and improved public space, through reduced air pollution and noise.
 - 9.2.3.2. Make use of “Transit Oriented Development” (TOD) to bring about the spatial transformation of the urban area and to build sustainable communities.
- 9.2.4. Maintaining the Employer’s Organisation Values

- 9.2.4.1. One of the key goals of the Employer is to maintain the organisational values in the development, delivery and operation of the Metro Network Programme by striving for excellence, continuous improvement and encouraging innovation, maintaining proper administration and clear rules of ethics and promoting professional development and empowerment of its employees while caring for their well-being and safety.
- 9.2.4.2. These goals lead to the core requirements presented in Table 2 below, which are provided for general information only.

Function	General Description
Operation	The transportation system shall provide a safe, reliable, available, sustainable and maintainable network with efficient and seamless connections respective of the following: • Currently anticipated minimum commercial speed: 40 km/h. • Availability of the train service of at least 98% for the whole network (Operation execution of 98% of the planned commercial km to be run any given day). • Seamless connections with other public means of transportation (transfer on transportation lines in less than 4 minutes for a typical adult passenger).
	• Trains fully unmanned in operation (GoA4) with staff in safety-critical roles at stations.
	• Estimated passenger capacities (based on 2050 demand approximation) ○ Line M1 – around 27,000 Passengers Per Hour Per Direction (PPHPD); ○ Line M2 – around 21,000 PPHPD; ○ Line M3 – around 11,000 PPHPD. • Design is expected to be based on the 2050 transportation model.
	• It is currently anticipated that the Network will usually operate a normal commercial service from Sunday to Friday from 05:30 to 01:00 the next day (time when trains leave/reach their stabling positions) but will be able to operate up to 7 days a week, and 24 hours per day for emergency and special events. No preventive maintenance is planned on Shabbat or other Holydays.
	• The Network will support a minimum operational headway of 90 seconds on each Metro Line, except for the certain parts of M1 where it will be 180 seconds.

Function	General Description
Architecture and Design	- The design shall include all types of users and operating staff at the core of the design. - The design shall have an elegant, understated appearance that will provide a safe, comfortable, convenient, and fully accessible experience for all users.
	Infrastructure and station layout, facilities and amenities design concepts shall include universal accessibility and for the needs of people (including people of age, reduced mobility, etc.) regarding functionality, space management, information, wayfinding, lighting systems, connections to other modes, people-friendly train/platform interface.
	The Network will highlight area identities and regional diversity with designs that help the user to see and feel the changing location across the Metro Lines.
	The design shall take account of social value, environmental sustainability, efficiency and cost-efficiency requirements.
Access	- The design of the stations shall enable passengers to access the platforms quickly: - Most stations will be two-level stations. - Enable seamless access to the trains. - Have the shortest possible connecting time from one Metro Line platform to another and the connecting time will be less than 3 minutes for a typical adult passenger. - Accommodate station-specific and Metro Line-specific recognisable and unique branding and signage.
	The transportation system will provide efficient and seamless connections with other forms of public transport with connection times of less than 4 minutes for a typical adult passenger.
	There will need to be easy and clear access and appropriate wayfinding for all passengers and staff, including elderly people or people with impaired mobility.
Sustainability and Social Value	- Social value, environmental value, efficiency, and cost-effectiveness will be embedded in all design decisions. - The Network shall achieve high-level standards of sustainability and social value. The BREEAM Infrastructure methodology is to be used with a requirement to meet the “Excellent” rating.

Table 2: High-level overview of Employer’s core requirements

10. Phasing and Stages

10.1. Programme Phasing

- 10.1.1. In general terms, the Metro Lines will be developed and delivered concurrently in a series of life cycle ‘phases’ as shown in Figure 9 below.

Execution Stage 1		Execution Stage 2
		
Development	Delivery	Operations
- Commence and complete the project reference designs and performance specifications for the three (3) Metro Lines. - Procure and appoint the design-build works contractors. - Obtain certain approvals and permits. - Procure and commence the Advanced Works and other enabling activities. - Appoint the Infra #1 works contractors and the Infra #2 works contractors.	- Commence and complete the project detailed designs and execute the civil and railway infrastructure. - Integration of all works for staged completion for trial running and operation of the Metro Network Programme. - Manufacture and delivery of railway equipment, building facilities, fit-out of stations, testing and commissioning and handover for operations. - Close out works contracts.	- Staged opening of commercial services for the three (3) Metro Lines. - Commence the execution of the Execution Stage 2 works. - Integration with other modes of transport. - Operation and maintenance of the Metro Network Programme in revenue service. - Revenue generation through commercial activities and LVC.

Figure 9: Overview of life cycle phases

- 10.2. In general terms, the Metro Network Programme will be executed in two “stages”, as briefly described below.

10.3. Execution Stage 1:

- 10.3.1. Execution Stage 1 (also called Stage 1) of the Metro Network Programme, with a total length of approximately seventy-five point three (75.3) kilometers, is currently anticipated to be fully operational in 2037.

10.3.2. Execution Stage 1 comprises:

- 10.3.2.1. M1 between Rishon Le Zion HaRishonim, including the depot and Glilot diagonal (approximately twenty-eight (28) kilometers).
- 10.3.2.2. M2, including the depot at Segula (approximately twenty-three point four (23.4) kilometers).
- 10.3.2.3. M3 between Hakomemiyut and Kiryat Arie, including the depot at Mesubim interchange (approximately twenty-three point nine (23.9) kilometers).

10.4. Execution Stage 2:

- 10.4.1. Execution Stage 2 (also called Stage 2), with a total length of approximately seventy-two point one (72.1) kilometers, will be opened to the public incrementally and will be fully operational approximately six (6) years after the completion of Stage 1.
- 10.4.2. Execution Stage 2 comprises:
- 10.4.2.1. M1 (South) branch Lod and the branch to Rehovot.
 - 10.4.2.2. M1 (North) branch to Kfar Saba and the branch to Ra'anana, including Ra'anana depot.
 - 10.4.2.3. M3 (North) branch from Herzliya terminus to Yarkon Pocket Track.
 - 10.4.2.4. M3 from Kiryat Ohno to Ben-Gurion airport branch is optional and may be included in Stage 2.
- 10.5. Table 3 below provides a high-level summary of the indicative parameters for Execution Stages 1 and 2 and Figure 10 below shows the general layout of Execution Stages 1 and 2, for general information only. Additionally, Table 4 below, provides an indicative summary of the elements (per package) for the Execution Stage 1, for general information only.

Stage	Network	M1	M2	M3
Stage 1	75.3 km	28 km	23.4 km	23.9 km
	59 stations	20 stations	22 stations	17 stations
Stage 2	72.1 km	57 km	0	15.1 km
	50 stations	42 stations	0	7+1 stations

Table 3: High-level summary of indicative parameters for Execution Stages 1 and 2

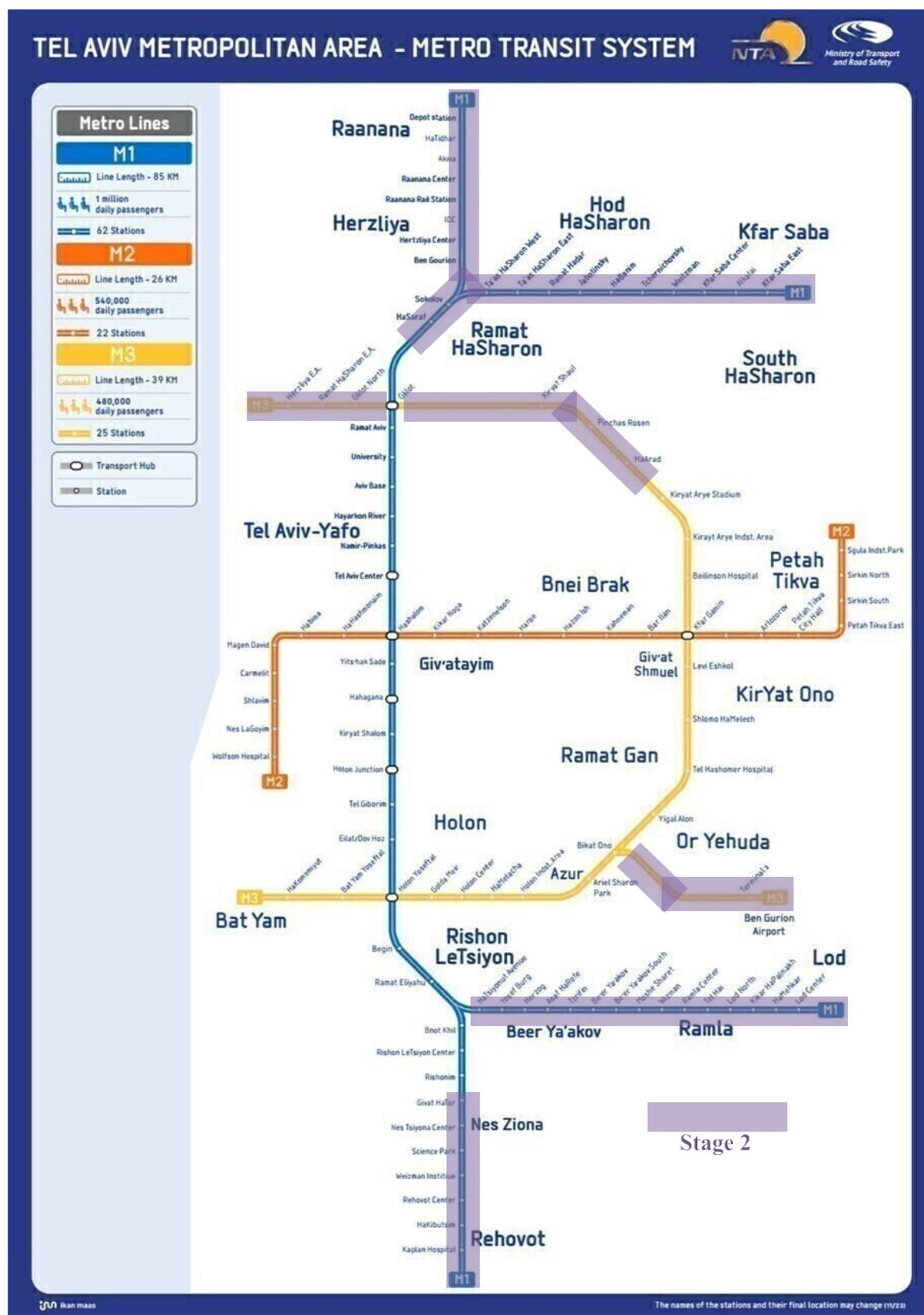


Figure 10: General layout of Execution Stages 1 and 2

Indicative summary of Infra 1, Execution Stage 1 key elements is provided in the below table (Table 4). This is indicative information only and may be subject to change.⁷

	Mined Structures (qty and type)	Nr of Stations *	Length of tunnel (km)	Nr of crossovers	Estimated qty of excavation (m3)	Nr of Launching and Retrieving Shafts	Nr of Depots with m2 area	Nr of Pocket Tracks / Turnouts
Line M1								
WP 1 + 2		4+ 5 <u>4</u>	14.2	2+1	2,274,000 + 2,923,000	4+4 <u>2+3</u>	1 (300,000 m2 - by others) **	1
WP3		7 <u>8</u>	7.9	2	3,592,000	2 <u>3</u>		1
WP4		4	5.9	1	2,145,000	3 <u>1</u>		1
Line M2								
WP1	1 crossover 1 terminus	4 (C&C)	4.8	3 (2 C&C, 1 mined)	966,870	1		
WP2	1 station (hybrid – mined + C&C)	3 (2 C&C, 1 hybrid)	4.5	0	1,089,891	1 (by others)		
WP3	5 stations 2 crossovers	6 (1 C&C, 5 mined)	5.1	2 double cross overs (mined)	971,855	1 launching shaft by others 1 retrieval shaft		
WP4	2 stations 1 crossover	4	4.8	1 double cross over (mined)	1,030,607	1		
WP5		3	4.1	1 C&C, 2 at grade (1 single, 1 double)	683,923	1	1 (500,000 m2 – by others)	Turnouts at depot
Line M3								
WP0	Not part of PQ						1 (350,000 m2 – by others)	
WP1		7	9.9	3	753,000	0		Track Junction
WP2		6	8.8	2	1,707,000	0		1
WP3		3	5.2	0	1,376,000	0		1

Table 4: Indicative Summary of Infra 1 Key Elements for Execution Stage 1

⁷ Amended as part of Addendum No. 11 dated April [], 2026

* The interchange stations between lines are allocated to the package of one line.

** The depot of M1 may become part of a separate package for Infra 2 (to be confirmed).

11. High-level Design and Functionality Principles

11.1. The following outlines in high-level terms some of the important design and functionality principles to be followed in the development of the Metro Lines:

11.1.1. Maintainability

11.1.1.1. All the systems and infrastructure of the Metro Lines shall be designed by considering the maintainability of the assets. Wherever possible, a modular system should be adopted, the aim being to minimise repair times and downtime.

11.1.1.2. The maintenance cost of each component and the lifecycle costs of the assets should be minimised.

11.1.1.3. The design shall demonstrate maintainability, fire resilience in accordance with international standards and address the lifecycle requirements.

11.1.2. Design for the customer

11.1.2.1. The design of the Metro Lines should aim to minimise street-to-street journey time. Stations should be designed to allow clear passage from street to platform, with a concourse provided only if there is a compelling case.

11.1.2.2. The Metro Lines should be designed to allow the planned stages to be implemented without causing significant disruption to the already operating sections.

11.1.2.3. The Metro Lines must comply with all laws, norms and standards relating to mobility-impaired persons. The term “mobility impaired” can also be applied to those with luggage, strollers, etc., who typically use facilities such as lifts and ramps, and for which this system must allow.

11.1.2.4. One of the main goals of the Metro Network Programme is to achieve a modal shift within the Tel Aviv (Gush Dan) metropolitan area. This requires that interchanges with other modes be as seamless as possible, signage to those modes be provided, information on end-to-end journeys be provided, ticketing be clear and simple and that disruption be minimal.

12. Operational Approach

- 12.1. The Metro Network Programme will operate as a high-frequency, urban rail service offering fast, efficient, and comfortable service at the highest level of reliability. With metro rail vehicles of about one-hundred fifteen (115) meters long on M1 and about ninety-five (95) meters long on M2 and M3, and about three point two (3.20) meters wide, the trains are currently anticipated to be able to operate at about a 2-minute commercial headway on M1 and M2, and about a three (3)-minute commercial headway on M3.
- 12.2. Depots for light and heavy maintenance will be built. The depots will also serve as overnight stabling for the main part of the fleet.
- 12.3. The depots will be constructed in order to receive the rolling stock in time to deliver the required services. “Operating Control Centres” (OCC), with redundancy by “Backup Operating Control Centres” (BOCC) for M1, and for M2 and M3 combined, will drive the operation.
- 12.4. In summary, the main operational and maintenance facilities will be as follows:
 - 12.4.1. Line M1:
 - 12.4.1.1. At Rishonim in the south there will be the main OCC and a heavy and light maintenance depot.
 - 12.4.1.2. At Ra’anana in the north there will be a light maintenance depot. The BOCC will be located at M2’s Sgula depot.
 - 12.4.1.3. Both depots will have facilities for maintenance of the assets of the applicable Metro Line, as well as the facilities for the trains to be maintained, tested and stabled and all required support facilities for the Metro Line’s operation. The BOCC will be used as a training facility and “replay” facility (for investigation purposes when required) when the OCC is operational. Ra’anana depot will be equipped for light maintenance of the applicable Metro Line. The larger south depot at Rishonim will house the main part of the fleet, the OCC and the required facilities for the management of the applicable Metro Line. It will also house all equipment and tools for both light and heavy maintenance of the applicable Metro Line.
 - 12.4.2. Line M2:
 - 12.4.2.1. The main OCC will be at Metsubim, located within the M3 depot.

12.4.2.2. At Sgula (located within the M2 depot) in the east there will be a BOCC for M1, M2 and M3 and a light maintenance depot.

12.4.3. Line M3:

12.4.3.1. At Metsubim there will be the main OCC and a depot for light maintenance of the M3 fleet, as well as for heavy maintenance activities for both the M2 and the M3 fleets.

12.4.4. The foregoing is reflected in the following Table 5, which is provided for general information only:

Metro Line	Main OCC	BOCC	Light Maintenance	Heavy Maintenance
M1 North	Rishonim Depot (M1)	Raanana Depot (Stage 2)	Ra'anana Depot (M1)	Rishonim Depot (M1)
M1 South		Sgula Depot (M2) (Stage 1)	Rishonim Depot (M1)	
M2	Mesubim Depot (M3)	Sgula Depot (M2)	Sgula Depot (M2)	Mesubim Depot (M3)
M3	Mesubim Depot (M3)	Sgula Depot (M2)	Mesubim Depot (M3)	Mesubim Depot (M3)

Table 5: High-level summary of main operational and maintenance facilities

12.5. Some of the approximate / currently anticipated key parameters of the Network are set out in the following Table 6, which are provided for general information only:

Table 6: Some key parameters of the Network

Parameter*	Line M1	Line M2	Line M3
Approximate underground station box length	185-250m	125m-215m	125m
Approximate train length	~115m	~95m	~95m
Transportation Hubs	7 (refer to clause 12.6)		
Currently anticipated Track	Concrete slab track - 1,435mm gauge		
Currently anticipated interconnection between Lines	M1 with M3 at Glilot & Yoseftal M1 with M2	M2 with M3 at Kfar Ganim M2 with M1 at Hashalom	M3 with M1 at Kfar Ganim and M3 with M1 at Glilot and Holon Yosheftal

Parameter*	Line M1	Line M2	Line M3
	at Hashalom		
Currently anticipated traction supply	Rigid overhead conductor - 1.5kV DC		
Currently anticipated Signalling	Computer Based Train Control - GoA4		
Currently anticipated Platform Screen Door	Full height		

*Note: These figures are approximations / estimations only and are subject to change pursuant to ongoing design activities.

12.6. The Network will have seven (7) Transportation Hubs, as summarized in Table 6 below, which will serve as connecting stations between Israel Railway (ISR) lines, Metro Lines, light rail transit (LRT) lines, bus lines and parking pick-ups for shared vehicles, cars, scooters, bicycles, etc. The hubs will also consist of large “Transit-Oriented-Developments” and urban renewal programmes to be agreed with the applicable municipalities. The construction of Hubs on top of stations will be undertaken by other contractors, subject to a separate procurement procedure.

12.7. The foregoing is reflected in high-level terms in the following Table 7, which is provided for general information only:

Table 7: High-level summary of Transportation Hubs and transportation functions

Hub	Location	Interconnecting Transportation
1	Glilot	M1, M3, ISR, Bus Terminal
2	Kfar Ganim	M2, M3, LRT Purple Line
3	Arlozorov Terminal	M1, LRT Red Line, LRT Purple Line, ISR, Bus Terminal
4	HaShalom	M1, M2, ISR, LRT Red Line, Bus Terminal
5	HaHagana	M1, LRT Purple Line, ISR, Bus Terminal
6	Holon Junction	M1, LRT Green Line, ISR, Bus Terminal
7	Holon Yoseftal	M1, M3, ISR

12.8. Figure 11 below shows the general location of each Transportation Hub, which is provided for general information only:

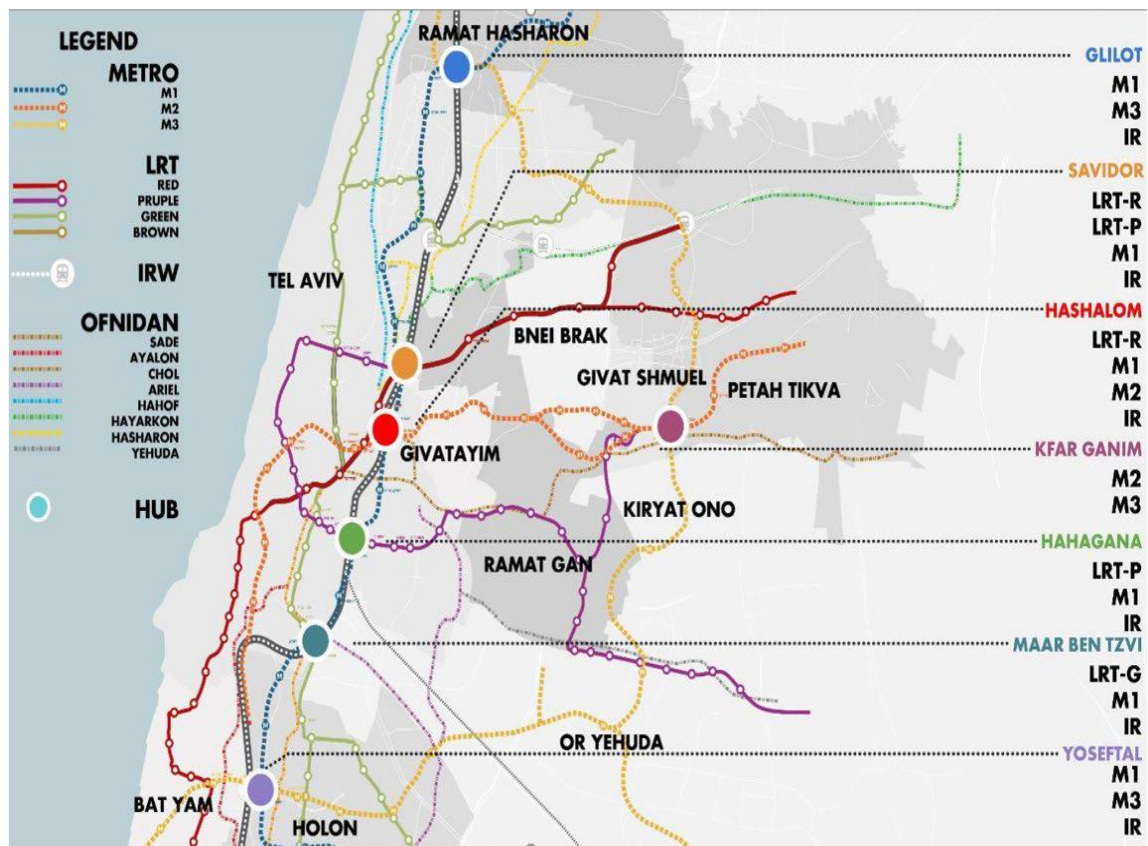


Figure 11: General locations of the Transportation Hubs

12.9. Other Key Operational Requirements

12.9.1. The following brief description is provided for information only, in order to provide a high-level overview of some key operational requirements, as they are currently envisaged:

12.9.1.1. **Service Speeds and Journey Time:** The average end to end journey time will offer an average speed of between 35 and 41 km/h, depending on detailed modelling and anticipated dwell times. The maximum operating speed is anticipated as 80 km/h.

12.9.1.2. **Security and Surveillance:** Security and surveillance will be maintained across the whole network at all times. Trains, stations, operational elements, tunnels, cross passages and all entrances and exits will be monitored by technological means to prevent and respond to any threat, dangerous occurrence, mishap, vandalism, etc. Manned surveillance will also be provided in specific locations.

- 12.9.1.3. **Operational Flexibility:** Interoperability is considered to be a key feature to enable a high level of operational resilience across the whole Network. There will probably be full technical interoperability between Lines M2 and M3 (however, there will probably not be commercial operation of passenger trains across those Lines).

12.9.2. Maintenance

- 12.9.2.1. Maintenance will be planned as an integral part of the design to achieve high reliability and availability of the Network over many years to support the operational plan.
- 12.9.2.2. Maintenance plans from the Development Phase will set out the principles for the performance of the maintenance work, the necessary facilities, documentation and training, as well as minimum required personnel and their skill sets.
- 12.9.2.3. Maintainability of the Network depends partly upon a realistic level of accessibility to equipment, which will be reflected in the design. In addition to the relatively brief nighttime maintenance window, a period of probably no more than forty-eight (48) continuous hours a year (which excludes any period of the Shabbat or other Holydays) will be designated for large components such as point machines, rails, transformers, ventilation fans, etc. to be replaced.
- 12.9.2.4. The maintenance concept is driven by the aspiration to provide safe, secure, reliable passenger services efficiently and cost effectively, and to provide a pleasant passenger environment with clean, modern, comfortable vehicles, efficient rides, quality, clean, well-presented stations, fully functioning passenger interface systems and well maintained infrastructure and facilities.

12.9.3. Operation and Maintenance Entities

- 12.9.3.1. Operation and maintenance are currently planned to be split into two (2) packages – one for M1 and a combined package for M2 and M3.
- 12.9.3.2. Operation and maintenance will be part of the “Infra #2 Works” packages.

12.9.4. Operation and Maintenance Facilities

- 12.9.4.1. The main operation and maintenance facilities for Line M1 are planned at Rishonim in the south where the main OCC and heavy and light maintenance depot will be located, and at Ra'anana in the north where a light maintenance depot will be located. Both depots will have facilities for maintenance of the assets of the Metro Line, as well as the facilities for the trains to be maintained, tested and stabled and all required support facilities for the Metro Line's operation. Ra'anana depot will be equipped for light maintenance of the Metro Line. The larger south depot at Rishonim will house the main part of the fleet, the OCC and the required facilities for the management of the Metro Line. It will also house all equipment and tools for both light and heavy maintenance of the Metro Line.
- 12.9.4.2. The main operation and maintenance facilities for Line M2 and Line M3 are planned at Metsubim (located within the M3 depot), where the main OCC is to be located, and at Sgula (located within the M2 depot), in the east, where a BOCC for M1, M2 and M3 will likely be located together with a light maintenance depot for Line M2. At Metsubim, there will be the main OCC along with the heavy and light maintenance depot.

13. Procurement Strategy

- 13.1. This section outlines in high-level terms the Employer's approach to procuring all the works and services required to provide a fully operational Network, including stations, underground operational elements, tunnels, rail networks, control systems, depots, other operational elements and structures, etc.
- 13.2. The procurement approach is to create separate packages, in general terms as follows, although there may be deviations between packages due to specific reasons and/or due to unique/special circumstances:
- 13.2.1. **Advanced Works.** In general terms, enabling and early works contracts (collectively called "**Advanced Works**"), including utility diversions, high-voltage (HV) substations, surveys for each Metro Line, etc. In some cases, Advanced Works may include excavation and construction in depots (depot early works), TBM launching shafts and/or station outer boxes. Much of the depot works in terms of utility diversions, earthworks, slurry walls and retaining structures are planned to be included as part of the Advanced Works. Substantial acoustic protection works are also currently planned to be included as part of the Advanced Works.

- 13.2.2. The Employer is advancing the design and execution of the Advanced Works via several local entities. However, the contractors may be required to execute certain remaining Advanced Works that were not executed during Advanced Works stage of the project.
- 13.2.3. The Employer will provide the contractors with records and data regarding the Advanced Works completed by it, as well as the scope of any remaining works to be carried out by the contractors as part of the Infra #1 Works.
- 13.2.4. The Employer will conduct background noise measurements. An acoustic report will be prepared, based on a model assessing the expected noise from the sites. This report will include an evaluation of nearby buildings that will require acoustic shielding. The shielding will be implemented by the Employer pursuant to the report's findings.
- 13.2.5. **Infra #1 Works.** In general terms, design and construction of civil and structural works for tunnels and stations, embedded items, tunnel drainage works and the balance of civil/structural works of depots. This includes tunnelling, station boxes/caverns, crossovers, etc. There may be remaining works related to utilities. Depending on specific packages, the Infra #1 Works may include certain utility works as well.
- 13.2.6. **Infra #2 Works.** In general terms, MEP, VAC, TVS, railway systems (such as S&T, PSD, etc.), M&E systems and subsystems, rolling stock and equipment, depot buildings and fit-out works, etc., and also including subsequent operation and maintenance (O&M), on a "DBOM Contract" basis. This will include, among other things, permanent way, track, platform screen doors, services, electrical supply systems, ventilation, depot equipment, commercial and service vehicle communications, signalling and train control systems, fleet, and so forth.
- 13.2.7. Figures 12, 13 and 14 below show indicative layouts of the separation between the Infra #1 Works and the Infra #2 Works in a typical tunnel section and in a typical station box, which are provided for general information only:

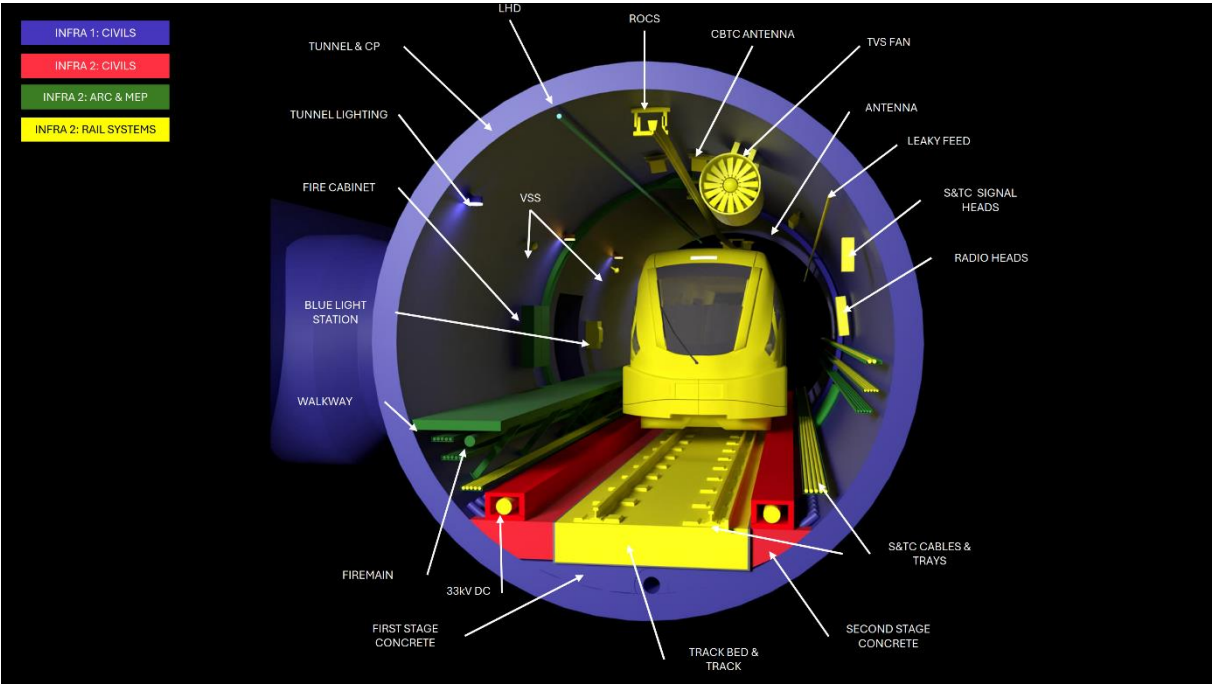


Figure 12: Indicative layout

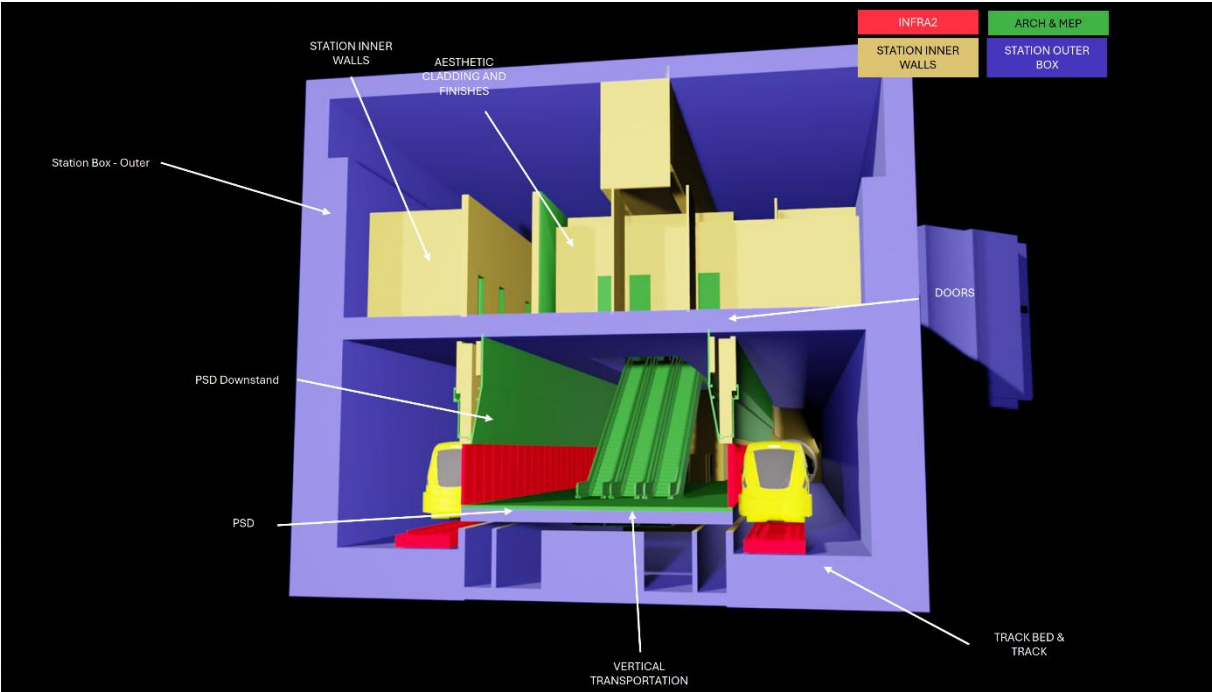


Figure 13: Indicative layout

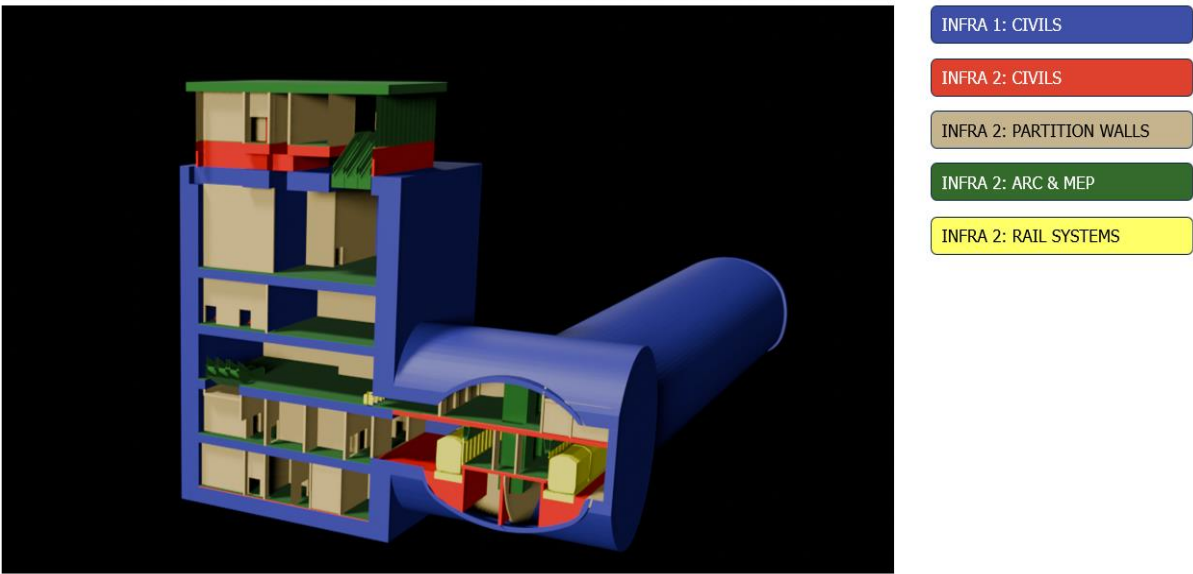
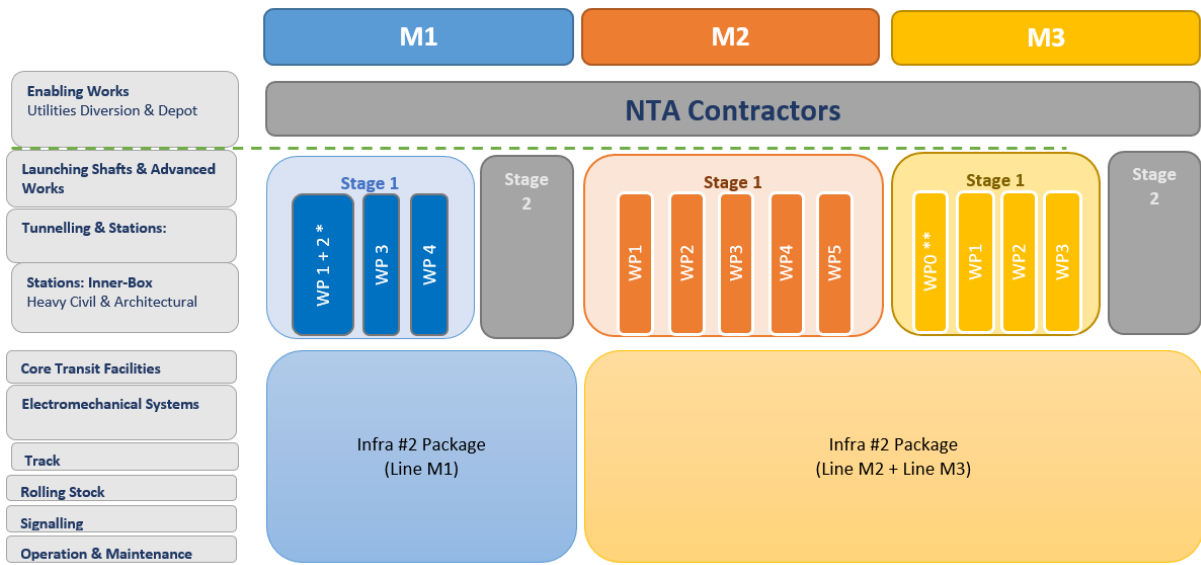


Figure 14: Indicative layout

13.3. Figure 15 below provides a high-level overview of the anticipated procurement strategy, which is provided for general information only:



* Package consolidation yet to be confirmed.

** WP0 is not part of this procurement procedure and will be procured separately.

Figure 15: High-level overview of anticipated procurement strategy

14. Overview of Excavation and Lining Works Risk Sharing

- 14.1. The Employer intends to apply certain risk sharing mechanisms for sharing certain key risks related to underground/subsurface physical conditions (for the purposes of this overview, the “GBR Mechanism”), the details of which will be set forth in the works contract to be entered into with the Employer.
- 14.2. In short, the GBR Mechanism will probably involve the following main components:

- 14.2.1. The Geotechnical Data Report (“**GDR**”) stating the geological, geotechnical and hydrological data that has been obtained via surveys and investigations;
- 14.2.2. The Geotechnical Baseline Report (“**GBR**”) that (based on the GDR) describes the relevant anticipated underground/subsurface physical conditions, including the related design and construction methods, and the anticipated reaction of the ground to such methods. The GBR sets out the baseline and thus the allocation of the risk for such underground/subsurface physical conditions;
- 14.2.3. The commercial elements related to managing the GBR and related events, which set out the mechanism for establishing the contractor’s entitlement to the appropriately incurred additional costs in consideration of the differences between the GBR and the actual underground/subsurface physical conditions due to any error, fault or defect in the GBR that the contractor encounters in the course of implementing the “Excavation and Lining Works”.

15. General Notes on Certain Other Risk-related and Commercial Issues

- 15.1. Based on past experience in NTA tenders and the Employer’s current expectations for this project, it is currently envisaged that the respective works contracts (to be entered into between the Employer and the respective successful bidders in the respective tender processes to be conducted by the Employer) will, with respect to the following matters, probably include terms and conditions along the following lines.
- 15.2. **Partial Compensation for Eligible Bidders.** The Employer intends to partially compensate bidders who participated in the tender process and were not declared as the preferred bidder. The partial compensation amount and payment mechanism will be published as part of the tender documents.
- 15.3. **Currency of Account and Payment.** Although payments will probably be made in NIS, the Employer will allow the contractor to link the payments to the NIS/EUR exchange rate so that the Employer will bear currency fluctuations and risks.
- 15.4. **Contract Revision and Price Adjustment.** In addition to the hedging of currency exchange rates as mentioned above, the Employer will allow the contractor to choose (as part of its proposal) adjustment tables that include adjustments to the main indices (local and international).
- 15.5. **Advance Payment and Payment Security.** The Employer will pay an advance payment based on the capital and cash flow requirements during the initial period of the project in order to mitigate negative cash flow exposures and risks. In such a case, the contractor will be required to submit an advance payment guarantee, to be reduced through the construction period based on the progress of the work.

- 15.6. **Performance and Defects Security.** The Employer will require the contractor to submit a performance guarantee, to be replaced by a defects liability guarantee, in each case in an amount equal to a certain percentage of the contract value.
- 15.7. **Special Framework for Foreign Workers.** To facilitate and streamline the employment of foreign workers for the project, a dedicated employment framework will be established for “Metro Foreign Workers”. This framework will include a designated fast-track process for the recruitment of foreign personnel, covering the issuance of work permits and entry visas, with the goal of enabling an organized, efficient and timely mobilization of skilled labor.
- 15.8. **Designated Mobilization Sites.** To support project execution across numerous sites throughout the Tel Aviv metropolitan area, designated staging areas will be identified by the Employer. These areas will accommodate key logistical and operational functions such as surplus soil handling and sorting, concrete batching plant operations, storage of materials and equipment, and other auxiliary uses. These facilities are intended to improve efficiency and ease the construction and logistical burden during the implementation phase.
- 15.9. **Disposal and Treatment Sites for Surplus Excavated Soil.** In anticipation of the large volumes of excavated soil to be generated during construction, the Employer is actively identifying and regulating dedicated disposal and treatment sites to receive surplus soil.
- 15.10. **Force Majeure – Repatriation of Personnel.** The contract will include force majeure provisions that mitigate the contractor’s risks with respect to the geopolitical and the military/security situation in Israel.
- 15.11. **Suspension and Termination for Geopolitical Events / Impact of Military Mobilization.** As indicated above, the contract will include force majeure provisions that mitigate the contractor’s risks with respect to the geopolitical and the military/security situation in Israel.
- 15.12. **Limitation of Liability.** The contractor’s liability and its exposure to liquidated damages will be capped, in an amount equal to a certain percentage of the contract value.
- 15.13. **Site Conditions and Ground-related Risks.** As mentioned above, the contract will include a risk allocation mechanism related to underground/subsurface conditions; in general terms, the contractor will receive compensation in the form of certain additional payment and additional time in cases where it discovers or encounters unforeseen ground conditions
- 15.14. **Governing Law.** The contract will be governed by Israeli law.
- 15.15. **Insurance Coverage:**

- 15.15.1. **Construction All Risks Insurance (CAR).** The contractors will need to procure and maintain (at their own expense) CAR insurance, with reputable and legally licensed insurers, to cover their potential risks and liabilities. The Employer intends to purchase a “CAR Excess” policy that would provide coverage above the contractors’ CAR insurances for liabilities (third party liability, employer’s liability), and potentially for “Property Damage” (“PD”). The Employer’s “CAR Excess” policy might also cover special risks such as tunnel collapses, sinkholes, re-drilling, and excavation of debris in amounts above the contractors’ CAR insurances.
- 15.15.2. **Other Insurances.** The contractors will also need to procure and maintain (at their own expense) other types of insurance, as may be relevant, such as “Product Liability” insurance “Professional Liability” insurance, “ALOP and Business Interruption (B)” insurance, “All-Risks Insurance for Other Property”, “Heavy Engineering Equipment and Machinery” insurance (including for the TBMs), “Marine Cargo” insurance, “Vehicle” insurance (including compulsory third party bodily injury as defined under the Motor Vehicle Insurance Ordinance (New Version), 1970), and other insurances for the operation and maintenance periods as may be applicable.
- 15.15.3. **Insured Parties.** The insured parties will include: (i) the Employer and its officers and agents, (ii) the State of Israel, (iii) the Ministry of Transport and (iv) any entity or body which the Employer has the authority or responsibility to insure.
- 15.15.4. **Inclusion of Terrorism and War Risks.** The contractors’ CAR and other insurances will likely be required to cover terrorism and war risks.

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