

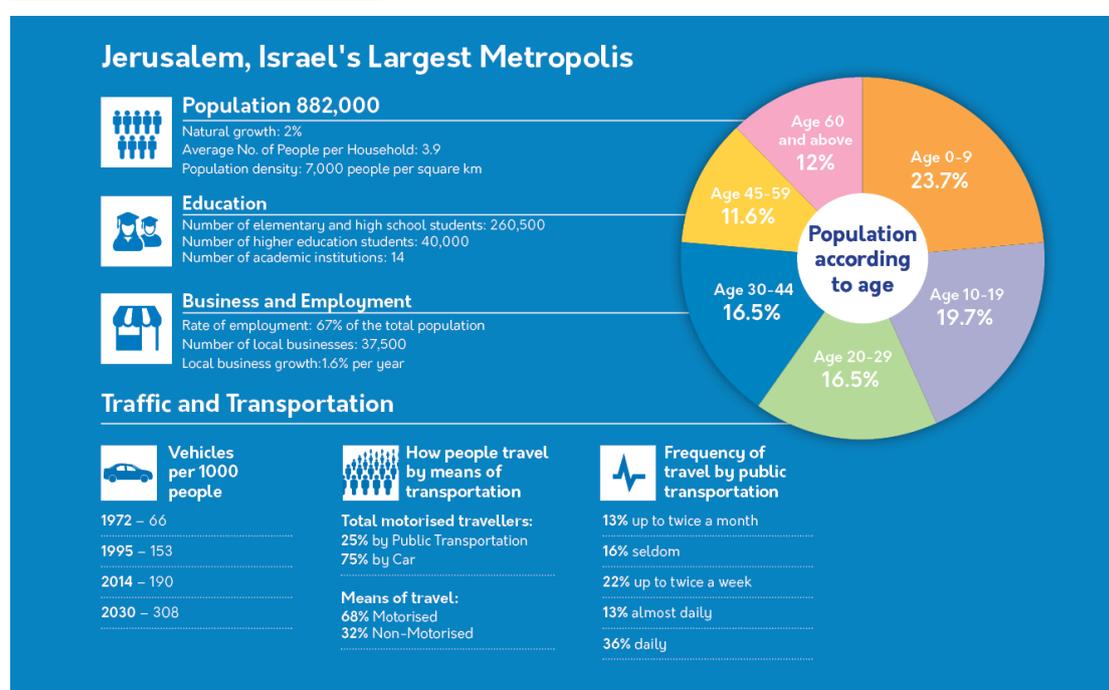


Opening words

Following the successful Tender process for the J-NET project, the Ministry of Finance, the Jerusalem Municipality and the Jerusalem Transportation Master Plan Team are intending to publish, during 2020, the Tender for the Blue Line project.

The Blue Line will be the third in the city's light rail network. Once completed, approximately 600 thousand of the city's residents and visitors will enjoy an integrated reliable, readily-available and safe light rail network.

Jerusalem - General statistics



LRT Vision for Jerusalem

The objective of the Jerusalem Transportation Master Plan Team is to transform the Light Rail Network in Jerusalem into the central mode of transportation for approximately 40% of the city's residents and visitors.

Currently, approximately 15% of private vehicle owners living along the route of the Red Line choose to use the light rail for their daily commute. This fact only serves to strengthen the feasibility of the Jerusalem Transportation Master Plan's objective.

The development of the network is based on the Principle of Walkability. When completed, 600 thousand Jerusalem residents will benefit from a light rail station located approximately



only 300 meters from their home, workplace, place of study, and cultural centers.

As part of the work on the network, extensive infrastructure and development work is done in order to restore the urban space for all city residents, thereby contributing to their mobility and to the promotion of fundamental transportation justice in the city.

The Light Rail Network in Jerusalem: 3 Lines, 600 Thousand Trips a Day

Once completed, the Jerusalem light rail network will include three main corridors (the Red, the Green and the Blue) which will traverse the city in all directions:

Presently, the Red Line, Israel's first light rail line, provides a convenient and fast solution for more than 150 thousand passengers a day who seek to travel within the city. When fully developed, the Red Line will stretch from the Hadassah Ein Karem Medical Center in the south to the Neve Yaakov neighborhood in the north, passing via Herzl Boulevard, Jaffa Road, the city center, and the French Hill neighborhood.

The network's second phase, the J-NET (including the Green Line), which is currently under construction, will enable 5 operational lines and will connect the two campuses of Hebrew University, the large centers of employment in Talpiot, the city's largest neighborhoods and the main cultural attractions in Malha: the sports stadiums, zoo and shopping mall. Once operational, those lines will provide service to an additional 250 thousand passengers per day, and will connect the inter-city train to the Jerusalem light rail network.

The Blue Line: Third and Most Congested Line

The Blue Line is predicted to be the line with the heaviest demand in the Jerusalem network, bringing additional passengers closer to all of the city's focal points of interest and residential neighborhoods.

Once operational, this line will complete the network and provide a complete, reliable, readily available, environment-friendly and safe transportation solution. The Blue Line will run between the Ramot neighborhood in the city's north and the Gilo neighborhood in the south, passing through the Har Hotzvim Hi-Tech area, the city center and the busy streets of King George and Hebron road. Additional branch shall connect the existing Red Line from Hadassah hospital going from, Tahon junction passing through Malha sports and commerce center, Talpiot employment center and meeting the Blue Line back in Hebron road.

The Blue line

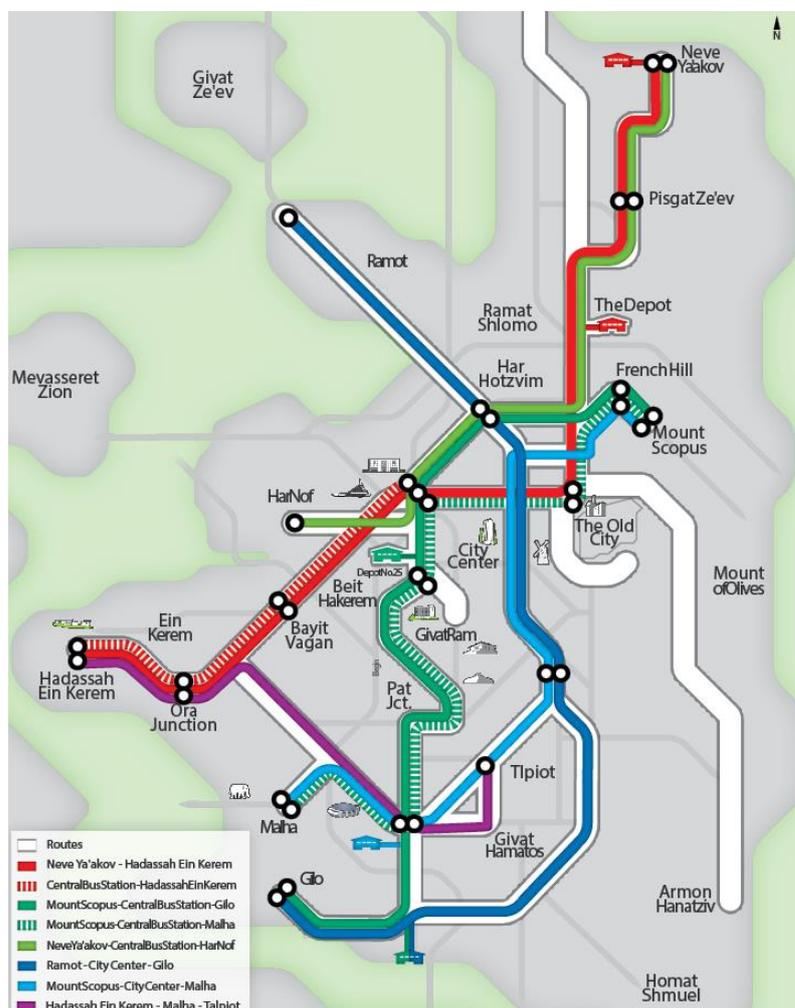


The Blue Line Characteristics

The Blue Line project will include additional of about 26 km of double tracks, out of which about 3 km will be part of an underground section with 3 stations.

The Blue Line will include a depot at Malha area which will serve as the main stabling facility for the 120 Blue Line vehicles.

The depot will include an OCC, which will enable operating the Blue Line separately from the J-NET network



The Tender process

The Blue Line tender, and all criteria for participation in the Blue Line tender, will be published during the first half of 2020.





Issuance of the PQ - first half of 2020

Announcement a short list of selection of qualified bidders – first half of 2021

Issuance of the RFP - first half of 2021

Selection of a winner and execution of the Agreement –first half of 2022