Updated Appendix 6A

To:
Tenders Committee
Ayalon Highways Co. Ltd.

Dear Sir/Madam,

RE: **An Affidavit Concerning the Experience of Bidder**

I, the Undersigned, Mr./Mrs. _____, bearer of the ID No._____, after having been warned that I must declare the truth and that I shall be liable for penalties prescribed by law if I do not do so, I hereby declare in writing as follows:

1. I have been lawfully authorized by _____ (hereinafter: "**The Bidder**") to sign this affidavit in support of its Proposal to E-Tender (Online) No. 36/26 for the Supply, Integration, Operation and Maintenance of a MUTC System (hereinafter: "**The Tender"**).
2. Section 3.3 of Volume A - The Bidder is not in receivership, suspension of proceedings, bankruptcy or liquidation and not facing any pending applications of this kind, or insolvency, nor have foreclosures been imposed on the Bidder's assets at a rate higher than its shareholders equity.
3. Section 3.4 of Volume A - The Bidder or a Related Entity of the Bidder, developed the Proposed System, and may rightfully grant the Company use of the Proposed System and continue its development.
4. Section 3.5 of Volume A - The Proposed MUTC System meets all the following requirements in one integrated system, with at least one installation for a client prior to the Deadline for Submission of Proposals as detailed in table A herein, **and the supporting documentation detailed in such Section 3.5 is provided in the Proposal as Annex 1 to this Appendix 6A**:

#	**Requirements**	**The necessary supporting information to verify the fulfillment of the requirement:**
1	Traffic situation picture – The Proposed System generates a comprehensive situation awareness picture, continuously updated in near real time (at least every 5 seconds), including at a minimum: • Traffic flow status and congestion levels • Operational status of outstation devices. • Traffic events	Bidder declaration and later[1] assessment of the following on an operational system: • Traffic flow and congestion levels are presented based on coloring traffic segments, from free-flow as green to severe congestion as red. • The status of outstation devices is displayed as an object layer on the map. Clicking on the object shows its current status. As a minimum – on, off and fault. • Events are displayed as an object layer on the map. Clicking on the event will display its related information.
2	User interface – The user interface of the Proposed System is utilizing a GIS interactive map.	Bidder declaration and later[1] assessment of the following on an operational system:

		• The user interface incorporates GIS interactive capabilities. As a minimum, the following should be presented: - The capability to toggle between various layers, - Pop-ups that appear when objects are clicked. - Zoom controls.
3	The Proposed System monitors and displays the activity of the traffic light controller, including cycle times and green status in the phases, the status and state of the traffic light controller and of any device connected to it, including but not limited to, light bulbs, detectors, push buttons and UPS.	Bidder declaration and later[1] assessment of the following on an operational system: • Monitoring and displaying the cycle times. • Displaying the greens in each phase. • Displaying the status of a traffic light controller. • Displaying the state of the detectors – (triggered or not triggered, malfunction). • Displaying the information reported by the detectors – volume, occupancy. • Displaying the state of the light bulbs. • Displaying the state of the push buttons (triggered or not triggered, malfunction). • Displaying the state of the UPS (UPS mode of operation, battery levels, failure level).
4	The Proposed System remotely controls the traffic light controller including all the following abilities:	Bidder declaration and later[1] assessment of the following on an operational system:
4.1	Managing the weekly signal time plan schedule and applying the updated schedule to a Signalized Intersection or a group of Signalized Intersections.	Demonstration of the requested functionality, alongside a detailed explanation of how the user can set a schedule for the Signalized Intersection and a group of Signalized Intersections using the Proposed System.
4.2	Manual management of the active traffic light plan at a single Signalized Intersection and across a network of Signalized Intersections.	Demonstration of the requested functionality, alongside a detailed explanation of how the user can manually manage the Signalized Intersection and a network of Signalized Intersections using the Proposed System.
4.3	Setting the Signalized Intersection in flashing Embar (Yellow) light mode.	Demonstration of the requested functionality, alongside a detailed explanation of how the system fulfills the required functionality.
5	Management of a directory of traffic light timing plans for each Signalized Intersection including all the following abilities:	Bidder declaration and later[1] assessment of the following on an operational system:
5.1	Adding new timing plans to the directory and updating parameters in existing plans.	Demonstration of the requested functionality, alongside a detailed explanation of how the system fulfills the required functionality.
5.2	Reading (uploading) traffic timing plan parameters from the traffic light controller	Demonstration of the requested functionality, alongside a detailed explanation of how the system fulfills the required functionality.

	and storing them in the traffic light plans directory.	
5.3	Download of saved traffic light plans to the traffic light controllers.	Demonstration of the requested functionality alongside a detailed explanation of how the system fulfills the required functionality.
6	Traffic rules – The Proposed System allows operators mechanism to set and manage traffic rules. Traffic rules shall include at least: • Warnings rules – warnings when event or incident is detected or reported. • Response plans – Setting relevant response plans. A response plan includes a set of predefined operations for the operators. The operations will at least allow to apply a timing plan from existing timing plan directory to a Signalized Intersection or across a network of Signalized Intersections.	Bidder declaration and later[1] assessment based on an operational system.
7	Built-in adaptive optimization engine – The Proposed System possesses adaptive management capabilities based on the dynamic adjustment of pre-defined traffic signal plans. The Proposed System supports at least one of the capabilities specified in Sections 7.1 or 7.2 as well as the capability specified in Section 7.3:	Bidder declaration and later[1] assessment based on an operational system.
7.1	Plan selection mechanism: The system's ability to automatically switch between different traffic signal plans within a library based on real-time detection of Levels of Service (LOS), traffic volumes, or queue lengths.	The Bidder shall conduct a live demonstration showing how the Proposed System proactively changes the active traffic signal plans based on the actual traffic situation at least 3 times in an hour. The demonstration must explain the reasoning of each plan change, and the sources of information used by the system to analyze the traffic at the intersection. Before the demonstration, the Bidder shall provide on-screen and exportable machine-generated evidence of the before/after traffic signals plans, trigger condition and measured inputs, affected intersections/links, and timestamps, with clear indication that the changes were system-initiated (not manual).
7.2	Dynamic parameter tuning: The capability to perform "intra-plan" adjustments within an active plan, including: • Split optimization: Modifying green time distribution within pre-defined ranges. • Offset adjustment: Adjusting time offsets to maintain coordination	The Bidder shall conduct a live demonstration showing dynamic intra-plan parameter tuning within an active signal plan based on measured demand (i.e., without switching to a different plan), including: (1) automatic changing cycle time within pre- defined min/max bounds; (2) Split Optimization: automatic modification of green splits within pre-defined min/max bounds; (3)

	(green waves) between intersections. • Cycle time selection: The ability to transition between pre-defined cycle times based on network demand.	Offset adjustment: automatic offset changes to maintain/restore coordination along a corridor. The demonstration shall show at least one executed adjustment for each capability, triggered by real-time traffic measurements, and shall provide on-screen and exportable machine-generated evidence of the before/after values, applicable bounds/cycle set, trigger condition and measured inputs, affected intersections/links, and timestamps, with clear indication the changes were system-initiated (not manual).
7.3	Sub-network grouping (area control): The ability to define groups of intersections (minimum of 5) that function as a single adaptive unit, ensuring that plan transitions are synchronized across the entire sub-network to prevent bottlenecks.	The Bidder shall conduct a live demonstration showing sub-network grouping (area control), whereby the system defines and operates a sub-network of at least five (5) Signalized Intersections as a single adaptive unit. The demonstration shall show that plan transitions are synchronized across the entire sub-network (i.e., coordinated activation within a defined time tolerance) and are system-initiated based on real-time conditions, with on-screen and exportable machine-generated evidence including: the sub-network definition (member intersections), the active plan/or plan parameters before/after, timestamps of activation per intersection, the trigger condition and measured inputs, and confirmation that no manual per-intersection plan activation was used.
8	The Proposed System includes at least one C2C interface to an external Traffic Management System for exchanging data. The external Traffic Management System is a system that manages and controls traffic using outstation devices such as traffic lights, variable message signs, line control signs, traffic detectors, etc.	• The name of the traffic control center running the external Traffic Management System. • The name of the external Traffic Management System that the Proposed System interfaces with through a C2C connection. • Descriptions of the data being transferred and business processes between the two systems.
9	C2C Traffic management standards – The Proposed System supports at least one of the USA or European C2C interfaces standards: NTCIP (with TMDD dictionary) or DATEX II.	• The name of the traffic management systems that the Proposed System has already set up at C2C interface based on one of the required interfaces. • A list of the dialogs and types of messages used in the referenced interface between the Proposed System and the traffic management system.
10	The Proposed System has at least one interface to a system that provides traffic-related information such as TomTom, and Waze.	• The name of the control center in which the Proposed System has an interface with another system that provides traffic-related information. • The name of the system that provides traffic-related information. • A description of the data received from the system.

[1]Initially, the Bidder's declaration that its Proposed System meets the requirements, shall suffice for the First Stage (as defined in Section 5.1 of Volume A of the Tender Documents). Assessment and verification by the Company will be conducted during the demonstrations at the Second Stage (quality evaluation) on an operational System, and if it shall be found to lack any of the requirements above, the Bidder's Proposal shall be disqualified.

5. The Bidder meets the Threshold Conditions specified in Sections 3.4 and 3.6 of Volume A by (mark the suitable box), by:

   ☐ **The Bidder itself** (or if the Bidder is a Joint Venture - by a member of the Bidder as detailed in Section 6 below).

   ☐ **Related Entity(ies) of the Bidder** (or if the Bidder is a Joint Venture – a Related Entity of a member of the Bidder, as detailed in Section 6 below)**,** whose details are as follows:

   Name: _____, Company No.: _____, Address: _____ (hereinafter: "**The Related Entity**").

   If this box is checked, the Bidder's declarations in Section 6 below, including Table A will apply to the Related Entity and list the projects of the Related Entity. Additionally, the Bidder will submit a Declaration and Undertaking of the Related Entity in the form attached as **Appendix 6B of Volume A of the Tender Documents.**

6. **If the Bidder is a Joint Venture** (as defined below) please fill in and declare the following:

   (1) _____ *[insert name]* is the member who meets the Threshold Conditions specified in Sections 3.4 and 3.6 of Volume A, such member directly holds __ % *[fill in, must be at least 30%]* of the Joint Venture, and the declarations in Sections 7 and 8 below are his.

   ☐ Check this box if the above mentioned member meets the Threshold Conditions of Sections 3.4 and 3.6 of Volume A via a Related Entity, and in addition provide the details of the Related Entity in Section 4 above.

   (2) _____ *[insert other member's name]* has experience in installing a command and control system in the five years preceding the Deadline for Submission of Proposals and providing support and maintenance services for at least 18 months following installation, in at least 2 projects - each priced at a minimum of 1 million USD (excluding VAT, including the cost of the application but excluding the costs of infrastructure, hardware, equipment, and communication) ***as demonstrated in Table B below***.

   (3) both members of the Joint Venture meet the Threshold Condition specified in Section 3.3 of Volume A (Section 2 above).

   "**Joint Venture**" - A non-registered partnership of two legal entities, where each one bears responsibility, jointly and severally, to the Bidder's (the joint venture's) commitments, including those specified in the Tender Documents.

7. Section 3.6.1 of Volume A - The Bidder (or a Related Entity of the Bidder if the appropriate box has been checked in Section 5 above) has:

7.1 developed, and thereafter installed no earlier than January 1, 2016, at least two systems, each in a different metropolitan area with a population of at least 500,000 residents and during the 24 months preceding the Deadline for Submission of Proposals, each of the two systems:

7.1.1 comply with the minimal requirements listed in items #1-#6 of Section 4 above in one integrated system, and at least one of them (or alternatively - a third system the Bidder developed and thereafter installed in a different metropolitan area of any size) also complies with the requirements listed in items #8-#10 of Section 4 above.

7.1.2 has been in operation in each metropolitan area managing at least 200 Signalized Intersections, with the Bidder or its Related Entity providing support and maintenance services.

8. Section 3.6.2 of Volume A - The Bidder (or a Related Entity of the Bidder if the appropriate box has been checked in Section 5 above) has:

8.1 developed, and thereafter installed no earlier than January 1, 2020, at least two (2) **adaptive** traffic management systems, each in a different metropolitan area, and during the twelve (12) months preceding the Deadline for Submission of Proposals, each of the two systems:

8.1.1 comply with the minimal requirements listed in item #7 of Section 3.5 above; and

8.1.2 has been in operation in each metropolitan area managing at least twenty (20) Signalized Intersections, with the Bidder or its Related Entity providing support and maintenance services.

- Table A below demonstrates the relevant experience of the Bidder with respect to Sections 3.6.1 and 3.6.2 of Volume A and I hereby attach references for the projects listed in the table. In addition, for each project listed I hereby attach Client certification in the form of Appendix 6C of Volume A of the Tender Documents.

9. The term "**Signalized Intersection**" used in the Threshold Conditions means an intersection with at least one traffic light, that forms a part of an urban road network. It is further clarified that an "urban road network" means that at least half of the Signalized Intersections required by the Threshold Condition are located within municipal jurisdictions.

10. The term "**Related Entity**" means any legal entity which Controls the Bidder (a "parent-corporation"), or is Controlled by the Bidder (a "subsidiary"), or is Controlled by an entity that also Controls the Bidder ("sister-corporation"). "**Control**" in such definition means holdings, directly or indirectly, of more than 50% (and not the meaning prescribed in Section 1.7).

11. This is my name, and this is my signature, and all I have stated is the truth.

_____

Signature of the declarant

AYALON HIGHWAYS ADVANCED TRANSPORTATION FOR ISRAEL

Attorney Affirmation

I the Undersigned _____, Attorney at Law, from _____ Street, hereby affirm that on the date _____ appeared before be in my office Mr./Mrs. _____, authorized to sign on behalf of the Bidder, and identified by means of an identity card No. _____, and after warning him/her to declare the truth and that he/she will be subject to penalties prescribed by law if he/she does not do so, affirmed the veracity of the affidavit above and signed before me.

_____

The Attorney's Signature & Stamp

AYALON HIGHWAYS ADVANCED TRANSPORTATION FOR ISRAEL

Table A – compliance with Sections 3.5 and 3.6 of Volume A **If filled out by a member of the Joint Venture, or a Related Entity - name: _____** [additional rows may be added to the table, but its format should not be changed]								
#	**Name of Client**	**Services rendered by Bidder** [mark X for each relevant service]	**No. of residents in metropolitan**	**The system met the following requirements during the 12 / 24 months preceding the Deadline for Submission of Proposals in one integrated system** [mark X for each implemented requirement listed in items #1-#10 of section 3 of Appendix 6A, and circle whether 12 or 24 months]	**Attachment of required supporting information to validate requirement fulfillment in accordance with Section 3 of Appendix 6A, for each requirement marked by the Bidder in previous column**	**Number of Signalized Intersections managed by the system, with the Bidder providing support and maintenance services during the 12 / 24 months** (as described in column 3) **preceding the Deadline for Submission of Proposals**	**Mark if project presented for compliance with Section 3.6.1 or 3.6.2 of Volume A (or both)**	**Name of the Client's professional contact person and his contact details (cell phone, email)**
1		☐ Development of system for client		☐ 1 12 m / 24 m ☐ 2 12 m / 24 m ☐ 3 12 m / 24 m	☐ yes ☐ yes ☐ yes	_____	☐ 3.6.1 ☐ 3.6.2	Name: _____ Position: ____

		□ Installation of system, at (specify location): Country: _____ Metropolitan/ City: _____□ Date of installation: _____ (mm/yy) □ Support and maintenance services by the Bidder, from _____ (mm/yy) to _____ (mm/yy)		□ 4 12 m / 24 m □ 5 12 m / 24 m □ 6 12 m / 24 m □ 7 12 m / 24 m □ 8 12 m / 24 m □ 9 12 m / 24 m □ 10 12 m / 24 m	□ yes □ yes □ yes □ yes □ yes □ yes □ yes	Are at least 100 of them (10 for Section 3.6.2) located within municipal jurisdictions? □ yes / □ no		e-mail: _____ cell phone: _____
2		□ Development of system for client		□ 1 12 m / 24 m □ 2 12 m / 24 m □ 3 12 m / 24 m	□ yes □ yes □ yes	_____	□ 3.6.1 □ 3.6.2	Name: _____ Position: ____ e-mail: _____

		□ Installation of system, at (specify location): Country: _____ Metropolitan/ City: _____ □ Date of installation: _____ (mm/yy) □ Support and maintenance services by the Bidder, from _____ (mm/yy) to _____ (mm/yy)		□ 4 12 m / 24 m □ 5 12 m / 24 m □ 6 12 m / 24 m □ 7 12 m / 24 m □ 8 12 m / 24 m □ 9 12 m / 24 m □ 10 12 m / 24 m	□ yes □ yes □ yes □ yes □ yes □ yes □ yes	Are at least 100 of them (10 for Section 3.6.2) located within municipal jurisdictions? □ yes / □ no		cell phone: _____

3		□ Development of system for client □ Installation of system, at (specify location): Country: _____ Metropolitan/ City: _____ □ Date of installation: _____ (mm/yy) □ Support and maintenance services by the Bidder, from _____ (mm/yy) to _____ (mm/yy)		□ 1 12 m / 24 m □ 2 12 m / 24 m □ 3 12 m / 24 m □ 4 12 m / 24 m □ 5 12 m / 24 m □ 6 12 m / 24 m □ 7 12 m / 24 m □ 8 12 m / 24 m □ 9 12 m / 24 m □ 10 12 m / 24 m	□ yes □ yes □ yes □ yes □ yes □ yes □ yes □ yes □ yes □ yes	_____ Are at least 100 of them (10 for Section 3.6.2) located within municipal jurisdictions? □ yes / □ no	□ 3.6.1 □ 3.6.2	Name: _____ Position: ____ e-mail: _____ cell phone: _____

4		□ Development of system for client □ Installation of system, at (specify location): Country: _____ Metropolitan/ City: _____ □ Date of installation: _____ (mm/yy) □ Support and maintenance services by the Bidder, from _____ (mm/yy) to _____ (mm/yy)		□ 1 12 m / 24 m □ 2 12 m / 24 m □ 3 12 m / 24 m □ 4 12 m / 24 m □ 5 12 m / 24 m □ 6 12 m / 24 m □ 7 12 m / 24 m □ 8 12 m / 24 m □ 9 12 m / 24 m □ 10 12 m / 24 m	□ yes □ yes □ yes □ yes □ yes □ yes □ yes □ yes □ yes □ yes	_____ Are at least 100 of them (10 for Section 3.6.2) located within municipal jurisdictions? □ yes / □ no	□ 3.6.1 □ 3.6.2	Name: _____ Position: ____ e-mail: _____ cell phone: _____

5		□ Development of system for client □ Installation of system, at (specify location): Country: _____ Metropolitan/ City: _____ □ Date of installation: _____ (mm/yy) □ Support and maintenance services by the Bidder, from _____ (mm/yy) to _____ (mm/yy)		□ 1 12 m / 24 m □ 2 12 m / 24 m □ 3 12 m / 24 m □ 4 12 m / 24 m □ 5 12 m / 24 m □ 6 12 m / 24 m □ 7 12 m / 24 m □ 8 12 m / 24 m □ 9 12 m / 24 m □ 10 12 m / 24 m	□ yes □ yes □ yes □ yes □ yes □ yes □ yes □ yes □ yes □ yes	_____ Are at least 100 of them (10 for Section 3.6.2) located within municipal jurisdictions? □ yes / □ no	□ 3.6.1 □ 3.6.2	Name: _____ Position: ____ e-mail: _____ cell phone: _____

6		☐ Development of system for client ☐ Installation of system, at (specify location): Country: _____ Metropolitan/ City: _____ ☐ Date of installation: _____ (mm/yy) ☐ Support and maintenance services by the Bidder, from _____ (mm/yy) to _____ (mm/yy)		☐ 1 12 m / 24 m ☐ 2 12 m / 24 m ☐ 3 12 m / 24 m ☐ 4 12 m / 24 m ☐ 5 12 m / 24 m ☐ 6 12 m / 24 m ☐ 7 12 m / 24 m ☐ 8 12 m / 24 m ☐ 9 12 m / 24 m ☐ 10 12 m / 24 m	☐ yes ☐ yes ☐ yes ☐ yes ☐ yes ☐ yes ☐ yes ☐ yes ☐ yes ☐ yes	_____ Are at least 100 of them (10 for Section 3.6.2) located within municipal jurisdictions? ☐ yes / ☐ no	☐ 3.6.1 ☐ 3.6.2	Name: _____ Position: ____ e-mail: _____ cell phone: _____

7		☐ Development of system for client ☐ Installation of system, at (specify location): Country: _____ Metropolitan/ City: _____ ☐ Date of installation: _____ (mm/yy) ☐ Support and maintenance services by the Bidder, from _____ (mm/yy) to _____ (mm/yy)		☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐ 9 ☐ 10	12 m / 24 m 12 m / 24 m 12 m / 24 m 12 m / 24 m 12 m / 24 m 12 m / 24 m 12 m / 24 m 12 m / 24 m 12 m / 24 m 12 m / 24 m	☐ yes ☐ yes ☐ yes ☐ yes ☐ yes ☐ yes ☐ yes ☐ yes ☐ yes ☐ yes	_____ Are at least 100 of them (10 for Section 3.6.2) located within municipal jurisdictions? ☐ yes / ☐ no	☐ 3.6.1 ☐ 3.6.2	Name: _____ Position: ____ e-mail: _____ cell phone: _____

Table B [to be filled out only by the relevant member of the Joint Venture] name: _____ [additional rows may be added to the table, but its format should not be changed]					
#	**Name of Client**	**Type/name of command and control system and name of project**	**Services rendered by JV member** [mark X for each relevant service]	**Project price (in USD (excluding VAT, including the cost of the application but excluding the costs of infrastructure, hardware, equipment, and communication)**	**Name of the Client's professional contact person and his contact details (cell phone, email)**
1			☐ Installation of system, at (specify location): Country: _____ City: _____ ☐ Date of system installation: _____ (mm/yy) ☐ Support and maintenance services by the JV member, from _____ (mm/yy) to _____ (mm/yy)		Name: _____ Position: ____ e-mail: _____ cell phone: _____
2			☐ Installation of system, at (specify location): Country: _____ City: _____ ☐ Date of system installation: _____ (mm/yy)		Name: _____ Position: ____ e-mail: _____ cell phone: _____

			□ Support and maintenance services by the JV member, from _____ (mm/yy) to _____ (mm/yy)		
3			□ Installation of system, at (specify location): Country: _____ City: _____ □ Date of system installation: _____ (mm/yy) □ Support and maintenance services by the JV member, from _____ (mm/yy) to _____ (mm/yy)		Name: _____ Position: ____ e-mail: _____ cell phone: _____

Updated Appendix 6C

[Note: the first page of Appendix 6C is to be used for system deployments that meet the Threshold Condition of Section 3.6.1 of Volume A of the Tender Documents, whereas the second page is to be used for system deployments that meet the Threshold Condition of Section 3.6.2]

To:
Ayalon Highways Co. Ltd.

Dear Sir/Madam,

RE: **Client Approval**
Regarding an urban management traffic control system

I, the Undersigned, Mr./Mrs. _____, employed by _____ *[name of client]* (hereinafter: "**The Client**") in the capacity of _____ *[title]* confirm the following:

1. _____ *[insert name of company]* (the "**Supplier**") has supplied and installed an urban management traffic control system (hereinafter: "**The System**") for the Client.

2. The System was installed no earlier than 1.1.2016, in _____ *[name of metropolitan/city]* with a population of at least 500,000 residents.

3. The System has been operative since _____ *[month/year]* and is still operative today.

4. The System manages, at least 200 signalized intersections (an intersection with at least one traffic light), and at least 100 of them are located within municipal jurisdictions.

5. The Supplier has been providing the Client with support and maintenance services since _____ *[month/year]*.

_____	_____	_____
Signature	Client Stamp	Date

To:
Ayalon Highways Co. Ltd.

Dear Sir/Madam,

RE: **Client Approval**
Regarding an adaptive traffic management system

I, the Undersigned, Mr./Mrs. _____, employed by _____ *[name of client]* (hereinafter: "**The Client**") in the capacity of _____ *[title]* confirm the following:

1. _____ *[insert name of company]* (the "**Supplier**") has supplied and installed an adaptive traffic management system (hereinafter: "**The System**") for the Client.

2. The System was installed no earlier than 1.1.2020, in _____ *[name of metropolitan/city]*.

3. The System has been operative since _____ *[month/year]* and is still operative today.

4. The System manages, at least 20 signalized intersections (an intersection with at least one traffic light) and at least 10 of them are located within municipal jurisdictions.

5. The Supplier has been providing the Client with support and maintenance services since _____ *[month/year]*.

_____	_____	_____
Signature	Client Stamp	Date