
Annex II – Piracicaba – Panorama lot

ANNEX II
ROAD SYSTEM

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INTERNATIONAL TENDER No 01/2019

CONCESSION TO PROVIDE PUBLIC SERVICES FOR OPERATION, MAINTENANCE AND MAKING OF INVESTMENTS REQUIRED FOR EXPLOITATION OF THE HIGHWAY SYSTEM CALLED THE PIRACICABA-PANORAMA LOT

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1. ROAD SYSTEM PRESENTATION

The Piracicaba - Panorama Road System is represented in the following figure.



Figure 1 – Piracicaba – Panorama lot

As can be seen in the figure above, the highway stretches comprised by Piracicaba – Panorama Lot cross 62 municipalities of the State of São Paulo, the municipalities are as follows: Cordeirópolis, Santa Gertrudes, Rio Claro, Corumbataí, Itirapina, São Carlos, Brotas, Torrinha, Santa Maria da Serra, São Pedro, Águas de São Pedro, Charqueada, Ipeúna, Piracicaba, Dois Córregos, Jaú, Itapuí, Boraceia, Bariri, Pederneiras, Bauru, Piratininga, Duartina, Cabrália Paulista, Marília, Gália, Alvinlândia, Lupércio, Garça, Vera Cruz, Oriente, Pompéia, Quintana, Herculândia, Tupã, Iacri, Parapuã, Oswaldo Cruz, Salmourão, Inúbia Paulista, Lucélia, Adamantina, Mariápolis, Florida Paulista, Pacaembu, Irapuru, Junqueirópolis, Dracena, Tupi Paulista, Santa Mercedes, Panorama, Paulicéia, Sagres, Martinópolis, Caiabu, Indiana, Presidente Prudente, Rancharia, João ramalho, Quatá, Paraguaçu Paulista and Assis.

The Piracicaba - Panorama is composed of the stretches of highways listed below in chapter 2, indicating the limits of the beginning and end of each granted stretch, which shall be operated and maintained by the CONCESSIONAIRE, in accordance with the terms of the CONTRACT and its ANNEXES.

2. REFERENCE SURVEY OF THE ROAD SYSTEM

The referential survey of the ROAD SYSTEM, presented below, includes a detailed referential of each of the sections belonging to the Piracicaba – Panorama Lot), which is presented by:

(i) EXISTING SYSTEM, consisting of the road segments indicated in APPENDIX A.1 and which will be transferred to the CONCESSIONAIRE upon the signing of the INITIAL TRANSFER TERM, according to the contractual rules established; and

(ii) REMAINING SYSTEM, a system currently administered under the terms of Concession Contract 008 / CR / 1998, which will be the object of the transition dealt with in Annex 18 of the CONTRACT, as well as accesses and stretches of road in its surroundings, which will be described in section 2.2 of this Annex. This part of the Road System will be transferred to the CONCESSIONAIRE upon the signature of the TRANSFER TERM OF THE REMAINING SYSTEM.

According to the appropriate contractual rules, new investments that may be necessary under the CONCESSION may be integrated and incorporated into the ROAD SYSTEM.

The survey presented below is a reference for understanding the scope of the CONCESSION. The BIDDERS must carry out, on their own and at their expense, appropriate surveys and in-depths relevant for the measurement of the effective technical characteristics of the ROAD SYSTEM, being responsible for conditions considered for the formulation of the proposal to be submitted during the bidding, agreed to the REQUEST-FOR-BIDS.

The CONCESSIONAIRE shall carry out the detailed survey of the ROAD SYSTEM and its constant updating, including keeping registered in inventory by georeferenced video registration, according to the rules and periodicity indicated in the CONTRACT and the respective ANNEXES. In the initial survey, all marginal roads that are located within the ROAD SYSTEM RIGHT-OF-WAY, as well as all handles of the ROAD SYSTEMS highways up to the limit of acceleration and / or deceleration ranges, shall be considered.

The surveys and studies of the ROAD SYSTEM are available for consultation as listed below:

- 1) Rectigraphic - APPENDIX A.1;
- 2) Register of Special Works of Art and Chains - APPENDIX A.2;
- 3) Interference Register - APPENDIX A.3;
- 4) Liabilities Register - APPENDIX B; and
- 5) Access Register - APPENDIX E.

2.1 Existent System

The EXISTING SYSTEM is made up of the highway sections listed below:

- SP 284 highway from km 447 + 238 to 550 + 530:
 - SPA 475/284 from km 0 to 0 + 387;
 - SPA 498/284 from km 0 to 6 + 125;
 - SPA 504/284 from km 0 to 0 + 320;
 - SPA 517/284 from km 0 to 0 + 090;
- Highway SP 293 from kilometer 0 + 100 to 24 + 850:
 - SPA 006/293 from km 0 + 070 to 0 + 160;
 - SPA 017/293 from km 0 + 160 to 0 + 800;
- Highway SP 294 from kilometer 347 + 030 to 451 + 700:
 - SPA 420/294 from km 0 to 2 + 880;
 - SPA 402/294 from km 0 + 000 to 3 + 100
 - the SPA 360/294 from km 0 + 060 to 10 + 850;
- SP 294 highway from km 458 + 000 to 685 + 300:
 - SPA 683/294 from km 0 to 1 + 780;
 - SPA 658/294 from km 0 to 4 + 700;
 - SPA 627/294 from km 0 to 3 + 315;
 - SPA 617/294 from km 0 to 0 + 160;
 - SPA 616/294 from km 0 to 1 + 500;
 - SPA 605/294 from km 0 to 1 + 500;
 - SPA 592/294 from km 0 to 20 + 700;
 - SPA 585/294 from km 0 to 0 + 287;
 - SPA 578/294 from km 0 to 1 + 450;
 - SPA 571/294 from km 0 to 18 + 800;
 - SPA 570/294 from km 0 to 2 + 352;
 - SPA 570/294 from km 4 + 916 to 16 + 846;
 - SPA 511/294 from km 0 to 0 + 290;
 - km 498/294 SPA 0 to 0 + 170
- Highway SP 331 from kilometer 165 + 000 to 206 + 532:
 - SPA 195/331 from km 0 to 0 + 600;
 - the SPA 196/331 from km 0 to 5 + 530
- Highway SP 425 from kilometer 374 + 350 to 450 + 300:
 - SPA 431/425 from km 0 to 14 + 985;
 - the SPA 437/425 from km 0 to 2 + 910
- Highway SP 261 from kilometer 150 + 600 to 183 + 650

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- Highway SP 304 from km 256 + 760 to 293 + 910
- Highway SP 304 from km 198 + 140 to 256 + 760:
 - SPA 198/304 from km 0 to 0 + 650;
 - SPA 201/304 from km 0 to 1 + 980;
 - km 223/304 SPA 0 to 2 + 100
 - km 0 to 1 + 000 km SPA 227/304
- Highway SP 304 from kilometer 168 + 512 to 198 + 140:
 - SPA 195/304 from km 0 to 3 + 000;
- Highway SP 308 from km 173 + 622 to 194 + 200:
 - SPI 194/308 from km 0 to 3 + 100;
- Highway SP 197 from kilometer 0 to 20 + 020:
 - SPA 005/197 from km 0 to 4 + 750
- Highway SP 191 from kilometer 74 + 720 to 98 + 490:
 - SPI 083/191 from km 0 to 10 + 000
- Highway SP 191 from kilometer 99 + 000 to 115 + 610.

All the handles and roundabouts of the above-mentioned highway junctions' devices will be considered as an integral part of the EXISTING SYSTEM. The liability limit is the beginning and end of the acceleration and deceleration tapers. The same applies for intersected road segments that are located between these boundaries.

The CONCESSIONAIRE shall prepare and present a register of the EXISTING SYSTEM devices, identifying all its handles and roundabouts. In the case of roads under municipal, federal or other highway Concessionaires, the CONCESSIONAIRE shall request a waiver of the obligations of each location, based on relevant documentation.

2.2 Remaining System

The stretches listed below are part of the REMAINING SYSTEM

- Highway SP 225 from kilometer 235 + 040 to 91 + 430:
 - 0/1 + 080 km SPA 130/225
 - SPA 159/225 from km 0 to 10 + 700
 - 0/1 + 900 km SPA 160/225
 - the SPA 195/225 from km 0 to 7 + 770
 - the SPA 228/225 from km 0 + 390 to 4 + 800
- Highway SP 310 from km 227 + 800 to 153 + 250:
 - 0 to 9 + 400 km SPA 193/310
 - the SPA 200/310 from km 0 to 10 + 000

All the handles and roundabouts of the above-mentioned highway junctions' devices will be considered an integral part of the REMAINING SYSTEM. The liability limit is the beginning and end of the acceleration and deceleration tapers. The same applies for intersected road segments that fall between these boundaries.

The CONCESSIONAIRE shall prepare and present a record of the REMAINING SYSTEM devices, identifying all its handles and roundabouts. In the case of roads under municipal, federal or other highway Concessionaires, the CONCESSIONAIRE shall request waiver of the obligations of each location, based on relevant documentation.

3. STRETCHES AND REFUNDS

This section aims to present the sections of the highways belonging to Piracicaba – Panorama lot. The rectigraphs will be presented in APPENDIX A and they represent the current and projected state of the highways.

On the rectigraphs, the road elements or any changes that occur on the highway are highlighted, such as:

- Number of roads;
- Start and end of urban sections;
- Start and End of Marginal Roads; and
- Type of device at junctions and their names.

It is important to emphasize that the positioning of the road elements presented in the future situation is referential, except for TOLL STATIONS.

3.1 SP 261 - from km 150 + 600 to km 183 + 650

The SP 261 highway has 33,050 kilometers. This stretch of highway is comprised between the municipality of Pederneiras and the municipality of Bariri, as highlighted in yellow in the following figure:

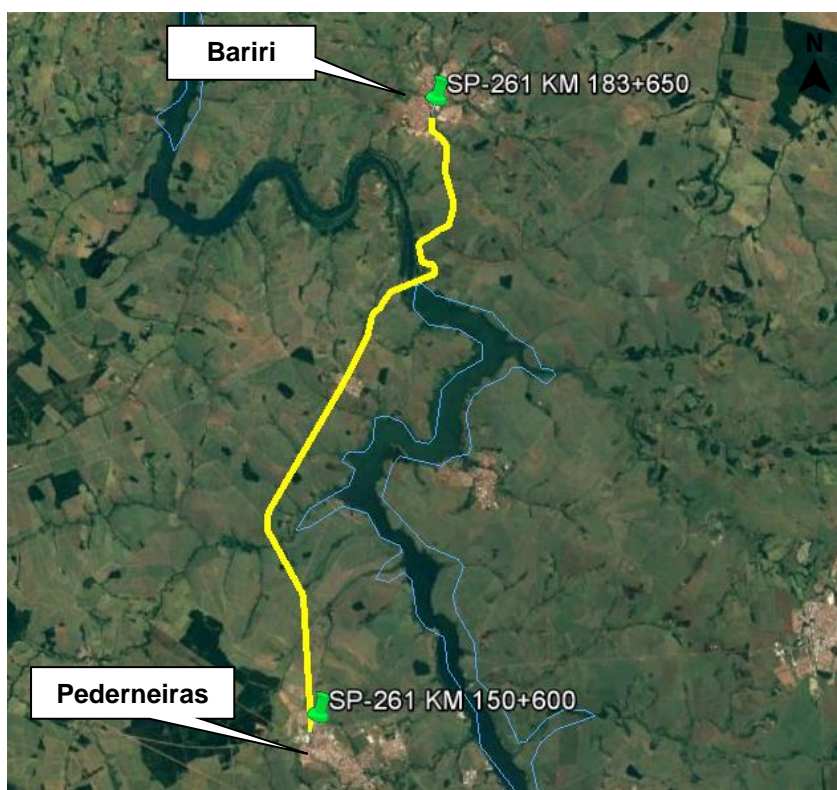


Figure 2- SP 261

3.2 SP 304 - Section 1 from km 256 + 760 to km 293 + 910

The stretch 1 of the highway SP 304 has 37,150 kilometers. This stretch of highway is between the

municipality of Jaú and the municipality of Dois Córregos, as highlighted in yellow in the following figure:

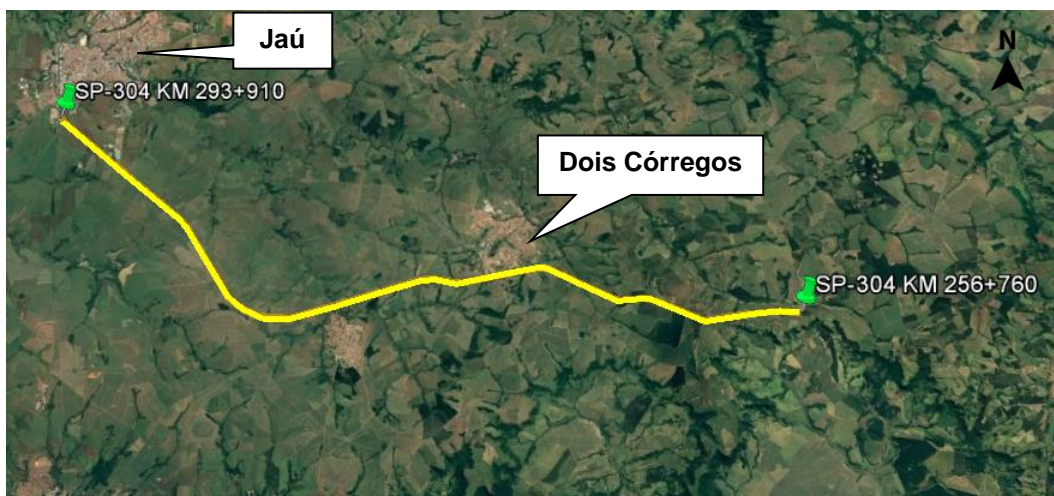


Figure 3 - SP 304

3.3 SP 304 - Section 2 - from km 198 + 140 to km 256 + 760

Section 2 of the SP 304 highway has 58.620 kilometers. This stretch of highway is comprised between the municipality of Torrinha and the municipality of São Pedro, as highlighted in yellow in the following figure:



Figure 4 - SP 304

3.4 SP 304 - Section 3 - from km 168 + 512 to km 198 + 140

The stretch 3 of the highway SP 304 has 29,628 kilometers. This stretch of highway is comprised between the municipality of Piracicaba and the municipality of São Pedro, as highlighted in yellow in the following figure:

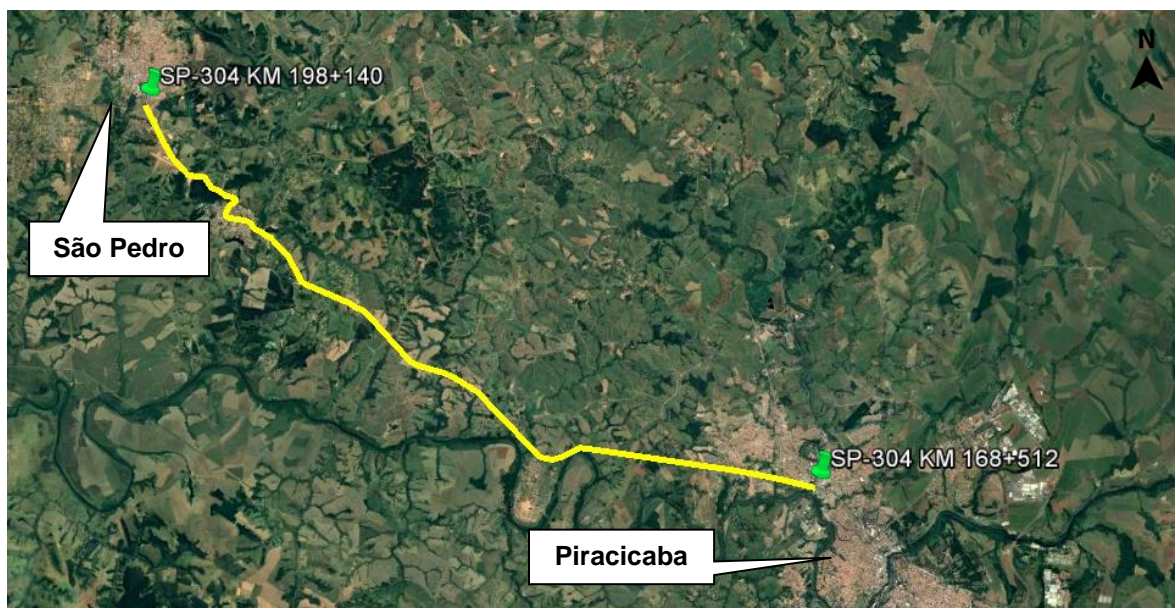


Figure 5 - SP 304

3.5 SP 308 - from km 173 + 622 to km 194 + 200

The SP 308 highway has 20,578 kilometers. This stretch of highway is comprised between the municipality of Charqueada and the municipality of Piracicaba, as highlighted in yellow in the following figure:

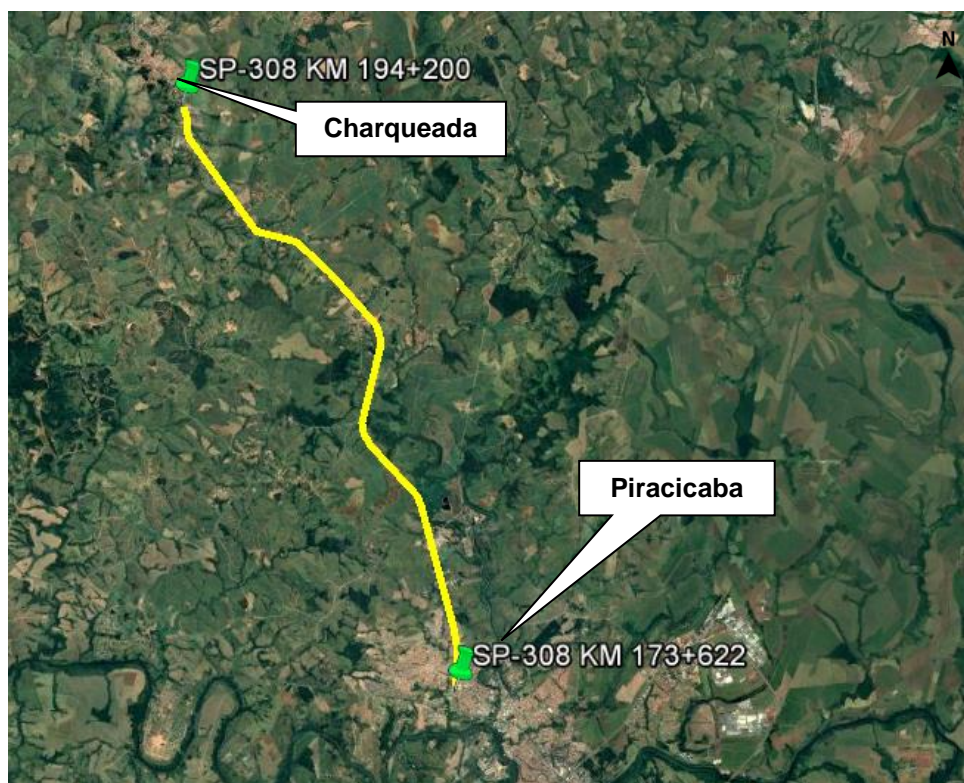


Figure 6 - SP 308

3.6 SP 197 - from km 0 + 000 to km 20 + 020

The SP 197 highway has 20,020 kilometers. This stretch of highway is comprised between the municipality of Brotas and the municipality of Torrinha, as highlighted in yellow in the following figure:

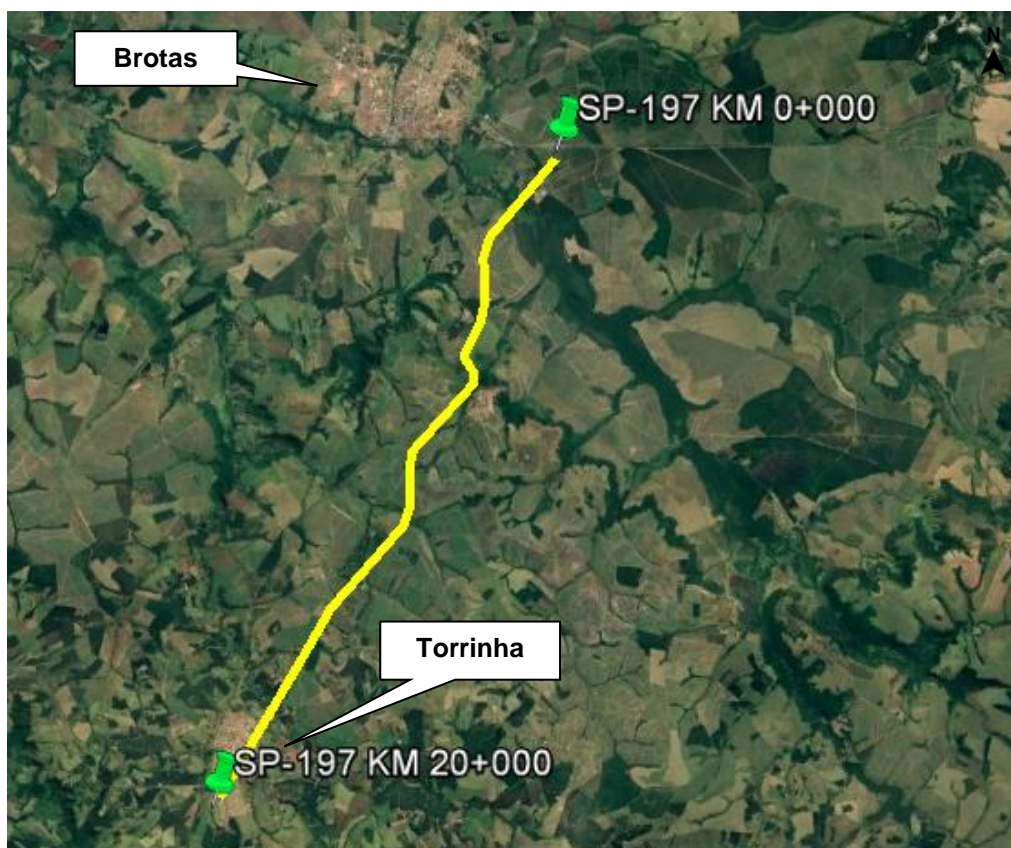


Figure 7 - SP 197

3.7 SP 191 - from km 74 + 720 to 98 + 490 and km 99 + 000 to km 115 + 610

The SP 191 highway has 38,250 kilometers. This stretch of highway is comprised between the municipality of São Pedro and the municipality of Rio Claro, as highlighted in yellow in the following figure:



Figure 8 - SP 191

3.8 SP 225 - from km 235 + 040 to km 91 + 430

The SP 225 highway has 143,610 kilometers. This stretch of highway is comprised between the municipality of Bauru and the municipality of Itirapina, as highlighted in yellow in the following figure:



Figure 9 - SP 225

3.9 SP 310 - from km 227 + 800 to km 153 + 250

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The SP 310 highway has 74,550 kilometers. This stretch of highway is comprised between the municipality of São Carlos and the municipality of Rio Claro, as highlighted in yellow in the following figure:

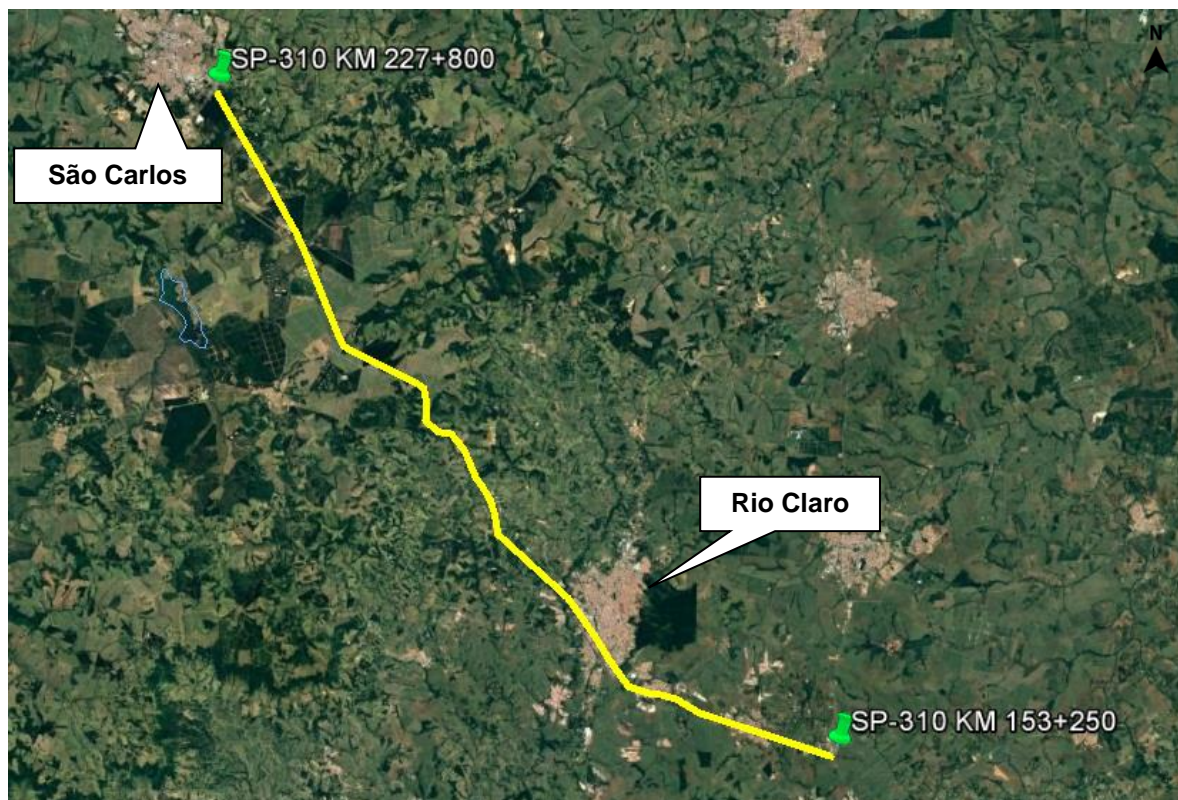


Figure 10 - SP 310

3.10 SP 284 - from km 447 + 238 to km 550 + 530

The SP 284 highway has 103.292 kilometers. This stretch of highway is comprised between the municipality of Assis and the municipality of Martinópolis, as highlighted in yellow in the following figure:



Figure 11- SP 284

3.11 SP 293 - from km 0 + 100 to km 24 + 850

The SP 293 highway has 24,750 kilometers. This stretch of highway is between the municipality of Cabrália Paulista and the municipality of Duarte, as highlighted in yellow in the following figure:

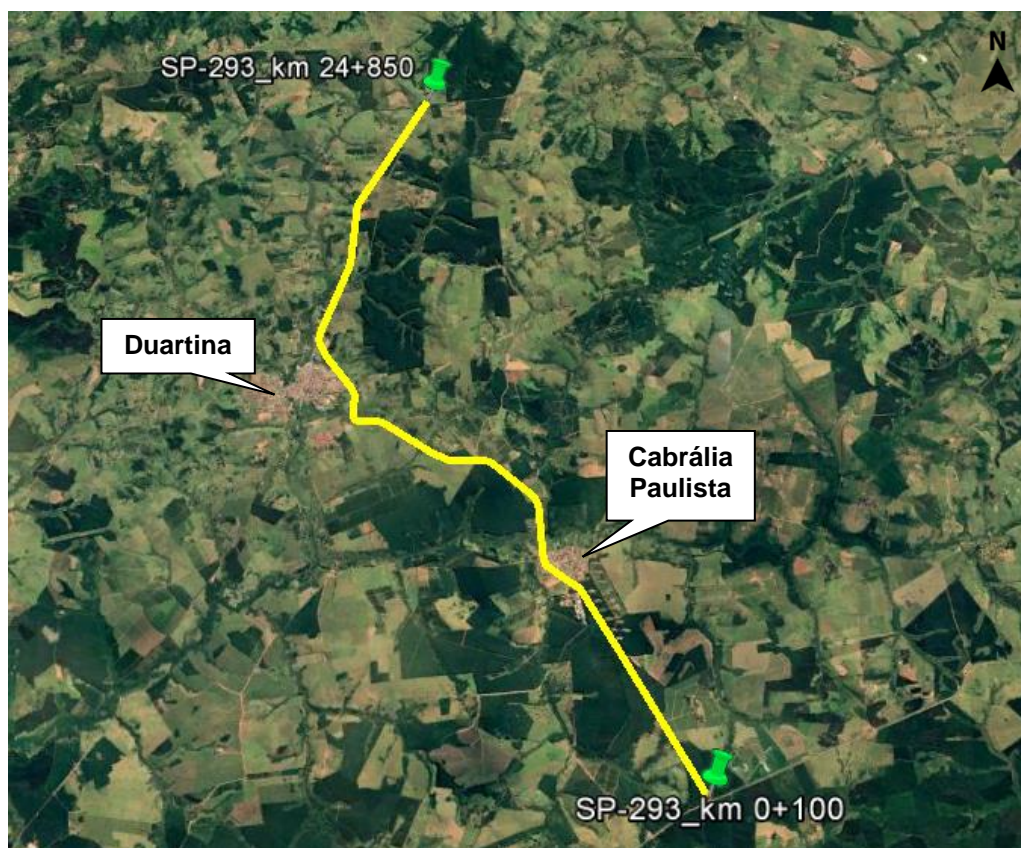


Figure 12 - SP 293

3.12 SP 294 - Section 1 - from km 347 + 030 to km 451 + 700

The stretch 1 of the highway SP 294 has 104,670 kilometers. This stretch of highway is comprised between the municipality of Bauru and the municipality of Marília, as highlighted in yellow in the following figure:



Figure 13 - SP 294

3.13 SP 294 - Section 2 - from km 458 + 000 to km 685 + 300

The stretch 2 of the highway SP 294 has 227,300 kilometers inserted in Batch Piracicaba - Panorama. This stretch of highway is between Marília and Panorama, as highlighted in yellow in the following figure:



Figure 14 - SP 294

3.14 SP 331 - from km 165 + 000 to km 206 + 532

The SP 331 highway has 41,532 kilometers. This section of the highway is between the municipality of Gaul and the municipality of Lupércio, as highlighted in yellow in the following figure:

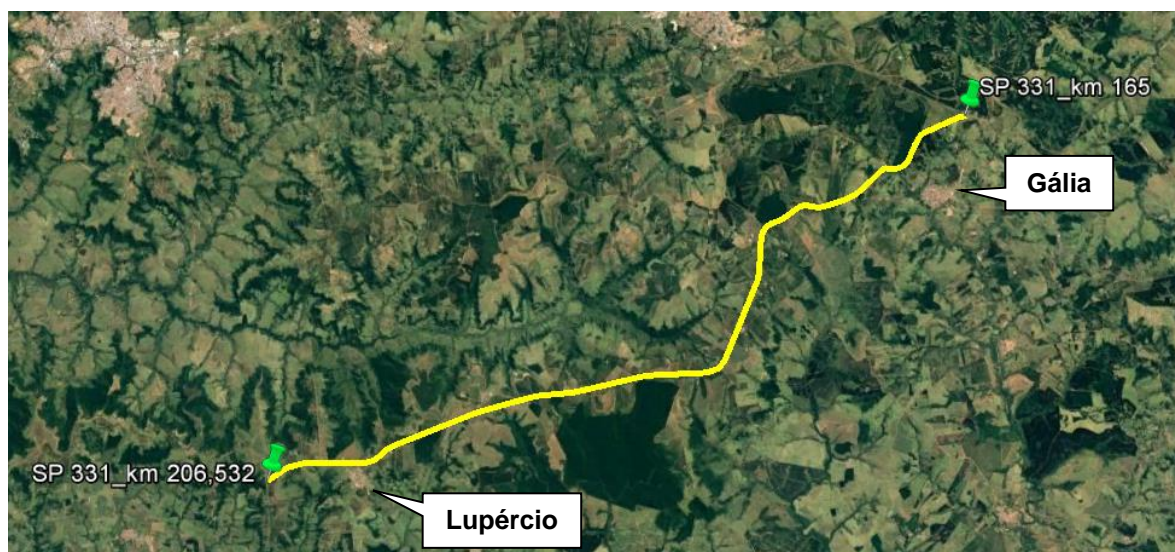


Figure 15 - SP 331

3.15 SP 425 – from km 374 + 350 to km 450 + 300

The SP 425 highway has 75,950 kilometers. This stretch of highway is comprised between the municipality of Parapuã and the municipality of Presidente Prudente, as highlighted in yellow in the following figure:

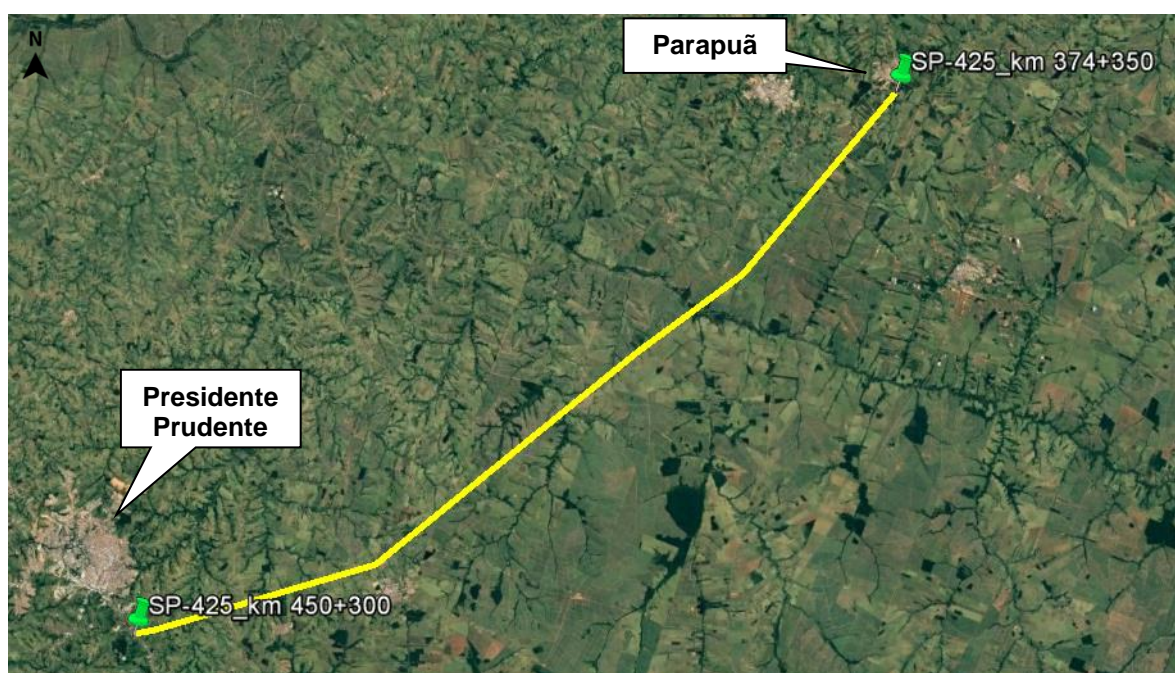


Figure 16 - SP 425

4. REGISTRATION OF SPECIAL AND CURRENT ARTWORK

In APPENDIX A, the register of Special Works of Art (OAEs) and Current Works of Art (OACs) is presented, being done at the time of the REQUEST-FOR-BIDS elaboration.

The information presented in APPENDIX A is for reference purposes and must be duly updated and validated by the BIDDER, due to the time lapse between the studies carried out at the time of the drafting of the REQUEST-FOR-BIDS and the signing of the CONTRACT.

5. REGISTRATION OF SOCIAL LIABILITIES

In APPENDIX B, a register of the social liabilities identified in the ROAD SYSTEM is presented, based on the survey carried out at the time of the preparation of the REQUEST-FOR-BIDS.

Social Liabilities fall into the following reference categories:

- Planting in the RIGHT-OF-WAY
 - Cyclic cultivation
 - Perennial cultivation
- Residential Occupation
 - Below minimum standard
 - Masonry residences
- Commercial Occupation
 - Tents
 - Masonry occupation

The registration includes information regarding location, situation and recommendations of minimum measures that must be taken by the CONCESSIONAIRE, who will be responsible for carrying out all activities necessary to avoid, mitigate, and manage such liabilities, being responsible for incurring any possible burden arising from the materialization of social risks and adverse consequences arising from such liabilities, as soon as the INITIAL TRANSFER CONTRACT is signed, in relation to the EXISTING SYSTEM and after the execution of the TRANSFER CONTRACT of the REMAINING SYSTEM, if related to the REMAINING SYSTEM, in accordance with the rules established by the CONTRACT and its ANNEXES.

The information presented in this item is for reference purposes and must be duly updated and validated by the BIDDER, due to the time lapse between the studies carried out at the time of the drafting of the notice and the signing of the CONTRACT.

6. ENVIRONMENTAL LIABILITIES

In APPENDIX B, a register of the environmental liabilities identified in the ROAD SYSTEM are presented, based on the survey carried out at the time of the preparation of the REQUEST-FOR-BIDS.

Environmental liabilities under this CONTRACT and ANNEXES represent the following reference categories, all related only to the environment:

- Erosive process (including mass movements, furrows, ravines, falling blocks);
- Disposal of Waste / Rubble;
- Area with potential for contamination;
- Permanent Preservation Area with vegetation suppressed in the RIGHT-OF-WAY;
- Natural drainage dam; and
- Siltation of Watercourse.

There are occurrences of degradation of the ROAD SYSTEM elements that may pose risks to the environment, but their causes are associated with engineering problems. The reference survey elaborated for this current REQUEST-FOR-BIDS and selectively identified situations of this nature, which were considered as engineering liabilities and, therefore, must not be accounted for as environmental liabilities.

Examples of such situations are: damage to channels and water runoff in the surface drainage system, or even absence thereof, which resulted in laminar erosion; erosive processes around OACs (manholes and galleries); channels with sediment accumulation; erosion in OAEs meeting landfill, damaged slope containment structures, damaged paving, among others. It must be noted that most of these situations are already registered in the surveys of OAEs and CABs, as per item 4 of this ANNEX.

The environmental liabilities presented below are part of a non-exhaustive and non-exhaustive listing of the environmental liabilities to be managed and mitigated by the CONCESSIONAIRE. The CONCESSIONAIRE will be responsible for carrying out all activities necessary to avoid, mitigate and manage such liabilities, being responsible for bearing the costs arising from the eventual materialization of environmental risks and adverse consequences arising from such liabilities, provided that the chargeable event is within RIGHT-OF-WAY and materialized after the conclusion of the INITIAL TRANSFER TERM, if related to the EXISTING SYSTEM, and after the conclusion of the TRANSFER TERM of the REMAINING SYSTEM, and if related to the REMAINING SYSTEM, in accordance with the rules established by the CONTRACT and its ANNEXES.

Due to the time lapse between the registration made at the time of the drafting of the NOTICE and the signing of the CONTRACT, the CONCESSIONAIRE shall, with the purpose of updating the registration, carry out a referenced survey, at its expense and based on the standards described in ANNEX 6, in which it details the description of all environmental liabilities of the ROAD SYSTEM, such as erosion, abatement, landslides, siltation, drainage, irregular occupations in the RIGHT-OF-WAY, mitigation measures and environmental compensation (Law 9,985 of July 18, 2000 and CONAMA Resolution 371/2006), TCRA'S (Environmental Recovery Commitment Term), resulting from the licensing processes and / or operation of the highway, not yet fulfilled etc.

In the event in which the CONCESSIONAIRE identifies a new environmental liability or the aggravation of any environmental liability listed in APPENDIX B within 30 (thirty) days after the signing of the CONTRACT, an individual technical report shall be prepared for each evolution of the occurrence, which shall be signed by duly competent professional and with a Technical Responsibility Note (ART), containing the following information:

- Location of environmental liabilities;
- General characterization of the area, including geological and geotechnical mapping and detailed land use and land cover (1: 1,000);
- General description of the type of liability and the aggravation situation identified through on-site survey;
- Temporal analysis of the study area by using updated and old satellite images for comparison purposes;
- Results of geotechnical field and laboratory investigations that demonstrate the stability of the site, according to DER Standards, where such research is applicable;
- Presentation of solutions for recovery of environmental liabilities
- Outline of identified situation and proposed solution for environmental liabilities
- Photographic record of the observed situation;
- Other relevant information that may help to demonstrate the causes that led to the worsening of the observed situation.

The CONCESSIONAIRE, by itself or by the RAPPORTEUR, will have up to fifteen (15) days from the above deadline to send document consolidating the information of the technical reports for evaluation and deliberation of ARTESP. Under the REMAINING SYSTEM, the technical reports will be consolidated in an INITIAL SURVEY REPORT, as per the rules of ANNEX 18.

The costs of recovering the environmental liabilities identified in APPENDIX B are under the responsibility of the CONCESSIONAIRE, while those classified as “Emergency” in the reference survey of this Tender Notice shall be recovered by the end of the 1st (first) year of the CONCESSION. Finally, the others, until the end of the 5th (fifth) year of the CONCESSION.

Liabilities classified as “Monitoring” refer to occurrences of third-party liability that may pose a risk to the RIGHT-OF-WAY, in relation to the ROAD SYSTEM or the environment, in case of evolution or occurrences classified as environmental liabilities, but which do not constitute an emergency, and / or imminent risk, which may stabilize and / or recover without intervention. Therefore, for these two situations, the CONCESSIONAIRE shall establish a systematic monitoring strategy, and its recovery / stabilization actions are not under its responsibility.

1) Road License Compliance Pending Compliance by the Department of Roads - DER

As it was verified in the documents of the licensing process of the duplication works of SP-425, in the specific stretch between km 429 + 200 and km 450 + 240, the DER did not implement the lower fauna passages, as requested by CETESB condition No. 2 of Installation License No. 2,396 / 2016. Failure to comply with this condition even resulted in Notice of Infringement No. 45004891 (Case No. 01/00027/18).

Therefore, it will be the responsibility of the CONCESSIONAIRE to implement / adapt 09 crossing points to ensure the passage of terrestrial fauna. The points in question and the type of work / adaptation are available in the data room.

2) Environmental Regularization Commitment Terms - TCRAs pending compliance by the DER

The existence of environmental liabilities was identified, regarding the execution of additional compensatory planting services (totaling 62.4 hectares), the responsibility of which shall be assumed by the Concessionaire upon signature of the ROAD SYSTEM Transfer Term. The Environmental Recovery Commitment Terms - TCRAs are presented in Table 1 below.

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Table 1 - - Environmental Regularization Commitment Terms

Environmental Regularization Commitment Terms (TCRA's) pending execution					
TCRA	Process	Highway	Stretch	Changes	Hectares
DER/SP (SPA-627/294 Batch A) from km 0,000 to km 3,315 - Irapuru					
031/06	71011/05	SPA 627/294	km 2+500 / Irapuru	17	0,010
DER/SP (SP-294 Batch A) km 458,000 to 481,150 and 485,500 a 685,300 – From Marília to Paulicéia					
172/00	80673/00	SP 294	Km 678+300 left side / Santa Mercedes	1	0,001
131/01	81514/01	SP 294	km 645+350 - Dracena	40	0,024
107/02	81482/02	SP 294	Secondary roundabout de Dracena	20	0,012
046/04	73834/04	SP 294	km 680+300 / Santa Mercedes	3	0,002
081/06	71292/06	SP 294	Trevo de Dracena / Dracena	70	0,042
0100/06	69946/06	SP 294	Km 569+020 ao 592+000 / Osvaldo Cruz and Adamantina	646	0,388
70159/08	14782/08	SP 294	km 586+400 / Lucélia	351	0,211
78363/08	15864/08	SP 294	km 616+500 / Pacaembu	245	0,147
0050/06	69917/06	SP 294	From Km 569+020 to 592+000 / Osvaldo Cruz - Adamantina	1.191	0,714
0051/06	69918/06	SP 294	From Km 547+900 to 569+020 / Iacri - Osvaldo Cruz	1.030	0,618
0048/06	69920/06	SP 294	Km 560+000 / Parapuã	3.890	2,334
52451/08	4806/08	SP 294	km 547,9 ao km 569,02 - Parapuã	543	0,326
46479/13	6710014/13	SP 294	From km 592+752 to km 658+378 - Dracena	13.109	7,864
116189/13	6710065/13	SP 294	From km 592+752 to km 658+378 - Dracena	720	0,432
118091/13	6710058/13	SP 294	km 651+770 - Dracena	172	0,103
21288/13	1110036/12	SP 294	km 564+170 - Parapuã	125	0,075
23118/14	6710100/13	SP 294	From km 626 to km 638 - Irapuru	896	0,537
65202/14	6710107/14	SP 294	km 649+590 - Dracena	1.705	1,023
129936/14	6710208/14	SP 294	From km 639+000 to km 639+180 - Junqueirópolis	125	0,075
29653/15	1110701/14	SP 294	From km 528 to km 529 - Tupã (work of art)	1.175	0,705
074/07	72066/07	SP 284	km 502+900 / João Ramalho	750	0,450

Environmental Regularization Commitment Terms (TCRA's) pending execution					
TCRA	Process	Highway	Stretch	Changes	Hectares
852/07	72394/07	SP 284	Km 516+330 / Rancharia	34	0,020
128754/12	1210170/12	SP 284	km 512+350 – Rancharia	59.260	35,549
21456/13	1110037/12	SP 284	From km 500+000 to km 512+350 - João Ramalho	705	0,423
DER/SP (SP-425 Batch C) from km 374,350 to km 450,300 – From Parapuã to Pres Prudente					
847/07	72420/07	SP 425	Km 445+400 / Regente Feijó	75	0,045
60197/13	1110025/13	SP 425	From km 374+350 to km 418+000 - Parapuã	798	0,479
72416/13	1210082/13	SP 425	From km 433+500 to km 434+500	625	0,375
56895/14	1210116/14	SP 425	From KM 397+800 to KM 398+500 - Martinópolis	493	0,296
DER/SP (SP-294 Batch E) From km 347,030 to km 451,483 - Bauru a Marília					
051/05	79459/05	SP 294	km 350+900 east road / Bauru	874	0,524
002/06	79391/06	SP 294	From Km 360+300 to 375+300 / Piratininga - Avaí - Duartina	3.450	2,070
014/06	79391/06	SP 294	km 360+300 km 375+300 / Piratininga, Avaí, Duartina	3.409	2,045
DER/SP (SP-304 Batch G) From km 245,020 to KM 293,910 – From Jaú to Torrinha					
73607/12	5235/10	SP 304	From km 258,43 to km 293,5 - Dois Córregos	1.392	0,835
DER/SP (SP-304 Batch H) km 168,400 to km 245,020 – From Torrinha to Piracicaba					
0101/98	71157/98	SP 304	Piracicaba - São Pedro	1.180	0,708
009/99	71157/98	SP 304	Piracicaba - São Pedro	1.055	0,633
019/05	66783/05	SP 304	PTC Rio Corumbataí-Piracicaba-Artemis	510	0,306
021/05	66782/05	SP 304	km199 PTC Rib Samambaia – São Pedro / Santa Maria da Serra	510	0,306
044/06	67232/06	SP 304	Km 227 / Santa Maria da Serra	200	0,120
DER/SP (SP-191 Batch J) From km 74,720 to km 118,610 – From São Pedro to Rio Claro					
070/06	67791/06	SP 191	Km 83+300 / Rio Claro - Ipeúna	30	0,018
20999/14	412/13	SP 191	From km 96+100 to km 99+000 - Charqueada	2.650	1,590

7. STRETCHES WITH EXCEPTIONS TO THE CONSERVATION AND OPERATIONAL OBLIGATIONS

In the segments indicated in Matrix 1 below, since they constitute segments that are too urbanized and / or with interference / overlapping obligations of municipalities or other utilities, the obligations of the CONTRACTED PARTY shall be restricted to the functions of operation, special conservation, emergency and routine and compliance with the performance indices for the specific and exclusive components marked (with the letter 'v') in the following Matrix. That is, they are expressly excluded from the other conservation and operating obligations described in Annexes 3, 5, 6, 11 and Appendices C and I.

Notes regarding Matrix 1:

(1) Regarding the existing sections to be circumvented, the obligations mentioned in the matrix refer to the period from the beginning of the operation until the day before the expected date for the effective transfer of the section to the municipality;

(2) In the section on Dam (SP 261), the Concessionaire shall request authorization from the dam operator to perform services for interventions that may impact on structures or drainage of the dam structure (consider, for all purposes, that the entire landfill of the dam is the responsibility of the dam operator);

(3) In cases of exclusion / exception of contractual obligation, as indicated in the matrix below, the penalties provided for in Annex 11 shall not be applicable.

(4) It is necessary to consider, for the dam section, that the obligations of the Concessionaire mentioned in the following matrix are exclusively related to the space comprised by the road platform, fenders and streetlights;

(5) The matrix below is also available for spreadsheet access in the Data Room.

Matrix 1 - Stretches with exceptions to contractual obligations (marking with the letter 'v' indicate maintained obligation)

[illegible]

			Case 1 - Urbanized stretches																				Case 2 - Stretch on the dam	Case 3 - Existing Stretches to Be Bypassed (1)								
General information	Highways		SPA 017/293	SPA 616/294	SPA 605/294	SPA 592/294	SPA 571/294	SPA 570/294	SPA 420/294	SPA 195/331	SPA 437/425	SPA 195/304*	SPA 201/304	SPA 223/304	SPA 227/304	SPA 005/197	SPA 193/310	SPA 130/225	SPA 195/225	SPA 498/284	SPA 200/310	SP 191	SPA 571/294	SPA 498/284	SPA 570/294	SPI 083/191	SPA 658/294	SP 261 (4)	Contoured stretch of Paulópolis and Pompéia*	Contoured stretch from Águas de São Pedro*	Contoured stretch from Águas de São Pedro*	Contoured stretch from Santa Maria da Serra*
	Initial km		0,360	0,900	0,800	18,085	15,765	0,345	1,150	0,400	2,500	1,670	0,200	0,730	0,390	4,100	9,100	0,240	7,470	1,000	9,400	97,800	17,040	1,400	12,716	8,000	3,700	173,000	478,000	187,000	195,500	230,600
	Final km		0,800	1,500	1,500	20,700	17,040	2,352	2,880	0,600	2,910	3,000	1,980	2,100	1,000	4,750	9,400	1,080	7,770	1,400	10,000	98,490	18,800	6,125	16,846	8,850	4,700	174,000	493,500	195,500	199,750	239,680
	Extension		0,440	0,600	0,700	2,615	1,275	2,007	1,730	0,200	0,410	1,330	1,780	1,370	0,610	0,650	0,300	0,840	0,300	0,400	0,600	0,690	1,760	4,725	4,130	0,850	1,000	1,000	15,500	8,500	4,250	9,080
	Traffic Inspection Control System	Traffic and Transportation Inspection Control System and Support for Non-Delegated Services																														
	Communication system	Communication and User Relationship System																														
	Traffic monitoring system	Traffic monitoring system																														
	Lighting	Road lighting	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	V
		Building lighting																														
		Light signaling	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	V
	Electrification	Electrification	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	V
Environment		v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	V	
Annex 3 - Performance Indicators	Special Conservation of the Pavement		v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	V	
	Customer Service																															
	Environment		v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	V	
	Weighing																															
	Routine Conservation (as per obligation listed above)		v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	V	
	Toll station																															
	Fluidity																															
	Signaling		v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	V	
Appendix 5 - Operation Functions	Operating Equipment		v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	V		
	Operating vehicle service time Opera																															
	Capacity adequacy actions by service level																															