

ANNEX 4
TARIFF STRUCTURE

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TARIFF STRUCTURE

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. PRESENTATION

The purpose of this ANNEX is to define the conditions and rules that shall govern the TARIFF STRUCTURE relevant to the CONCESSION.

The billing model foresees the installation of 16 (sixteen) TOLL STATIONS, in the locations provided in item 4.3, (three) Toll Stations, on SP 304 Highway, 1 (one) Toll Station on SP 308, 7 (seven) Toll Station on the SP 294 Highway, 2 (two) Toll Stations on the SP 425 Highway and 2 (two) Toll Stations on the highway SP 284 .. In addition, after the termination of CONCESSION CONTRACT number 008 / CR / 1998 and with the signature of the Remnant System Term Transfer, the CONCESSIONAIRE will operate 5 (five) existing TOLL STATIONS located on the SP 225 and SP 310 Highways.

2. COLLECTION OPERATING SYSTEM

The collection operating system will consist of booths for manual, semi-automatic and automatic payment with electromechanical control and counting of vehicles, which are classified by the number of axles.

3. FUTURE SYSTEM

The CONCESSIONAIRE shall implement a toll system that meets the operating model specified in ANNEX 05 - SERVICES CORRESPONDING TO OPERATIONAL FUNCTIONS, promoting its permanent updating and increasing automation, as well as adaptation to the policies and programs implemented by the GRANTING AUTHORITY that have an impact on the form of collection of toll charges

3.1 Toll stations and Sense of Collection

The ROAD SYSTEM's toll model provides for Barrier-type tolls at the stretches and locations specified in Item 14.3 of this ANNEX.

The USER will pay a Tariff, according to the rules of this ANNEX, corresponding to the sections used and APPENDIX F.

The charge will be made at the passing TOLL STATIONS. The basis for calculating the tariffs charged is set out in Formula with the numbers: 1, 2 and 3 of this ANNEX, which considers the application of the toll station's KILOMETARY RATE and the TOLL COVERAGE (TCP) of each toll station, as well as the Multiplier related to the category of vehicles.

3.2 Start of commercial operation of existing toll stations of the system

The CONCESSIONAIRE may only request authorization to start the operation of the TOLL STATIONS when:

- (i) Has completed the Initial Intensive Program (PII) specified in Annex 05 - Services Corresponding to Operational Functions - and Annex 06 - Services Corresponding to Conservation Functions; in Annexes

5 and 6;

(ii) Has made and completed the necessary investments for the implementation of the collection operating system;

(iii) Is in default with the GRANTING and CONTRACTING POWER regarding the schedule of payments due to the State due to the CONCESSION, pursuant to the CONTRACT;

(iv) Proven to be in compliance with the obligations and preparatory requirements for the implementation of the investments foreseen for the 2nd year of CONCESSION, such as the initiation of procedures for obtaining the necessary licenses, as well as for the timely submission and / or approval of projects before the Public Administration bodies, including ARTESP, considering the requirements and the minimum advance required to perform each act, as per POI approved by ARTESP.

Upon receipt of the request submitted by the CONCESSIONAIRE, ARTESP shall, within 30 (thirty) days, verify the effective fulfillment of the obligations described in the paragraphs above with the GRANTING AUTHORITY shall perform the validation of the obligations fulfilled in relation to the above described, ARTESP shall forward the documents to the Granting Authority for its approval within a maximum period of 30 (thirty) days based on the information and documents provided by ARTESP.

In case of non-validation as to the effective fulfillment of the obligations described in the paragraphs above, ARTESP will inform the CONCESSIONAIRE about the inconsistencies and inadequacies with its justifications, and the CONCESSIONAIRE shall regularize and request again the authorization to start the operation of the TOLL STATION. After regularization by the CONCESSIONAIRE, it must notify ARTESP, applying the above deadline for approval.

3.2 Commencement of Commercial Operation of the Toll Stations of the REMAINING SYSTEMS

In relation to the road network that appears as the scope of CONCESSION CONTRACT number 008 / CR / 1998, after signing the TRANSFER TERM OF THE REMAINING SYSTEM, the CONCESSIONAIRE shall operate the respective toll stations and shall fully transfer the amounts collected through the collection of the TOLL RATE from these TOLL STATIONS to the CENTRALIZING ACCOUNT, pursuant to the Accounts Administration Contract and the provisions of ANNEX 18P - TOLL STATIONS

3.3 Future Changes

After the signing of the CONTRACT, the CONCESSIONAIRE may propose repositioning, specification revision, or resizing of Toll Stations, as previously and expressly approved by the TOLL STATIONS, always in accordance with the basic criteria of this Annex, without prejudice to the level of the services offered to the USER and compliance with the Performance Indicators that were established in ANNEX 3.

The GRANTING AUTHORITY, subject to the terms of the CONTRACT, may establish the need for the CONCESSIONAIRE or whom the GRANTING AUTHORITY indicates, of investments and implementation of equipment that allow the collection of Tariffs by technologically updated means, such as, but without limit the collection based on the free flow concept, always observing the comfort of the USERS and the provision of

adequate services.

Notwithstanding the above, and the need by the CONCESSIONAIRE to comply with the definitions established by the GRANTING AUTHORITY that eventually impact the collection systems, always maintaining the basic criteria of the CONTRACT and, especially, of this Annex and observing the need to meet the PERFORMANCE INDICATORS, the CONCESSIONAIRE may propose an operating collection system based on the concept of free flow and the collection of Tariffs that reflect the mileage traveled by USERS, suggesting the implementation of technology necessary to replace (or coexistence with) TOLL STATIONS. Such as gantries or systems that combine the use of radio frequency and image recording to record the passage of vehicles through the ROAD SYSTEM, and their effective implementation will depend on prior consent by ARTESP, which will consider in its analysis the contractual rules and observance of equi economic and financial balance under the terms of the CONTRACT.

The CONCESSIONAIRE may also propose a Variable Tariff Plan, subject to the prior approval of ARTESP and determination of any economic and financial imbalance of the CONTRACT, with the purpose of optimizing the use, inducing demand and improving the fluidity and service levels of the ROAD SYSTEM, observing the principle of isonomy.

The Variable Tariff Plan may define different values than those provided for in the CONTRACT for Toll Tariffs for different categories, days of the week and times, as well as presenting tariff charges that consider different parameters of the axle charging system, such as charging by category, weight and volume if operationally feasible.

The fare parameter by axle and by vehicle classification (by equivalent vehicle, provided for in the CONTRACT will, in any case, be used for the purpose of measuring the economic-financial balance of the CONTRACT.

4. CRITERIA FOR RATE SETTING AND MONETARY UPDATE OF CONTRACT

4.1 Tolling model

The tolling model to be adopted will correspond to the charging of Tariffs on the TOLL STATIONS of Type: Barrier in the stretches and locations indicated in this ANNEX, without prejudice to the provisions, especially in item 3 of this ANNEX above.

4.2 Kilometer Toll Tariff

The Tariffs for each TOLL STATION are defined by reference to a base KILOMETRIC TARIFF set for March 2019, the values of which were considered in the preparation of the economic and financial feasibility study and have as a reference value for the Billing Operating System. Manual, the equivalent of R \$ 14.91 / 100 km (fourteen reais and ninety-one cents) bidirectional, for double lane and the equivalent of a fare of R \$ 10.65 / 100 km (ten reais and sixty-five cents) bidirectional, for single lane.

The collection by the Electronic Collection System (AVI) should consider a minimum discount of 5% (five percent) in relation to the values practiced in the Manual Collection Operating System, considering the rounding rules provided for in item 5 of this ANNEX.

4.2.1. Tariff Requalification

The Tariff Requalification is the moment when the CONCESSIONAIRE, for the purposes of composing the TOLL RATE, starts to account for the two-way KILOMETRIC TARIFF for double lane and the Manual Billing Operational System, for the portion in which the duplication works were completed, as per ANNEX 21. The investments provided for in sub-items “i” to “xiii” of sub-section “a. Duplications and Additional Banners”, and sub-items “i” to “iv”, of subsection “b. New clues”, item “1.1. Clues” of item “1. Annex 21, when delivered and received in full.

The Tariff Requalification will only occur with the express consent of ARTESP, necessarily after the competent inspection, which will certify, as the case may be and in accordance with item 9 of Appendix J, the completion of the implementation of the duplications within the scope of investments in Major Expansions, as ANNEX 21, as well as the 100% (one hundred per cent) conditions of the Duplication Security Project, as well as the route for safe USER traffic. The deliberate deployment of traffic to the USER is considered safe only when all the devices, equipment and systems that make up the duplicate stretch, essential for safe release and operation, are deployed.

After ARTESP's authorization to clear traffic on duplicate roads, the Tariff Requalification will be applicable to the respective sections.

Delay in the completion of duplication works in relation to the Investment Plan (POI) schedule will imply the postponement of Tariff Requalification in a period equal to twice the delay of duplication investments, and it is certain that such Tariff Requalification postponement will be limited to 1 (one) year.

4.3 Toll Coverage Section

The stretch of coverage of toll stations will be divided as follows

Station - Code	State	TCP inicial referencial		TCP final referencial		Stretch		
		Simple road	Double road	Simple road	Double road	Highway	KMI	KMF
PC01	SP-310 - km 181,5	9,18	46,73	9,18	46,73	SP 197	0,000	2,566
						SP 261	150,600	157,210
						SP 310	153,250	199,980
PC02	SP-310 - km 217,0	9,18	25,67	9,18	25,67	SP 197	2,566	5,132
						SP 261	157,210	163,820
						SP 310	202,130	227,800
PC03	SP-225 - km 106,9	9,18	39,3	9,18	39,3	SP 197	5,132	7,698
						SP 225	91,430	128,580
						SP 261	163,820	170,430
						SP 310	199,980	202,130
PC04	SP-225 - km 143,8	9,18	45,48	9,18	45,48	SP 197	7,698	10,264
						SP 225	128,580	174,060
						SP 261	170,430	177,040
PC05	SP-225 - km 199,4	8,38	60,98	8,38	60,98	SP 197	10,264	12,030
						SP 225	174,060	235,040
						SP 261	177,040	183,650
P02	SP-308 - km 180,4	40,5	4,78	0	47,97	SP 191	74,720	96,320
						SP 308	173,622	194,200
						SPI 194/308	0,000	3,100

P03	SP-304 - km 183,3	21,22	22,66	0	49,89	SP 191	101,359	115,610
						SP 304	168,512	198,140
P04	SP-304 - km 210,8	54,87	0	7,99	51,88	SP 197	12,030	20,020
						SP 304	198,140	245,020
P05	SP-304 - km 256,4	48,89	0	0	48,89	SP 304	245,020	293,910
P07	SP-294 - km 366,9	5,93	55,25	5,93	55,25	SP 294	347,030	402,280
						SP 331	165,000	170,933
P08	SP-294 - km 426,2	5,93	49,42	5,93	49,42	SP 294	402,280	451,700
						SP 331	170,933	176,866
P09	SP-294 - km 477,2	5,93	50,29	5,93	53,6	SP 294	458,000	481,300
						SP 294	485,010	512,000
P10	SP-294 - km 551,6	5,93	48,04	5,93	48,04	SP 331	176,866	182,799
						SP 294	512,000	560,040
P11	SP-294 - km 581,8	50,71	0,18	5,93	44,96	SP 331	182,799	188,732
						SP 294	560,040	605,000
P12	SP-294 - km 623,3	29,4	19,53	5,93	43	SP 331	188,732	194,665
						SP 294	605,000	648,000
P13	SP-425 - km 433,5	17,2	20,78	0	37,98	SP 331	194,665	200,598
						SP 425	412,325	450,300
P15	SP-284 - km 457,2	50,98	0	0	50,98	SP 284	447,238	498,219
P16	SP-284 - km 532,2	49,79	2,52	0	52,31	SP 284	498,219	550,530
P22	SP-425 - km 400,0	37,98	0	0	37,98	SP 425	374,350	412,325
P23	SP-294 - km 668,4	42,53	0,7	5,93	37,3	SP 294	648,000	685,300
						SP 331	200,598	206,532
P31	SP-293 - km 001,4	24,75	0	0	24,75	SP 293	0,100	24,850

Notes:

- Accesses are not considered in the composition of Toll Plaza Coverage (TCP)
- The exact location of the TOLL STATIONS will be specified in ANNEX 2 - CURRENT SITUATION¹², and, in the event and in accordance with the rules specified in this ANNEX and in the CONTRACT, especially in ANNEX 7, have their location altered as required by the GRANTING AUTHORITY or suggested by the CONCESSIONAIRE, upon prior approval. The change of location proposed by ARTESP, and with the eventual economic-financial imbalance of the CONCESSIONAIRE, if complied with the rule of APPENDIX 7, does not constitute EVIDENCE OF IMBALANCE. In any other case, prior to the alteration, traffic sensors shall be installed to determine the possible EVIDENCE OF IMBALANCE, calculated based on the data collected from the traffic sensors installed in accordance with sub-item 6.2.1 of ANNEX 5. The eventual alteration of the location of the TOLL STATIONS will not modify their TCPs.

The “final referential TCP” columns in the table above consider the incorporation of new sections as a result of the implementation of new lanes, as shown in the table below:

Intervention	Station	Δ TCP estimated
SP-304 Anel Norte de Piracicaba km 0,000 in the km 0,015	P02	(+) 2,686
	P03	(+) 3,293
SP-304 Anel de Águas de S.Pedro km 0,000 in the km 0,017	P03	(+) 2,720
	P04	(+) 0,287
SP-304 Nova Pista Serra de Santa Maria km 0,000 in the km 0,013	P04	(+) 4,708
SP-294 Contorno Pompéia-Paulópolis km 0,000 a km 0,020	P09	(+) 3,310

4.4 Bidirectional Tariff

The fare to be charged will be bidirectional for each ROAD SYSTEM TOLL STATION as provided in the PUBLIC NOTICE and the CONCESSION CONTRACT.

4.5 Vehicle Classification

The Tariff that will be considered for the purpose of monetary adjustment of the CONTRACT and economic-financial control by ARTESP will correspond to the KILOMETRIC TARIFF, differentiated due to automatic charging and in its proportion, multiplied by the Rate multiplier corresponding to each type of vehicle, as established by following table, which categorizes vehicles by type, number of axles and road characteristic.

TABLE 2 - VEHICLE CLASSIFICATION

CATEGORY	TYPE	NUMBER OF AXES	RUNNING-IN	MULTIPLIER
1	CAR, TRUCK, TRICYCLE AND FURGON	2	SIMPLE	1
2	LIGHT TRUCK, MICRO BUS, BUS, TRACTOR TRUCK AND TRUCK	2	DOUBLE	2
3	TRACTOR TRUCK, TRACTOR TRUCK WITH SEMI TRAILER AND BUS	3	DOUBLE	3
4	TRUCK WITH TRAILER, TRACTOR TRUCK WITH SEMI TRAILER	4	DOUBLE	4
5	TRUCK WITH TRAILER, TRUCK TRUCK WITH SEMI TRAILER	5	DOUBLE	5
6	TRUCK WITH TRAILER, TRACTOR TRUCK WITH SEMI TRAILER	6	DOUBLE	6
7	CAR OR TRUCK WITH SEMI TRAILER	3	SIMPLE	1,5
8	CAR OR TRUCK WITH TRAILER	4	SIMPLE	2
9	MOTORCYCLE, MOTONE AND MOTOR BIKE	2	SIMPLE	0,5
-	OFFICIAL VEHICLES OF THE STATE OF SAO PAULO, ARMED FORCES AND MILITARY POLICE - EXEMPT	-	-	0

NOTES:

I. Rear tire running, single or supersingle, is equivalent to dual for the purpose of the tariff structure defined herein.

II. Notwithstanding the Toll Tariff calculated according to the table above, there will be an additional charge equivalent to 2 (two) times the Toll Tariff of each TOLL STATION, per ton over 57 (fifty seven) tons of the total weight of the vehicle, excluding the vehicles called “rodotrem” or “treminhão”, in accordance with Resolution 631-84 of the National Traffic Council - (“CONTRAN,”), or other substitute, provided that they meet the legal limits of axle load.

4.6 Toll Charge Calculation

The GROSS TARIFF REVENUE used in the Gross Revenue composition shall consider the Toll Tariff obtained through the calculation set forth in Formula 1 below, as well as through the rules set forth in Appendix F to this annex, which results in the fare to be charged. Each category in toll stations:

FORMULA 1:

$$TP_t = TQ_t \times TCP \times \text{Multiplier}$$

In which:

TP_t is the toll rate to be charged for each category in year t

TQ_t is the kilometer toll rate described in 4.2 above and updated as per 4.7

TCP is the Coverage Excerpt of the TOLL STATION in 4.3 above,

Multiplier is the value stipulated for each category at 4.5

4.7 Validity and Tariff Update

4.7.1 Preservation of Tariffs and monetary updating of the CONTRACT

The values of the Toll Tariffs and the monetary value of the CONTRACT shall be preserved by the readjustment and revision rules set forth in this ANNEX and in the CONTRACT.

The values of the Kilometer Toll Tariffs shall be adjusted using the formula and procedures set forth below, which shall also apply to the rules set forth in Appendix F to this ANNEX.

FORMULA 2:

For the first contractual year, the kilometric tariff will be updated using the following formula:

$$TQ_0 = TQ_{\text{march/2019}} \times \frac{IPCA_0}{IPCA_{\text{march/2019}}}$$

In which:

TQ_0 is the KILOMETRIC TARIFF in the first contract year

$TQ_{\text{march/2019}}$ is the base kilometer tariff in March 2019 as per 4.2

$IPCA_0$ is the number of index¹ of the IPCA of the second month prior to the date of the CONTRACT

$IPCA_{\text{march}/2019}$ is the IPCA index¹ for March 2019

FORMULA 3:

The kilometric tariff will be adjusted by the following formula, the first adjustment being made in the first month from the beginning of the second contractual year, and the others performed annually from the date of the previous readjustment, without prejudice to the possibility of reduction of this term, under the terms of item III of §3 and §5 of article 28, in conjunction with § 1 of article 70 of Law number 9,069 of June 29, 1995, or of extension of the same term, by virtue of supervening legal institute:

$$TQ_t = TQ_{\text{march}/2019} \times \frac{IPCA_t}{IPCA_{\text{march}/2019}}$$

In which:

TQ_t is the KILOMETER TOLL TARIFF in contract year t

$TQ_{\text{march}/2019}$ is the base kilometer fare in March 2019 as per 4.2

$IPCA_t$ is the IPCA index number of the second month prior to the readjustment date in contract year t

$IPCA_{\text{march}/2019}$ is the IPCA index¹ for March 2019

4.8 Incidence of Performance Coefficient of Services Rendered (CSP) and Delayed Discounts and Non-Execution of Works

The DUE TARIFF REVENUE shall take into account the TOLL STATION Due Rate, which shall be calculated in accordance with Formula with the numbers: 4 and 5 of this APPENDIX. In the first contractual year, the Toll Station Charge Due will be equal to the Toll Charge.

The DUE TARIFF REVENUE to the CONCESSIONAIRE will take into consideration:

I - The incidence of the QUALITY AND PERFORMANCE INDEX (IQD), composed of the SERVICES PERFORMANCE COEFFICIENT (CSP) provided for in ANNEX 3; and

II - The incidence of a DISCOUNT FOR DELAY AND INEXECUTION OF THE WORKS, as provided for in ANNEX 3; and.

The CONCESSIONAIRE, even in the CONTRACT years in which the implementation of the execution of the Main Expansion works is concluded, according to the classification set forth in APPENDIX 21, will be entitled to the DUE TARIFF REVENUE, corresponding to the sum of the revenues obtained through the tariff calculated according to with Formula 4. Upon completion of the implementation of the ORIGINAL INVESTMENT PLAN

In CONTRACT years in which there is no execution of Major Expansion works, according to the classification provided in APPENDIX 21, the CONCESSIONAIRE will be entitled to the DUE RATE REVENUE, corresponding to the sum of the revenues obtained through the tariff calculated in accordance with Formula 5.

In years without works provided for in Annex 21, the AD shall be equal to 1.

¹ December of 93 = 100

FORMULA 4:

$$TDP_t = TQ_t \times (0,90 + 0,06 IQD + 0,04 DA) \times TCP \times \text{Multiplier}$$

In which,

TDP_t is the due rate for the TOLL STATION adjusted for year t of the CONTRACT, with four decimal places

TQ_t is KILOMETRIC TYPE of TOLL STATION readjusted for year t of CONTRACT

IQD is the QUALITY AND PERFORMANCE INDEX (IQD), consisting of the SERVICES PERFORMANCE COEFFICIENT (CSP) provided for in ANNEX 3

DA is the DISCOUNT FOR DELAY AND INEXECUTION OF THE WORKS (DA) provided for in ANNEX 3

TCP is the TOLL STATION Coverage Excerpt, as provided in item 4.3

Multiplier is the value stipulated for each category, as provided in item 4.5

FORMULA 5:

$$TDP_t = TQ_t \times (0,90 + 0,10 IQD) \times TCP \times \text{Multiplier}$$

In which,

TDP_t is the due rate for the TOLL STATION adjusted for year t of the CONTRACT, with four decimal places

TQ_t is the KILOMETER TARIFF of the TOLL STATIONS, that was readjusted for year t of the CONTRACT

IQD is the QUALITY AND PERFORMANCE INDEX (IQD), composed of the SERVICES PERFORMANCE COEFFICIENT (CSP) provided for in ANNEX 3

TCP is the Coverage Excerpt of TOLL STATION, as provided in item 4.3

Multiplier is the value stipulated for each category, as provided in item 4.5

The amounts paid by USERS as Toll Tariff, which make up the GROSS TARIFF REVENUE, must be deposited in the Centralizing Account. The processing of resources carried over by the Centralizing Account is governed by the draft attached as Appendix D to this APPENDIX.

The application of the QUALITY AND PERFORMANCE INDEX (IQD) and DISCOUNT FOR DELAY OR NON-IMPLEMENTATION OF THE WORKS (DA) may be reviewed at the request of the CONCESSIONAIRE, in its own administrative proceeding, if there is evidence that the maximum indices referring to the IQD are not met. and DA were impacted by the materialization of some risk assumed by the GRANTING AUTHORITY, pursuant to the CONTRACT rules.

The filing of an administrative proceeding based on the above provision does not suspend the determination and application of the amounts referring to IQD and AD for the respective contract year.

4.8.1 Tariff Balance in Favor of the Granting Authority

THE TARIFF BALANCE IN FAVOR OF GRANTING AUTHORITY shall be calculated according to the following formula:

$$SRPC_d = \sum RTB - RTD$$

In which:

SRPC_d is TARIFF BALANCE IN FAVOR OF THE GRANTING AUTHORITY, calculated on the day.

RTB is GROSS TARIFF REVENUE as provided in 4.6

RTD is the DUE TARIFF REVENUE, as provided in 4.8

SRPC_d shall be calculated daily and the resulting amount transferred, within two (2) business days from the receipt by the CONCESSIONAIRE of the amounts in the CENTRALIZING ACCOUNT, by the Financial Agent to ARTESP's current account to be created and maintained during the term of the CONTRACT (CONCESSION ADJUSTMENT ACCOUNT).

At the end of each contract year, within 30 days, the final values of the TARIFF BALANCE IN FAVOR OF THE GRANTING AUTHORITY will be determined by the CONCESSIONAIRE. If there is a difference between the amounts deposited in the GRANT ADJUSTMENT ACCOUNT for that year and the final GRANTING AUTHORITY BALANCE calculated for the same year:

- (i) If positive, ARTESP shall, within 5 (five) business days, transfer the excess amount to the CONCESSIONAIRE's free-moving checking account; and
- (ii) If not, the CONCESSIONAIRE shall, within 5 (five) business days, transfer the missing amount to the CONCESSION ADJUSTMENT ACCOUNT.

The funds deposited in the CONCESSION ADJUSTMENT ACCOUNT shall be used exclusively for the management of the CONTRACT.

The funds deposited in the CONCESSION ADJUSTMENT ACCOUNT may be used, at the time of the ORDINARY REVIEWS, at ARTESP's discretion, for the following purposes, in order of priority, with item "i" being the highest priority:

- i. recomposition of the economic and financial balance of the CONCESSION;
- ii. investments related to the demands presented through SISDEMANDA; and
- iii. affordability.

Upon termination of the CONTRACT, if there is a CONCESSION ADJUSTMENT ACCOUNT balance, the amount deposited therein will be transferred to the GRANTING AUTHORITY.

4.9 Approval of Tariffs

Calculations of the updated values of the TOLL STATION will be prepared by the CONCESSIONAIRE in accordance with the methodology specified in this APPENDIX and submitted to ARTESP's appreciation for consistency and submission for approval by the GRANTING AUTHORITY.

In case of delay in the requalification or tariff readjustment, the restoration of the CONTRACT balance will preferably be made through the use of resources from the CONCESSION ADJUSTMENT ACCOUNT or the GRANT RESERVE ACCOUNTS.

4.10 Contractual Monetary Update Index Change

In the absence of the index selected for the readjustment calculation, ARTESP and CONCESSIONAIRE will, by mutual agreement, choose another index that best reflects the variation currently indicated by the IPCA.

4.11 Exemptions, tariff privileges, promotions and discounts

4.11.1 Frequent User Discount

Users who opt for the Electronic Billing System (AVI) and who travel in Category 1 vehicles in the ROAD SYSTEM will be entitled to the payment of different tolls in all TOLL PRACTICES operating in the ROAD SYSTEM, according to frequency monthly usage ("FREQUENT USER DISCOUNT" or "DFU") from the beginning of operation of the first TOLL STATION located in the EXISTING SYSTEM (DFU START DATE), until the end of the CONTRACT.

FREQUENT USER DISCOUNT will be offered to USERS specified above who, within the same calendar month, travel through a given TOLL STATION, in the same flow direction, a minimum of two (2) times. The fees applicable to DFU tariffs are set out in Appendix F.

Travel for a given calendar month will not be considered cumulatively for subsequent calendar months, ie from the first day of each calendar month it will be considered that the USER has not trafficked in any ROAD SYSTEM month, the relevant tariff being applied, in accordance with Appendix F.

The CONCESSIONAIRE, within the scope of the rules set forth in this ANNEX and its appendices, prior to the commencement of operation of any EXISTING SYSTEM TOLL STATION and as a condition for the realization of the compensation provided for in the following item, shall submit to ARTESP for approval the details of the procedures. for the implementation of the compensation provided for in this item, including in its proposal, among other elements: (i) report templates and statements that provide the necessary information, (ii) steps, (iii) deadlines and (iv) responsible for the execution of all procedures associated with the DFU and their compensation.

4.11.1.1 Compensation for Frequent User Discount (CDFU)

A) Frequent Frequent User Discount (DFUE)

The CONCESSIONAIRE shall determine, during the CONCESSION term, the loss of revenue arising from the DFU, which consists of the sum of the difference between (i) the amounts that would be earned by the CONCESSIONAIRE through the collection of USERS benefited by the DFU from the tariff applicable to the collection. AVI and (ii) the amounts actually earned from Fees paid by USERS benefiting from the DFU, pursuant to Appendix F to this DFUE.

For purposes of calculating the loss of revenue arising from the levy of the DFU, it is considered the Gross Tariff Revenue, and not the Due Tariff Revenue.

By the 5th business day of each month, the CONCESSIONAIRE shall calculate the accumulated DFUE in the respective month and send the relevant reports and statements to ARTESP.

B) Anticipation of Compensation for Frequent User Discount (ACDFU)

The PARTIES agree that the CONCESSIONAIRE will receive, upon the implementation of the DFU, and until the end of the CONTRACT, an amount equivalent to 60% (sixty percent) of the VARIABLE GRANT deposited in the RESERVATION ACCOUNT 1 as ACDFU. Appendix G.

At each ORDINARY REVIEW cycle provided for in the CONTRACT, the above percentage will be duly revised to represent the average DFUE percentage calculated during the previous four-year cycle.

C) Final Annual Compensation (CAF)

By the end of the first month following the anniversary of the CONTRACT, the CONCESSIONAIRE shall determine the difference between (i) the sum of the amounts transferred to it under ACDFU during the respective year and (ii) the sum of the amounts calculated as DFUE in the same period (CAF), and send the relevant reports and statements to ARTESP.

If the amount corresponding to CAF is positive, the CONCESSIONAIRE shall transfer it to the current account indicated by the GRANTING AUTHORITY, after deducting any balances corresponding to (a) restoration of the economic-financial balance of the CONTRACT decided by ARTESP and / or (b) of compensation for the mechanism described in ANNEX 22, as appropriate, pursuant to Appendix G to this ANNEX.

If the amount corresponding to the CAF is negative, the CONCESSIONAIRE will be entitled to receive an amount equivalent to the module of said value, in accordance with Appendix G to this ANNEX.

Upon receipt of the relevant reports and statements, ARTESP shall, within 30 (thirty) days, ascertain the information provided and send to the DEPOSITORY BANK the ANNUAL NOTICE, including, among others, the amount applicable to CAF, pursuant to Appendix G to this ANNEX.

4.11.2 Exemptions

They will have free traffic and are therefore exempt from tolls:

- a) owned by the Granting Authority, SLT and ARTESP;
- b) owned by the Road Police Policing Command of the São Paulo State Military Police;
- c) emergency public assistance, such as fire brigade and ambulances, when on duty;
- d) the military forces, when in instruction or maneuver; and
- e) of official category, members of the fleet of the Executive, Legislative, Judiciary and Public Prosecutor and Public Defender's Offices, all from the State of São Paulo, as well as those leased on a non-eventual basis, for use in permanent or long-term public service. duration as long as they are registered with the Central Group of Internal Transport - (GCTI,) of the State of São Paulo, all of which must be accredited by ARTESP, in a regulated manner.

4.11.3 Specific Tariff Privileges

ARTESP is forbidden to establish tariff privileges that benefit specific segments of USERS, except if (i) in compliance with the Law, which specifies which sources of funds must be reimbursed to the CONCESSIONAIRE, or if (ii) previously authorized by ARTESP, in the context of Variable Rate Plan.

4.11.4 Promotions and Discounts

The CONCESSIONAIRE, at its sole discretion, at its own risk, may grant tariff exemptions and discounts, as well as carry out seasonal tariff promotions, unrelated to the Variable Rate Plan, without this being able to generate any right to the restoration of the economic balance. -Financial Officer of the CONTRACT.
In this case, the calculation of the Fare Due and calculation of Formulas 4 and 5 will be considered the respective discount or exemption.

5. ROUND CRITERIA

The tariff rate will be expressed in reais and cents, being rounded by applying the following criteria:

- a. When the numeral in the penny is less than or equal to five (5), it shall be replaced by (zero); and
- b. When the number in the penny is greater than 5 (five), it will be replaced by 0 (zero) and the number of the penny will be increased to 1 (one).

For the definition of the Electronic Billing System (AVI) and Free Flow Payment System tariffs, the boxes beyond the pennies shall be disregarded and no rounding shall be made.

6. TOLL CONTROL AND OPERATION

6.1. CONCESSIONAIRE Responsibilities

The CONCESSIONAIRE will be responsible for the control of the Toll Control and Collection System and traffic operation in the TOLL STATION area, and it is responsible for:

- a) To maintain information plates with updated values of Tariffs and automatic charging lanes, indicating the Collection Service Operators ("OSAs") authorized to operate in the State of São Paulo;
- b) To signal the lanes;
- c) To control the opening and closing of runways and cabs;
- d) To oversee the collection;
- e) To ensure the safe circulation of securities and their transfer to the head office of the CONCESSIONAIRE, or bank;
- f) To prepare statistical maps of traffic and revenue;
- g) To record the main and most significant occurrences;
- h) To control and maintain vigilance over equipment; adopting such means and resources as it deems appropriate;
- i) To control the collection and collection of cash by booth, by work shift and by collecting agent;

- j) To provide service to the USER;
- k) To ensure compliance with the ARTESP approved OPERATING RULES;
- l) To provide the following information of physical and financial records of traffic registered in the TOLL STATIONS, in real time (online) by electronic means, to ARTESP or to whom it designates, at the three levels of registration, as follows:
 - (i) Physical information of the vehicle passage record when the lane sensor occurs;
 - (ii) Information on the registration of camera images installed in toll stations and information on the physical traffic register;
 - (iii) The corresponding collection financial record generated by the toll booth operator.
- m) To allow the integration of information with the ARTESP CCI Information Control Center according to the terms set forth in the Notice and in the appendixes.

6.2. Operating Standards

The CONCESSIONAIRE shall, prior to the signing of the CONTRACT, submit to ARTESP, for approval, the OPERATING RULES that will establish the instructions for routine procedures and for exceptional cases, such as freeway use, special cargo traffic, evasions, improper registration cancellation, abandoned change, lack of USER money at the time of payment, accidents and other issues.