

ANNEX 02

ROAD SYSTEM

SPONSORED CONCESSION OF PUBLIC SERVICES OF EXPANSION, OPERATION, MAINTENANCE AND MAKING OF THE INVESTMENTS NECESSARY FOR EXPLORATION OF THE ROAD SYSTEM CALLED RODOANEL NORTE LOT

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1. PRESENTATION OF THE ROAD LOT

THE ROAD SYSTEM of RODOANEL NORTE LOT comprises Highway SP 021 between km 172+000 and 129+106, crossing the Municipalities of São Paulo, Guarulhos and Arujá.

The ROAD SYSTEM of RODOANEL NORTE LOT, as described above, must have the IMPLEMENTATION WORKS completed within 24 months from the beginning of the CONSTRUCTION PERIOD, without prejudice to the application of the provisions of Clause 6.2.3.1 of the AGREEMENT, and will be subsequently explored, operated and maintained by the CONCESSIONAIRE, in accordance with the terms of the AGREEMENT and ANNEXES.

2. REFERENCE SURVEY OF THE ROAD SYSTEM

The survey presented below constitutes a reference for the purpose of understanding the scope of the SPONSORED CONCESSION, and BIDDERS are allowed to carry out, on their own and at their own expense, appropriate and relevant surveys and details to measure the technical characteristics of the ROAD SYSTEM, being responsible for the conditions considered for the formulation of the proposal to be presented during the bidding, under the terms of the REQUEST FOR BIDS.

The CONCESSIONAIRE shall carry out a detailed survey of the ROAD SYSTEM and its constant updating, even keeping it registered in an inventory by georeferenced video-record, according to the rules and frequency indicated in the AGREEMENT and ANNEXES. In the initial survey, all device loops of the highways that are part of the ROAD SYSTEM must be considered up to the limit of the acceleration and/or deceleration lanes of the highways that are connected to the ROAD SYSTEM.

According to the appropriate contractual rules, new investments that may be necessary within the scope of the SPONSORED CONCESSION may be integrated and incorporated into the ROAD SYSTEM, observing the discipline provided for in the AGREEMENT and ANNEXES.

2.1. ROAD SYSTEM

The ROAD SYSTEM comprises Highway SP 021 (Mário Covas Rodoanel) between km 172+000 and 129+106, in the construction stage, as documented in ANNEXES 12 and 24, as well as other documents involving this SPONSORED CONCESSION.

The North Section will meet all the conditions of a class "0" highway, according to the DNIT (National Department of Transport Infrastructure) classification, whose main characteristics are the design guideline speed of 120 km/h, double lane separated by central construction site and total access control, maintaining the standard of the West, South and East Sections, in operation.

The works on the North Section of the Rodoanel were partially carried out and are part of the ROAD SYSTEM, these investments being described in ANNEXES 12, 21 and 24.

3. LIABILITY REGISTRATION

APPENDIX B presents a register of environmental and social liabilities identified in the ROAD SYSTEM, based on the survey carried out at the time of the REQUEST FOR BIDS. The highway is not yet in operation, due to the non-completion of the construction works. The CONCESSIONAIRE will be responsible for completing the IMPLEMENTATION WORKS to later start the operation, conservation

and maintenance of the highway infrastructure related to the ROAD SYSTEM. The CONCESSIONAIRE will also be responsible for correcting the situations described in the survey mentioned in APPENDIX B, among which, for illustrative and non-exhaustive purposes, we highlight residues irregularly deposited in the right-of-way, silting of water courses downstream of the right-of-way and irregular occupation of areas expropriated for the works.

The register includes information on the location, situation and recommendations of minimum measures that must be taken by the responsible PARTY, under the terms of the sharing of risks and obligations provided for in the AGREEMENT and the discipline provided, especially, in ANNEX 18.

The information presented in this item is of a referential nature and may be duly updated and validated by BIDDERS.

4. ENVIRONMENTAL LIABILITIES

APPENDIX B presents a register of environmental and social liabilities identified in the ROAD SYSTEM, based on the survey carried out at the time of the REQUEST FOR BIDS.

Environmental liabilities, within the scope of this AGREEMENT and ANNEXES, represent the following referential categories, all related only to the environment:

- a) residues deposited irregularly in the right-of-way;
- b) silting of water courses downstream of the right-of-way;
- c) recovery and closure of support areas (construction sites, AEs, DMEs and service paths);
- d) recovery of areas under the OAEs, including guarantee of recovery and the connection between significant forest fragments intercepted by the route;
- e) recovery of the service path in the Cantareira State Park – PEC (SABESP Club); and
- f) irregular occupation of areas expropriated for the works.

The CONCESSIONAIRE will be responsible for carrying out all activities necessary to avoid, mitigate and manage such liabilities, being responsible for bearing the burdens arising from any materialization of environmental risks and adverse consequences arising from such liabilities, provided that the triggering event is within the RIGHT-OF-WAY, has materialized after issuance of the INITIAL TRANSFER TERM or has not been identified in the INSPECTION REPORT.

The recovery of the identified environmental liabilities must be carried out by the CONCESSIONAIRE before the conclusion of the IMPLEMENTATION WORKS.

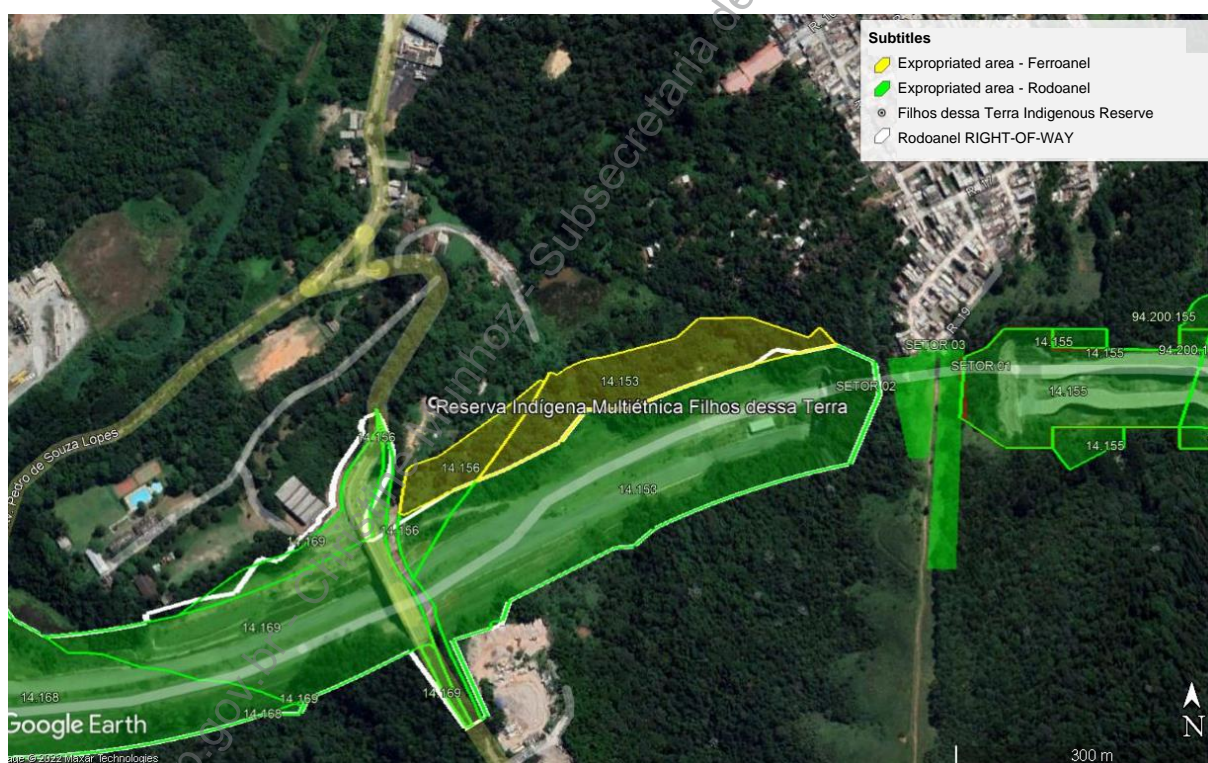
After the start of the operation, the CONCESSIONAIRE will carry out the conservation and maintenance services to avoid the emergence of new environmental liabilities. If new liabilities are detected within the RIGHT-OF-WAY or outside the RIGHT-OF-WAY, in the case of environmental occurrences under the responsibility of third parties that may pose risks to the RIGHT-OF-WAY and/or the ROAD SYSTEM, the CONCESSIONAIRE shall establish a systematic monitoring strategy, being responsible for the timely recovery/stabilization actions, without prejudice, when applicable, to the subsequent action in return against third parties to whom the responsibility for materialized environmental liabilities is attributed.

In these cases, the CONCESSIONAIRE must document and classify the situations of liabilities under "monitoring" or in case of evolution, which may constitute an emergency situation and/or imminent risk, which must be stabilized and/or recovered. The situations of the aforementioned liabilities must be communicated to ARTESP, without prejudice to the availability of the CONCESSIONAIRE's database where the relevant information is stored.

4.1. INDIGENOUS MULTI-ETHNIC COMMUNITY

Specifically with regards to the occupation of property adjacent to the RODOANEL NORTE by a "multiethnic community" composed of Indigenous Peoples of six ethnicities, it will be up to the GRANTING AUTHORITY to redefine the RIGHT-OF-WAY, in order to exclude the area in which there are structures built by said community. Said redefinition must be implemented during the PRE-CONSTRUCTION PERIOD, and the GRANTING AUTHORITY will not be allowed REINTEGRATION OF OWNERSHIP of said area.

This community is located near stake 4,500 (four thousand five hundred) and the image below, as a reference, shows its approximate location.



5. FUNCTIONAL OUTLINE OF THE ROAD SYSTEM

The functional layout relating to the ROAD SYSTEM, as designed, is presented in ANNEX 12.

The Table 1 following shows the location of the operating devices of RODOANEL NORTE LOT, according to the EXECUTIVE PROJECT.

Table 1 - Location of RODOANEL NORTE operational devices

RODOANEL NORTE - OPERATING DEVICES						
LOT	TYPE	PILE			KM	
		INITIAL	FINAL	RUNWAY	INITIAL	FINAL
11	SPECIAL CARGOES	1,170 + 0.00	1,192 + 0.00	INTERNAL/EXTERNAL	169,706	169,267
11	LOADS DANGEROUS PRODUCTS	1258+0.00	1268+0.00	INTERNAL/EXTERNAL	167,947	167,747
14	SCALE	4,077+15.69	4,134+4.61	INTERNAL	156,625	155,496
14	SAU/PMRv/CCO	4,092 + 0.00	4,108 + 0.00	EXTERNAL	156,021	156,341
16	LOADS DANGEROUS PRODUCTS	6,220+7.42	6,230+3.42	INTERNAL	136,648	136,452
16	LOADS DANGEROUS PRODUCTS	6,217+7.42	6,227+3.42	EXTERNAL	136,512	136,708
16	SAU / PMRv	6,296+5.54	6315+3.56	EXTERNAL	134,752	135,13
16	SCALE	6,288+12.74	6,352+13.04	INTERNAL	135,283	134,002
16	SPECIAL CARGOES	6,434+0.28	6,456+3.62	EXTERNAL	131,932	132,375
16	SPECIAL CARGOES	6,433+19.19	6,456 + 4.02	INTERNAL	132,376	131,931

Note: in the event of any discrepancies in information regarding the location of elements within the road system, those indicated in the respective EXECUTIVE PROJECT will prevail.