

EXHIBIT 07

SERVICES RELATED TO IMPLEMENTATION WORKS SPONSORED

**CONCESSION OF PUBLIC SERVICES FOR CONSTRUCTION, OPERATION, MAINTENANCE
AND INVESTMENTS NECESSARY FOR THE EXPLORATION
OF THE SANTOS-GUARUJÁ IMMERSSED TUNNEL**

1. INTRODUCTION

This EXHIBIT presents the rules applicable to the IMPLEMENTATION WORKS and other improvements and shall be observed by the CONCESSIONAIRE throughout the CONCESSION TERM. As a condition for signing the CONTRACT, the CONCESSIONAIRE shall present the POI, including the planned works and investments and the respective PHYSICAL AND EXECUTIVE SCHEDULES. The CONCESSIONAIRE shall implement the POI after its approval by the REGULATORY AUTHORITY.

In accordance with the relevant contractual rules, the POI may be readjusted and the need for new investments may be reviewed during the ORDINARY REVISIONS, in accordance with the procedures and standards established in the CONTRACT.

With the exception of those that are not related to fixed contractual milestones, the deadlines for fulfilling the obligations of this EXHIBIT are consolidated in the Deadlines Table provided for in item 4.

The digital systems shall be implemented by the CONCESSIONAIRE within the deadlines and terms provided for in APPENDIX C.

EXHIBIT 21 is binding for the following purposes: (i) total value of each investment item for the purpose of assessing imbalance; (ii) end years for presenting the POI in relation to each investment item; and (iii) description of each investment item related to the IMPLEMENTATION WORKS unless otherwise indicated in the EXHIBITS and/or APPENDICES.

The POI shall also observe the grouping of related investments, especially the funds for the project and project and work certification, as well as the implementation of the construction site.

In the case of equipment and systems, the POI will be binding only for the final implementation milestones, and the revitalization, conservation and maintenance services will be performed to comply with the service levels and technical parameters, which are provided for in EXHIBIT 5 and APPENDICES A, C and D.

In the case of pavement conservation, the POI will not be binding, and the CONCESSIONAIRE shall provide maintenance and conservation cycles in order to comply with the limits of the parameters established in EXHIBIT 6.

(a) General Provisions

The CONCESSIONAIRE is responsible for preparing and obtaining approval of the FUNCTIONAL PROJECTS from the REGULATORY AUTHORITY, which shall be delivered within the deadlines and terms provided for in APPENDIX E.

The preparation and presentation of the EXECUTIVE PROJECTS, as well as their certification, shall follow the terms of APPENDIX E.

The CONCESSIONAIRE shall present an Implementation and Development Plan for Projects in BIM Modeling (PD-BIM) in accordance with the terms and deadlines set out in item 4.

If the CONCESSIONAIRE opts to implement an alternative solution to the frequency provided for conservation, maintenance and revitalization services, as set out in EXHIBIT 21, it may present a different program, which does not entail economic and financial rebalancing, without prejudice to the need to fully meet the IQD and Performance Indicators provided for in EXHIBIT 3, EXHIBIT 5 and EXHIBIT 6.

(b) Implementation Works and Adjustment of Investment Schedule

The investments specified in this EXHIBIT shall be included in the POI to be presented by the WINNING TENDERER and approved by the REGULATORY AUTHORITY, as a condition for signing the CONTRACT, in accordance with the rules established by the NOTICE.

The POI will be approved after the document has been submitted by the CONCESSIONAIRE and analyzed by the REGULATORY AUTHORITY by the date set for signing the CONTRACT, in accordance with the rules set out in the NOTICE. The conditions for its approval are: (i) the CONCESSIONAIRE shall consider all mandatory investments and (ii) the final milestones established in this EXHIBIT and in EXHIBIT 21 shall be respected.

The POI, to be presented by the WINNING CONTRACTOR, shall contain details of the schedule for each of the planned investments, as well as details of the expected date for the implementation of the equipment and operational buildings planned for this period, respecting the final deadlines presented in this EXHIBIT, and presenting the expected physical progress per semester, with the exception of the immersion phase of the modules, which shall be detailed per event. The POI will be binding on the CONCESSIONAIRE.

The INSURANCE PLAN and the PERFORMANCE GUARANTEE provided by the CONCESSIONAIRE shall reflect, at a minimum, the need to ensure compliance with the activities necessary for the conclusion of each investment presented in the POI, in accordance with the rules established in the CONTRACT.

The proposal for the anticipation of works foreseen in the POI or current INVESTMENT PLAN, proposed by the CONCESSIONAIRE, shall be presented to the REGULATORY AUTHORITY, which shall decide whether the implementation and the consequent economic-financial rebalancing will be carried out in the context of an ORDINARY REVISION or an EXTRAORDINARY REVISION, if applicable.

The CONCESSIONAIRE shall communicate in writing and with justification any final delays in the works (as well as delays in the expected annual progress, according to the INVESTMENT PLAN), without prejudice to the analysis and validation by the REGULATORY AUTHORITY.

(c) Lane Instrumentation

The lane instrumentation of two sections shall be considered, simultaneously with the implementation of the works. The instrumentation shall follow the specifications contained in the publication "Instrumentation Project for Measuring Pavement Deformation (DNIT, 2008)". User/password pairs shall be provided to the REGULATORY AUTHORITY for access to the automatic acquisition and recording system of field data (mandatory on a web platform). Integration with the CCI of the REGULATORY AUTHORITY and with the other electronic management systems of the CONCESSION (especially SISGIS) shall be foreseen. The schedule for the execution of this obligation shall comply with the deadlines established in Item 4 (Deadline Table) of this EXHIBIT. The EXECUTIVE PROJECT for this obligation shall be submitted upon its implementation, together with the EXECUTIVE PROJECT for the IMPLEMENTATION WORKS, under the terms and deadlines set forth in APPENDIX E.

(d) Prerequisites for starting and continuing the Works

The works may only be started and their continuity fully guaranteed under the terms of APPENDIX E.

In the event of revocation or change in the status of any of the documents set forth in APPENDIX E, the CONCESSIONAIRE may be notified by the REGULATORY AUTHORITY to halt the works. In this case, the CONCESSIONAIRE shall take all necessary measures to timely regularize the documentation and resume the works, under penalty of the sanctions set forth in the CONTRACT, NOTICE and EXHIBITS.

(e) Prerequisites for receiving the works

The works may only be considered fully completed if the CONCESSIONAIRE proves compliance with the requirements set forth in APPENDIX E.

(f) Minimum technical parameters

The minimum technical parameters to be met when preparing the projects are indicated in item 2 of this EXHIBIT.

1.1. FUNCTIONAL PROJECTS

(a) General Provisions

The presentation of the FUNCTIONAL PROJECT shall comply with the provisions of APPENDIX E.

(b) Environmental Licensing

Without prejudice to obtaining prior approval from the REGULATORY AUTHORITY, the CONCESSIONAIRE shall submit the FUNCTIONAL PROJECTS necessary to obtain the INSTALLATION LICENSE - LI for all IMPLEMENTATION WORKS, to the competent environmental authority, observing the deadlines that shall be met in order to ensure due compliance with the deadlines set forth in the PHYSICAL AND EXECUTIVE SCHEDULE approved by the REGULATORY AUTHORITY.

(c) Documentation Processing

The processing of FUNCTIONAL PROJECTS will follow the procedure set forth in APPENDIX E.

1.2. EXECUTIVE PROJECTS

(a) General Provisions

EXECUTIVE PROJECTS for the implementation of works will follow the terms set forth in APPENDIX E.

The EXECUTIVE PROJECT shall follow the premises, concepts and any reservations of the FUNCTIONAL PROJECT previously approved by the REGULATORY AUTHORITY.

(b) Quality Certification of EXECUTIVE PROJECTS

The CONCESSIONAIRE shall obtain certification under the terms of APPENDIX E and shall use SISPROJ, from its implementation, to fully register all documentation related to the processing of EXECUTIVE PROJECTS.

For executive projects for road signaling and containment devices, all boards shall be analyzed and certified, and sample analyses are not permitted, as per APPENDIX E.

(c) Environmental Licensing

Without prejudice to obtaining the QUALITY CERTIFICATE for the EXECUTIVE PROJECT, the CONCESSIONAIRE shall submit the EXECUTIVE PROJECTS required to obtain the INSTALLATION LICENSE - LI for all IMPLEMENTATION WORKS to the competent environmental authority, observing the deadlines that shall be met in order to ensure due compliance with the milestones (including intermediate ones) and deadlines set forth in the PHYSICAL AND EXECUTIVE SCHEDULE of the POI approved by the REGULATORY AUTHORITY.

The CONCESSIONAIRE will be responsible for meeting the environmental conditions to be established in the INSTALLATION LICENSE. Subsequently, during the works, it shall ensure the implementation of the Socio-Environmental Programs that are defined in the LI.

The programs included in the Environmental Impact Study – EIA of the TUNNEL, URBAN ACCESSES and ACCESS BUILDINGS are listed below:

- P01 - Environmental Adaptation Program of the Project
- P02 - Environmental Management Program
- P03 - Environmental Control Program of the Works
- P04 - Program for Controlling Erosive and Silting Processes
- P05 - Program for Monitoring Noise Levels During Implementation
- P06 - Emergency Action Plan for the Works Phase (PAE) and Risk Management Program for

the Works Phase (PGR)

- P07 - Program for Monitoring the Quality of Surface water and Groundwater
- P08 - Dredging and Sediment Disposal Control Program
- P09 - Social Communication Program
- P10 - Temporary Deactivation Program for the Works
- P11 - Vegetation Suppression Control Program
- P12 - Compensatory Planting Management and Ecological Restoration Program
- P13 - Wildlife Monitoring Program
- P14 - Wildlife and Flora Rescue Program
- P15 - Expropriation Program
- P16 - Population Relocation and Affected Activities Program
- P17 - Environmental Operational Management Plan

The CONCESSIONAIRE shall also be responsible for periodically reporting compliance with the Programs listed above and the other LI conditions.

1.3. Inspection

(a) General Provisions

The CONCESSIONAIRE shall establish an inspection program, monitoring of execution, technological control and quality of services. The costs of developing and implementing the inspection program shall be borne by the CONCESSIONAIRE.

The CONCESSIONAIRE shall justify, in writing, any delays in the completion of the work, including if there is a delay in meeting the annual milestones presented in the current INVESTMENT PLAN, without prejudice to the analysis and validation by the REGULATORY AUTHORITY regarding the merits.

(b) Quality of Works Certification

The CONCESSIONAIRE shall obtain a QUALITY CERTIFICATE for all works provided for in the CONCESSION, under the terms and deadlines of APPENDIX E.

(c) Quality of Works Control Management

The CONCESSIONAIRE shall implement and operate an Integrated Digital Management System for Technological Control and Quality of Works (SISQUALI), under the terms and deadlines of APPENDIX C.

Quality control information shall be entered into the system simultaneously with the progress of the works.

(d) Certification of the Stages of the IMPLEMENTATION WORKS

The CONCESSIONAIRE shall obtain a quality certification to be issued by the INDEPENDENT AUDITOR for each of the execution items of the IMPLEMENTATION WORKS, allowing the validation of the progress of the works for the purposes of APPENDIX 22.

DRY DOCK

1. Implementation of the dry dock:
 - Verification of the stability of the excavation;
 - Assessment of watertightness, checking the lowering of the water table and the installation of barriers to prevent water penetration through excavation or tide variation;
 - Monitoring of settlement in the vicinity;
 - Assessment of the bottom surface of the dry dock to allow the elements to float easily, without them becoming momentarily stuck to the ground;
 - Conducting a test outside the construction site to check whether the available vibrating hammers can remove the profiles of the seaside closing front curtain, considering their execution with a guide with lubricated “Interlocks”.

IMMERSED TUNNEL

1. Trench dredging:
 - Excavation of the trench;
 - Transportation and disposal of the material in accordance with the environmental license;
 - Checking the surface at the bottom of the channel;
 - Checking the stability of the slopes;
2. Construction of precast concrete elements:
 - Monitoring the dimensions of the elements in order to present the weight foreseen in the project;
 - Checking the manufacturing methodology of the curved modules.
 - Monitoring the density and resistance of the concrete with tests carried out on site;
 - Checking the assembly and positioning of forms and reinforcement;
 - Monitoring the concrete compaction process;
 - Monitoring the concrete curing process and possible formation of defects;
 - Evaluation of the installation process of permanent elements (such as joints) and temporary elements (such as apparatus, access shafts, transport handles, supports, water tanks, hydraulic jacks, etc.),
 - Evaluation of the prestressing of the elements, if applicable;
3. Floating and transporting elements:
 - Checking the floating stability of elements, especially curved modules;
 - Checking equipment for transporting elements;
 - Evaluating weather conditions so that the element can withstand specific tide and current conditions;
 - Monitoring the integrity of concrete elements throughout the floating and transport process;
4. Immersion of elements:
 - Checking equipment used for immersing elements;
 - Checking all anchoring points to be used;
 - Evaluating the condition of the bottom of the trench, checking its shape and preparation;
 - Evaluating the lower ballast layer in relation to the surface of the material;

- Monitoring the positioning and immersion (ballast loading) of elements using control systems implemented by the Concessionaire;
 - Monitoring the final concreting and fitting of the element;
 - Evaluating the final position of the element, observing any alignment deviations or differential settlements;
5. Execution of the interlocking and protective embankments:
- Assessment of the quality and quantity of the embankment materials and protective layer, in accordance with the approved project;
 - Monitoring the deposition speed of the embankment material and control of the balance of horizontal loads by deposition on the faces of the elements;
 - Verification of the separation of the different materials used in the embankment and the installation of geotextile blankets, if provided for in the approved project;
6. Final internal adjustments:
- Verification of the installation and filling of the sealing joints (Omega or similar);
 - Monitoring the removal of the bulkheads;
 - Verification of the watertightness of the elements;
 - Monitoring the removal of prestressing, if applicable;
 - Monitoring the installation of passive fire protection;
 - Monitoring the paving, drainage and signaling stages;
 - Monitoring the implementation of equipment and systems.

URBAN ACCESSES

1. Excavation of the land and covering of closed trenches:
 - a. Verification of the stability of the excavation;
 - b. Assessment of watertightness of the trench, checking the lowering of the water table and the installation of barriers to prevent water penetration through excavation or tide variation;
 - c. Monitoring of settlement near the trenches;
 - d. Checking the implementation of joints and bulkheads at the end that will be connected to the submerged tunnel;
2. Evaluating earthworks, containment and foundations;
3. Checking the execution of the engineering works;
4. Monitoring the stages of paving, installation of LRV rail, drainage and signaling;
5. Monitoring the implementation of equipment and systems.

ACCESS BUILDINGS

Evaluating all stages of the process of implementing buildings and building installations.

(e) Monitoring of Works Using BIM Technology

The CONCESSIONAIRE shall include information related to the monitoring of the works in an appropriate BIM model, under the terms and deadlines set forth in APPENDIX E.

1.4. Conclusion

Once the POI and the respective PHYSICAL-EXECUTIVE SCHEDULES have been approved by the REGULATORY AUTHORITY, the dates for completion of each service/investment item shall be met by the CONCESSIONAIRE, considering what is presented in item 1.

Failure to comply with the PHYSICAL-EXECUTIVE SCHEDULE by the CONCESSIONAIRE, or delay in meeting these dates will subject the CONCESSIONAIRE to the penalties provided for in the NOTICE, the CONTRACT and its EXHIBITS.

1.5. “As Built” Documentation

(a) General Provisions

The CONCESSIONAIRE shall present As Built documentation for all works provided for in the CONCESSION, under the terms and deadlines of APPENDIX E.

2. IMPLEMENTATION WORKS

2.1. Basic Concepts

(a) General Provisions

The CONCESSIONAIRE shall be responsible for all measures relating to the provision of services corresponding to the expansion functions, that is, feasibility studies, environmental dimensioning and licensing, studies and projects in accordance with the requirements of environmental licensing, planning, execution of works, installations and implementation of environmental compensation and mitigation measures, assembly of equipment and operating systems and start-up tests, when applicable.

All improvements described in this APPENDIX shall be implemented by the CONCESSIONAIRE, under its responsibility and at its own expense.

Each of these steps will be monitored by the REGULATORY AUTHORITY, and the CONCESSIONAIRE shall maintain a permanent consultation and approval system, including digital availability through the implemented systems, observing the necessary environmental licensing processes with the competent agencies.

The CONCESSIONAIRE shall obtain, at its own expense, a Quality of Works Certificate, in accordance with the rules set forth in APPENDIX E. The CONCESSIONAIRE shall establish an inspection program, monitoring of execution, technological control and quality of services. The costs of developing and implementing the inspection program shall be borne by the CONCESSIONAIRE.

The legal and administrative measures for the Declaration of Public Utility (DUP) for expropriation of the areas necessary for the implementation of any improvement will be the responsibility of the REGULATORY AUTHORITY and the GRANTING AUTHORITY. The CONCESSIONAIRE will be responsible for promoting the necessary actions for implementation, in the administrative and judicial spheres, as well as bearing the costs arising from such procedures.

The identification of minimum improvements, as set out in this item, was developed based on data and projections from the INTERCONNECTION SYSTEM, and is therefore subject to additions after a full analysis that the CONCESSIONAIRE shall carry out to present its PROPOSAL during the TENDER.

Throughout the CONCESSION, new improvements may be dimensioned, requested by the REGULATORY AUTHORITY based on needs. The POI and each current INVESTMENT PLAN may be reviewed, preferably during the ORDINARY REVISIONS, observing the procedures and procedures described in the CONCESSION AGREEMENT, at which time the planning for carrying out the works may be readjusted and/or the need for new investments may be assessed.

The need for any additional works shall be assessed by the CONCESSIONAIRE and submitted for prior approval by the REGULATORY AUTHORITY, including the presentation of an EXECUTIVE PROJECT, in accordance with the rules established in APPENDIX E, and the respective budget, indicating the costs required for implementation, operation and maintenance. The CONCESSIONAIRE shall indicate to the REGULATORY AUTHORITY the exact extent of any imbalance in the economic and financial balance of the CONTRACT that may be generated by the expansion resulting from the need to maintain service levels and PERFORMANCE INDICATORS.

(b) ORDINARY REVISIONS and SISDEMANDA Platform

In accordance with the rules established in the CONTRACT, any readjustment of the INVESTMENT PLAN and the need to make new investments, expansions and improvements may be carried out during the ORDINARY REVISIONS.

In compliance with the provisions of the CONTRACT, the Demand Consolidation document for ORDINARY REVISION, provided for in APPENDIX E, shall be submitted to a public consultation and hearing process, conducted and coordinated by the REGULATORY AUTHORITY together with the CONCESSIONAIRE, which shall be carried out and concluded within the period provided for in item 4 of the EXHIBIT (Deadlines Table) before each ORDINARY REVISION takes place.

Upon completion of this public consultation and hearing process, the REGULATORY AUTHORITY will authorize the CONCESSIONAIRE to prepare and present the EXECUTIVE PROJECTS for the selected investments, expansions and improvements, and the CONCESSIONAIRE shall, within the period provided for in item 4 of the EXHIBIT (Deadline Table) from the authorization and in compliance with the specifications of EXECUTIVE PROJECTS presented in this EXHIBIT, in APPENDIX E and in the regulations of the REGULATORY AUTHORITY, conclude by presenting such EXECUTIVE PROJECTS, as well as the corresponding budgets. After the approval process of the EXECUTIVE PROJECTS and budgets, the INVESTMENT PLAN will be reviewed.

If an event is verified that triggers the economic-financial imbalance of the CONTRACT, due to readjustment or replanning of the current INVESTMENT PLAN and/or identification of the need for new investments, when duly authorized by the REGULATORY AUTHORITY, the PARTIES shall observe and follow the procedure for restoring the economic-financial balance described in the CONTRACT.

The unit cost values to be adopted shall be based on the TPU of DER/SP or the SICRO Table of DNIT, the versions of which shall be the most up-to-date at the time of the investment in question, except in cases where, upon justification and prior authorization by the REGULATORY AUTHORITY, it is necessary to use other national and international price references that may not be available or not compatible with these reference bases.

All improvements to the INTERCONNECTION SYSTEM shall meet the standards specified by the REGULATORY AUTHORITY as well as manuals and technical standards in force at the time of the intervention. In the event of discrepancies in the content of the manuals, standards or specifications, those defined in the most up-to-date documents approved by the REGULATORY AUTHORITY shall prevail, without this being grounds for claiming economic-financial rebalancing of the CONTRACT.

The CONCESSIONAIRE shall evaluate and provide solutions for all interferences between the local infrastructure and the works, such as adaptation of docks and adaptation of existing railway lines. The proposed solutions shall be presented and approved by the competent authorities before their execution, which will be the responsibility of the CONCESSIONAIRE.

2.2. Description, Standards and Specifications

2.2.1. TUNNEL

The TUNNEL connecting the Cities of Santos and Guarujá shall use the construction method of an immersed tunnel. The TUNNEL will be built using a series of prefabricated concrete elements, which will be transported to the bottom of the Santos Estuary channel, where a trench will be dredged and then a landfill will be built. The location for the construction of the TUNNEL shall comply with the coordinates established in EXHIBIT 2.

The minimum parameters and specifications to be considered for the design and implementation of the TUNNEL are presented below.

The minimum horizontal clearance required in the estuary is 220 meters, allowing two ships to pass through the channel at the same time. The minimum depth required for navigation in the area is 21 meters. It should be noted that the CONCESSIONAIRE will not be responsible for dredging the channel to maintain the minimum depth of 21 meters after the execution of the TUNNEL works.

The minimum depth of the channel may be changed during the approval phase of the project premises and before the start of the IMPLEMENTATION WORKS, provided that navigation conditions are ensured, for levels below 21 (twenty-one) meters, subject to approval by the MPOR and the REGULATORY AUTHORITY, in which case the difference between the value provided for in the new

project proposed by the CONCESSIONAIRE and the value contained in EXHIBIT 21, exclusively resulting from the change in depth, shall be rebalanced in favor of the GRANTING AUTHORITY.

The cross-section of the TUNNEL, shown in the image below, shall provide for segregated traffic directions, separated by a central gallery.

The central gallery shall have the following main functions:

- Allow the passage of pedestrians and cyclists during normal operation between the two sides of the crossing;
- Provide an escape route from the TUNNEL in emergency situations; and
- Contain a service gallery for the safe passage of the power transmission line from the Itatinga Power Plant, which currently crosses the Santos Estuary by means of overhead transmission towers.

The CONCESSIONAIRE shall provide for pressurization of the central gallery to prevent the entry of smoke in the event of fires in the TUNNEL. The minimum horizontal and vertical dimensions of the pedestrian and cyclist gallery are 5.0 meters and 3.5 meters, respectively.

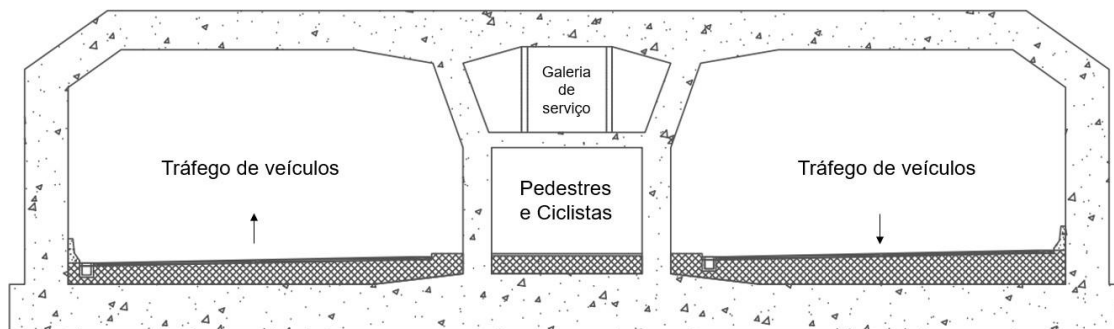


Figure 1 – Cross section of the TUNNEL

Three lanes of at least 3.5 meters in each direction shall be provided, with the inner lane prepared for use by Light Rail Vehicles (LRV) operating in the City of Santos, with the installation of rails embedded in the pavement, so as to initially allow general traffic in these inner lanes, adjacent to the central body of the TUNNEL, until they are used exclusively for the operation of the LRV. To this end, the LRV's stresses shall be considered in the design of the TUNNEL's structure and pavement, such as its own weight, braking, vibration impacts during movement and other stresses specific to this mode of transport. The preparation of these internal lanes for the LRV shall comply with the standards for this type of project of the Santos LRV of EMTU and/or the Santos LRV System Operator, with the final approval of the REGULATORY AUTHORITY. In addition, a minimum refuge of 0.6 meters shall be provided on each side of the vehicle traffic section, with a minimum sidewalk of 1.0 meter on each side of the pedestrian and cyclist gallery. Concrete paving shall be considered inside the TUNNEL.

The minimum free vertical clearance allowed, considering the implementation of all systems in the TUNNEL, is 5.5 meters for vehicle traffic, the maximum permitted ramp is 5% and the design guideline speed is 60 km/h.

For any other geometric parameters that are not calculated directly based on the guideline speed and that are not defined in this EXHIBIT, the standard for Secondary Expressway from the Manual of Geometric Design of Urban Crossings (IPR-740, DNIT) should be considered.

The precast concrete elements should be designed and executed in such a manner that the development of stresses in the section can be controlled so that they never exceed the tensile strength of the reinforced concrete, ensuring the control of cracks and avoiding infiltrations of any kind. Concrete with a minimum strength of 40MPa should be considered for the elements.

The concrete elements should be executed using the chilled concrete method, with the use of coils with chilled water circulation or other similar technology, defined based on specific thermal studies.

The joints between the concrete elements shall be of the GINA type, associated with Omega seals, which should ensure the sealing of the connections between the elements. A cathodic corrosion protection system shall be adopted to protect the exposed metal structure elements of the joints. The

CONCESSIONAIRE may assess the need to install an external membrane to ensure complete watertightness of the concrete elements.

Shear keys shall be provided in the tunnel joints to resist transverse forces and differential vertical movement between the TUNNEL elements and between the individual segments in the case of non-monolithic elements. Shear keys can also play a role in the temporary condition and be used as temporary support in a so-called nose/chin arrangement so that an element rests on the previous element during the immersion process.

Sensors shall be installed to monitor longitudinal and transverse movements and differential settlements in each TUNNEL element.

The elements can be permanently prestressed, in the case of monolithic elements, or temporarily in the case of segmented elements. Segmented tunnel elements shall be temporarily prestressed to secure the tunnel segments together for the purpose of floating, transporting and immersing the element.

The CONCESSIONAIRE shall ensure that the concrete elements of the TUNNEL are designed to float, be transported and immersed using safe techniques. Upward movements shall be evaluated so that the TUNNEL remains stable when deployed.

The quantity of precast elements, their extension, passive and active reinforcement and specifications of the joints and shear keys shall ensure the stability and durability of the TUNNEL in order to resist permanent, variable, temporary and accidental loads, according to the approved EXECUTIVE PROJECT.

Permanent loads shall be considered as a minimum, and not limited to, the weight of the structure, hydrostatic forces, permanent ballast, finishes and fillings. Variable loads include loads from vehicles traveling normally, using the brakes or colliding with the walls of the TUNNEL, and pressure or suction loads due to the movement of air inside the TUNNEL. Although the TUNNEL is underground, seasonal temperature variations should be considered, since expansion or contraction of the structure may be observed. Temperature variations at the site and temperature gradients between the inside and outside of the TUNNEL should be considered, in addition to the thermal study during curing. The load from waves and currents should be considered mainly during the floating and immersion of the elements.

Regarding temporary loads, general buoyancy of the structure, ballast tanks, ballast water inside the tanks, ballast concrete (can be partially installed before floating), lifting towers, among others, can be mentioned. In addition, the project shall consider accidental loads such as flooding of the TUNNEL in cases where, for example, there is a failure in the pumping and drainage system, risk of incompleteness or loss of material from the ballast layer below the structure, sunken ship and sedimentation that reduces the depth to up to 15 meters. Cases in which the situations described above occur will not constitute an IMBALANCE EVENT.

The combination of loads to be considered in the project shall comply with current standards related to immersed tunnels, such as AASHTO, Eurocode or similar standards approved by the REGULATORY AUTHORITY.

The use of lateral backfill to secure the concrete elements shall be foreseen, as well as a ballast layer, executed with the injection of sand pancake or other similar technique, which guarantees the stable and uniform support of the structure on the channel bed. A protective layer of at least 2 meters thick, of cracked stone or other similar material, shall be foreseen in the TUNNEL backfill, to protect the concrete structures.

The CONCESSIONAIRE shall carry out hydrological and hydraulic studies that consider rainfall and tidal variations, in order to guarantee that the structure designed for the entrance and the drainage system inside the TUNNEL ensure adequate operating conditions for a recurrence period of 100 years.

After the TUNNEL is built, sensors shall be installed to monitor the horizontal and vertical movement of the precast elements. In addition, passive fire protection shall be provided for the TUNNEL walls.

The precast elements shall be manufactured in a DRY DOCK, with width, depth and geological characteristics that allow the concrete elements to float safely. The CONCESSIONAIRE may propose the location where the DRY DOCK will be built so that the structures can later be used for the construction of URBAN ACCESSES, as long as the locations in EXHIBIT 2 are respected. In the event that this infrastructure is not used, the CONCESSIONAIRE may propose an alternative location near

the construction site.

2.3. URBAN ACCESSES

The connection of the TUNNEL with the urban road system, including the structures considered for the transition of the submerged precast elements to the banks of the channel, will be carried out through the URBAN ACCESSES. The accesses shall provide a quick and safe connection with the urban road system of the Cities of Santos and Guarujá, through tunnels, open trenches, OAEs or other road elements.

The closed and open trenches may be built on-site by excavation or by using diaphragm walls and shoring beams. The water table shall be lowered and barriers installed to prevent water penetration through the excavation or by the variation of the tide. Nearby properties shall be protected and monitored with regard to soil movement.

All buildings shall be registered with details of their condition before the start of construction with technical inspection reports according to the ABNT NBR 16747 standard – Building Inspection: Guidelines, Concepts, Terminology and Procedures. The ABNT NBR 16747 standard applies to any type of building, aiming at a comprehensive inspection based on sensory tests by qualified professionals. The CONCESSIONAIRE will be responsible for the costs and execution of the correction of any damage to the buildings.

For closed trenches near the TUNNEL, the same precautions shall be taken regarding the watertightness of the elements, such as cooling the concrete to control cracks and waterproofing the joints.

In the connection of the TUNNEL with the URBAN ACCESSES, if part of the precast concrete element is above the water level, then the element becomes heavier and exerts greater pressure on the foundation. In these cases, the settlement, the shear transfer between the elements and the force in the Gina joint shall be checked.

For open trenches, special care shall be taken regarding the vertical forces of the water table.

The minimum permitted free vertical clearance is 5.5 meters for vehicle traffic, the maximum permitted ramp is 5% and the design guideline speed is 50 km/h, with a reduction to 40 km/h being accepted in exceptional cases.

The access ramps and connections to the local road shall comply with the zoning regulations of the municipalities and reduce the number of buildings to be expropriated as much as possible.

The amounts to be paid for the expropriated properties shall be compatible with the value per m² of the surrounding regions, according to local market research supported by expert reports from qualified and experienced engineers, ensuring the right to replacement with a similar home or commercial operation in the same city.

The construction of the loops for the implementation of the LRV and its connection to the TUNNEL road network will not be the responsibility of the CONCESSIONAIRE. However, the URBAN ACCESS project shall provide for this infrastructure, which may be incorporated later through ORDINARY REVISION or carried out by the service concessionaire. The direct connection of the LRV through the TUNNEL shall be guaranteed – without transfers – between the Terminal Porto station (Santos side) and the future station at Praça 14 Bis (Guarujá side), also considering the possibility of implementing a future intermediate station in Vicente de Carvalho, at the height of Rua Nova Esperança (Guarujá side). The Terminal Porto station may be relocated in order to more easily allow the connection of the LRV to the TUNNEL, respecting the minimum radii and maximum ramps that this vehicle requires.

The connection to the Santos road system shall provide for the reorganization of the direction of the streets in the Macuco neighborhood in order to improve the flow of vehicles.

The connections shall be made between Rua Conselheiro Rodrigues Alves and Rua José do Patrocínio, without going beyond the limit of Av. Senador Dantas, so that they are as far away as possible from the buildings that will not be expropriated, thus reducing possible effects of the works on the neighborhood.

The expropriations of properties with fractions of the properties cannot be considered, thus eliminating

the economic loss of the property's function until then.

The redistribution of the flow of vehicles shall be considered by analyzing the connection of light vehicles to the main arterial roads, shown in the following figure. Commercial vehicles shall use the lanes to the right of the TUNNEL and their connection shall be made by a single authorized route, connecting to the Via Perimetral. The other streets in the neighborhood will only be used by trucks originating from or destined for the neighborhood's developments.

The CONCESSIONAIRE shall carry out micro or meso simulations in order to assess the impact on the roads and intersections that connect the TUNNEL to the main arterial roads. Operational improvements should be proposed, such as the installation and programming of traffic lights.



URBAN ACCESSES on the Guarujá side should consider: (i) a direct connection from the TUNNEL to the existing device near the Santos Brasil Terminal (23°57'42.70"S/ 46°17'9.20"W); (ii) a new road system providing two segregated directions of traffic in open and closed ditches between Rua Mato Grosso and Rua Guilherme Guinle, from the TUNNEL to the limit of Rua Duque de Caxias, maintaining the continuity at the same level as Rua Vinte e Quatro de Agosto, Rua São Paulo and Av. Santos Dumont; (iii) a different level connection loop between the road system in item (ii) and Av. Santos Dumont at the height of Praça 14 Bis, for vehicles traveling from Av. Santos Dumont to the TUNNEL; (iv) adjustment of the flow of traffic in the Praça 14 Bis region; and (v) connection with highway SPA-248/055 at km 2.0 (coordinates 23°55'47.05"S / 46°17'3.71"W).

To adapt the flows in the region of Praça 14 Bis, the segregation of the various movements should be assessed, in order to reduce the number of traffic lights at intersections, in addition to the opening of a new road in continuity with Rua Maranhão up to Rua Mato Grosso with access to Av. Santos Dumont. In addition, the following connections to the road system in item (ii) should be planned:

- Exits to Rua Dr. Guilherme Guinle: an access ramp near Rua Treze de Maio, for access to Av. Santos Dumont, with 2 lanes in one direction towards the avenue; and another access ramp at Rua Álvaro Parente (flows for the future municipal road system), with the same geometric characteristics.
- Entrances via Rua Mato Grosso: an access ramp on the stretch between Rua Goiás and Rua São Paulo, also with 2 lanes of traffic; and another access ramp between Av. Guilherme Backeuser and Rua Castro

Alves.

If adjustments and/or implementations are planned on the local road system that do not have a direct connection to the INTERCONNECTION SYSTEM (sections that are not used exclusively for access to or exit from the system), but that will be necessary for the implementation and proper functioning of the URBAN ACCESSES, the CONCESSIONAIRE will be responsible for their construction and, once the works are completed, they shall be transferred to the respective municipalities, which will be responsible for their maintenance and conservation.

The following items are specific requirements regarding the interventions:

Footbridges and OAEs:

The project for the implementation of footbridges and Specific Special Structures (OAEs), in addition to the project involving the structure, shall consider a minimum vertical height of 5.5 meters, a lighting system and pedestrian paths.

For the implementation of OAEs, the current standards, design instructions, ordinances and standards of the REGULATORY AUTHORITY, DER/SP, DNIT, ABNT and, in the absence of these, the internationally recognized standards on the subject shall be observed. The OAEs to be built shall be included in the monitoring and management program containing all Specific Special Structures, as described in EXHIBIT 6.

The footbridges to be implemented shall be illuminated and comply with Class P1 of NBR 5101 or another that may replace and/or complement it. All footbridge installations shall comply with NBR 9050 – Accessibility, NBR 5101 – Public Lighting and NBR 14744 – Steel Posts for Lighting, NBR 6971 – Traffic Safety – Metal Guardrails – Installation, NBR 14885 – Traffic Safety – Concrete Barriers and NBR 15486 - Traffic Safety – Road Containment Devices – Guidelines, and other standards and specifications in force at the time of installation. The project should prioritize the execution (projection) of the ramps in a stacked manner ('U'), stairs for access at both ends, and all the infrastructure for accessibility to the footbridge, lighting, and monitoring through a CCTV system with images centralized in the CCO in real time.

Acceleration and deceleration lanes

The acceleration and deceleration lanes shall have geometric characteristics consistent with the guideline speed of the INTERCONNECTION SYSTEM and its branches, and shall be sized in accordance with IP.DIN/002 or another technical standard that replaces or amends it.

Lighting

The CONCESSIONAIRE shall implement the necessary infrastructure for public lighting, at its own expense, in all sections of the URBAN ACCESSES, and shall implement at least the highest lighting factor provided for in the standard (currently lighting class P1).

The current standards and norms of ABNT NBR 5101 – Public Lighting and NBR 14744 – Steel Poles for Lighting and other relevant standards shall be followed.

The CONCESSIONAIRE will only be responsible for paying the Contribution for the Cost of the Public Lighting Service - COSIP.

Bike lanes

The CONCESSIONAIRE shall implement bike lanes in URBAN ACCESSES in order to guarantee continuity throughout the cyclist's travel route in the TUNNEL.

The design and implementation of cycle paths shall be based on the DENATRAN/CONTRAN Manual, the DER/SP Signaling Manual and the ABNT standards (current) NBR 9050 – Accessibility and NBR 5101 – Public Lighting, NBR 6971 – Traffic Safety – Metal Guardrails – Implementation, NBR 14885 – Traffic Safety – Concrete Barriers, NBR 15486 - Traffic Safety – Road Containment Devices – Guidelines, and other standards and specifications in force at the time of implementation and in the

aforementioned Decree No. 63,881 on December 3, 2018.

Pavement for Pedestrian Circulation

The CONCESSIONAIRE shall implement pavement in URBAN ACCESSES in order to guarantee continuity throughout the pedestrian movement path provided for in the central gallery of the TUNNEL.

Sidewalks shall be at least 1.50 meters (one meter and fifty centimeters) wide and have ramps no higher than 8% (eight percent).

The design and construction of sidewalks for pedestrian circulation shall be based on the standards in force at the time of implementation.

Road containment devices

The CONCESSIONAIRE shall estimate the quantities of services necessary and sufficient for the implementation of flexible and rigid road containment devices (metal barriers, rigid concrete barriers, attenuating devices, shock absorbing devices, and others) in order to comply with the standards in force and relevant at the time of implementation and the provisions of EXHIBIT 6.

The installation and maintenance of retroreflective films on the posts of all flexible road containment devices shall be provided for throughout the CONCESSION TERM, using the same spacing and colors determined in the CONTRAN and DER/SP manuals for the installation of bollards (delineators).

Signaling and auxiliary devices

The CONCESSIONAIRE shall prepare a complete project for vertical and horizontal signaling and auxiliary devices, in order to comply with the standards and specifications in force in the Brazilian Traffic Signaling Manual — CONTRAN, in the Road Signaling Manual — DER/SP and in the pertinent and current ABNT technical standards, in addition to the Institutional Signaling Manual and other Technical Specifications of the REGULATORY AUTHORITY.

All vertical signaling and auxiliary devices installed by the CONCESSIONAIRE shall be included, on their back, with the REGULATORY AUTHORITY registration and the date of manufacture of the signaling, in accordance with the REGULATORY AUTHORITY guidelines.

No vertical signaling, hazard markers or alignment markers may be installed in a paved area characterized as a lane, including islands and fictitious medians, even in a neutral area.

Roundabouts:

Roundabouts shall be sized for a Design Speed of 30 km/h, which results in a minimum radius of 25 meters (twenty-five meters) on the central island, with smaller radii being able to be adopted, if approved by the technical team of the REGULATORY AUTHORITY.

Super elevation with a slope towards the inner edge, a minimum platform width of 10 meters and a maximum ramp of 3% shall be considered. The axes of the entrance branches shall be aligned with the center or to the left of the axis of the central island.

Device branches:

The elements of the device branches shall be sized, at least, for the following design speeds:

- Loop: 34 km/h;
- Semi-directional: 40 km/h;
- Directional: 50 km/h.

The absolute difference between the speeds of the directly interconnected (sequential) branches shall preferably be 10 km/h, with a difference of 20 km/h being acceptable. The maximum ramp of 8%, maximum superelevation of 6% and minimum width of the lane of travel of 6.5 meters shall be respected.

Design Vehicles

The design vehicles shall be defined based on traffic studies approved by the REGULATORY AUTHORITY.

Drainage channel mouths

All drainage channel mouths shall be protected by road containment devices.

2.4. ACCESS BUILDINGS

Access for pedestrians and cyclists to the INTERCONNECTION SYSTEM will be through the ACCESS BUILDINGS, at both ends of the TUNNEL. The CONCESSIONAIRE shall consider the use of fixed stairs, escalators and elevators, in order to comply with current accessibility standards.

The ACCESS BUILDINGS may serve as operational support for the TUNNEL activities, housing generators, transformers, pump rooms and other equipment necessary for its operation.

ACCESS BUILDINGS may be used to house the CCO, as well as for parking operational vehicles and other activities associated with the operation of the INTERCONNECTION SYSTEM.

The ACCESS BUILDINGS may be used to house parking areas for operational and maintenance personnel, together with access to the service building for loading/unloading and for removing or maintaining elements of the facilities and machinery.

Mobile bases of the Military Highway Police of the State of São Paulo shall be provided near the ACCESS BUILDINGS and the TUNNEL entrances on both sides, Santos and Guarujá.

2.5. FACILITIES AND SYSTEMS:

Operational Support Facilities

On the OPERATION START DATE, the CONCESSIONAIRE shall have a CCO, who shall comply with the obligations defined in EXHIBIT 5.

On the date of signing the Provisional Acceptance Term, as set forth in EXHIBIT 10, all equipment in the Operational Support Facilities may not be more than 5 (five) years old, counting from the date of acquisition of the equipment by the CONCESSIONAIRE.

CCTV Traffic Monitoring System

The number of monitoring cameras to be acquired and implemented by the CONCESSIONAIRE shall be sufficient to ensure compliance with the coverage and smart video analysis requirements established in EXHIBIT 5.

The CONCESSIONAIRE shall prepare the project and/or basic plan for implementing the CCTV traffic monitoring system for the INTERCONNECTION SYSTEM, which shall be delivered to and approved by the REGULATORY AUTHORITY. The configuration and parameterization of the intelligent video analysis functionality shall be completed by the CONCESSIONAIRE within 90 (ninety) days after the completion of the implementation of the CCTV traffic monitoring system in the INTERCONNECTION SYSTEM.

Upon completion of each of the implementation stages, the CONCESSIONAIRE shall notify the REGULATORY AUTHORITY, which will perform commissioning tests to verify compliance with the requirements established in EXHIBIT 5 and the current technical specifications of the REGULATORY AUTHORITY.

The presentation of the project and/or basic plan, as well as the implementation of the CCTV traffic monitoring systems, shall comply with the deadlines established in item 4 of this EXHIBIT.

On the date of signing the Provisional Acceptance Term, the equipment shall not be more than 5 (five) years old, counting from the date of acquisition by the CONCESSIONAIRE.

Traffic Sensing System

The Traffic Sensing System shall cover both directions of the TUNNEL and the URBAN ACCESS ramps in order to allow monitoring of the quantitative and qualitative evolution of the vehicle flow of the INTERCONNECTION SYSTEM.

The CONCESSIONAIRE will be responsible for implementing and approving the Traffic Sensing System of the INTERCONNECTION SYSTEM. For this purpose, according to the deadlines established in item 4 of this EXHIBIT (Deadlines Table), the CONCESSIONAIRE shall submit studies with the respective locations for the sensors to be installed and the implementation schedule.

When installing the traffic sensors, the technical specification ET-DOP-GOE-C-TRA-RNS-01/02 - Methodology for Obtaining Traffic Parameters of the REGULATORY AUTHORITY, its revisions or any other technical standard that may replace or amend it, shall be observed. The pavement of the approach and departure areas shall be in accordance with the standards of this specification.

On the date of signing the Provisional Acceptance Term, all equipment of the Traffic Sensing System shall have a useful life of no more than 5 (five) years from the date of acquisition by the CONCESSIONAIRE.

Travel Time Control System

The number of equipment with optical character recognition (OCR) or similar functionality to be acquired and implemented by the CONCESSIONAIRE shall be sufficient to ensure monitoring of vehicle travel time in the TUNNEL.

On the date of signing the Provisional Acceptance Term, the equipment shall not be more than 5 (five) years old, counting from the date of acquisition by the CONCESSIONAIRE.

Fire Detection and Alarm System

The Fire Detection and Alarm System shall include sensor cables to be installed along the entire length of the TUNNEL and in both directions of traffic. In ACCESS BUILDINGS, smoke or thermal velocity detectors shall be positioned, according to the characteristics of the compartment to be monitored and the equipment installed there.

The installation of a properly positioned manual trigger shall be provided, so that it can be activated by an operator in the event of a failure of the automatic detection system, as well as the installation of Audible-Visual Alarm Signalers.

Throughout the CONCESSION TERM, the equipment of the Fire Detection and Alarm System may not be more than 10 (ten) years old.

Variable Message Panel

The CONCESSIONAIRE shall be responsible for the implementation, operation and maintenance of the variable message panel system of the INTERCONNECTION SYSTEM, fully and simultaneously meeting all the requirements established in EXHIBIT 5.

On the date of signing the Provisional Acceptance Term, the equipment shall not be more than 5 (five) years old, counting from the date of acquisition by the CONCESSIONAIRE.

The CONCESSIONAIRE shall acquire 20 new fixed variable message panels (PMV), which shall be installed at strategic points in the INTERCONNECTION SYSTEM.

The CONCESSIONAIRE shall submit to the REGULATORY AUTHORITY the list of proposed locations for the installation of fixed PMVs in the INTERCONNECTION SYSTEM, as well as the implementation schedule, both subject to analysis and approval by the REGULATORY AUTHORITY.

The REGULATORY AUTHORITY may request changes in the locations and/or dates proposed by the CONCESSIONAIRE for the installation of fixed variable message panels, with justification.

Lane marking system.

The CONCESSIONAIRE shall purchase and install LED panels indicating lane use for each lane and direction of traffic in the TUNNEL, in a quantity and position that ensures safety during operation. Each panel will consist of an intelligent control and actuation module interconnected with the Central Processing Unit (CCO).

On the date of signing the Provisional Acceptance Term, the equipment shall not be more than 5 (five) years old, counting from the date of acquisition by the CONCESSIONAIRE.

Automatic barrier system

Each entry point of the TUNNEL will consist of two barriers, one on each side of the lane, interrupting all lanes and shoulders.

On the date of signing the Provisional Acceptance Term, the equipment shall not be more than 5 (five) years old, counting from the date of acquisition by the CONCESSIONAIRE.

Abandonment Signaling System

The CONCESSIONAIRE shall provide for the installation of LED panels to ensure correct communication with the USER, providing guidance on escape routes and indicating the direction of exit from the TUNNEL in emergency situations, using standardized symbols.

On the date of signing the Provisional Acceptance Term, the equipment shall not be more than 5 (five) years old, counting from the date of acquisition by the CONCESSIONAIRE.

User Emergency Communication System:

The User Emergency Communication System via Call Box (intercoms) shall be installed along the entire length of the TUNNEL sections, duly positioned and signaled, with the indication “EMERGENCY TELEPHONE NUMBER FOR USER”. The Emergency Communication System for Users via Call Box will have direct communication with the operator at the CCO.

On the date of signing the Provisional Acceptance Term, the equipment shall not be more than 5 (five) years old, counting from the date of acquisition by the CONCESSIONAIRE.

Megaphones/Speaker System:

The CONCESSIONAIRE shall implement a sound warning system with sound and public address equipment capable of providing guidance to the public with routine, emergency, evacuation and voice alarm calls.

On the date of signing the Provisional Acceptance Term, the equipment shall not be more than 5 (five) years old, counting from the date of acquisition by the CONCESSIONAIRE.

Radio System

The CONCESSIONAIRE shall be responsible for the implementation, operation and maintenance of the radio system of the INTERCONNECTION SYSTEM, fully and simultaneously meeting all the requirements established in EXHIBIT 5.

Immediately after the OPERATION START DATE, the CONCESSIONAIRE shall provide a radio system for communication between operational vehicles, the CCO and other operational facilities of the CONCESSIONAIRE, in compliance with current legislation.

For dimensioning purposes, the following parameters shall be observed in each component of the system:

Fixed Stations:

At least 1 (one) fixed station shall be provided for each fixed point of operation.

Fixed point of operation is understood as the facilities used for coordination or that provide support to operational resources.

Mobile Stations:

At least 1 (one) mobile station shall be provided for each operational vehicle.

Vehicles used to provide towing services, pre-hospital care services, animal apprehension services, fire-fighting services and mechanical rescue services shall be equipped with mobile stations.

Portable Stations:

Sufficient portable stations shall be provided for communication between employees working far from points where there are fixed or mobile stations.

Repeater Stations:

The CONCESSIONAIRE shall install enough repeater stations to ensure communication with all workstations, whether fixed or mobile, throughout the INTERCONNECTION SYSTEM, without any point showing any communication signal failure.

During the CONCESSION TERM, if locations with communication failures are identified, the CONCESSIONAIRE is obliged to adapt the radio system and install more repeater stations, if necessary.

To ensure communication with the Fire Department, a radio frequency communication center shall be available in the region to transmit the radio signal closest to the ACCESS BUILDINGS.

Data Transmission System

The CONCESSIONAIRE will be responsible for the implementation, revitalization, operation and maintenance of the data transmission system in the INTERCONNECTION SYSTEM.

The CONCESSIONAIRE shall complete, according to the deadlines established in item 4 of this EXHIBIT (Deadline Table), the implementation of the data transmission system throughout the extension of the INTERCONNECTION SYSTEM, respectively, fully and simultaneously complying with all the requirements established in EXHIBIT 5.

User Communication System

On the date of signature of the INITIAL TRANSFER INSTRUMENT, the CONCESSIONAIRE shall make available to USERS a provisional 0800 telephone system for direct communication with the CCO.

The CONCESSIONAIRE shall establish the definitive 0800 telephone system, according to the deadlines established in item 4 of this EXHIBIT (Deadline Table), fully and simultaneously meeting all the requirements specified in EXHIBIT 5.

Speed Control System

The CONCESSIONAIRE will be responsible for the implementation, approval, operation and maintenance of the Speed Control System, fully and simultaneously complying with all the requirements established in EXHIBIT 5 of the CONTRACT.

Each fixed speed control point shall be made up of equipment that allows the monitoring and inspection of the speed of all types of vehicles (light, heavy and motorcycles), in all existing lanes on site, simultaneously.

In cases where vehicles are observed using the shoulder to evade inspection, the CONCESSIONAIRE shall implement speed control, including on the shoulder.

For the entire INTERCONNECTION SYSTEM, the CONCESSIONAIRE shall:

(a) install, according to the deadlines established in item 4 of this EXHIBIT (Deadline Table), the fixed speed control points, in order to meet the previously defined dimensioning criteria

To define the location for installing this equipment in the INTERCONNECTION SYSTEM, the CONCESSIONAIRE shall prepare, at its own expense, technical studies considering, at a minimum, the geometric parameters and speed used, in compliance with the established guidelines and technical specifications of the REGULATORY AUTHORITY.

For this purpose, the CONCESSIONAIRE shall comply with the following intermediate deadlines, taking as reference the OPERATION START DATE:

- Submit for analysis and opinion of the REGULATORY AUTHORITY, at least 12 (twelve) months in advance, the technical study with the proposed location of where the fixed speed control equipment will be installed, with the technical justifications for the choice; and

- In the event of a need to review the technical study, it shall be forwarded to the REGULATORY AUTHORITY by the CONCESSIONAIRE within a maximum of 45 (forty-five) days after the request for review.

Any delays in the approval of locations for the installation of equipment resulting from the lack of analysis of the minimum parameters in the study and current legislation, which result in failure to meet the deadline for the installation of equipment, subject the CONCESSIONAIRE to the administrative sanctions provided for in EXHIBIT 11.

The process of implementing the speed control system equipment will only be considered completed by the REGULATORY AUTHORITY after the approval of the speed control equipment by the GRANTING AUTHORITY, with the due publication of the act in the State Official Gazette – DOE.

During the entire CONCESSION TERM, the CONCESSIONAIRE shall maintain in operation at least the quantity of equipment components of the speed control system approved by the REGULATORY AUTHORITY prior to the OPERATION START DATE.

On the date of signing the Provisional Acceptance Term, as set forth in EXHIBIT 10, the equipment shall not be more than 5 (five) years old, counted from the date of acquisition thereof by the CONCESSIONAIRE.

2.6. Construction phase

During the construction works of the TUNNEL, URBAN ACCESSES and ACCESS BUILDINGS, some guidelines shall be considered by the CONCESSIONAIRE.

For the phases of dredging the channel, transporting and immersing the modules, the Plan of needs for restrictions on navigation in the Santos Estuary shall be submitted 60 days in advance, to be approved by the Port Authority of Santos (APS).

Closures or restrictions on navigation in the channel are pre-approved in accordance with the CONVENTION. However, the CONCESSIONAIRE shall seek to optimize the windows of interference to navigation in the channel.

Any period longer than that established in the AGREEMENT shall be agreed directly between the CONCESSIONAIRE, the REGULATORY AUTHORITY and the APS.

The planning submitted in the Plan for navigation restrictions in the Santos Estuary may be updated up to 24 hours in advance, if unfavorable conditions for carrying out activities are expected, due to weather conditions, for example.

In compliance with the obligations of the AGREEMENT and future agreements entered into between the CONCESSIONAIRE, the APS and the REGULATORY AUTHORITY, the CONCESSIONAIRE shall not be responsible for any occurrences resulting from navigation restrictions during scheduled interruptions due to the need to carry out the IMPLEMENTATION WORKS, in accordance with the CONTRACT.

When executing the URBAN ACCESS works, the CONCESSIONAIRE shall, after consultation with the teams from the city governments of Santos and Guarujá, send the REGULATORY AUTHORITY 30 days in advance the Plan for closing and redirecting the flow of vehicles on local roads, seeking to reduce the impact on traffic in the region. The CONCESSIONAIRE will be responsible for signaling the roads, in accordance with the approved plan.

In addition, the Construction Logistics Plan shall be submitted up to 45 days before the start of the works, indicating the areas of the concrete plant, loan and storage of materials in order to foresee the roads to be used in the urban road network that will receive the flow of trucks during the construction phase. This plan shall be approved by the REGULATORY AUTHORITY and foresee intermediate phases according to the progress of the construction work.

2.7. POI Guidelines

According to studies conducted by the REGULATORY AUTHORITY, based on data, projections and current situation, EXHIBIT 21 - EVTE includes the minimum improvements that shall be implemented by the CONCESSIONAIRE, and is subject to additions that are analyzed by the CONCESSIONAIRE for the purpose of presenting a Proposal and for formulating its POI, presented as a condition for signing the CONTRACT. The INVESTMENT PLAN, under the terms of the CONCESSION AGREEMENT, will be subject to adjustments and revisions, preferably in accordance with the ORDINARY REVIEW process.

As a condition for signing the CONTRACT, the CONCESSIONAIRE shall submit the Original Investment Plan, with details in the PHYSICAL AND EXECUTIVE SCHEDULE regarding the INTERCONNECTION SYSTEM. This schedule shall contain details of the investments already planned for the entire CONCESSION period. According to the contractual rules, the Original Investment Plan may be periodically revised, in order to enable the identification of needs and demands for investments not initially planned.

The minimum improvements presented in the POI, based on EXHIBIT 21, shall be executed by the CONCESSIONAIRE within the deadlines set forth in the initial PHYSICAL AND EXECUTIVE SCHEDULE that deals with the investments required for the entire INTERCONNECTION SYSTEM, counting as the starting date the date of signing of the INITIAL TRANSFER INSTRUMENT. In the event of non-compliance or untimely compliance with the final date of the services presented in the POI, the CONCESSIONAIRE will be subject to the incidence of a factor related to the CONCESSIONAIRE's

compliance with the Performance Indicators, as well as the penalties established in the CONTRACT and its EXHIBIT, especially in EXHIBIT 11.

In the presentation of the POI, the CONCESSIONAIRE shall include the effective dates of commencement and completion of services related to the executive phase of the work, excluding deadlines related to project activities, licensing, expropriations, budgets, contracting or other administrative activities.

3. NEW INVESTMENTS

In view of the contractual revisions provided for in the CONTRACT, whether ORDINARY or EXTRAORDINARY, new investments not provided for in the POI may be incorporated into the CONCESSIONAIRE's responsibilities, in accordance with the rules established in the CONTRACT and EXHIBITS. At the end of the revision process, when the decision is made to implement new investments, these shall be detailed in an INVESTMENT PLAN that will also include a PHYSICAL AND FINANCIAL SCHEDULE, which shall present the start and end dates for each work, in addition to intermediate milestones for each construction stage, which shall be included in the schedule at least every six months.

The CONCESSIONAIRE is responsible for obtaining approval of the FUNCTIONAL PROJECTS from the REGULATORY AUTHORITY (when requested), which shall be delivered within the deadlines determined by the REGULATORY AUTHORITY when carrying out studies related to the New Investments.

The EXECUTIVE PROJECTS for the implementation of works may only be submitted to the REGULATORY AUTHORITY after the approval of the respective FUNCTIONAL PROJECTS, both of which shall be prepared by the CONCESSIONAIRE, in accordance with APPENDIX E.

The proposal for the anticipation of works provided for in the POI or current INVESTMENT PLAN, at the initiative of the CONCESSIONAIRE, shall be submitted to the REGULATORY AUTHORITY, which shall, after consulting the GRANTING AUTHORITY, deliberate on its authorization, verifying whether the implementation and the consequent economic-financial rebalancing will be carried out in the context of an ORDINARY REVIEW or EXTRAORDINARY REVIEW, depending on the case.

The CONCESSIONAIRE shall provide written and justified notice of any initial and final delays in the work, including delays in intermediate milestones presented in the INVESTMENT PLAN for New Investments, without prejudice to the analysis and validation by the REGULATORY AUTHORITY regarding the merits.

Before the final approval of the projects, the REGULATORY AUTHORITY may issue recommendations and guide the CONCESSIONAIRE during the process of developing and preparing the projects, including based on the information, data and documents that it has knowledge of through access to SISPROJ, always observing the system provided for in APPENDIX E.

4. DEADLINES TABLE

ACTIVITY	ITEM OF THE EXHIBIT	TERM
Presentation of the Implementation and Development Plan for Projects in BIM Modeling for approval by the REGULATORY AUTHORITY	1.1(a)	Up to 6 (six) months from the date of signature of the INITIAL TRANSFER INSTRUMENT.

ACTIVITY	ITEM OF THE EXHIBIT	TERM
Document consolidating demands for ORDINARY REVISION	3	Up to 3 (three) months from the end of each ORDINARY REVISION CYCLE.
Presentation of the EXECUTIVE PROJECTS selected by the REGULATORY AUTHORITY to compose the ORDINARY REVISION	3	Up to 180 (one hundred and eighty) days from the end of the ORDINARY REVISION CYCLE.
Telephone system, type 0800, Ombudsman and SISDEMANDA	2	Up to 180 (one hundred and eighty) days from the date of signing the INITIAL TRANSFER INSTRUMENT.
Other systems	2	From the OPERATION START DATE