



SPI PROCESS nº 021.00000891/2024-87
INTERNATIONAL COMPETITION No. 02/2024
PPP LOTE ALTO TIETÊ

**EXHIBIT III.C – MANDATORY GUIDELINES FOR COEXISTENCE WITH CPTM, METRO, MRS AND OTHER
CONCESSIONAIRES**

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PART I – GENERAL CONSIDERATIONS

1. OBJECTIVES

- 1.1. The purpose of this EXHIBIT is to establish guidelines for coexistence between the PARTIES to the CONTRACT and third parties who share rights and obligations related to the SERVICES or EXISTING INFRASTRUCTURE.
- 1.2. The rules of coexistence between the parties involved in the execution of services, systems and works will be established by the COEXISTENCE COMMITTEE, whose composition is defined by the CONTRACT, aiming to:
 - i Enable and organize the coexistence between the affected parties during the PRE-OPERATIONAL PHASE and the COMMERCIAL OPERATIONAL PHASE, as applicable, taking into account the existing and already operational infrastructures and facilities and those still being implemented by the aforementioned concessionaires and, therefore, not yet operational;
 - ii To make the schedules of the activities of transfer of EXISTING INFRASTRUCTURE and/or facilities compatible with those of the activities developed in the future for the civil works and systems of the facilities in the Luz, Roosevelt and Engenheiro São Paulo Complexes planned for the LINES, for the AIRPORT EXPRESS SERVICE, and other public equipment being implemented by the other concessionaires;
 - iii Integrate and improve efforts and conditions of work safety, accident prevention and risk management, both in the work environment and for USERS in operational sections;
 - iv Enable guidelines and actions to be adopted to mitigate risks arising from activities in coexistence; and
 - v Develop procedures and rules of coexistence between the parties, whenever necessary, aiming at operational integration, when applicable, detailing the form of

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access, shared use of the facilities and functionalities of the workshops, stations, ticket offices when applicable, changing rooms, bathrooms, pantry and other facilities necessary for the full operation and maintenance of the areas and equipment.

- 1.2.1. In order to comply with the objectives set forth in this EXHIBIT, the following are the guidelines that will guide the coexistence between the GRANTING AUTHORITY, ARTESP, THE CONCESSIONAIRE, CPTM, the METRO, freight service concessionaires and urban mobility on rails, and contractors of any of these, or future concessionaires, as far as each of them is responsible due to the need for operational coexistence, mainly in the interfaces of the execution of civil works, installation of systems, tests, commissioning and maintenance, among others.
- 1.2.2. Such guidelines shall be broken down into detailed procedures after the signing of the CONTRACT, from a meeting to be called by ARTESP and CPTM, for the organization and better development of the services and activities pertinent to the interfaces throughout the period of transfer of the operation of the LINES, observing the performance of the COEXISTENCE COMMITTEE.

2. GENERAL GUIDELINES

2.1. Shared assets will observe the following general guidelines.

- i LINE 11:
 - a. for operational purposes, it is currently defined under the stretch between Luz and Estudantes, and after the PRE-OPERATIONAL PHASE, it will operate between Palmeiras-Barra Funda and Estudantes;
 - b. shares with MRS tracks 3 and 4, in the stretch between Alameda Nothmann and Brás station, tracks 1 and 3, between Brás and the Engenheiro Sebastião Gualberto Substation (SE) and the stretch between km 38+300 and Estudantes;

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- c. shares with the AIRPORT EXPRESS SERVICE tracks 3 and 4, in the stretch between Alameda Nothmann and Brás station, and tracks 1 and 3, between Brás and the Engenheiro Sebastião Gualberto substation;
- ii LINE 12:
 - a. for operational purposes, it is currently defined in the stretch between Brás and Calmon Viana;
 - b. shares with MRS tracks 2 and 4, in the stretch between Brás and the Engenheiro Gualberto substation, and tracks 1 and 2, in the stretch between the Engenheiro Gualberto and Engenheiro Manoel Feio substations;
 - c. shares with the AIRPORT EXPRESS SERVICE tracks 2 and 4, in the stretch between Brás and the Engenheiro Gualberto substation, and tracks 1 and 2, in the stretch between the Engenheiro Gualberto and Engenheiro Goulart substations;
- iii LINE 13:
 - a. for operational purposes, it is currently defined in the stretch between Engenheiro Goulart and Guarulhos Airport;
- iv THE AIRPORT EXPRESS SERVICE:
 - a. for operational purposes, currently, it is defined in the stretch between Palmeiras-Barra Funda and Guarulhos Airport;
 - b. shares the Palmeiras-Barra Funda Station with Line 7 – Rubi, under concession of the Concessionaire TIC Trens S.A - TIC Eixo Norte;
 - c. shares the tracks of LINE 11 and LINE 12 in the sections mentioned in items I and II above, where freight trains operated by MRS also circulate; and

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- d. shares the tracks of LINE 13;
- v In the workshops of Lapa Yard and Pirituba Yard:
 - a. maintenance services are provided for other CPTM lines, in addition to the LINES; and
 - b. shall be shared between CPTM, future concessionaires of the metro-rail service and the CONCESSIONAIRE, under rules to be established by the COEXISTENCE COMMITTEE on the occasion of the effective use of their structures, so that there are no conflicts, including for the displacement of CPTM fleets or future concessionaires, auxiliary vehicles and locomotives, to the facilities of the workshops;
- vi In the Roosevelt Complex, there will be sharing between the CONCESSIONAIRE and CPTM or the future concessionaire of Line 10-Turquesa until the conclusion of the YRD 001, YRD 002 and YRD 003 VENTURES or until the 8th (eighth) year of the CONCESSION.
- vii In the Luz and Engenheiros São Paulo Complexes, trenches will be shared for the maintenance of the ROLLING STOCK under the responsibility of the GRANTING AUTHORITY and/or CPTM due to a contract signed by them, until their final term or subrogation, under the terms of the CONTRACT;
- viii The CCO of CPTM in Brás, under the management of the CONCESSIONAIRE, will remain shared with CPTM, its successor or future concessionaire of Line 10 and/or future passenger rail transportation lines;
- ix The concessionaire must comply with the agreement in force with MRS, attached to EXHIBIT XI.

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- 2.2. The CONCESSIONAIRE, ARTESP, CPTM, METRÔ, the urban mobility service concessionaires on rails, and contractors of any of these, or future Concessionaires, as far as they are responsible due to the need for operational coexistence of the structures to be shared, shall detail the operation interface of the shared stations, defining the responsibilities of each one, observing the provisions of PART II of this EXHIBIT.
- 2.3. In the event of full or partial non-agreement with the agreements necessary for the solution of the interfaces provided for in the items 1.2.1, 1.2.2 and 2.2, it will be up to the PARTIES to attempt resolution and its referrals, adopting, as applicable, the guidelines contained in the Agreement entered into between MRS and CPTM, attached to EXHIBIT XI, and the provisions of the CONTRACT, including the resolutions of divergence in matters related to the CONTRACT.
- 2.4. The coexistence between the CONCESSIONAIRE and MRS shall consider the conditions set forth in the Term of Commitment between SPI, MRS and CPTM and in the Agreement entered into between MRS and CPTM regarding the sections of LINE 11, LINE 12 and the AIRPORT EXPRESS SERVICE mentioned in item 1.2, whose obligations and rights of CPTM shall be subrogated to the CONCESSIONAIRE.
- 2.4.1. To meet the obligation provided for in item 2.3, the CONCESSIONAIRE and MRS may enter into an instrument aimed at regulating other coexistence commitments.
- 2.4.2. Other eventual sharing of cargo and passenger lanes will depend on agreements between the CONCESSIONAIRE and MRS, in compliance with the rules of the CONTRACT and its EXHIBITES for this purpose, and the operational and technical restrictions of the roads must be considered, observing the conditions contained in EXHIBIT III.A.
- 2.5. In the use of the maintenance infrastructure of the Lapa and Pirituba yards and the Luz, Engenheiro São Paulo and Roosevelt Maintenance Complexes, the CONCESSIONAIRE and ARTESP shall comply with the provisions of this clause.

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2.5.1. In the shared use of the facilities of the Lapa and Pirituba yards or the Luz, Roosevelt and Engenheiro São Paulo maintenance complexes, especially considering the movement of trains for the various types of maintenance, and since this movement, in most of the events, should occur with trains of CPTM or future concessionaires, circulating and crossing the tracks of the CONCESSIONAIRE, The procedures must be detailed, duly validated by the COEXISTENCE COMMITTEE, and the following criteria must be observed:

- i It is forbidden for any train or locomotive of CPTM or future concessionaires to share the tracks of the LINE SERVICES, during peak periods, for access/exit from the Lapa and Pirituba yards and the Luz, Roosevelt and Engenheiro São Paulo maintenance complexes;
- ii The preparation of the procedures must consider the least possible impact on the SEAT OFFER PLAN of the LINE SERVICES, and if it does, this impact must be reflected in the calculation of the PERFORMANCE INDICATORS, under the terms of EXHIBIT III.D;
- iii If it is necessary to carry out any adaptation or acquisition of equipment to allow the sharing of the Lapa and Pirituba facilities and the Luz, Roosevelt and Engenheiro São Paulo Complexes, these will be the responsibility of the CONCESSIONAIRE, including observing all relevant labor and environmental standards.
- iv It is mandatory that, on a monthly basis, and at least in advance defined in a specific procedure, the respective schedules for the use of the tracks and ditches of the Lapa and Pirituba Yards and the Luz, Roosevelt and Engenheiro São Paulo Maintenance Complexes be presented and registered in the Maintenance Control System, by the train maintenance supervisors of the CONCESSIONAIRE and/or CPTM. thus overcoming any conflicts that arise when following the procedure to be established between the parties;

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- v These records must be, at least, known to the CCO and the other technical supervisions that use the Yards and Maintenance Complexes;
 - vi CPTM or future concessionaires will be guaranteed access to the roads from km 2+235 to the access to the buildings of the Lapa and Pirituba Yards and the Luz, Roosevelt and Engenheiro São Paulo Maintenance Complexes;
 - vii Except in exceptional circumstances, movements must occur during off-peak hours, that is, during trough hours or at night and weekends;
 - viii The scale of priority in the use of train maintenance tracks and ditches will be in proportion to the fleets that are registered in the schedules, and will be the subject of access meetings, with the participation of representatives of all parties involved.
- 2.5.2. The maintenance areas of the permanent track systems, buildings and electronics of the Lapa Yard shall be shared between the CONCESSIONAIRE, the CONCESSIONAIRE TIC TRENS S.A., and the CPTM or future concessionaires of the metro-rail service, and this sharing shall be delimited, among others, by access restricted to the registered personnel of each company.
- 2.5.3. The processes of access, apportionment of water and energy consumption, expenses with property tax, among other expenses related to the operation of the environments and assets that may be shared, must be agreed upon and detailed in procedures established by the COEXISTENCE COMMITTEE, after the signing of the CONTRACT, as provided for in EXHIBIT III.B.
- 2.5.4. The COEXISTENCE COMMITTEE must record situations involving materials, equipment or goods of people or outsourced companies, seeking to inform those responsible about the sharing of the infrastructure in progress and the proper destination of these goods.

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- 2.6. The CONCESSIONAIRE shall agree to the passage of the TIC Eixo Leste through its roads, provided that it does not cause damage to its COMMERCIAL OPERATION and to the SEAT OFFER PLAN, according to the AUDITOR's assessment and not ARTESP's objection.
- 2.7. In the case of substations shared with other lines, there must be an apportionment of the energy bill based on individualized measurements of each operator, according to agreements to be defined in the COEXISTENCE COMMITTEE, after the signing of the CONTRACT.
- 2.8. In the event that there is field equipment belonging to the RAILWAY SIGNALING SYSTEM shared with other lines, the maintenance activities will be the responsibility of the CONCESSIONAIRE and the apportionment of the costs associated with such activities will be defined according to agreements in the COEXISTENCE COMMITTEE, after the signing of the CONTRACT.

3. REQUIREMENTS FOR THE PREPARATION OF COEXISTENCE PROGRAMS

General considerations

- 3.1. In the implementation of the VENTURES that affect other concessionaires, CPTM or METRÔ, the CONCESSIONAIRE must prepare the respective COEXISTENCE PROGRAM, considering the minimization of the impacts on the USERS and the services provided by the impacted parties, as well as observe the minimum standards necessary for the continuity of the right of way of cargo concessionaires.
- 3.1.1. The COEXISTENCE PROGRAMS will be presented to the COEXISTENCE COMMITTEE.
- 3.1.2. The CONCESSIONAIRE shall be responsible for the release of accesses for the execution of works or maintenance of roads to MRS and its contractors, agreeing on specific procedures prior to the release of such accesses, in accordance with the guidelines established in EXHIBIT III.A, in the Term of Commitment entered into between MRS and SPI and in the Agreement entered into between MRS and CPTM, both contained in EXHIBIT XI.

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3.2. The property security activities of the works and construction sites related to the INTERVENTIONS will be the responsibility of the CONCESSIONAIRE and its contractors.

3.2.1. MRS or other entities that coexist operationally in shared structures of the CONCESSION may request asset security support from the CONCESSIONAIRE in a certain civil work that may be incumbent upon it, provided that it bears its costs and is under its responsibility.

3.3. Eventual situations arising from the performance of the INTERVENTIONS by the GRANTING AUTHORITY will also follow the same guidelines presented herein, and it is the responsibility of the GRANTING AUTHORITY to prepare and present the respective COEXISTENCE PROGRAM and ensure adherence of the conduct of its subcontractors to the guidelines established by the COEXISTENCE COMMITTEE.

3.3.1. It will be part of the COEXISTENCE PROGRAM for the works of the INTERVENTIONS, the regulation of the availability, by the CONCESSIONAIRE, and the form of access by the GRANTING AUTHORITY of the infrastructure necessary to carry out the activities, such as a support area for the storage of materials, toilets and parking of vehicles.

REQUIREMENTS OF THE COEXISTENCE PROGRAM

3.4. In the COEXISTENCE PROGRAMS, the following will be taken into account and agreed:

- i Services to be performed;
- ii Lead time;
- iii Boundaries with operational areas (with or without physical barriers);
- iv Work shifts (day/night, start/end);
- v Identification of the executing companies and their employees;

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- vi Loading and unloading of materials/equipment;
- vii Removal of materials/equipment – removal of debris and remains of materials;
- viii Circulation/activities with labor within these limits;
- ix Routine for requesting access (forwarding, form, and other steps of the procedure);
- x Safety of PASSENGERS and passers-by;
- xi Worker safety;
- xii Safety of materials for activities (guard and surveillance);
- xiii Minimum times for mobilization and demobilization;
- xiv Follow-up, monitoring and others that are necessary for the best result; and
- xv Other items considered important, by mutual agreement

3.5. Once the schedule for the execution of the activities in coexistence is established, it must be strictly complied with.

Accesses: organization and responsibilities

3.6. In the planning of the COEXISTENCE PROGRAMS, the compatibility of the activities to be carried out in the common work areas and the feasibility of access to these areas must be considered, with a procedure established according to technical criteria and according to the limits of this coexistence. These criteria and limits must be identified and consigned by the parties involved in the transfer of the sections in operation and in areas that, simultaneously with the operation, are still under execution of civil works and systems.

Responsibility and information matrix

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- 3.7. In any operational area, the operator that is in charge of the area considered during the transfer of the operation will be the controller and liberator of the other accesses, and must enable the continuity of the implementation, in obedience and in accordance with the contracts that govern the provision of the metro-rail service, MRS and other concessionaires, which are in force or yet to be formalized.
- 3.8. In case of the need to activate the PAESE, such action must be taken by the CONCESSIONAIRE, and the costs arising from such activation are the responsibility of the operator that has made the demand for use.
- 3.9. Applicants will assume the risks of the activities, within the legal rules, regulations and procedures, being responsible for the occurrences, including damages, in the areas requested for their activities.
- 3.10. At the end of the activities listed in the item 3.4., the areas must be returned in a clean and unimpeded manner, under normal conditions of use. The execution of subsequent complementary works and the implementation of systems in infrastructures in full implementation, under the responsibility of the CONCESSIONAIRE, may imply the need for temporary suspension of the COMMERCIAL OPERATION in sections of track and/or stations. The execution of this temporary suspension must be planned in order to allow an intervention, including on weekends, that generates the least possible impact on the operation and revenues, as well as to preserve the service to PASSENGERS and the circulation of MRS, maintaining the safety requirements of the operation, the facilities and all participants in the intervention activities, communicating ARTESP in advance.
- 3.11. These interventions may require the activation of the PAESE and/or the use of CONCESSIONAIRE personnel whose costs and compensations will be reimbursed by means of rules of coexistence and/or regulations to be formalized between the PARTIES, with the due details of the necessary conditions.

PART II – PHYSICAL-OPERATIONAL DESCRIPTION OF THE STATIONS, CCO AND INTEGRATION
TERMINALS

4. METRO-RAIL INTEGRATION IN KIND

4.1. Integrations in operational stations governed by Agreement No. 087220408100. Agreement No. 087220408100 contained in EXHIBIT XI, signed between METRÔ and CPTM for cooperation and technical-scientific and operational integration with work plans, is under review to enable the adhesion of VIA MOBILIDADE, CONCESSIONÁRIA TIC TRENS S.A and, in the future, the CONCESSIONAIRE, as it deals with the sharing of station areas.

4.1.1. This agreement defines criteria for the apportionment and corresponding reimbursement of maintenance expenses of the equipment and systems installed, as well as the coexistence routines for the operationalization of the integration and common use areas. Work Plan No. 002 of the aforementioned Agreement also regulates the performance of the parties in the stations indicated in 4.1.2.

4.1.2. The provisions of Convention No. 087220408100 must be respected at the following stations:

- i Palmeiras–Barra Funda Station (STA VENTURE 001)
- ii Brás Station (STA VENTURE 004)
- iii Tatuapé Station (STA VENTURE 005)
- iv Corinthians-Itaquera Station (STA VENTURE 006)

4.1.3. At the end of the PRE-OPERATIONAL PHASE, Agreement No. 087220408100 shall be revised, and the CONCESSIONAIRE shall assume the responsibilities defined therein.

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- 4.1.3.1. The Agreement, due to the assumption of the areas and activities by the new CONCESSIONAIRE, shall provide routines for the operationalization of the integrations maintained with the METRÔ, VIA MOBILIDADE, CONCESSIONÁRIA TIC TRENS S.A, CPTM or other service that may be integrated into the services of the stations.
- 4.1.3.2. During the PRE-OPERATIONAL PHASE, the equipment of the stations listed in item 4.1.2, mentioned in Agreement No. 087220408100, will be separated for the service of LINE 11, LINE 12 and the AIRPORT EXPRESS SERVICE, and those that will be under the responsibility of the CONCESSIONAIRE will be identified, whose conditions must be included in the review of the agreement, mentioned in item 4.1.3.
- 4.1.3.3. In the event of the existence of equipment that cannot be separated due to its joint use, the responsibility for maintenance will be with METRÔ, in the unit where it is located, and the CONCESSIONAIRE must assume the pecuniary responsibility proportional to the use of each equipment and reimburse METRÔ for the services provided and/or for the costs incurred.
- 4.1.4. During the period of validity of the CONCESSION, new services that may be proposed by the GRANTING AUTHORITY, which require sharing of platforms and/or roads related to the stations listed in item 4.1.2, shall motivate the revision of Agreement No. 087220408100 or the creation of a new Agreement.
- 4.1.5. Until the signature of said agreement by the CONCESSIONAIRE and while the agreement does not provide otherwise, it shall be incumbent upon METRÔ:
- i The responsibility and execution of all activities (supervision, maintenance, operation, cleaning, security, among others) in the areas of its exclusive use;
 - ii The responsibility and execution of the supervision, maintenance, cleaning and security activities of the shared use area;

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- iii Responsibility for the maintenance of the roof, the hydrant network, the fire pumps and the Fire Detection System of the entire station, including within the areas defined for the CONCESSIONAIRE; and
- iv The responsibility and execution of corrective and preventive maintenance activities of the integration walkway of Brás station, for shared use, and the covering in slabs and gutter over the walkway and mezzanine of access to the platforms of Line 10-Turquesa, LINE 11, LINE 12 and the AIRPORT EXPRESS SERVICE.

4.1.6. Until the signature of said agreement by the CONCESSIONAIRE and while the agreement does not provide otherwise, the CONCESSIONAIRE shall be responsible for:

- i The responsibility and execution of the supervision, maintenance, cleaning and safety activities of the defined area of responsibility of the CPTM, except for the maintenance of roofs, the hydrant network, the fire pumps and the fire detection system, to be performed by METRÔ, as previously explained;
- ii Allow the access of the METRÔ maintenance teams to the operational areas of their exclusive use, keeping them clear of any obstacles, in order to provide access to the equipment;
- iii Allow access to CPTM maintenance teams to the operational areas of Line 10-Turquesa at Brás station, with supervision by the CONCESSIONAIRE's maintenance teams; and
- iv The CONCESSIONAIRE will be responsible for the maintenance of all light panels, lighting systems, among others, which serve the boarding platforms of the SERVICES of Line 10-Turquesa, LINE 11, LINE 12 and the AIRPORT EXPRESS SERVICE, currently under the responsibility of CPTM.

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4.1.7. Figures 1 to 7 indicate the limits of the areas under the responsibility of the CONCESSIONAIRE within the stations listed in item 4.1.2.

4.2. **Stations not served by agreements.** Currently, four stations of the LINES that will be shared by the CONCESSIONAIRE with CPTM or third parties, do not have agreements to discipline the management of spaces, which are:

- i Luz Station (STA VENTURE 003), integration of LINE 11 and AIRPORT EXPRESS SERVICE with Line 1-Azul (SUBWAY), Line 4- Amarelo (VIAQUATRO), Line 10-Turquesa and CPTM service 710.
- ii Bom Retiro Station (STA VENTURE 002), to be built by the CONCESSIONAIRE and will be integrated of LINE 11 with Line 10-Turquesa;
- iii Penha Station, is under construction by METRÔ and will be integrated into Line 3-Vermelho of METRÔ with the services of the future expansion of Line 2-Verde of METRÔ and LINE 11, expected to be completed in 2027, according to EXHIBIT II.D.
- iv Gabriela Mistral Station, to be built by METRÔ, will be the integration of Line 2-Verde with LINE 12, LINE 13 and the AIRPORT EXPRESS SERVICE, with completion scheduled for 2030, according to EXHIBIT II.D.

4.2.1. The CONCESSIONAIRE, METRÔ, VIAQUATRO and CPTM shall prepare agreement(s) and the respective work plans in order to define living areas for the stations listed in the item above.

4.2.1.1. The agreement shall consider that the responsibility and execution of the supervision, maintenance, cleaning and safety activities of the areas under CPTM's responsibility at Luz station and the areas of the future Bom Retiro station will be the responsibility of the CONCESSIONAIRE.

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- 4.2.1.2. The agreement must address (i) aspects of operation, maintenance and distribution of uses and costs of services in the common areas; and (ii) the technical-operational cooperation and integration agreements, work plans in order to define areas of coverage and responsibilities for maintenance and cost sharing related to the transfer areas with METRÔ, CPTM or other concessionaires of the metropolitan system.
- 4.2.1.3. The forms of integration of passengers between the transport services at these stations will be defined by the GRANTING AUTHORITY.
- 4.2.1.4. The agreement must receive the APPROVAL of the INDEPENDENT AUDITOR and no objection from the GRANTING AUTHORITY.
- 4.2.2. Figures 8 to 12 indicate the limits of the areas under the responsibility of the CONCESSIONAIRE within the stations listed in item 4.2.
- 4.3. **CCO.** The CONCESSIONAIRE and CPTM shall prepare agreement(s) and the respective work plans in order to define areas of coexistence in the CCO.
 - 4.3.1. The agreement must consider that the responsibility and execution of the activities of supervision, building maintenance, cleaning and security of the areas under the responsibility of CPTM in the CCO will become the responsibility of the CONCESSIONAIRE.
 - 4.3.2. The agreement should address aspects of operation, maintenance and distribution of uses and costs of services in the common areas.
 - 4.3.3. The agreement must receive the APPROVAL of the INDEPENDENT AUDITOR and no objection from the GRANTING AUTHORITY.

5. INTEGRATION WITH BUS TERMINALS, BIKE RACKS AND PAESE AGREEMENT

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- 5.1. **Bus terminals.** The CONCESSIONAIRE shall maintain understandings and enter into coexistence agreements that define the terms of cooperation and operational integration with the respective municipalities and with operators of the bus terminals, if applicable, with the consent of ARTESP.
- 5.2. **Bike racks.** On the LINES there are bike racks attached to the stations whose activities of supervision, maintenance, operation, cleaning, security, property surveillance, among others, will be the full responsibility of the CONCESSIONAIRE, and must remain in operation during the entire hours of COMMERCIAL OPERATION, in the following stations, without prejudice to the CONCESSIONAIRE's obligation to meet any obligations arising from applicable legislation, including at the municipal level, observing the guidelines and rules provided by ARTESP:

Table 1: Existing bike racks and total parking spaces

LINE	SEASON	NUMBER OF VACANCIES
11	Ferraz de Vasconcelos	136
	Poá	60
	Calmon Viana	84
	Suzano	576
12	USP Leste	270
	Ermelino Matarazzo	196
	São Miguel Paulista	208
	Jardim Helena-Vila Mara	256
	Itaim Paulista	256
	Roman Garden	240
13	Engineer Goulart	274
	Guarulhos-Cecap	192
	Guarulhos Airport	100

Source: CPTM 2023

- 5.2.1. In the new bike racks being implemented by the GRANTING AUTHORITY or that will be implemented next to existing stations, or new stations by the CONCESSIONAIRE, the same criteria addressed in the item above will be applied.

5.3. **PAESE Agreement.** The CONCESSIONAIRE must participate in the PAESE agreement, with the objective of establishing forms of operational cooperation in situations of a preventive, emergency or temporary stoppage of the Urban Transport Systems of the Metropolitan Region of São Paulo and determining the operational procedures, the responsibilities of action and the forms of remuneration of the costs arising from this activity.

6. AGREEMENTS AND INSTRUMENTS ENTERED INTO WITH MUNICIPALITIES, OTHER FEDERATIVE ENTITIES, AUTARCHIES AND OTHERS

6.1. The CONCESSIONAIRE shall comply with the disciplines provided for in the agreements entered into, and in the other instruments included in EXHIBIT XI.

6.2. The CONCESSIONAIRE shall enter into or renew agreements or similar instruments with the respective municipalities located in the layout of the LINES in order to transfer the responsibility for maintenance, conservation, cleaning and lighting to the CONCESSIONAIRE, of the transpositions and works of art, as described in Part 2 of EXHIBIT I, including those that are built or renovated by the CONCESSIONAIRE.

7. SUMMARY TABLE OF INTEGRATIONS

7.1. Summary table of stations with metro-rail integrations and bus terminals:

Existing stations	Line/Service	Municipality	Integrations and notes:
Palmeiras–Barra Funda	11 and Airport Express	São Paulo	LINE 3 – Vermelho of the METRÔ; LINE 8 – Diamond of VIA MOBILIDADE; LINE 7-Rubi (TIC EIXO NORTE); SPTRANS Urban Terminals; EMTU Intercity Terminal; ARTESP Interstate Terminal; and Future integration with TIC TRENS S.A.
Luz	11 and Airport Express	São Paulo	LINE 1 – Azul of the METRO; LINE 4 – Amarelo of VIAQUATRO; and

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Existing stations	Line/Service	Municipality	Integrations and notes:
			CPTM SERVICE 710.
Brás	11, 12 and Airport Express	São Paulo	LINE 3 – Vermelho of the METRÔ; and CPTM LINE 10 – Turquesa; and. CPTM 710 SERVICE
Tatuapé	11 and 12	São Paulo	LINE 3 – Vermelho of the METRÔ; Urban Terminal of the Tatuapé-Sul Metrô of SPTRANS; and Urban Terminal of the Tatuapé-Norte Metrô of SPTRANS.
Corinthians-Itaquera	11	São Paulo	LINE 3 – Vermelho of the METRÔ; Urban Terminal of the Corinthians-Itaquera Metrô of SPTRANS.
Guaianases	11l	São Paulo	SPTRANS South Urban Terminal; and SPTRANS North Urban Terminal.
Suzano	11 and 12 (future)	Suzano	EMTU Urban and Intermunicipal Terminal.
Mogi das Cruzes	11	Mogi das Cruzes	Urban Terminal of the Municipality of Mogi das Cruzes.
Estudantes	11	Mogi das Cruzes	EMTU Urban and Intermunicipal Terminal; and ARTESP Interstate Terminal.
Engenheiro Manoel Feio	12	Itaquaquecetuba	EMTU Urban Terminal.
Guarulhos-Cecap	13	Guarulhos	ARTESP Interstate Terminal.
Guarulhos Airport	13	Guarulhos	EMTU Urban Terminal.

Future seasons	Line / Service	Municipality	Planned integrations:
Bom Retiro	11	São Paulo	CPTM LINE 10 – Turquesa.
Penha	11	São Paulo	LINE 3 – Vermelho of the METRÔ; LINE 2 – Verde of the METRÔ; Urban Terminal of the Penha-Sul Metrô of SPTRANS; and

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Future seasons	Line / Service	Municipality	Planned integrations:
			Urban Terminal of the Penha-Norte Metro of SPTRANS.
Gabriela Mistral	12, 13 and Airport Express	São Paulo	METRÔ LINE 2 – Verde ; and Bus terminal proposed next to the station.
Bonsucesso	13	Guarulhos	Bus terminal proposed next to the station.

PART III – MANDATORY GUIDELINES FOR COEXISTENCE WITH ELETROMÍDIA

8. GENERAL GUIDELINES ON THE ELETROMÍDIA CONTRACT

- 8.1. On February 14, 2020, CPTM entered into the GLOBAL MEDIA AGREEMENT, contained in EXHIBIT XI, whose object is the concession of use of advertising spaces in CPTM trains and stations, comprising static and digital media, including the costs of modernization, implementation, operation, maintenance, conservation, commercialization and administration – CPTM Global Media Project.
- 8.2. The exploitation of media and advertising in the stations of the LINES that are within the scope of the GLOBAL MEDIA AGREEMENT and in the trains that circulate on the LINES during the term of said contract will be carried out by ELETROMÍDIA, unless the CONCESSIONAIRE requests its termination and bears the corresponding costs, as provided for in EXHIBIT XII.
- 8.2.1. If the GLOBAL MEDIA AGREEMENT is not terminated at the request of the CONCESSIONAIRE under the terms of EXHIBIT XII, it shall not be renewed under any circumstances. If the GLOBAL MEDIA AGREEMENT is maintained, the commercial exploitation of media and advertising spaces as of 03/15/2030 will be the exclusive activity of the CONCESSIONAIRE under the terms of the CONCESSION AGREEMENT and its EXHIBITES, especially EXHIBIT XII.
- 8.2.2. The exploitation of media and advertising in the new stations of these lines will be carried out by the CONCESSIONAIRE from the beginning of the COMMERCIAL OPERATION of these stations.
- 8.3. The CONCESSIONAIRE, THE GRANTING AUTHORITY, ARTESP, CPTM and ELETROMÍDIA shall establish rules of coexistence for the exploitation of advertising, observing the following general guidelines:
- i To enable and organize such rules of coexistence, taking into account the spaces available for media exploration and advertising that were previously granted to

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ELETROMÍDIA, observing the guidelines indicated in this Part III and others set forth in the GLOBAL MEDIA AGREEMENT;

- ii To make the access to media and advertising spaces (including monitors) in trains and stations compatible, so as not to interfere with the operation of the CONCESSIONAIRE, safeguarding its use by ELETROMÍDIA, whose media and advertising conditions are foreseen, namely: (a) as for the stations, they are included in the modernization plan and in Exhibites 1, 1A, 2 and 5 to 8 of the Term of Reference of the GLOBAL MEDIA AGREEMENT; and (b) for the trains, the conditions media exploitation and advertising are set forth in Exhibites 3 and 4 of the Terms of Reference of the GLOBAL MEDIA AGREEMENT; and
- iii Consider guidelines and actions to be adopted by the parties, aiming at mitigating risks arising from the activities of the contracts involved in a cohabitation regime.

8.4. Any disagreements between the PARTIES may be submitted to the means of dispute resolution, under the terms of the AGREEMENT.

8.5. The COEXISTENCE COMMITTEE, with the participation of the third party contractor, shall detail the conditions of coexistence regarding the access interface in the stations of the LINES in a term of coexistence, defining the conditions and responsibilities of the third party contracted in relation to the expenses that will be generated with energy consumption and cleaning, if applicable, in the same way as those that will be applied to the tenants of the CONCESSIONAIRE, also involving the conditions of possible reciprocal compensation arising from damages to goods and facilities related to media and advertising activities and the media and advertising media themselves, and the matter must be submitted and appreciated by ARTESP.

9. STAKEHOLDERS'S RESPONSABILITIES

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- 9.1. Any non-compliance with the rules of coexistence, established in this part III, which results in the non-compliance, by ELETROMÍDIA, of its obligation to reimburse the CONCESSIONAIRE for the expenses generated, among others, with energy consumption and cleaning, will result in the reimbursement of the CONCESSIONAIRE by CPTM, having seen a contract signed by the latter with ELETROMÍDIA, observing the rules established in the rules of coexistence as to the term for the effectiveness of the reimbursement and the form of its collection, being ensured, in any case, the right of return to the CPTM.
- 9.2. The CONCESSIONAIRE is responsible for all technical losses that it causes and that give rise to an impact, or that may prevent, in whole or in part, the fulfillment of the GLOBAL MEDIA AGREEMENT, provided that they are duly proven by CPTM, and approved by the COEXISTENCE COMMITTEE, including the corresponding amounts of compensation to CPTM, as well as any loss of profits of CPTM caused by early termination of the GLOBAL MEDIA AGREEMENT, by means of rules to be defined by the COEXISTENCE COMMITTEE.
 - 9.2.1. The CONCESSIONAIRE cannot be held responsible in case of unavailability of the advertising contained in the trains for any error, failure or omission attributable to ELETROMÍDIA.
- 9.3. As guidelines for access to the trains and stations of the LINES, the rules of coexistence, which will be signed between ARTESP, THE CONCESSIONAIRE, CPTM and ELETROMÍDIA, must contemplate the following obligations:
 - 9.3.1. Observe the space and quantity of equipment (such as monitors and digital panels) already made available to ELETROMÍDIA, duly regulated in the Term of Reference of the GLOBAL MEDIA AGREEMENT, including minimum footage and the possibility of addition, part – "Inventory Available for Concession" (Exhibites 1 and 1 to 8 of the Term of Reference of the GLOBAL MEDIA AGREEMENT), ensuring the footage and quantities quoted for media and advertising, even during periods when there are works in the stations or replacement of trains, always preserving the operational needs of the CONCESSIONAIRE, always motivated and justified;

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- 9.3.2. The CONCESSIONAIRE shall guarantee the access and performance of ELETROMÍDIA's employees and those hired by it for the scheduled services of: implementation, operation, maintenance and conservation of media and advertising spaces and equipment;
- 9.3.3. Inclusion of conditions for verification, by the CONCESSIONAIRE, of the equipment installed by ELETROMÍDIA, communicating to it and to CPTM the occurrence that may:
- i impair the movement of PASSENGERS;
 - ii causing damage to the public good;
 - iii endanger the physical integrity of the PASSENGERS or employees of the CONCESSIONAIRE;
 - iv interfere with the COMMERCIAL OPERATION, being certain that ELETROMÍDIA will be responsible for repairing, correcting, removing, reconstructing or replacing, at its own expense, in whole or in part, the media and advertising areas and equipment in which there are vices, defects or inaccuracies resulting from the execution or materials used, and will be liable for damages caused directly to third parties or to the CONCESSIONAIRE, regardless of the proof of their fault or willful misconduct in the execution of the GLOBAL MEDIA AGREEMENT, under the terms defined therein. The CONCESSIONAIRE's activity regarding the verification of the services related to the GLOBAL MEDIA AGREEMENT will be exclusively focused on the aspects of safety and integrity of people and goods;
 - v provision by the CONCESSIONAIRE of all necessary information related to the spaces, including reservations and information on the scale and circulation of train compositions, for the implementation of equipment in stations, static media, internal and external stickers of trains, operation of uploading digital media content on train and station monitors, such as, but not limited to: energy capacity, structural conditions and hydraulic installations, with a view

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to the necessary surveys by ELETROMÍDIA, freeing it for the execution of the media and advertising project, in the respective space, and the CONCESSIONAIRE shall grant, after the project is made available by ELETROMÍDIA, the non-objection related only to the issues of operational interference, observing the following:

- a. After the request for release of the area, the CONCESSIONAIRE will have a period of up to five (5) business days to provide the information listed in the manner exemplified in item iv; and
- b. In possession of the information, ELETROMÍDIA will prepare the project which, after delivery to the CONCESSIONAIRE, must receive the non-objection, as to the aspects of operational interference, within five (5) business days.

9.3.4. The CONCESSIONAIRE shall call ELETROMÍDIA whenever technical complications are found that in any way may affect the normality of the SERVICE GRANTED with regard to the operation of the media and advertising equipment, and shall allow its immediate access to the site, aiming at the resolution of the verified intercurrent, outside the period of scheduled services, mentioned in item ii of this item. ELETROMÍDIA shall immediately promote the reestablishment, respecting the deadlines set forth in items 5.5, 5.6 and 5.7, contained in Exhibit I of the Term of Reference of the GLOBAL MEDIA AGREEMENT.

- i Authorization, by the CONCESSIONAIRE, of free access to CPTM employees, in the exercise of inspection of the spaces and equipment installed on the LINES, in accordance with the conditions of the modernization plan and Exhibites 1, 1A to 8 of the Term of Reference mentioned above and other conditions contained in the GLOBAL MEDIA AGREEMENT, observing the provisions of Exhibit XII.A;

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- ii That the CONCESSIONAIRE may not object to the layout of campaigns to be displayed, provided that they are previously approved by CPTM and/or GRANTING AUTHORITY;
 - iii That the CONCESSIONAIRE may not object to the use of new technologies, formats and projects of monitors and digital panels or other forms of media and advertising that arise during the term of the GLOBAL MEDIA AGREEMENT, provided that they are previously approved by CPTM and/or the GRANTING AUTHORITY and that do not compromise its COMMERCIAL OPERATION;
 - iv That ELETROMÍDIA shall communicate to CPTM the making of requests to the CONCESSIONAIRE, regarding access to the trains and stations of the LINES for installation, maintenance and/or alteration of campaigns or equipment;
- 9.3.5. The CONCESSIONAIRE shall inform, by copy, CPTM of all communication directed to ELETROMÍDIA in matters within the scope of the GLOBAL MEDIA AGREEMENT;
- 9.3.6. That ELETROMÍDIA, as provided for in Exhibit I of the Term of Reference of the GLOBAL MEDIA AGREEMENT, item 3.3, shall reimburse the CONCESSIONAIRE on a monthly basis for the consumption of electricity spent on digital media, and for this purpose, it must exercise the manner regulated in the item above;
- 9.4. For the train sticker services, set forth in item 3.2.1 of Exhibit I of the Term of Reference of the GLOBAL MEDIA AGREEMENT, the CONCESSIONAIRE and its operational team will offer no objection, considering the following conditions:
- i program and collect the train for inspection, installation of stickers, removal of stickers, rework or repairs;
 - ii there will be no movement of the train during the execution of the services by ELETROMÍDIA;

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- iii keep the sticker train in operation throughout the disclosure period informed by ELETROMÍDIA. If it is necessary to collect the adhesive train to meet the demands of preventive and/or corrective maintenance, the CONCESSIONAIRE must inform ELETROMÍDIA, indicating the reason, place, time of collection and estimated time for returning the train for OPERATION;
- iv indicate another train, with the same characteristics, when the selected train has a maintenance stop already scheduled in the medium or short term;
- v instruct ELETROMÍDIA's adhesive team as to compliance with its regulations and internal standards, so that it can carry out the work; and
- vi the CONCESSIONAIRE, at its discretion, may appoint employees to: (a) accompany the representatives of CPTM and ELETROMÍDIA in the inspection prior to the installation of the stickers; and (b) in the installation and uninstallation of the stickers, to guide the ELETROMÍDIA team about the parts and features of the train that will have to be preserved during the work. If the CONCESSIONAIRE does not appoint representatives to monitor the work, it cannot question the integrity and content of the inspection report, as well as the integrity of the trains when installing and/or uninstalling the stickers.

9.5. When there is a sticker of trains, the visual identity of the CONCESSIONAIRE may be temporarily suppressed, and it is the responsibility of ELETROMÍDIA to return such identification whenever there is no external media or advertising on the trains, committing to compensate for any damage to the trains, under the terms of item 5.5.1.3 of Exhibit I of the Term of Reference of the GLOBAL MEDIA AGREEMENT, as well as by cleaning the glue. The assets (media spaces, advertising and equipment) will be for exclusive commercial use and exploitation by ELETROMÍDIA while the GLOBAL MEDIA AGREEMENT is in force.

9.6. The CONCESSIONAIRE will be informed whenever the media, advertising and equipment assets are updated and/or modified by CPTM, as well as the installation schedule of the items contained in the GLOBAL MEDIA AGREEMENT.

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9.7. ARTESP and CPTM may designate representatives to act as interlocutors of the rules of coexistence defined in this Part III, subject to their respective competences. The CONCESSIONAIRE, likewise, must designate a representative to act in the same way.

9.8. If the CONCESSIONAIRE is interested in the use of the media and advertising spaces, it must necessarily negotiate with ELETROMÍDIA, considering that it is an exclusive activity and there is a rule present in the contract between CPTM and ELETROMÍDIA regarding the spaces used.

10. CHARACTERISTICS OF THE TOURIST EXPRESS

10.1. The passage section of the TOURIST EXPRESS corresponds to the route between Luz station and Mogi das Cruzes station:

OUTBOUND: origin at Luz station and terminal at Mogi das Cruzes station;

RETURN: origin at Mogi das Cruzes station and terminal at Luz station.

10.2. The CPTM or delegate company is authorized to operate two trains, one in the outward direction and the other in the return direction, on one of the routes defined in this item above, on Saturdays, Sundays, holidays and holiday amendments, entering the CONCESSION AREA in the morning (between 8 am and 12 pm) and departing on the same day, in the afternoon (between 12 pm and 5 pm).

10.3. CPTM or the delegating company shall communicate to the CONCESSIONAIRE, at least thirty (30) days in advance, the schedule of the itinerary, defined in item 10.1.

10.4. The circulation of the TOURIST EXPRESS may be carried out through the most convenient routes indicated by the CONCESSIONAIRE, in the CONCESSION AREA.

10.5. The speeds and travel times of the TOURIST EXPRESS must be compatible with the geometric profiles of the permanent track, ensuring operational safety.

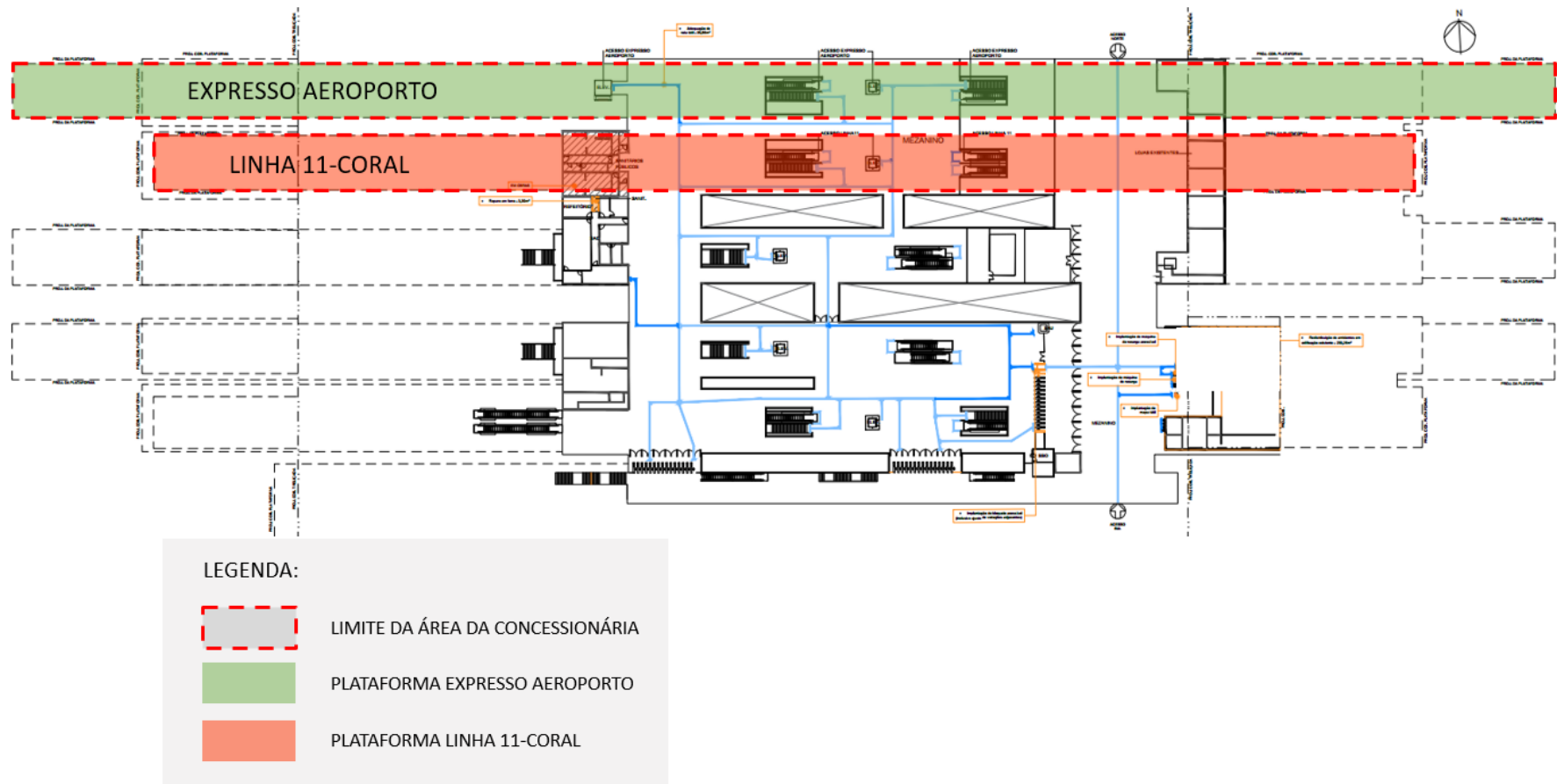
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- 10.6. The sharing of roads with TOURIST EXPRESS may not harm the fulfillment of the SEAT OFFER PLAN of the CONCESSIONAIRE.
- 10.7. The maintenance and operation of the train, consisting of locomotive(s), passenger car(s) and bicycle wagon, as well as the boarding and disembarking of passengers, will be the responsibility of CPTM or the delegating company, and will be carried out at Lapa Yard in the current facilities, which will not be shared with the CONCESSIONAIRE.
- 10.8. After the disembarkation of the passengers, the TOURIST EXPRESS must be parked on the disembarkation platform or in a place of better convenience indicated by the CONCESSIONAIRE, in the CONCESSION AREA, which must provide support rooms for the CPTM or delegate company's equipment. In the event that CPTM or the delegating company builds specific branches for the parking of the TOURIST EXPRESS, the CONCESSIONAIRE must allow its interconnection to its roads.
- 10.9. On land outside the CONCESSION AREA and contiguous to the parking lane indicated by the CONCESSIONAIRE, as described in item 10.8 the GRANTING AUTHORITY, CPTM or its delegate may build a station or platform for boarding and disembarking passengers of the TOURIST EXPRESS.
- 10.9.1. In the case of implementation of the TOURIST EXPRESS station or platform mentioned in the previous item, specific conditions of coexistence procedures must be established to be agreed between the CONCESSIONAIRE, the Municipality of Mogi das Cruzes and CPTM, with submission to the COEXISTENCE COMMITTEE, ARTESP and consent of the GRANTING AUTHORITY.

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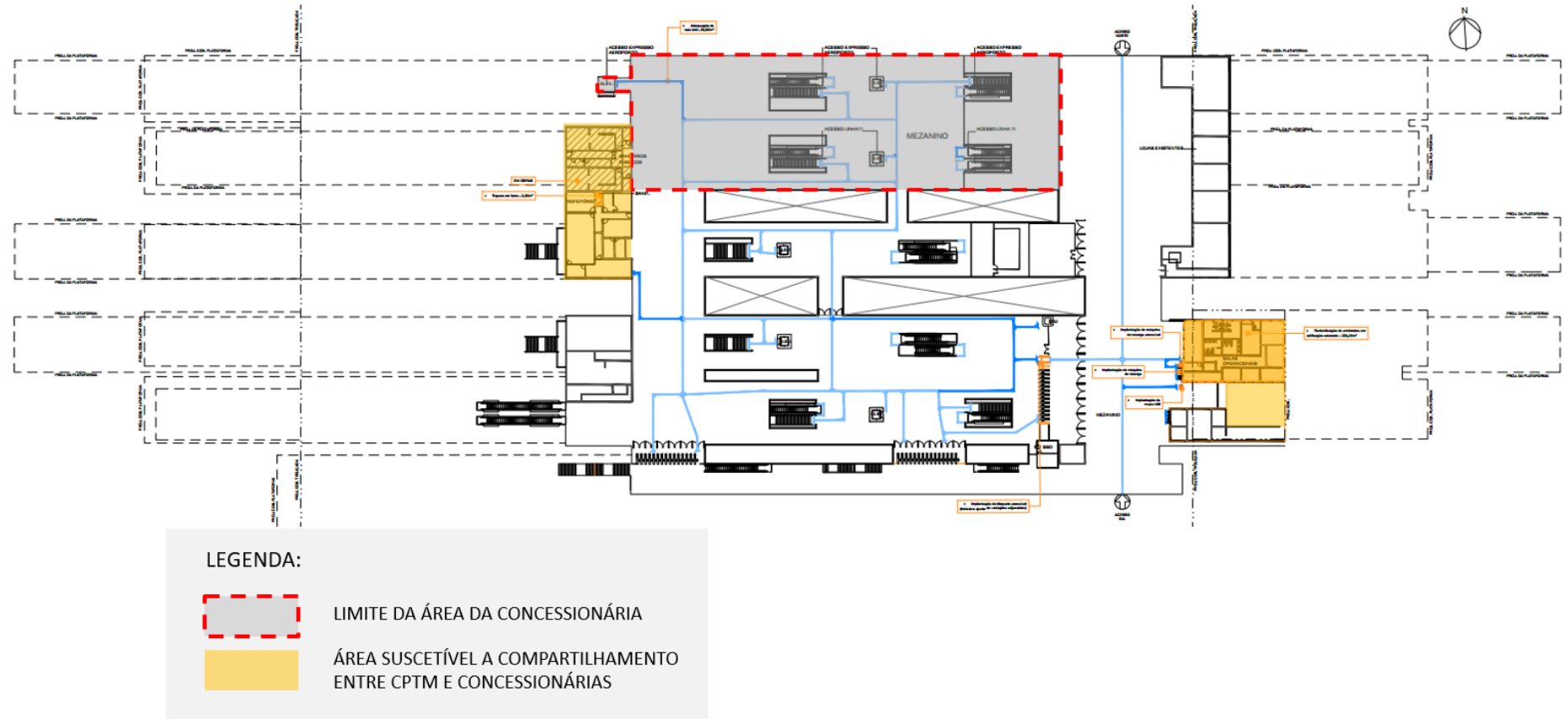
FIGURES

Figure 1: Palmeiras-Barra Funda Station - Platforms



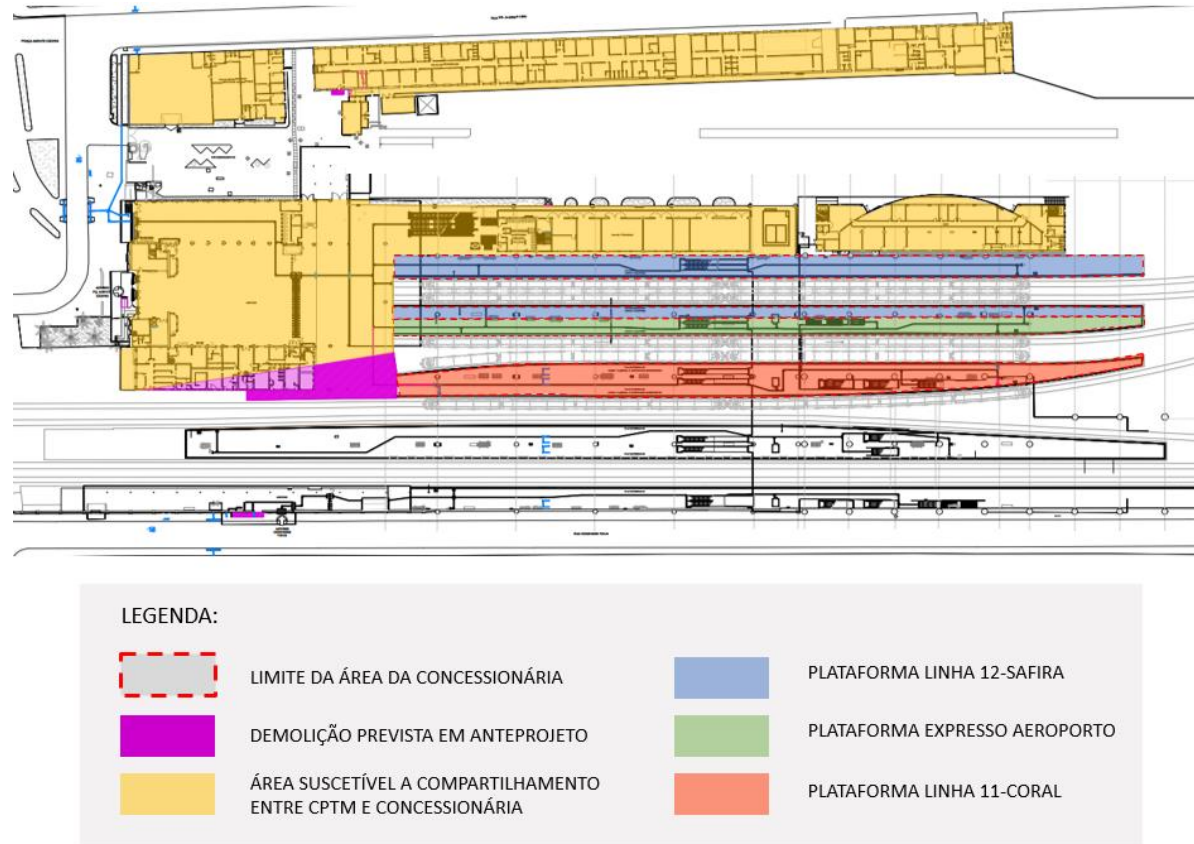
Source: Preliminary design of the Palmeiras-Barra Funda station. Non-binding preliminary projects

Figure 2: Palmeiras-Barra Funda Station – Upper Mezzanine



Source: Preliminary design of the Palmeiras-Barra Funda station. Non-binding draft bills.

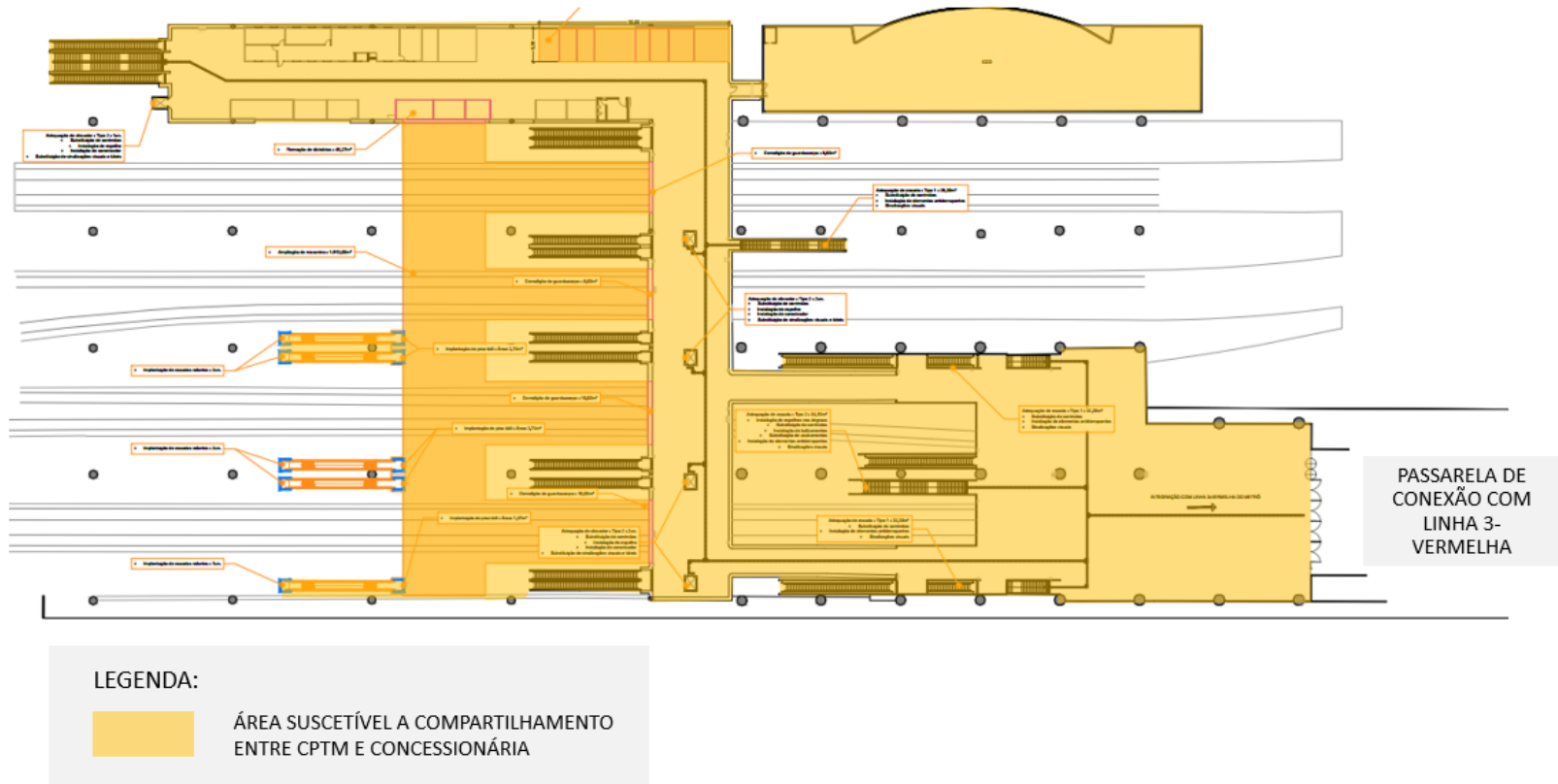
Figure 3: Brás Station – Platforms



Source: Preliminary project of the Brás station.

Figure 4: Brás Station – Upper Mezzanine

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Source: Preliminary project of the Brás station. See non-binding projects.

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Figure 5: Tatuapé Station – Implementation

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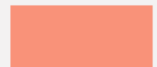
LEGENDA:



LIMITE DA ÁREA DA CONCESSIONÁRIA



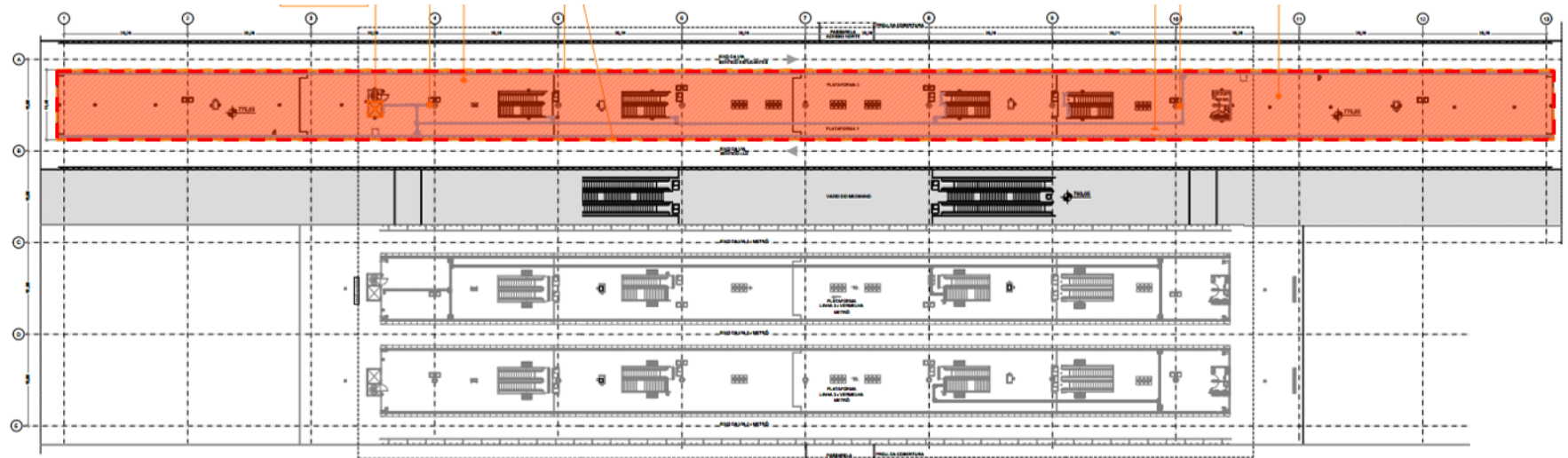
PLATAFORMA LINHA 12-SAFIRA



PLATAFORMA LINHA 11-CORAL

Source: Preliminary project of the Tatuapé station. Non-binding draft bills.

Figure 6: Corinthians-Itaquera Station – Platforms



LEGENDA:



LIMITE DA ÁREA DA CONCESSIONÁRIA



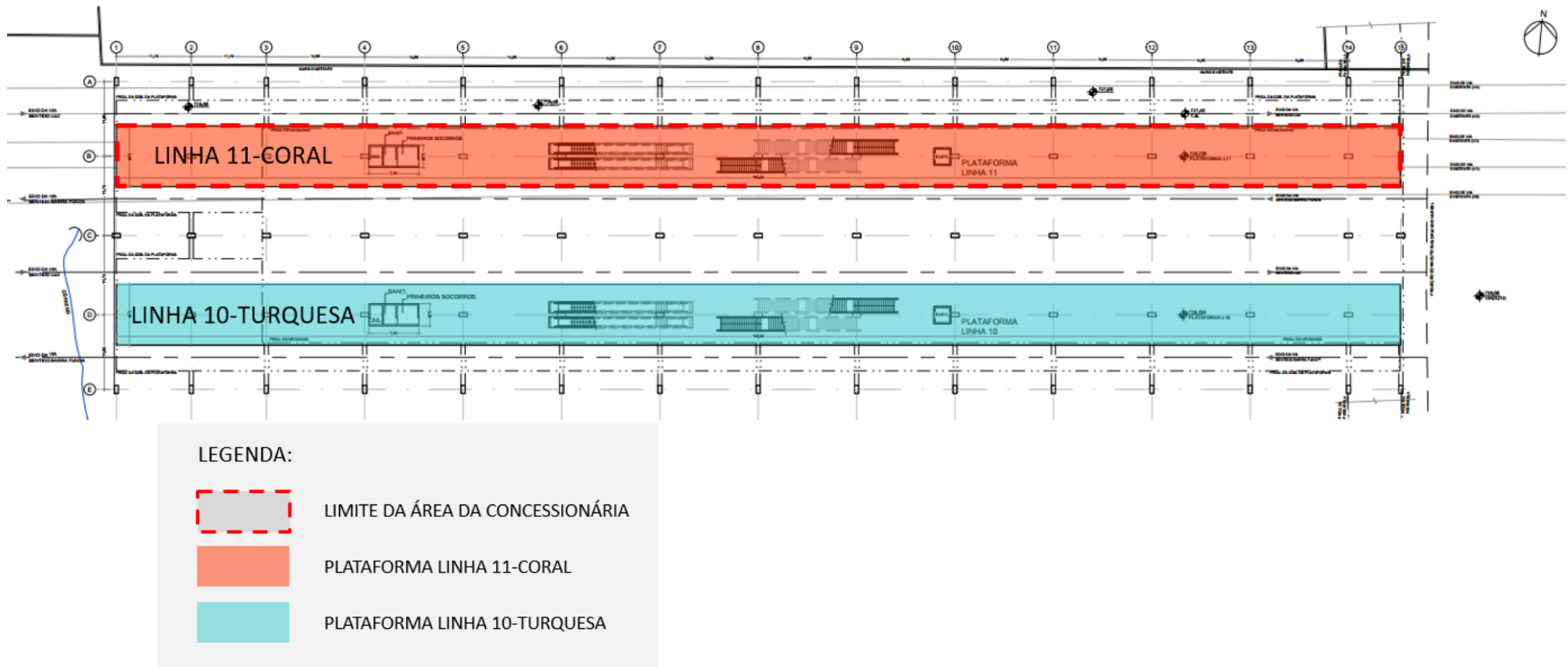
PLATAFORMA LINHA 11-CORAL

Source: Preliminary design of the Corinthians-Itaquera station. Non-binding draft bills.

LIMITE DA ÁREA SOB RESPONSABILIDADE
DA CONCESSIONÁRIA

EXHIBIT III.C - MANDATORY GUIDELINES FOR COEXISTENCE WITH CPTM, METRO, MRS AND OTHER CONCESSIONAIRES

Figure 8: Bom Retiro Station – Platforms

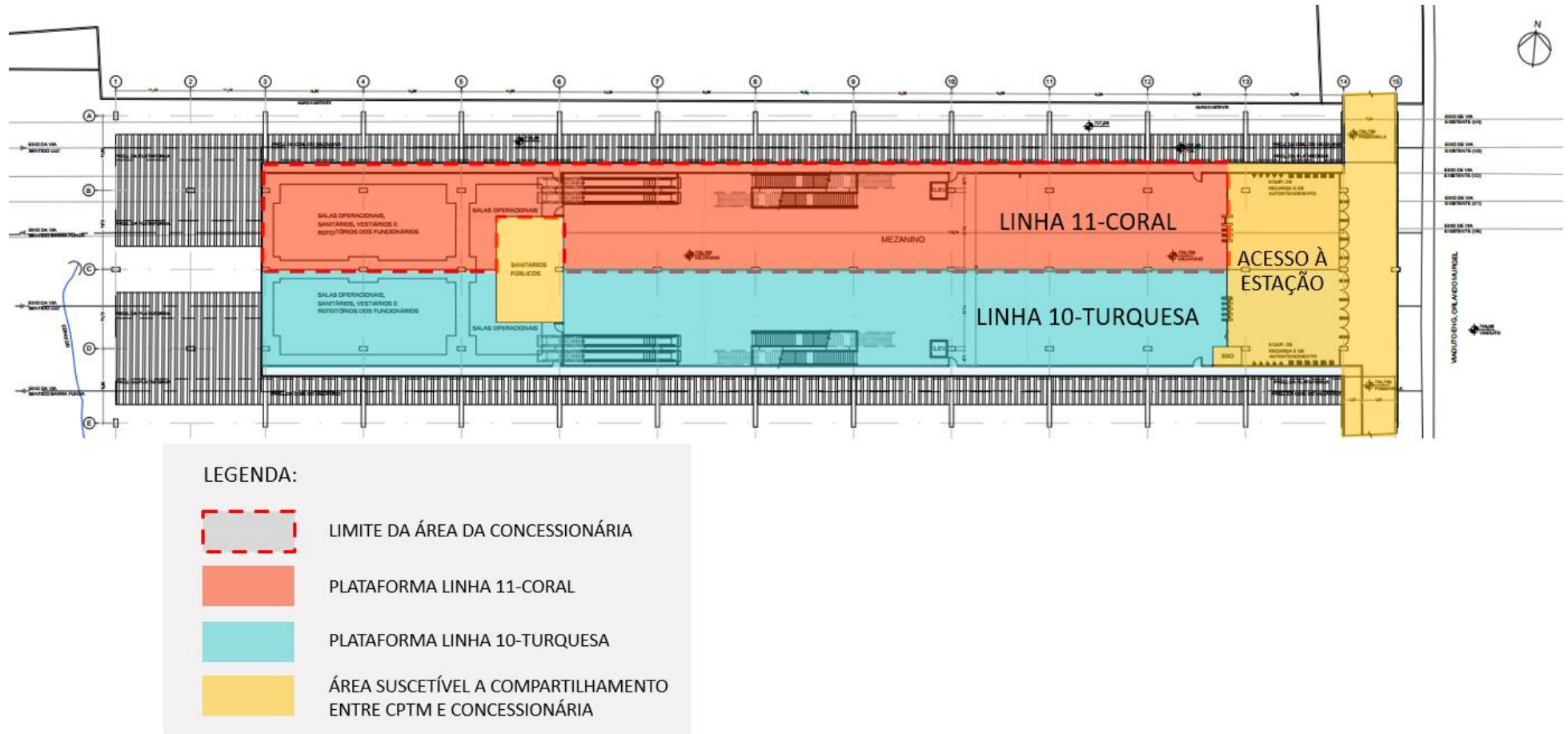


Source: Source: Preliminary project of the Bom Retiro station. Non-binding draft bills.



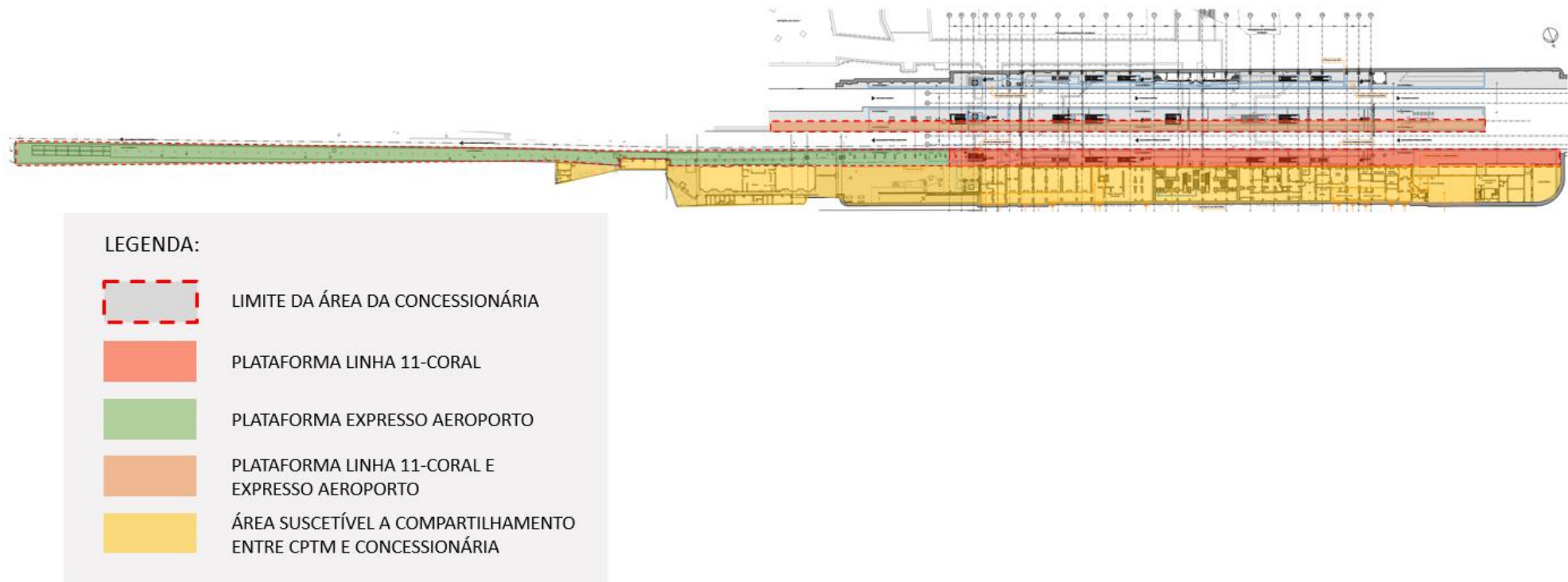
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Figure 9: Bom Retiro Station – Mezzanine



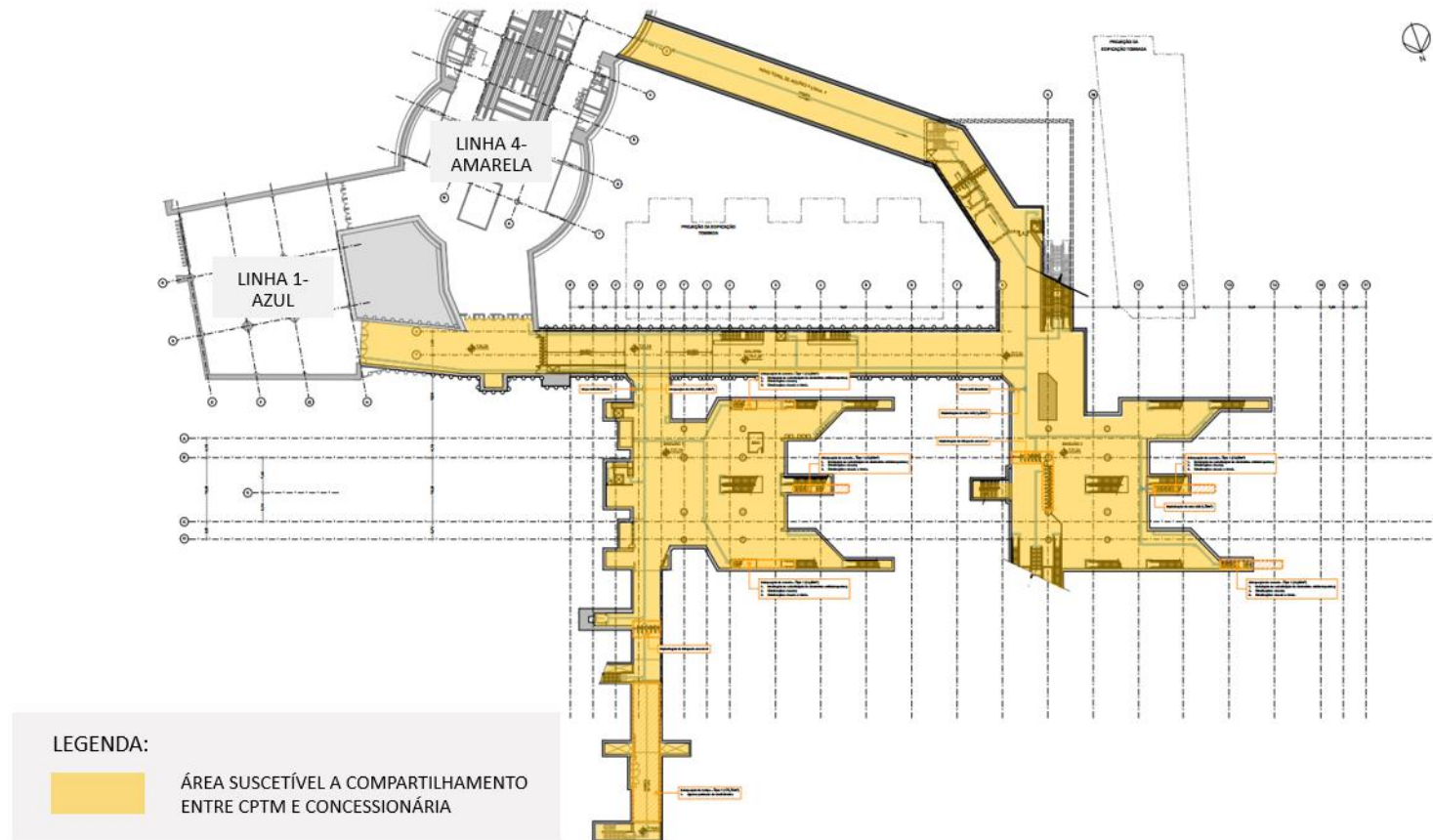
Source: Preliminary project of the Bom Retiro station. Non-binding draft bills.

Figure 10: Light Station – Platforms



Source: Preliminary project of the Luz station. Non-binding draft bills.

Figure 11: Light Station – Lower Mezzanine

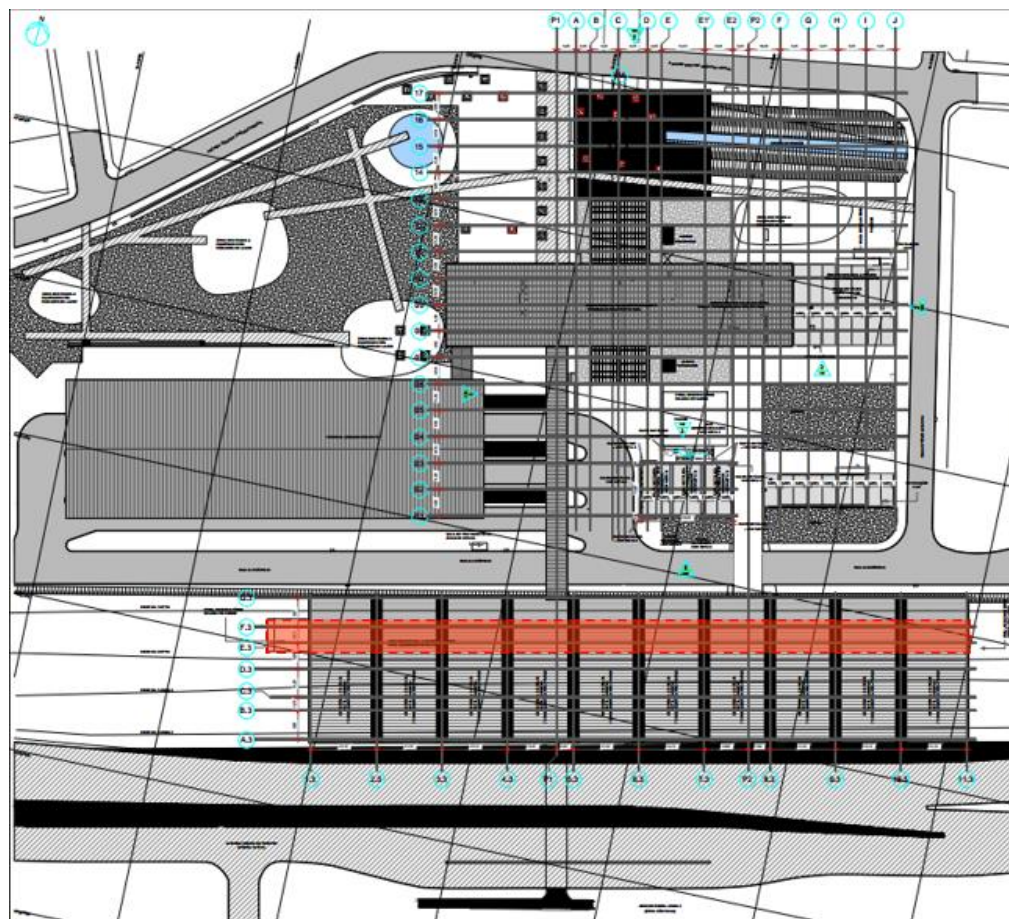


Source: Preliminary project of the Luz station. Non-binding draft bills.



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Figure 12: Penha Station – Implementation



LEGENDA:



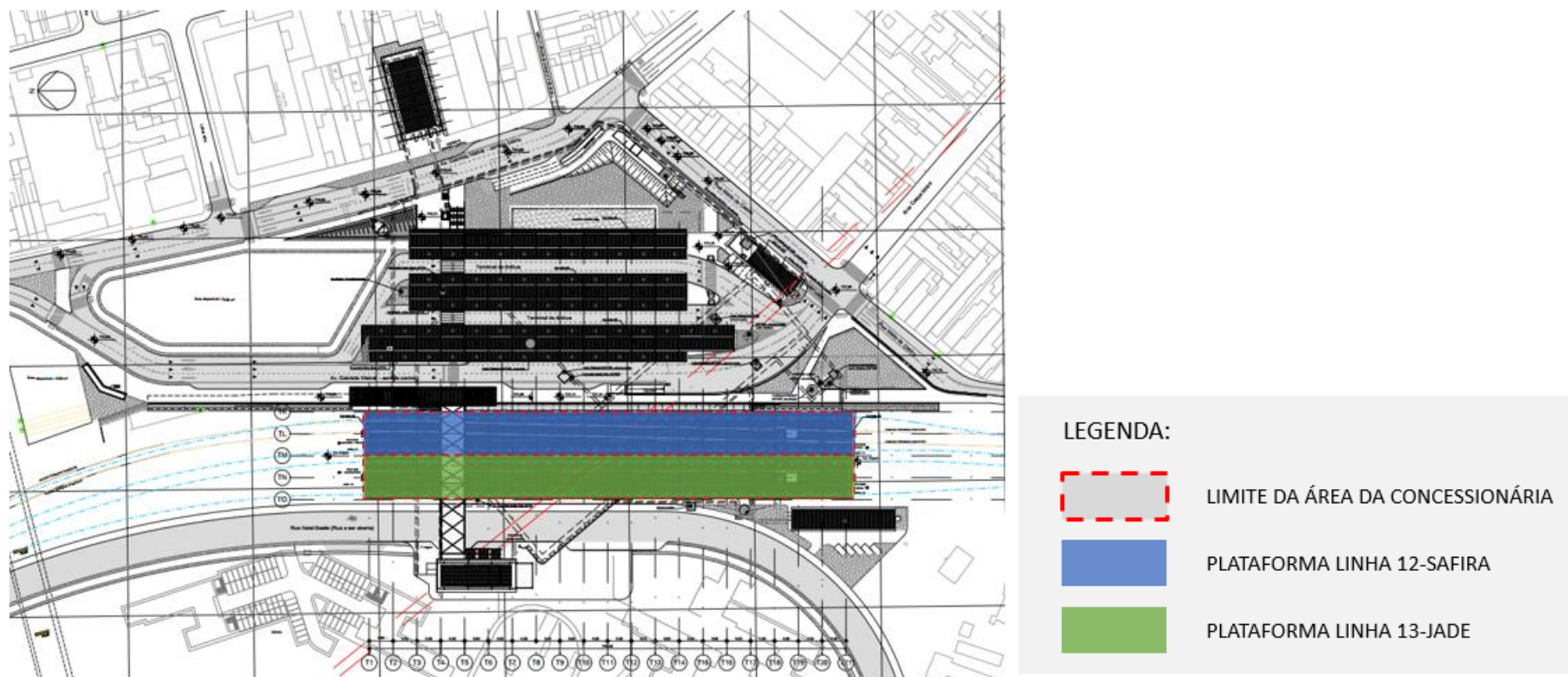
LIMITE DA ÁREA DA CONCESSIONÁRIA



PLATAFORMA LINHA 11-CORAL

Source: Executive project of the Penha station developed by METRÔ. Document: DE-2.37.02.00/6B3-001.

Figure 12: Gabriela Mistral Station – Implementation



Source: Basic project of the Gabriela Mistral station developed by METRÔ.

Document: DE-2.39.02.00/4B3-001.