



CLASE 8.^a



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I, David BERNAL SÁNCHEZ, sworn translator of English, certified by the Spanish Ministry of Foreign Affairs, European Union and Cooperation with the assigned number TIJ-3469 do hereby certify that the following is a true and faithful translation of a document written in the Spanish language.

[Logo] The Bay of Cadiz Port

Bay of Cadiz Port Authority

Annex No. 1

MINIMUM REQUIREMENTS

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Annex No. 1

SCOPE OF THE CONCESSION FOR PHASES 1.2 AND 2 OF THE NEW CONTAINER TERMINAL. MINIMUM REQUIREMENTS. DEADLINES FOR EXECUTION OF WORKS AND START OF OPERATIONS.

1. PURPOSE:

The purpose of this annex is to define the physical scope of the concession of phases 1.2 and 2 of the New Container Terminal to support the provision of port services for the handling and transport of goods to container traffic, as well as to define the terminal's minimum requirements.

2. SCOPE OF THE CONCESSION AND DEADLINES FOR EXECUTION OF WORKS AND START OF OPERATIONS.

The New Container Terminal of the Bay of Cadiz Port is located on the La Galeona pier of the Cadiz inner harbour. Phases 1 and 2 of this infrastructure (including phase 1.1., already awarded) will occupy a total area of **397,247 m²**, which includes the Access Control Facilities, Border Control Point (PCF), main roads of the Port, manoeuvring areas, facilities areas, Phase 1.1 (already awarded) and Railway Terminal. Dock no. 5 is not included. In detail:

A) PHASE 1



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- o La Galeona pier manoeuvring area (Maximum Equinoctial Low Tide water depth -16.0 m) with a length of 589.5 m and a width of 50 m in the first 533.7 m and 18.5 m in the remaining 55.8 m at the southern end of the pier: 27,669 m²

- o Railway Terminal (TF1): 37,654 m²

- o General roads and facilities of the Port (not awardable): 30,364 m²

Border Control Point and its development (not awardable): 32,556 m²

Depot and operations area Phase 1.1. (not subject to tendering process): 45,000 m²

- o Warehouse and operations area Phase 1.2: 107,561 m²

- o Total, phase 1 areas: 280,804 m²

B) PHASE 2

- o La Galeona pier manoeuvring area (Maximum Equinoctial Low Tide water depth of -16.0 m) with a length of 510.0 m and a width of 50.0 m (including the area corresponding to the 55.8 m of the southern end of Phase 1 which is being executed in this phase): 25,836 m²

- o Warehouse and operations area Phase 2: 90,607 m²

- o Total, phase 2 areas: 116,443 m²

Bidders may opt for the execution of works and commissioning for phase 1.2 or for both phases (1.2 and 2) in their bids.

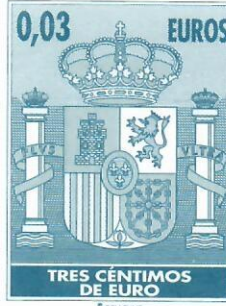
In addition, they may choose to include the railway terminal in the scope of the concession, regardless of the number of phases included in their bid. The bidder shall undertake to attend to all rail traffic operated in the Bay of Cadiz Port through the terminal.

The exact determination of the area covered by the concession will be specified in the bid and in the corresponding provision certificate, without prejudice to the details that may result from the inspection of the concessionaire's works, which in turn will be reflected in the inspection report.

All of the works for which the concessionaire is responsible for in Phase 1.2 (with the exception of the railway terminal works which will be executed by the Port Authority) must be completed within the period offered, with a maximum period of **eighteen (18) months** from when the Port Authority makes the land for Phase 1.2 available to the concessionaire (granting of the concession). The works corresponding to phase 2 will be executed within the period foreseen in the bid and may not exceed **twelve (12) months** from the date on which the Port Authority makes the land of phase 2 available.



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- The commencement of operation of the concession may not be later than the period offered, or failing this, **eighteen (18) months** from the granting of the concession for phase 1.2. and **twelve (12) months** for phase 2.

3. MANDATORY MINIMUM CRITERIA FOR THE DEVELOPMENT OF THE CONCESSION AREA.

As the concession provides for land development, bids must in any case respect the following criteria, irrespective of the number of phases offered:

- Manoeuvring area: It consists of a minimum width of **50 metres** along the entire length of the pier and parallel to its edge for both phases. The manoeuvring area shall be used for the movement of pier cranes, vehicle traffic and loading and unloading of the vessel and shall be kept clear when no vessel is in operation. Port Authority Management will establish the rules for the presence of goods and general circulation in this area to ensure its optimum use. Port Authority will make the paved manoeuvring area available to the concessionaire, which includes the cantilever and rear beam of the 50-foot STS crane.
- Area to be used as a railway terminal: The railway terminal area, which may be included in the scope of the concession, will be executed by the Port Authority. The bidder shall specify in its bid whether it includes it in the scope of the concession.

This area may only be used for train management and operations related to the railway terminal.

- Access and ancillary services area: This will be located in the western area of the concession; it will house the access gates and the lorry waiting area, reception and dispatch of goods and the lorry service centre. This area may include office buildings, workshops, changing rooms and any other complementary facilities deemed appropriate.
- Perimeter enclosure: The entire concession area must have a protective enclosure that separates the railway terminal, depot areas and complementary facilities from the rest of the spaces.
- Dock no. 5 facilities: The scope of the concession does not include pier no. 5 facilities, defined by a disposition of 402 m at present (reduced to 335.5 m after the execution of Phase 2) and a width for manoeuvring, transit and stockpiling of 35 m perpendicular to its disposition.

4. ACCESS CHANNEL

The access channel to the Bay of Cadiz Port, and therefore to the new container terminal, currently has a Maximum Equinoctial Low Tide water depth of -13.0 m. The Maximum Equinoctial High Tide in the port is 3.99 m and the



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Mean Sea Level is established at 2.02 m. Therefore, the access channel allows the passage of ships of up to 14.5 m draught at present, although subject to the tidal range.

In order to reduce this limitation, the Bay of Cadiz Port Authority is planning to dredge the access channel in two phases, reaching a draught of approximately -14.5 m in the first of the two phases and a draught of approximately -16.0 m in the second, which will allow unrestricted access for post-Panamax vessels. The draughts will be specified once the project has been finalised and the environmental proceedings, which are currently under way, have been completed.

The dredging of the first phase is expected to be operational in the second half of 2027, and the second phase in 2035.

5. WORKS AND FACILITIES THAT THE BAY OF CADIZ PORT AUTHORITY WILL PLACE AT THE DISPOSAL OF THE CONCESSIONAIRE.

The Bay of Cadiz Port Authority will make the following works and facilities available:

Phase 1.2.

- Dock measuring **589.50 m** in length, with a Maximum Equinoctial Low Tide water depth of **-16.0 m**. The superstructure that forms the pier wall is made of reinforced concrete and has a service gallery.
- Paving of manoeuvring and transit area parallel to the berthing line **50 m** wide from the edge line.
- Front and rear track type A100 for 50 ft. STS cranes in a 510.0 m length of the pier

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and front rail type A120 for 100 ft. STS cranes in the same length. The rear rail for the 100-foot cranes shall be executed by the concessionaire together with its foundation. The Port Authority will provide the drafted final plans for this foundation, consisting of a reinforced concrete beam supported on deep piles (elevation -30.0 m).

- Esplanade for storage, operations and complementary facilities with an approximate surface area of 107,561 m² topped by a layer of selected fill, 1.0 m thick. The paving on the esplanade **will be done by the terminal operator**. This paving shall be of a similar type and with



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similar characteristics to those already laid in phase 1.1.

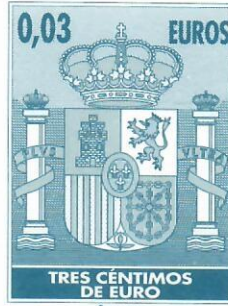
- Freight rail terminal with connection to the main electric network in Iberian gauge (1.668 m), adaptable to international standard gauge (1.435 m).
- Connection points to the general water supply and fire protection networks. The internal networks of the concession area shall be executed by the concessionaire.
- Connection point to the medium-voltage (20 kV) electricity grid from a switching centre next to the terminal. The necessary medium-voltage, low-voltage and transformer substations within the concession must be provided by the concessionaire.
- General purpose wastewater treatment plant for the terminal facilities. The networks internal to the concession and their connection to the sewage treatment plant must be carried out by the concessionaire.
- Evacuation points of the terminal's rainwater drainage network with outlets towards the sea. The primary collection network must be implemented by the concessionaire.
- General communications conduits, to which the concessionaire's internal ones will be connected.

Phase 2.

- Dock measuring approximately 510.0 m in length, with a Maximum Equinoctial Low Tide water depth of **-16.0 m**. The superstructure that forms the pier wall is made of reinforced concrete and will have a service gallery.
- Paving of manoeuvring and transit area parallel to the berthing line **50 m** wide from the edge line.
- Front and rear track type A120 suitable for 50 ft. STS cranes in a 570.0 m length of the pier. The rear rail for the 100-foot cranes shall be executed by the concessionaire together with its foundation. The Port Authority will provide the drafted final plans for this foundation, consisting of a reinforced concrete beam supported on deep piles (elevation -30.0 m).
- Esplanade for storage, operations and complementary facilities with an approximate surface area of 90,607 m² topped by a layer of selected fill, 1.0 m thick. The paving on the esplanade **will be done by the terminal operator**. This paving shall be of a similar type and with similar characteristics to those already laid in phase 1.1. and 1.2.
- Freight rail terminal with connection to the main electric network in Iberian gauge (1.668 m), adaptable to international standard gauge (1.435 m).
- Connection points to the general water supply and fire protection



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networks. The internal networks of the concession area shall be executed by the concessionaire.

- Connection point to the medium-voltage (20 kV) electricity grid from a switching centre next to the terminal. The necessary medium-voltage, low-voltage and transformer substations within the concession must be provided by the concessionaire.
- The wastewater networks internal to the concession and their connection to the existing sewage treatment plant shall be carried out by the concessionaire.
- Evacuation points of the terminal's rainwater drainage network with outlets towards the sea. The primary collection network must be implemented by the concessionaire.
- General communications conduits, to which the concessionaire's internal ones will be connected.

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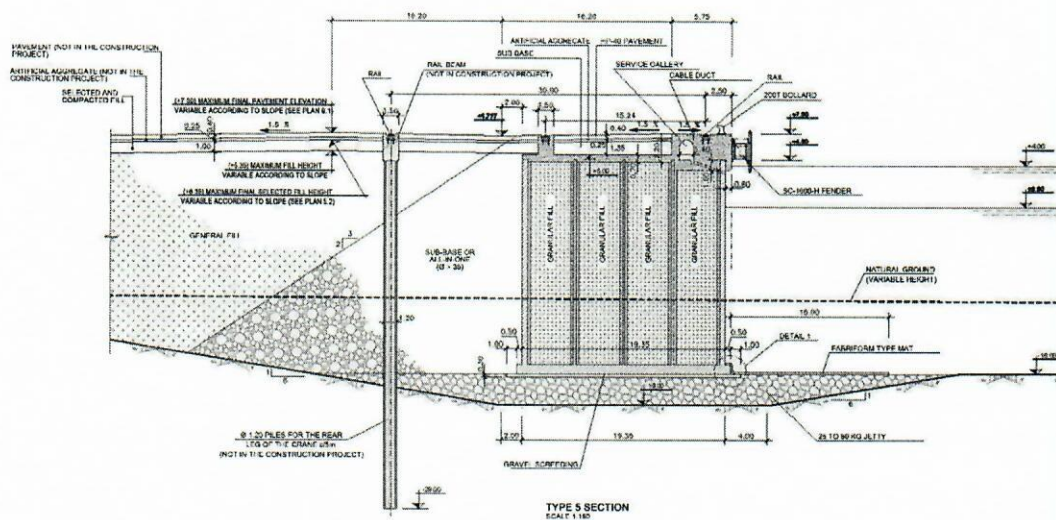
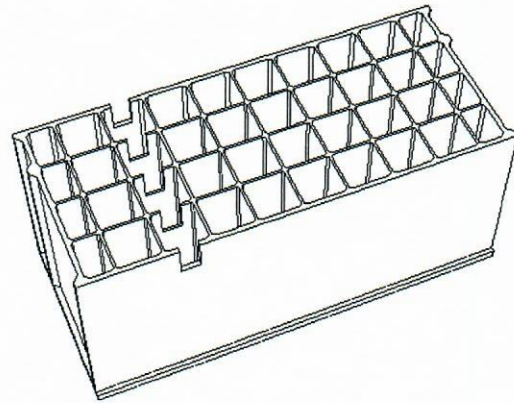
These works and installations are described below in general terms, and descriptive plans are attached as annexes.

5.1. Mooring line (Figure 1).

- Length: 589.50 m phase 1.2 and 510.0 m phase 2, making a total of 1,099.5 m.
- Pier draught: Maximum Equinoctial Low Tide water depth of -16.00 m over a width of more than 300 m in front of the pier.
- Pier crest height: Maximum Equinoctial Low Tide water depth of +7.0 m
- Dock typology: Reinforced concrete caissons on a breakwater bank, with a shaft width of 19.35 m in phase 1 and 24.00 m in phase 2. They are protected against bank scour by means of injection-moulded concrete mattresses on the crest of the bank for a width of 15 m with respect to the mooring line.



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Pier section in phase 1.

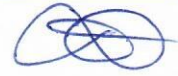


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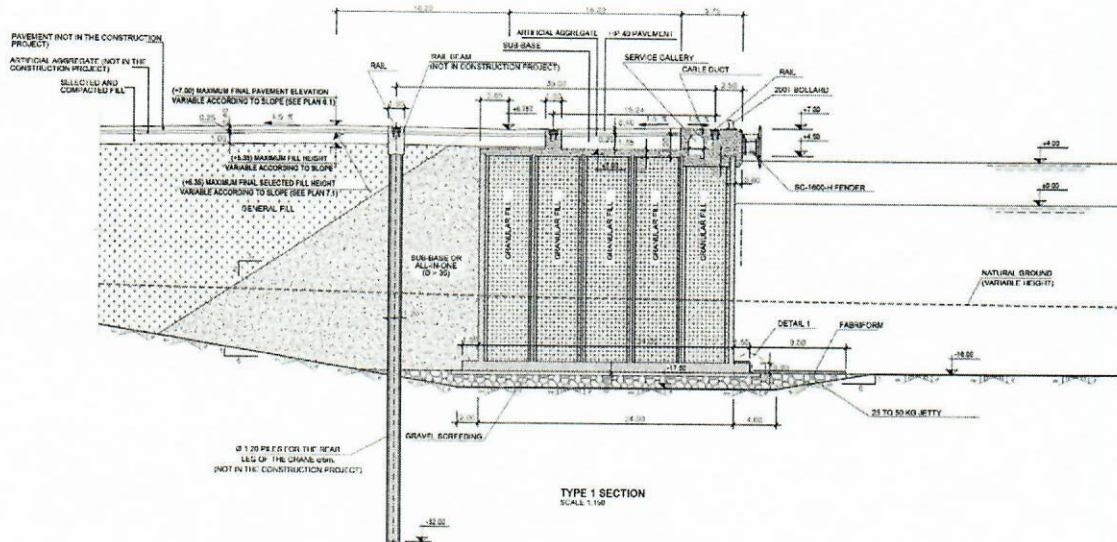
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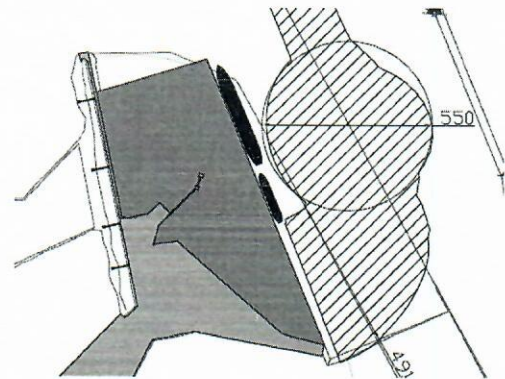
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Pier section in phase 2.

- Marked with buoys at the ends of the docks in accordance with regulations.
- Turnaround area calculated for post-Panamax vessels measuring 340 m in length, located in front of the pier without affecting the entrance mouth to the inner harbour area, dredged Maximum Equinoctial Low Tide water depth of -15.50 m and with turning capacity in unfavourable wind and swell conditions even with vessels at berth (according to the project manoeuvrability study). This area has transitions into the current channel with draughts of -14.50.

The planned deep dredging of the navigation channel will also affect the turning area and its transitions, taking them to a minimum draught of -16.0 m, considering the possibility of extending the plan for turning radii of vessels of greater length if necessary.





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- The degree of operability of the new terminal due to the swell is very high. The Technical Report by the Spanish Centre for Ports and Coasts Studies of CEDEX (Spanish Centre for Public Works Studies and Experimentation) titled "3D Physical Model of turbulence and moored vessels at the New Container Terminal", carried out for the project, estimates a terminal operability of 362 days in an average year for small container vessels, being higher for larger vessels.
- The location of the new terminal has space for possible future extensions to the south, both in terms of berthing line and esplanade. These extensions could provide an additional 500 m of berthing line up to -18.0 m draught, 18 ha of esplanade and 520 m of additional piers on an east-west alignment with draughts between -10.0 and -13.0 m, with a separate 765 m long rail terminal.

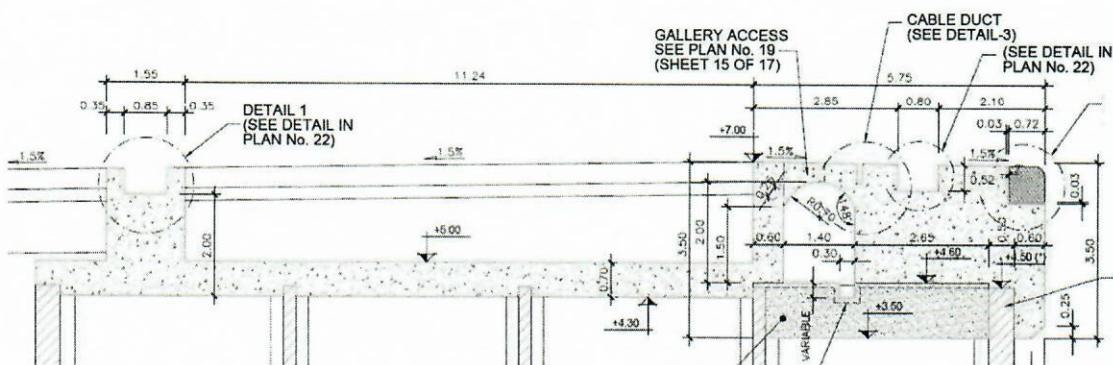
5.2 Dock superstructure.

The crest of the pier for both phases is at +7.00 m above the port zero (coinciding with the Maximum Equinoctial Low Tide).

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The pier superstructure is executed by the Bay of Cadiz Port Authority, and includes:

- Accessible service gallery measuring 1.4 m wide and 2.0 m high at most. It has manholes every 45 m. It houses the pipes supplying drinking water to the ship and the fire-fighting network, with derivation to outlets on the surface. The gallery may be used for the distribution of other compatible services, with the prior approval of Port Authority.

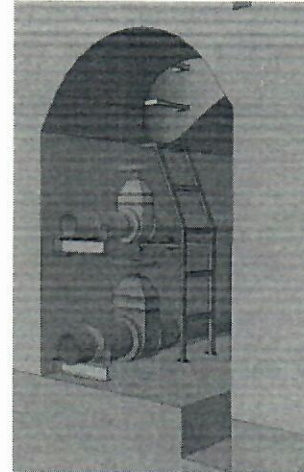
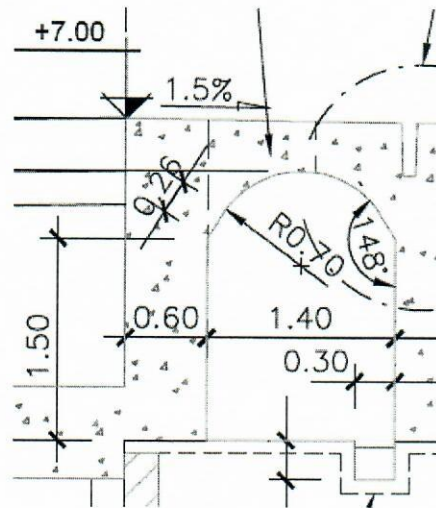


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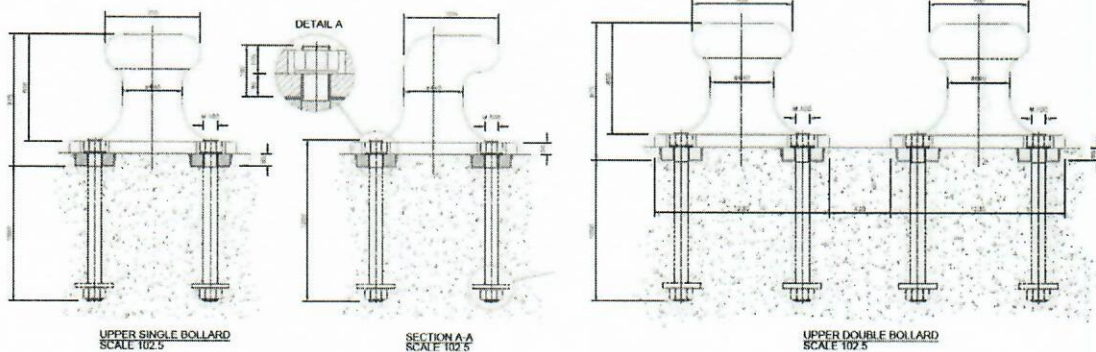
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- 200-ton bollards every 22.70 metres. The bollards are double bollards, 200 t each, from the first 190 m of pier from the north end (bollard nine) to the first 200 m of phase 2.



Single bollard

Double bollard



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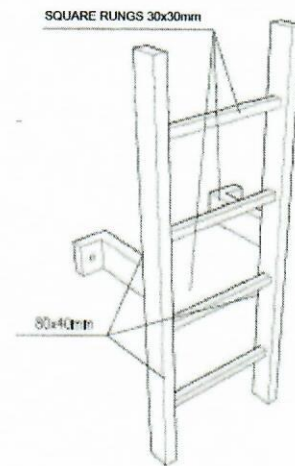
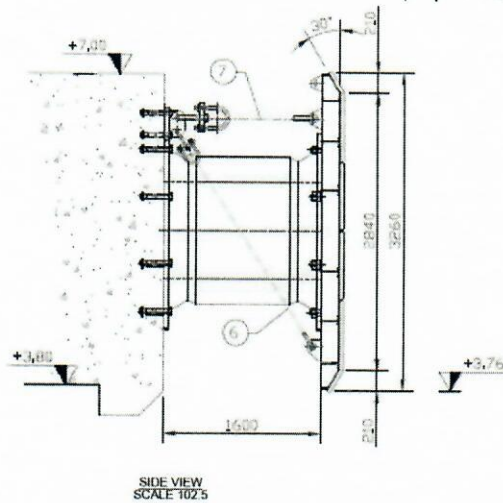
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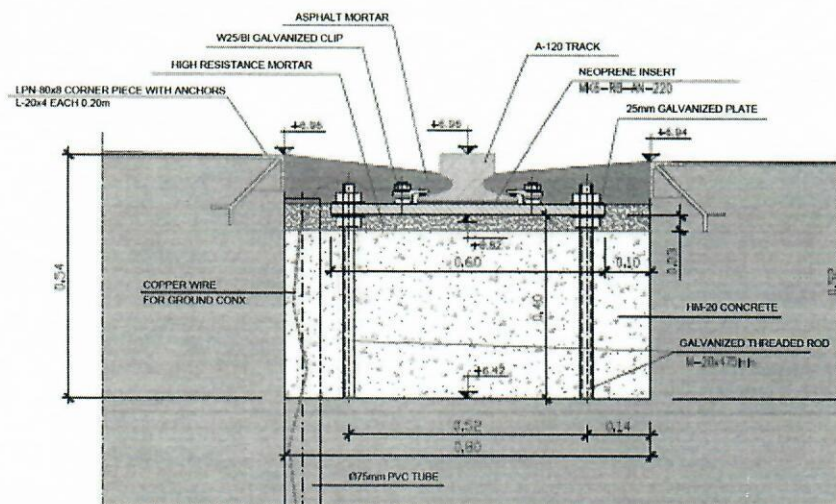
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- SC-1600H fenders, quality A, matching bollards and dock ladders.



- STS crane rails as described above for each phase. They have a grounding system. The system consists of rails with a neoprene seat base, laid on galvanised steel sheet on high-strength levelling mortar. They have weld-on clips on A120 rails and bolted clips on A100 rails. The rails are housed in recesses in the reinforced concrete superstructure itself and covered with hot bituminous mix for flushing with the pier surface.



DETAIL SECTION CRANE RAIL ON CANTILEVER BEAM

- Duct for housing power supply cables to STS cranes along the entire length of the berthing line. Consisting of a 400 mm high



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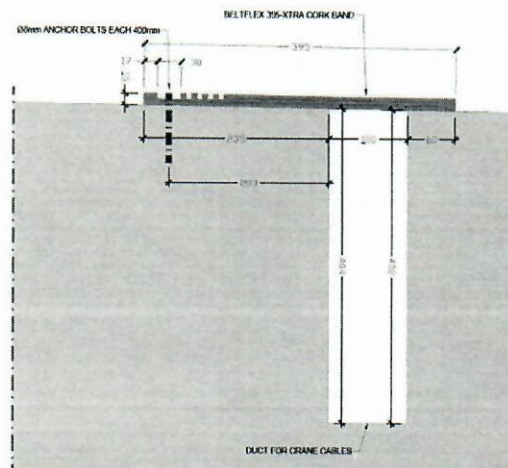
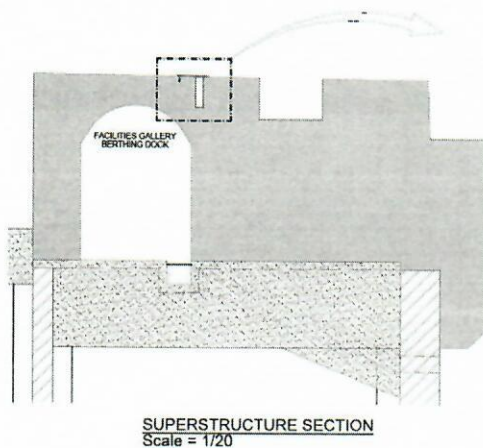


and 100 mm wide housing built into the superstructure, with a beltflex type, reinforced rubber cover that opens to allow the crane to pass through. It has crane cable routing chambers (pits), which can accommodate up to four cable deflection drums on both sides of the cable routing. There are three pits in phase 1 and three more will be provided in phase 2. The pits have large steel covers that can be opened for assembling the necessary equipment inside. The pits are fitted with electrical supply pipes (4 x Ø200 per pit), under the pier superstructure, with passages to the other side of the rear beam of the 50-foot crane rail. From this point, the concessionaire must run the conduits to the transformers or electrical connection points of the STS cranes.

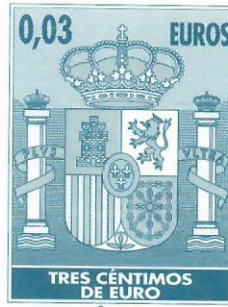
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- Through-pipes of the rainwater drainage network, coming from the grease separator chamber, made of reinforced concrete of Ø1500 mm, with hydraulic level at the outlet at +1.51 m level. They have flap discharge valves at the outlet to prevent tidal intrusion. There are three in Phase 1 and two in Phase 2.

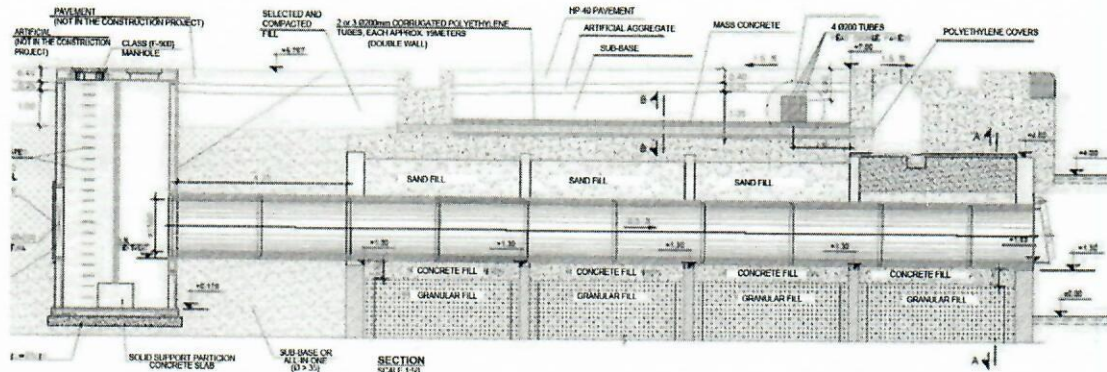


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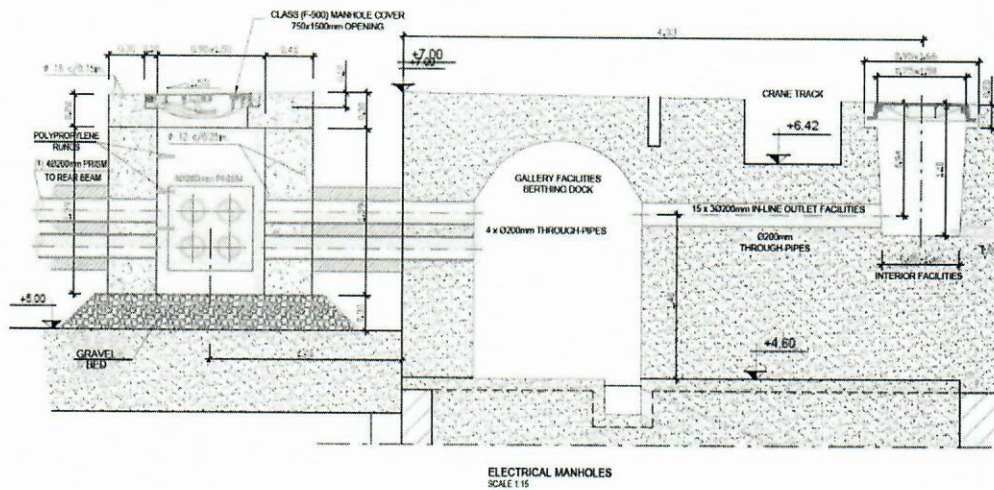
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- Piping consisting of four Ø200 mm HDPE pipes along the pier with A2 type chambers every 40 metres and connected to the service gallery and to chambers in the pier (reserved for future Medium Voltage electrical outlets to the ship).





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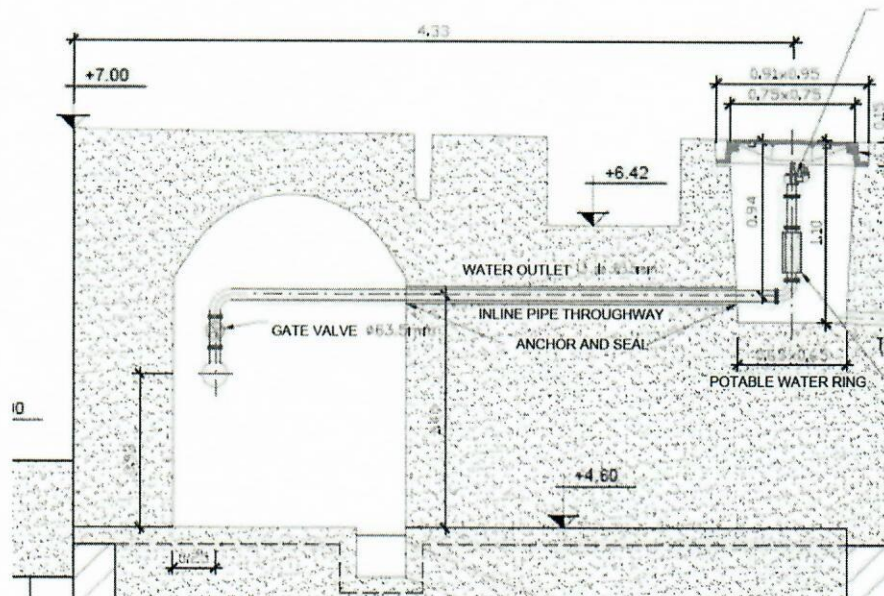
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- Drinking water intakes for supply to vessels every 45.0 m, 65 mm nominal diameter, housed in manholes, with control flow meters.



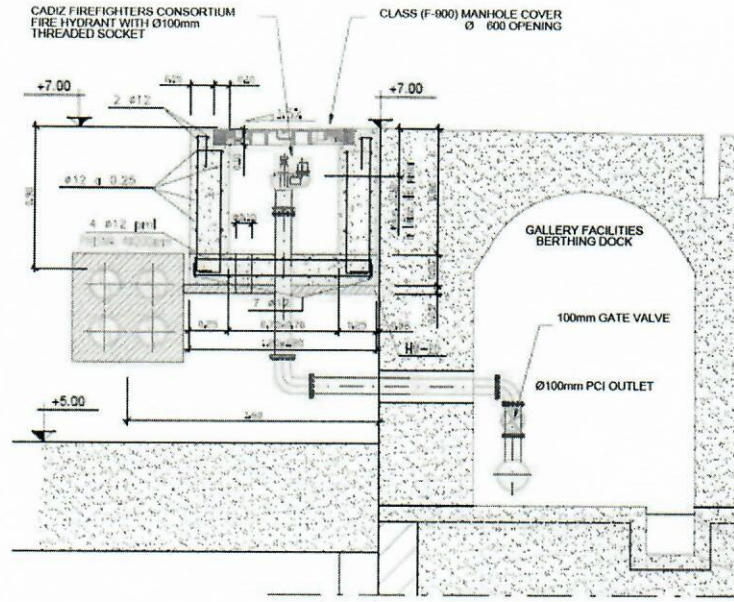
- 100 mm diameter PCI sockets, exclusively for fire protection, housed in boxes located on the berthing line every 22.0 m.



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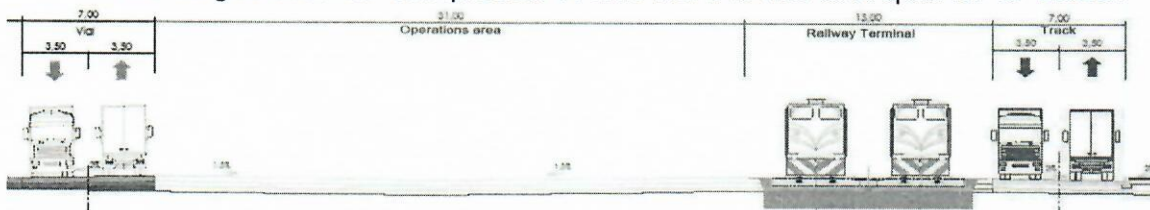
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5.3 Freight rail terminal with connection to the general network with Iberian gauge (1.668 m), which accesses the southern end of the container terminal. The rail terminal will be solely for all phases. It will have a branch line linking it to the network and two tracks at the terminal (one of which will be an escape track), with the capacity to accommodate a 550 m convoy with part of its layout in curves. Space is reserved for future extensions in both length (up to 765 m) and number of operating tracks.

The target date for completion of this work is the first quarter of **2025**.



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5.4 Esplanade for storage, operations and complementary facilities. The esplanade is in the area behind the docks, topped by a 1.0 m thick layer of compacted selected soil backfill, with pre-formed slopes. In phase 1, the esplanade has been subjected to a geotechnical improvement treatment by means of drains and preloads that accelerates the consolidation process of the esplanade, making it possible to obtain a



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suitable base for the type of loads to be received. This method will also be used in the implementation of phase 2.

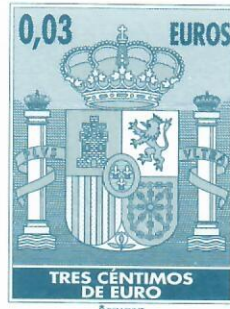
The paving on this esplanade will be carried out by the contractor, which must have a similar typology and characteristics to those already carried out in phase 1.1 (artificial aggregate base and concrete paving with fibres, sized in accordance with the current Marine Works Recommendations).

The northern side of the esplanade is protected by a reinforced concrete parapet crowned at a height of +11.5 metres.

- 5.5 Grid connection points. Two switching centres connected to the medium-voltage grid (20 kV), one for phase 1.2 and one for phase 2, will be provided close to the installations. The MV network that will supply these centres will be executed by the Port Authority, with a ring layout, with single-pole cables of 240 mm² cross-section housed in conduits with manholes every 40 m. All the electrical installations necessary for the supply of the concessionaire's general installations and equipment, fed from these sectioning centres, must be carried out by the concessionaire.

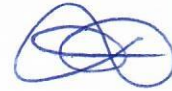
The medium voltage electricity network will be supplied from the Las Cortes Electrical Transformer Substation, owned by *Eléctrica de Cádiz*, located 1.7 km from the terminal, in which the Port Authority has invested in its extension, with the provision of two new 40 MVA transformers to serve the port facilities. These works were completed in early 2021 and are now certified, and power is available.

- 5.6 Connection point to the drinking water network. The Port Authority will provide drinking water connection points to the general network for the concessionaire's facilities, which are located in the vicinity of the facilities to be awarded. One next to phase 1.2 and one in phase 2. The contracting of the supply must be carried out with the municipal supply company and in accordance with its regulations. The internal distribution networks in the concession and the connection to its consumption points shall be carried out by the concessionaire.
- 5.7 Connection point to the general fire protection network implemented by the Port Authority. This network for exclusive use for this service has a reserve tank of 400 m³ of water and the pumping equipment required by regulations, suitable for serving phases 1 and 2 of the entire terminal. The internal distribution networks in the concession shall be executed by the concessionaire.

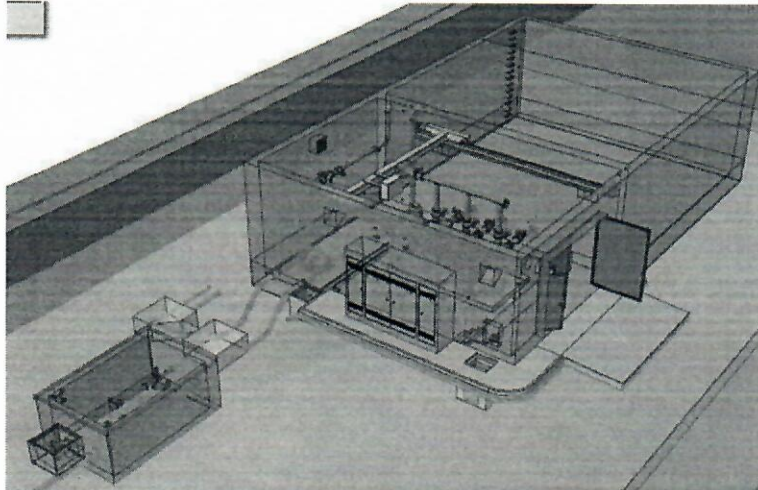


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5.8 Evacuation points of the terminal's rainwater drainage network. This is done through the grease separator chambers at the rear of the pier, with direct outlets to the sea. They are sized to collect the entire tributary load of the area where they are located. There are three chambers in phase 1 and two more will be implemented in phase 2. The primary collection network must be carried out by the concessionaire, with concealed collection systems using longitudinal grids in the gutters (Gatic type). This network shall be connected by means of the necessary piping to the evacuation points. The development of the Border Control Point and the terminal entrance control area have a separate network with an exit to Navantia pier no. 3.

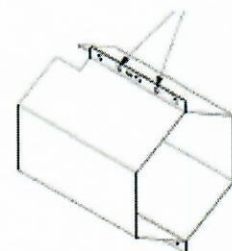
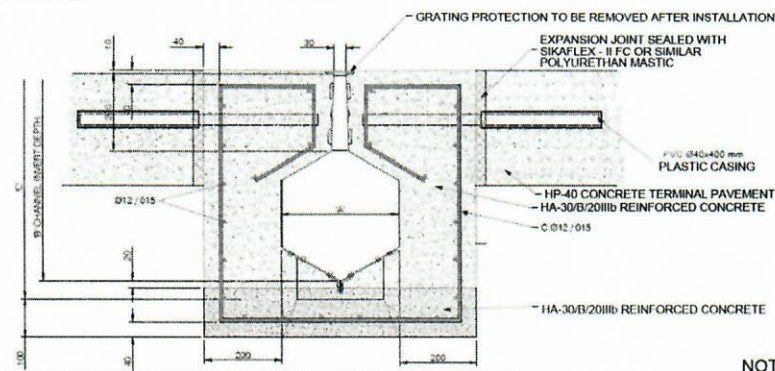
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DETAIL OF GRATING AND GATIC CHAMBER

GRATING

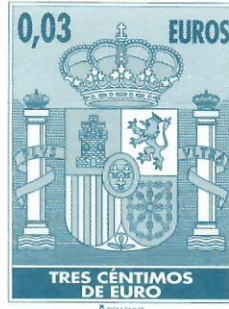


GATIC GRATING

5.9 The new terminal has a wastewater treatment plant which will be



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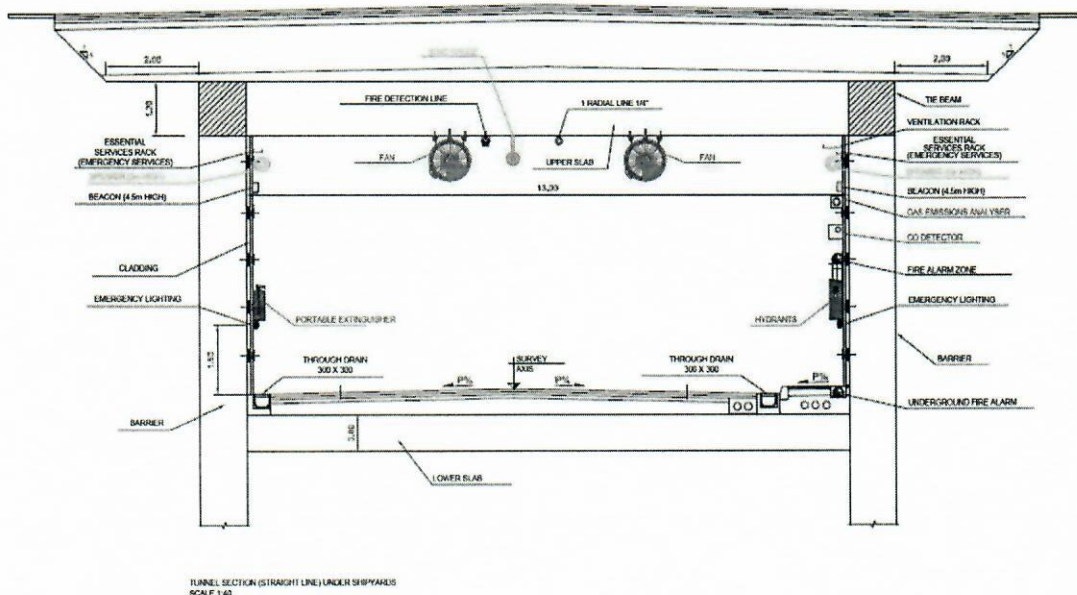
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managed and maintained by the Port Authority. It is located next to the new Border Control Point. Its capacity is sufficient for all phases and can be expanded if necessary. The wastewater networks internal to the concession and their connection to the existing sewage treatment plant must be carried out by the concessionaire.

5.10 The terminal has general communications conduits, to which the concessionaire's internal ones will be connected. The installation of fibre-based backbone communication and data networks will depend on the deployment of commercial network operators in the area. In any case, the provision of 4G/5G or radio link networks may be chosen on a temporary basis.

5.11 Access to the new terminal and roads. Access to the new terminal will be via a road tunnel running between the intersection of Avda. de Astilleros and Avd. de Las Cortes de Cádiz (opposite the firemen's roundabout), under the *Navantia Cádiz Reparaciones* shipyard, currently under construction. The tunnel is a two-way, single-tube tunnel with a 13.0 m horizontal clearance gauge and a 5.5 m vertical clearance gauge. It has one lane in each direction, each 3.50 metres wide. Its length is 1,240 m (including ramps). The distance between the tunnel exit to the city and the new 1812 Constitution Bridge is 650 m, via Avda. de las Cortes de Cádiz, with two lanes in each direction.





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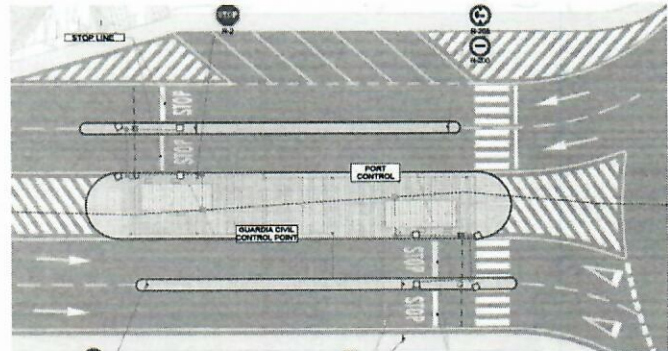


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The terminal has a port access control entrance/exit with two lanes in each direction, with sufficient space for expansion if necessary. The internal traffic is organised by means of a three-lane distributor roundabout and connecting roads with the Border Control Point, concession areas and docks.



6 SCHEDULE FOR THE DELIVERY OF THE AREAS TO THE CONCESSIONAIRE.

The occupation by the concessionaire of the areas covered by this concession will be carried out in accordance with its bid, which must take into account the following:

Bidders may opt for the execution of works and commissioning for phase 1.2 or for both phases (1.2 and 2) in their bids.

The handover of each phase shall be recorded in a handing-over record to the concessionaire and the person designated by the Director. A plan of the areas to be delivered shall be included.

The concessionaire must request the Bay of Cadiz Port Authority to perform a redesign for each phase sufficiently in advance so that the approved start-up deadlines can be met. Failure to comply with this obligation shall be cause for forfeiture of the entire concession.

As long as the area has not been handed over to the concessionaire, the Bay of Cadiz Port Authority may use it as it sees fit.

7 MINIMUM REQUIREMENTS FOR WORKS AND INSTALLATIONS TO BE CARRIED OUT BY THE CONCESSIONAIRE.

The bidder shall indicate the number of phases in its bid it is applying for, i.e., phase 1.2. or full terminal (phases 1.2. and 2). In addition, in the event that the successful bidder is the current concessionaire of phase 1.1, it must include in its project the form of integration of both phases.

The concessionaire shall construct, as a minimum, the following facilities:

- Interior pavement of the concession whether it opts for phase 1.2 or for the complete terminal (phases 1.2 and 2), which must have a similar



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typology and characteristics to those already executed in phase 1.1 (artificial gravel base and concrete pavement with fibres, sized according to the current Maritime Works Requirements for pavements).

- Rear track type A120 for 100 ft STS cranes in the pier length required to operate this type of crane, together with its foundation. The Port Authority will provide the drafted final plans for this foundation, consisting of a reinforced concrete beam supported on deep, reinforced concrete piles (elevation -30.0 m).
- Roads throughout the concession area and paving of the area committed to in its bid. Pavements in the terminal shall be in accordance with the provisions of the current Maritime Works Requirements on Pavements.
- Terminal storm water drainage network. The design of the network shall at all times comply with the legal provisions. The existing solution in phase 1.1 (concealed collection system with longitudinal gratings in the Gatic type drainage basins) shall be followed in the tank forecourt. Storm water will be connected to the Port Authority's storm water grease traps that discharge into the dock. The maintenance of the separator boxes will be the responsibility of the concessionaire, who must include them in the maintenance plan of the concession.
- Network of sewage collectors for the offices and workshops of the concession, as well as their connections to the inlet chamber of the treatment plant, including manholes and the extension of the treatment systems in the event of exceeding the capacity of the systems currently in place.

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- Service networks inside the concession: medium and low voltage networks, transformer centres, water networks, firefighting, communications and others necessary for the correct operation of the facilities. The terminal shall be equipped with an internal network of communications and data ducts interconnecting all buildings, including customs warehouses. The concessionaire will assume the interconnection of this network with the general communications network of the port and must reserve two 110 mm diameter double-walled, corrugated HDPE ducts for the exclusive and free use of the Bay of Cadiz Port Authority.
- Fire hydrant network to protect the buildings, installations and goods, as well as a perimeter network to protect the esplanade and the fire-



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fighting installation inside the concession area. It shall be connected to the port mains from the PCI buffer tank.

- General and working lighting of the enclosure with different levels of sufficient lighting depending on the area to be illuminated. Lighting shall necessarily include the manoeuvring area of the pier. An emergency power generator of sufficient capacity to ensure the operation of systems considered essential and safety equipment shall be included. The lighting towers must be able to house the Port Authority's surveillance and security systems, with ducts connected to the terminal's general ducts allowing the fibre to be carried to these systems.
- Enclosure of the concession site, with the necessary security and control facilities. It shall include, as a minimum, systems for access control of persons, vehicles and goods, with CCTV equipment, fire and intruder alarms and land and sea communication systems. The concessionaire will proceed to the perimeter fencing of the Terminal following the concession boundary that will be indicated in the respective Redesign Reports.
- At the request of the Bay of Cadiz Port Authority, the interconnection of the terminal's security systems (alarm information, CCTV video, etc.) with the terminal's security control centre should be envisaged.
- Entrance/Exit gates to the concession area, including the necessary facilities for Customs Services, as well as for other inspection and control bodies that may be considered appropriate.
- Container weighing system.
- Changing rooms and other facilities required by labour regulations.
- Maintenance workshops.
- Refrigerated container depot facilities.
- Facilities for containers with IMDG goods equipped with the fire-fighting equipment required by the current fire-hydrant regulations and a sufficient number of portable fire-fighting trolleys. Initially, retention basins with a minimum capacity of two 40-foot containers will be constructed for possible spillage of Dangerous Goods containers, with a collection pit and shut-off valve.

The works to be carried out by the concessionaire must be coordinated with the works to be carried out by the Port Authority in order to meet the maximum deadlines set.

All the works under the responsibility of the concessionaire in phase 1.2 must be completed within a maximum period of **eighteen (18) months** from the time the land is made available (granting of the concession).

The works to be carried out by the concessionaire for phase 2 must be completed within a maximum period of **twelve (12) months** after the land in



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phase 2 has been made available. The regime applicable to the execution of the works shall be that provided for in these Specifications.

8 **MINIMUM REQUIREMENTS ON EQUIPMENT TO BE PROVIDED BY THE CONCESSIONAIRE.**

The concessionaire must provide the appropriate equipment to ensure maximum quality, efficiency and safety in the provision of the service and must in any case meet the following minimum requirements:

- Pier cranes: Due to the great importance of ensuring the quality of the service, the minimum operational equipment to be present at the pier **at the start of the operation of phase 1.2** shall be **FOUR (4)** rail mounted gantry container cranes with the appropriate characteristics

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for the types of vessels related to the available type of traffic, of which **TWO (2)** shall be capable of handling **post-Panamax** vessels. **At the start of operation of phase 2**, the minimum operational equipment to be present at the pier shall be **TWO (2)** rail-mounted gantry container cranes with the appropriate characteristics for the types of vessels related to the available type of traffic, **which as a minimum shall be capable of handling post-Panamax vessels.**

In case the successful bidder is the current concessionaire of phase 1.1, the equipment of this terminal may count towards the fulfilment of the current ratio.

- A minimum number of pier-side container cranes must be available to ensure that the TEU per crane ratio proposed in the bid is not exceeded, which may not in any case exceed **150,000 TEU/year per pier crane** for the first five years of operation. Without prejudice to the obligation to propose in its bid maximum equipment utilisation ratios, this ratio may be revised in accordance with the Quality Plan in order to adapt to technological developments. The first review of the ratio may be carried out as from the fifth year of starting activity.

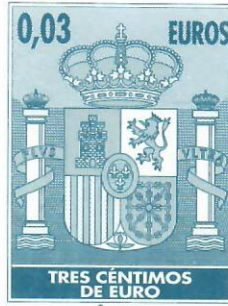
At least two of the pier cranes shall be prepared to achieve gross hourly productivities of **35 movements per hour** from the fifth year of operation.

- The equipment in the depot area must be sufficient to guarantee the maximum productivities presented in the bid and approved by the Port Authority, with maximum quality in the provision of the service.

A minimum number of storage equipment must be available in order not to exceed the TEU/equipment ratio proposed in its bid. Without prejudice to the obligation to propose maximum equipment utilisation ratios in its bid, these ratios may be revised in accordance with the Quality Plan in order to adapt to



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technological developments. The first review of the ratio may be carried out as from the fifth year of starting activity.

9 MINIMUM CONCESSION YIELDS.

Due to the importance for the Bay of Cadiz Port of achieving the maximum possible use of the area covered by this bid, the minimum yields to be achieved throughout the entire period of operation have been determined:

- When the maximum berth capacity is reached, the throughput that can be obtained from the berthing line should be more than **650 TEU per linear metre of pier per year**.
- When reaching the maximum surface capacity, it should be possible to achieve a storage capacity of more than **24,000 TEU per hectare of warehouse area** (excluding the manoeuvring area, rail terminal and other spaces not directly destined for storage and container reception/dispatch operations). The resulting capacity shall not be less than **350,000 TEU/year phase 1.2 and 500,000 TEU/year full phase**

10 EQUIPMENT TO BE PROVIDED BY THE CONCESSIONAIRE RELATED TO THE RAIL TERMINAL.

In case of including in its bid the operation of the railway terminal, the concessionaire must provide the appropriate equipment to ensure the highest quality, efficiency and safety in the provision of the service and must in any case meet the following minimum requirements:

- Gantry cranes: Due to the configuration of the Terminal and the great importance of ensuring the quality of the service, the minimum necessary equipment to be present at the end of the fifth year at the Railway Terminal, starting from the beginning of the operation, shall be **one (1) gantry crane**, with the appropriate characteristics to carry out its functions in the rail-port terminal to be built.
- The equipment in the depot area of the rail terminal must be sufficient to guarantee the maximum productivity levels presented in the bid and approved by the Port Authority, with the highest quality in the provision of the service.

Thereafter, a minimum number of storage fleet equipment must be available in order not to exceed the TEU/equipment ratio proposed in its bid. Without prejudice to the obligation to propose maximum equipment utilisation ratios in its bid, these ratios may be revised in accordance with the Quality Plan in order to adapt to



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technological developments. The first review of the ratio may be carried out as from the fifth year of starting activity.



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Annex No. 2 PLANS

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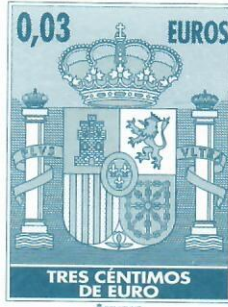
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- NTC ACCESS TUNNEL PLANS. EXECUTION PHASE
- RAILWAY PROJECT PLANS. PROJECT DRAFTING PHASE



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- DEEP DREDGING PLANS FOR THE NAVIGATION CHANNEL, PHASES 1 AND 2. PROJECT DRAFTING PHASE AND ENVIRONMENTAL PROCESSING.

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This translation appears on 26 pages, each of which bears my signature and seal. Witness my hand and seal, this 31st of December two thousand and twenty-one.

Esta traducción consta de 26 páginas, cada una de las cuales lleva mi firma y sello.

Don David BERNAL SÁNCHEZ, Traductor-Intérprete Jurado de inglés nombrado por el Ministerio de Asuntos Exteriores, Unión Europea y Cooperación, certifica que la que antecede es traducción fiel y completa al inglés de un documento redactado en español.

En Sevilla, a 31 de diciembre de 2021.

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