

Table of Contents

PART I - MANAGEMENT REPORT

1.	ABOUT THE REPORT	5
2.	CHAIRMAN'S MESSAGE	7
3.	ABOUT US	12
3.1	IP GROUP	14
3.2	MISSION, VISION AND VALUES	15
3.3	OUR NETWORKS	16
3.4	KEY INDICATORS	19
3.5	HIGHLIGHTS OF THE YEAR	22
4.	OUR STRATEGY	31
4.1	STRATEGIC PLAN	31
4.2	CONTEXT ANALYSIS	32
4.3	MANAGEMENT MODEL	41
4.4	IP GROUP VALUE CHAIN	42
4.5	STAKEHOLDERS	43
4.6	RISK MANAGEMENT	45
4.7	INNOVATION	50
5.	BUSINESS AREAS	53
5.1	ASSET MANAGEMENT	53
5.2	NETWORK CONSERVATION AND MAINTENANCE	56
5.3	INVESTMENT IN ROAD-RAIL INFRASTRUCTURE	74
5.4	SECURITY	83
5.5	USE OF THE ROAD AND RAIL NETWORK	92
5.6	PUBLIC-PRIVATE PARTNERSHIPS	96
5.7	TELECOMMUNICATIONS AND BUSINESS CLOUD	101
5.8	ENGINEERING SERVICES	102
5.9	PROPERTY AND COMMERCIAL SPACE MANAGEMENT	103
6.	ECONOMIC AND FINANCIAL PERFORMANCE	106
6.1	RESULTS	106
6.2	OPERATING INCOME	106
6.3	OPERATING EXPENSES	112
6.4	INCOME TAX FOR THE PERIOD	119
6.5	CAPITAL EXPENDITURE	120
6.6	FINANCING THE RAILWAY 2020 INVESTMENT PLAN AND CAM RING	121
6.7	EQUITY STRUCTURE	123

6.8	RESULTS BY AREA AND MISSION	124
6.9	FINANCIAL MANAGEMENT AND DEBT	126
7.	GOVERNANCE MODEL AND ORGANISATIONAL STRUCTURE	134
7.1	GOVERNANCE MODEL	134
7.2	ORGANISATIONAL STRUCTURE	137
8.	COMPLIANCE WITH GUIDELINES AND LEGAL PROVISIONS	141
8.1	MANAGEMENT OBJECTIVES AND ACTIVITY PLAN AND BUDGET	141
8.2	FINANCIAL RISK MANAGEMENT	154
8.3	INDEBTEDNESS GROWTH CEILING	154
8.4	EVOLUTION OF THE PAYMENT PERIOD TO SUPPLIERS	156
8.5	SHAREHOLDER RECOMMENDATIONS WHEN APPROVING THE 2022 ACCOUNTS	. 157
8.6 INCLUD	STEPS TAKEN TO SOLVE THE SITUATIONS UNDERLYING THE RESERVATIONS DED IN THE LAST LEGAL CERTIFICATION OF ACCOUNTS	
8.7	REMUNERATION/FEES FOR GOVERNING BODIES AND EXTERNAL AUDITOR	157
8.8 (EGP)	COMPLIANCE WITH ARTICLES 32 AND 33 OF THE PUBLIC MANAGER'S STATUT	0 = 5
8.9	UNDOCUMENTED EXPENSES	166
8.10	REPORT ON REMUNERATION PAID TO WOMEN AND MEN	167
8.11	EQUALITY PLAN (ANNUAL)	167
8.12	ANNUAL CORRUPTION PREVENTION REPORT	168
8.13	PUBLIC PROCUREMENT	169
8.14	NATIONAL PUBLIC PROCUREMENT SYSTEM (SNCP)	172
8.15	MEASURES TO OPTIMISE THE STRUCTURE OF OPERATING EXPENSES	172
8.16	HUMAN RESOURCES AND WAGE BILL	175
8.17	STATE's TREASURY UNIT PRINCIPLE	176
8.18 AUDITO	RECOMMENDATIONS ARISING FROM AUDITS C ARRIED OUT BY THE COURT (
8.19	PREPARATION AND DISCLOSURE OF THE NON-FINANCIAL STATEMENT	179
8.20	INFORMATION PUBLISHED ON THE SEE'S WEBSITE	179
8.21	SUMMARY TABLE OF COMPLIANCE WITH LEGAL GUIDELINES	181
9.	SUBSEQUENT EVENTS	186
9.1	SHARE CAPITAL INCREASE	186
9.2 TO BE A	MINISTERIAL ORDER 418/2023 OF 11 DECEMBER – NEW SYSTEM OF DISCOUNT APPLIED TO TOLL RATES ENTERING INTO FORCE ON 1 JANUARY 2024	A
9.3	MORATORIUM ON STATE LOANS ORIGINATING FROM THE ROAD SEGMENT	186
9.4	NEW FRAMEWORK CONTRACT FOR THE 2024-2028 PERIOD	186
9.5	INTERNATIONAL TENDER FOR THE FIRST SECTION OF HIGH-SPEED LINE	187
9.6	CAM RING - CONTRACT FOR THE CONSTRUCTION OF NEW CAM RING	187
9.7	VAT PROCEEDINGS	187

10.	FUTURE PROSPECTS	189
11.	PROPOSAL FOR THE APPROPRIATION OF NET RESULTS	192
PAR	T II - SEPARATE FINANCIAL STATEMENTS AND ATTACHED NOTES	195
PAR	T III - BUDGET STATEMENTS AND NOTES	335
PAR	T IV - CONSOLIDATED FINANCIAL STATEMENTS AND ATTACHED NOTES	446
PAR	T.V LEGAL CERTIFICATION OF ACCOUNTS RELATING TO 2023	605

ANNUAL REPORT 2023

1. A bout the Report

ABOUT THE REPORT

Infraestruturas de Portugal, S.A. is publishing this Annual Report for the financial year 2023, which consists of seven parts.

This report helps to better understand our business strategy and the transfer of value to our stakeholders (employees, shareholders, investors, financiers, customers, regulators, suppliers, partners, etc.), to whom this report is addressed.

The Management Report (Part I) presents the various business areas and the economic and financial performance, not to mention IP Group's major challenges in the short term, of which we would highlight the modernisation of the National Railway Network through the implementation of the Ferrovia 2020 Investment Programme, the 2030 National Investment Programme and the road investments planned under the Recovery and Resilience Plan. These aspects are presented and developed from the perspective of the IP Group, not only because of IP's size and preponderance in relation to the other companies in the Group, but also because of the existence of a common corporate strategy. The IP Group's separate and consolidated financial statements and respective notes to the accounts (Part II and IV, respectively) were prepared on the basis of ongoing operations, in accordance with International Financial Reporting Standards (IFRS) as adopted by the European Union (EU), issued and in force on 31 December 2023.

The budgetary statements and respective notes (Part III) are presented from IP's point of view, and include the budget performance, the budget implementation for expenditure and revenues and the implementation of the multi-annual investment plan statements and were the subject of an opinion issued by the General Supervisory Board.

IP's Corporate Governance Report (Part V) was drawn up in accordance with the manual provided by UTAM (Technical Unit for Monitoring the Public Business Sector) and is the subject of opinions issued by the General Supervisory Board.

This document is digitally signed (Part VI).

The Management Report and the Financial Statements were approved by the General Supervisory Board, certified by the statutory auditor Vitor Almeida e Associados, SROC, Lda., and audited by the external entity BDO - Rosa, Correia & Associados, SROC, S.A. (Part VII).

IP will simultaneously publish the 2023 Sustainability Report, in which it will disclose its non-financial information in accordance with the guiding principles of the Global Reporting Initiative (GRI) and comply with the publication obligation laid down in Decree-Law no. 89/2017 of 28 July and articles 66 B and 508-G of the Companies Code, relating to consolidated non-financial information.

Moreover, we are complying with the provisions of Directive 2013/50/EU, of 22 October, which requires issuers with securities admitted to trading on a regulated market and subject disclosure obligations, to prepare their annual financial reports in a single electronic format for communicating information.

For further information on the data published in this report or if you wish to send us your comments, please write to us to the following email address: ip@infraestruturasdeportugal.pt; or postal address:

Campus do Pragal; Praça da Portagem; 2809-013 ALMADA · Portugal.

Inclusive Language

Due to the length of the text, we have not used gender-inclusive language. The only reason for this decision is to make the report easy to read; this does not compromise our conviction and our fight against all sexist forms of communication.





CHAIRMAN'S MESSAGE



In 2023 IP again proved its relevance at national level and as far as implementation of public policies investments are concerned, against a challenging background, particularly in terms of the availability of some raw materials, various materials and labour.

Notwithstanding, it is particularly worth noting that in 2023 IP again significantly improved its efficiency levels, showing the commitment of the entire Group and all its different teams to the fulfilment of the objectives set, driving an increase in investment levels and improved availability of national rail and road infrastructures

Overall investment in the rail and road networks, excluding maintenance and costs relating to PPPs, totalled € 621 million, which represents an increase of 31% compared to the same period in 2022; it is also the highest figure since 2010. The first word of this message must therefore be addressed to all the teams and those who, regardless of the nature of their duties, deserve due recognition Of this investment amount, € 550 million were

earmarked for upgrading and modernising the National Railway Network, of which € 466 million were spent under the Ferrovia 2020 Investment Programme and around € 20 million under the National Investment Programme 2030 (PNI 2030), mainly in studies and projects It is also worth noting the € 39 million invested in the Mondego Mobility System, and € 26 million in other railway investments

Due to the transformational impact it has on mobility in Portugal, on the competitiveness of the national economy and on territorial cohesion, the developments in the High Speed Line project between Oporto and Lisbon are worth highlighting. In 2023, the required conditional favourable environmental impact statements were issued, allowing the tender for the public-private partnership (PPP) for the stretch between Porto (Campanhã) and Oiã to be launched in January 2024, based on the work of the Project Team, which also included UTAP and the Finance Ministry. In January 2024 an application was submitted under the CEF 2 Programme for the development of the first phase of the project, with a view to obtaining € 875 million in EU funding

Still in the rail sector, in 2023 IP and the Recovering Portugal Mission Structure signed a financing contract to carry out the investment called "Digitalisation of Rail Transport", as part of Component C15 of the RRP For the implementation of the contract, IP will receive overall funding of \leqslant 49 million, with the aim of modernising the electronic signalling systems installed on the national rail network.

In the road sector, overall capital expenditure in 2023, excluding maintenance, was € 61 million, mainly centred on investments under component C7 of the Recovery and Resilience Plan (RRP) (€ 49 million), which is fully covered by European funding I would like to highlight the completion of the contract for the road link to the Fontiscos industrial area and the remodelling of the Ermida

junction in Santo Tirso, as it was the first project to be commissioned under the RRP. I would also like to highlight the completion in 2023 of another project included in the Business Areas Enhancement Programme, the 8.8-kilometre EN303 bypass, which provides direct, safer and faster access between the Formariz Business Park and the Sapardos junction of the A3 motorway. These projects, in addition to their contribution to promoting the region's economic competitiveness and attracting new investment, are particularly important moreover, in terms of reducing congestion and urban traffic jams, aspects that have a positive impact in terms of sustainability and improving safety conditions.

Another structuring project that was given a strong boost in 2023 is the implementation of the new submarine electronic communications cable system between the mainland and the Autonomous Regions (Atlantic CAM), which includes an innovative SMART component. In 2023, a concession contract was signed with the Portuguese state, under which IP assumes and promotes the conception, design, construction, operation and maintenance of Atlantic CAM. Still in 2023 the first application for European funding for this project was submitted and approved, with the allocation of €40.5 million under the CEF Digital programme, whereas the second application submitted by IP in 2024 is being analysed by the European Commission In 2023, the tender procedure for the Atlantic CAM maritime component also took place, which allowed the contract to be signed in 2024.

While the investment plan for the railway infrastructure is crucial to promoting a more modern and efficient network, on the road infrastructure side, and despite the increase in investment under the RRP, the main focus continued to be on the efficient maintenance and upkeep of the existing network, which in 2023 totalled € 145 million, 14% more than in 2022. This team effort carried out in a context of changing procedures and requirements and also heavily impacted by extreme weather events that involved adjusting work schedules, changing/adjusting priorities, reallocating funds, authorisation processes and other formal procedures lacking the flexibility and urgent response associated with extreme events, deserves to be highlighted as it requires increased levels of resilience from everyone.

As part of the maintenance of the railway infrastructure in 2023, a total of € 85 million was spent, 6% more than in 2022. The continued increase in efficiency in railway maintenance, carried out on a network undergoing modernisation and major transformation, which has also been impacted in certain regions by extreme weather events, shows the commitment and capacity for action demonstrated.

In terms of operating income, we will reach approximately € 1,350 million in 2023, an increase of more than € 52 million compared to 2022. Although the value of the Road Service Consignment recorded in 2023, amounting to € 642 million, is € 24 million lower when compared to that posted in 2022 (-4%), the income from tolls recorded an increase of around € 28 million (+9%) in 2023 compared to 2022, reaching € 322 million (+9% compared to 2022), as a result of the positive evolution of road traffic, slightly higher than in the pre-covid era. These different trends in traffic levels and toll revenues, on the one hand, and CSR revenues, on the other, reflect significant changes in the context of road mobility, which have associated consequences that should be reflected upon.

In terms of results, IP ended 2023 with a pre-tax profit of € 23.9 million and net losses of € 18.8 million. This result is fundamentally due to the application of the changes to tax legislation introduced by the 2023 State Budget Law (SB), namely the combined effect of the introduction of the Tax Incentive Scheme for the Capitalisation of Companies (ICE) in the Tax Benefits Statute, with the change to the tax loss deduction scheme provided for in article 52 of the CIRC. In addition, IP did not recognise the amount of Compensatory Allowances included in the approved budget, but rather the amount approved in RCM no. 3/2024, of 5 January.

On an institutional level, it is worth highlighting the evolution of the IP Group's organisational structure that took place in 2023, one year after the current Executive Board of Directors took office, essentially materialised by changes aimed at improving the interfaces between support processes and the value chain and strengthening the focus on meeting the core objectives of the IP Group's mission, while also incorporating new challenges such as sustainability in its different vectors.

In this regard I highlight the fact that this year we are publishing the Sustainability Report on a stand-alone basis, which accounts for the performance of the IP Group's companies in the environmental, social and governance (ESG) dimensions, describing the most relevant results and indicators of their activity in a clear, comparable and objective manner. This first year of preparing a Sustainability Report represented a remarkable effort, both for the team that coordinated its preparation and for all the areas involved, given that IP's areas of activity are so diverse, the impact and relevance of activities are so significant, and the harmonisation of reporting is so demanding.

Another area that deserved attention in the reorganisation process was safety, in particular by preventing accidents at level crossings and road blackspots, with the creation of a mission structure under the direct supervision of the Executive Board of Directors whose mission is to integrate and boost the actions promoted by the various areas of the company with an impact on reducing accidents. In fact, as the entity responsible for managing road and rail infrastructure, the IP Group is permanently focused on reducing accidents and mitigating risks, making the national road and rail networks increasingly safer for users.

In the field of railway system safety, 2023 saw the renewal of the Safety Authorisation, which confirms the acceptance of IP's Safety Management System, a process of continuous improvement led by a small and committed team, with the involvement of the entire IP Group.

Another area of focus in 2023 is the professional training of our employees and its central role in strengthening a culture of learning, innovation and safety in the development of their work. To this end, the IP Academy provided a total of more than 169,000 hours of training, mostly in professional categories associated with the IP Group's core business, namely in the areas of engineering, operations and security. In this context, we highlight the 3rd edition of ISEL's Postgraduate Programme in Railway Engineering. We intend to continue strengthening this activity, for which we count on the availability of trainees, trainers and other stakeholders, including in the improvement of training areas to be developed.

When projecting the near future, it is important, as already mentioned, to take into account the international geopolitical scenario of increased uncertainty - with situations of war in Europe and, more recently, in the Middle East - and respective impact on the evolution of the national economy, specifically on the price of oil products.

Despite this international context, an increase in capital expenditure is expected for 2024 and beyond, essentially as a result of the completion of the investments initially included in the Ferrovia 2020 Programme, the growth in the execution of RRP investments and the execution of the Atlantic CAM contract We are thus maintaining the annual growth trend that has been seen consistently since 2016.

The year 2024 will also be a very important year for developing the studies and projects needed to implement the PNI 2030 As part of the High-Speed Line between Porto and Lisbon, in 2024 we plan to continue the project with the launch of the PPP tender procedure for the section between Oiā and Soure and the award of the 1st phase, between Porto and Oiā following the tender currently underway.

As part of the relationship with the Portuguese state, we expect the signing in 2024 of the new programme contract for the management of the railway network for the period 2024-2028, taking into account that with the publication of Council of Ministers Resolution no. 3/2024 of 5 January,

expenditure was authorised regarding the compensatory allowances to be paid by the state to IP for fulfilling the public service obligations of managing the railway infrastructure, both defined in the aforementioned contract.

Another topic deserving of particular attention in the near future is the evolution of the financing and management model for the national road network, which has already been the subject of indepth internal reflection as well as external discussion by a number of speakers with vast experience in the road sector and knowledge of the main trends in the mobility and transport system.

A final word of well-deserved thanks to all the IP Group's male and female employees who demonstrated their competence, dedication, commitment and professionalism, which were essential to the development of the IP Group's business in 2023, as well as contributing to the achievement of results in a very demanding year.

t should also be noted that, in 2023, the members of the Executive Board of Directors, Mrs Vanda Nogueira and Mrs. Ana Isabel Coelho tendered their resignations, and the performance of 2023 was marked by their contribution and work, which is why we would also like to thank them.

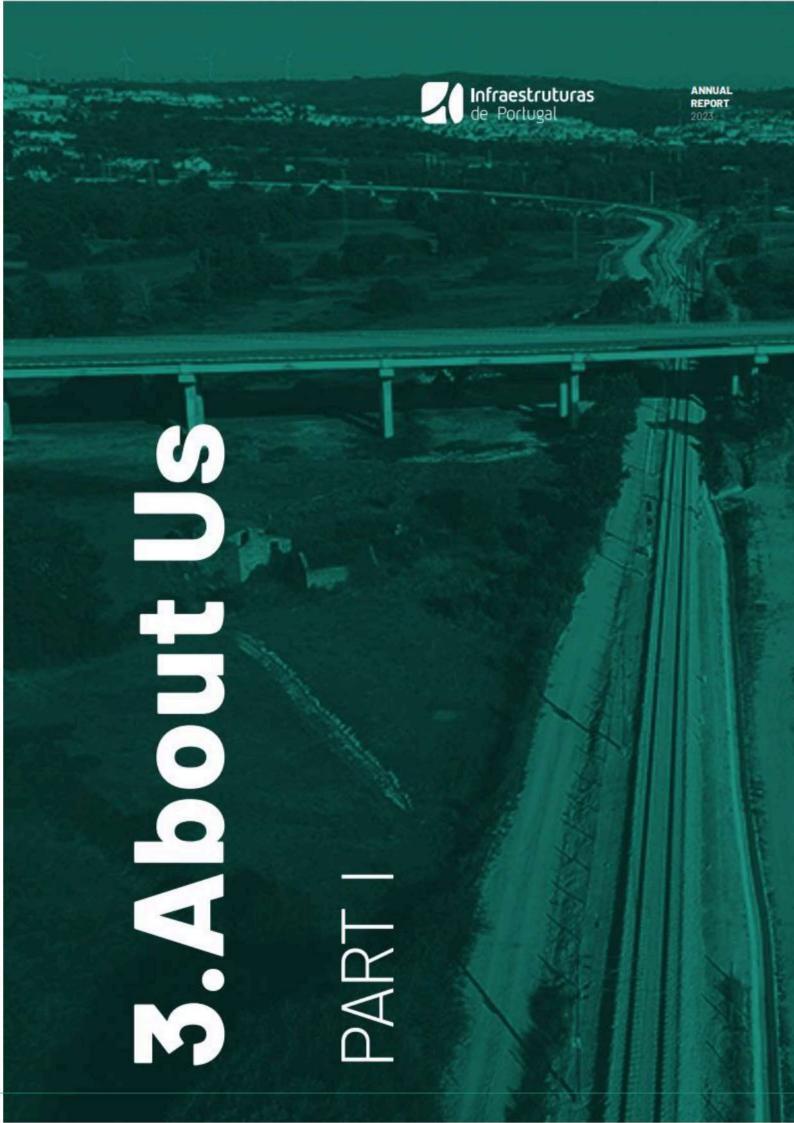
Finally, a special thank you to the Shareholder, for the confidence shown, and to the members of the Supervisory Bodies for their support, collaboration, always constructive interaction and commitment.

We all connect destinations with our eyes set on the future!

Miguel Jorge de Campos Cruz

TEpul Couz

Chairman of the Executive Board of Directors



ABOUT US

IP GROUP is the largest group in the management of transport infrastructure in Portugal; its major aim is to provide a safe, efficient and sustainable multimodal mobility service IP is the state-owned company that resulted from the merger of Rede Ferroviária Nacional – REFER, E.P.E. (REFER) into EP - Estradas de Portugal, S.A. (EP, S.A.) through which REFER was merged into EP, becoming a public limited company called Infraestruturas de Portugal, S.A. (IP). The merger entered into force on 1 June 2015, as provided in Decree-law 91/2015 of 29 May.

IP is responsible for managing infrastructures under the terms of the general road concession contract entered with the State including any future concession contract, and all remaining infrastructure under its administration.

Additionally, IP's corporate object includes the business operation of the public railway and road domain, including autonomous assets, such as the operation of service stations, parking areas, information and traffic management systems, rail and road safety systems, technical channel and communication networks between infrastructures or between infrastructures and vehicles, or stations, or terminals or other railway facilities.

In 2022, Decree-Law No. 63/ 2022 of 26 September the expanded the company's corporate purpose, in order to allow it to promote the design, planning, construction, development, operation and maintenance, under a concession regime, with the option of sub-concession, of the electronic communications submarine cable system between the mainland and the Autonomous Regions (CAM link).

The following contracts were entered with State:

Road Concession Contract:

The State entered a concession contract with EP, S.A. (now integrated in IP), the bases of which were approved in annex to Decree-Law 380/2007 of 13 November, amended by Law 13/2008 of 29 February, Decree-Law 110/2009 of 18 May, and Decree-Law 44-A/2010 of 5 May. One of the more relevant changes concerned the introduction of the concept of availability, which consists of assessing the quality of the service provided to users and measuring road accident levels and the levels of externalities generated therefrom, translated in performance indicators. In addition to the toll fees charged on toll roads and other income from the concession, the National Road Network is financed by the Road Service Consignment (CSR), created by Law 55/2007 of 31 August.

Railway Framework Contract:

On 11 March 2016, the State signed a 5-year Framework Contract for the National Railway Network with IP, in compliance with Decree-Law 217/2015 of 7 October. Subsequently, the contract was extended every six months from the 1st half of 2021, for six-month periods, through addenda determined by Resolutions of the Council of Ministers. The latest of these addenda set the contract to expire on 30 June 2022.

Under this multi-annual contract, the state's obligations to finance the management of railway infrastructure and IP's obligations to fulfil performance objectives aimed at users are worth highlighting, through quality indicators and criteria covering various elements, such as train performance (speed, line reliability and customer satisfaction), network capacity, asset management, activity volumes, safety levels and environmental protection. The contract also establishes financial efficiency objectives for IP in the form of revenue and expenditure indicators. The National Railway Network is financed through the following: tariff revenues charged to railway

operators; surpluses resulting from ancillary activities associated with the operation of the railway infrastructure; and compensatory allowances to cover the costs of fulfilling public service obligations that are not covered by such revenues.

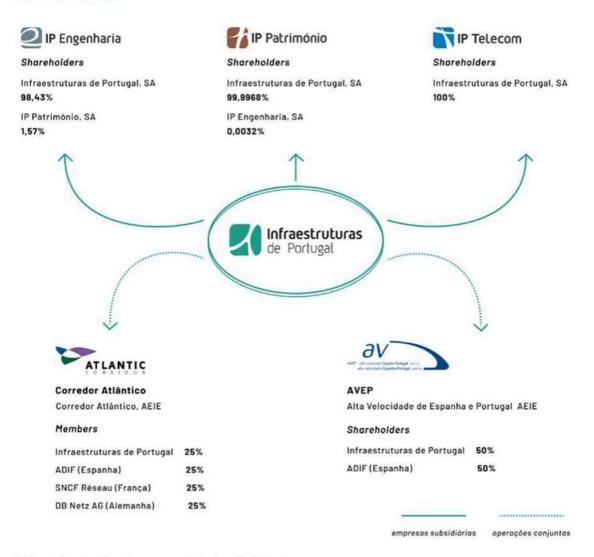
In January 2024, Council of Ministers Resolution no. 3/2024 of 5 January set the amount of compensation for the 2024-2028 Programme Contract, which has not yet been signed.

CAM Ring Concession Contract

In November 2023, the Portuguese state and IP signed the Concession Contract for the conception, design, construction, operation and maintenance of the submarine electronic communications cable system between mainland Portugal and the Autonomous Regions of Madeira and the Azores (Atlantic CAM). This contract was approved by the Court of Auditors on 09/02/2024.



3.1 IP GROUP



IP's stake in the share capital of subsidiaries

The IP Group gathers the technical know-how required for the proper performance of road and rail infrastructures, in the areas of design, construction, financing, maintenance, operation, redevelopment, extension and modernisation of the national road and rail networks, which includes, in relation to the latter, traffic command and control.

IP currently holds stakes in the share capital of three companies: IP Engenharia, IP Património and IP Telecom. These subsidiaries are profit centres aimed to optimise the non-core revenue of the Group, making the best possible use of existing surplus capacity in assets not used in main activities.

IP Engenharia, on the other hand, focuses most of its activity in the achievement of the 2020 Ferrovia Programme and the 2030 National Investment Programme.

Additionally, IP holds a stake in the share capital of Atlantic Corridor and AVEP – Alta Velocidade Espanha/Portugal, entities formed with peer European companies to promote the competitiveness of rail freight transport and to conduct preliminary studies for the Porto-Vigo and Madrid-Lisbon-Porto corridors.

Shares representing the total capital stock of IP belong to the State and are held by the Directorate-General for the Treasury and Finance. At 31 December 2023 the share capital totalled € 12 586 670 000.

3.2 MISSION, VISION AND VALUES

Mission

The corporate object of Infraestruturas de Portugal is the design, planning, construction, financing, maintenance, exploration, rehabilitation, enlargement and modernisation of the national road and rail networks, including traffic command and control.

IP is also responsible for the design, construction, operation, operation and maintenance, under a concession, with the option of sub-concession, of the electronic communications submarine cable system between the territory of mainland Portugal and the archipelagos of the Azores and Madeira.

Vision



To position Infraestruturas de Portugal as a multimodal mobility manager, boosting asset management and ensuring the provision of a safe, efficient and sustainable service, enhanced by the profitability of complementary assets.

Values



ETHICS - Acting with respect for ethical principles, namely transparency, good faith and honesty

DEFINING HOW WE GET THERE

VALUES AND MANAGEMENT COMMITMENT

SAFETY - Acting with respect for people's lives and physical integrity, an attribute that most characterises our service

SUSTAINABILITY - Acting with a view to economic, social and environmental sustainability

3.3 OUR NETWORKS

3.3.1 Road Network

The overall length of the network operated by IP is currently 14,860 km, of which 13,833 km are directly managed, and 1,027 km are subject to concession.

The 13,833 km network under direct management of IP is distributed as follows:

- IP (Itinerário Principal) (Main Itinerary): 463 km;
- IC (Itinerário Complementar) (Complementary Itinerary)): 1,807 km;
- EN (Estrada Nacional) (National Road)): 4,673 km;
- ER (Estrada Regional) (Regional Road): 3,352 km;
- ED (Estrada Desclassificada) (Disqualified Road)): 3,538 km.

In the year under review the management of 118 kilometres of roads was transferred to respective municipalities.



3.3.2 Road Network

The lines and branches of the national railway network (in operation and not in operation) have a total length of 3,600 kilometres, of which 2,527 kilometres are in operation.

Seventy per cent of the network with an overall length of 2,527 km is in operation, consisting of: 1,916.7 km single track; 563 km double track; and 48 km multiple track.

The length of the electrified network (1,794 km) accounts for 71% of the total operating network.

In 2023 there were 563 railway stations and halts in operation, of which 292 exclusively for passenger service, 12 exclusively for freight service and 245 with combined service.



3.3.3 Trans-European Transport Network

Part of the national road and rail network is integrated in the Trans-European Transport Network, with the aim of strengthening the social, economic and territorial cohesion of the Union and create an efficient and sustainable single European transport area providing increasing benefits to users and supporting inclusive growth.

The Trans-European Transport Network must create European added value focused on accessibility, modal integration, the promotion of cost-effective and high-quality transport, interoperability and the coordinated and efficient development of new and existing infrastructure, namely in the cross-border sections, bottlenecks and missing links.

The network comprises two levels to be developed gradually: the overall network to be completed by the end of 2050, and the main network included in the Atlantic Corridor to be completed by the end of 2030, comprising the strategically most important parts of the overall network to achieve the development goals of the TEN-T.

Approximately 1800 km of the national rail network will integrate the global network, of which 900 km are part of the main network. As for the road network, approximately 800 km form part of the main network.



Overall and Main Road Network



Overall and Main Railway Network

3.4 KEY INDICATORS

3.4.1 Financial

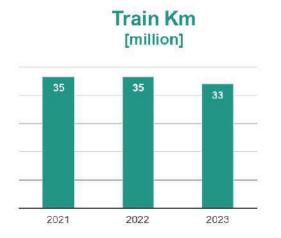
The IP Group's Turnover totalled € 1,201 million in 2023, € 30 million more than in 2022.

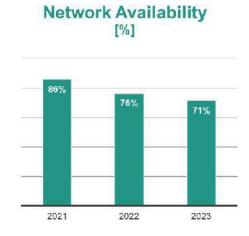


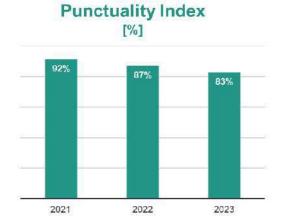
3.4.2 Operating

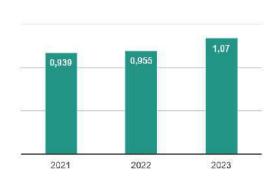
Railway

In 2023 there were a total of 33.4 million train kilometres (tK), 5% less than in 2022, 84% of which was passenger traffic and 16% related to the freight segment.





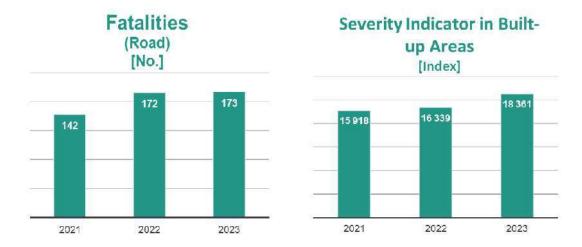




Level of network safety [Significant accidents per MTK]

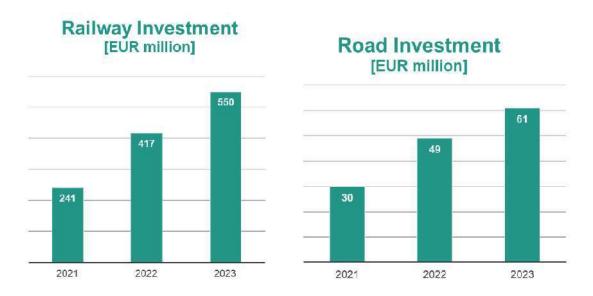
Road

Road accidents increased compared to 2021 and 2022, years that were heavily impacted by the lower volume of traffic due to the pandemic background.



3.4.3 Investment

Rail investment increased by 32% in 2023, driven by the Ferrovia 2020 programme, and road investment increased by 24% as a result of the implementation of the Recovery and Resilience Plan.



3.4.4 Human Capital

The company's strategy views the stabilisation of its current staff, replacing employees going into retirement and strengthening the workforce in critical areas, namely operational traffic and infrastructure maintenance areas.

It is worth noting the increase in Training per employee in 2023.





3.5 HIGHLIGHTS OF THE YEAR

JANUARY



Renovation of the EN101 between Valença and Monção

On 2 January, the "EN101 - Valença (km 0.875) and junction with EN202 (Monção - km 15.963)" contract was awarded, located in the municipalities of Valença and Monção, in the district of Viana do Castelo. The contract was awarded for more than € 6 million. The aim of the intervention is to significantly improve the traffic and road safety conditions of this road, renovating the pavement and the signalling and safety equipment, restoring the appropriate levels of service.



Douro Line | Bagaúste Tunnel structural renovation completed

Work has been completed on the structural renovation of the Bagaúste Tunnel at km 107.287 of the Douro Line, in the municipality of Peso da Régua. The contract, with an investment of € 880,000, aimed to repair deficiencies, namely detached and altered concrete with cracking, infiltrations and blocks of natural mass at the level of the shafts that showed instability, pathologies that could eventually evolve into situations of structural insecurity/instability with impacts on the reliability of railway operation.



NEXUS Agenda kick-off conference

IP and IPT are part of the NEXUS Agenda consortium, one of the projects selected under the Mobilising Agendas for Business Innovation of the Recovery and Resilience Plan (RRP). The main objective is to digitalise and decarbonise the logistics chain associated with the Port of Sines corridor. This project, led by the Port of Sines, involves 35 partners who will invest around € 91 million by 2025

FEBRUARY



Innovative noise barriers tested on the National Rail Network
As part of the INBRAIL - INNOVATIVE NOISE BARRIERS FOR
RAILWAYS project, an innovative noise barrier prototype was tested.
The experimental campaign was carried out on the Sintra Line, at
km 23.760 - in the Algueirão-Mem Martins area - and aimed to
experimentally characterise this acoustic barrier in a real
environment, analysing the Insertion Loss obtained when it was
placed.



RRP | Elimination of constraints on EN229 between Viseu and Sátão - Improved access to Mundão Area

On 14 February, the contract to upgrade the EN229 between Viseu and Sátão was awarded. The signing of the consignment note marked the start of the contract to improve the layout and widen the road platform on the approximately 9.6-kilometre stretch of the EN229, linking the Sátão bypass to the Mundão Industrial Park roundabout in Viseu. Involving an investment of € 3.4 million, this project was developed as part of the "Recovery and Resilience Plan (RRP)", under the heading of Business Centre Areas (AAE) - Road Accessibility, funded by the European Union.



Bobadela North Park | Circularity in construction

The contract "Linha do Norte | Adaptação do Parque Norte do Complexo Logístico da Bobadela, RCM 45/2021", which began in May 2022, was completed in February 2023. The aim of this contract was to provide the Bobadela Logistics Complex with the conditions to allow loading and unloading operations associated with logistics activities, ensuring that the space receives customs clearance. The contract allowed for the promotion of circular solutions on site. The use of waste on site, defined in the project, was promoted by IP, the contractor and the designer, through the application of the five APA General Rules for Construction and Demolition Waste (CDW), approved and published under the General Waste Management Regime.

MARCH



Renovation of IP8 - Santa Margarida do Sado and Ferreira do Alentejo

IP has launched the contract to upgrade the IP8 corridor between Santa Margarida do Sado and Ferreira do Alentejo. The works involve structurally improving the road along a stretch of around 22.1 kilometres between the end of the A26 at Santa Margarida do Sado and Ferreira do Alentejo, after the roundabout with the ER2. With a base tender price of €38 million, this is the largest investment yet launched by IP under the Recovery and Resilience Plan (PRP), a programme funded by the European Union.



IP present at High-Speed Congress 2023

IP presented the New Porto-Lisbon High Speed Line project at the 11th edition of the High-Speed Congress, which took place at the Palais des Congrés in the Moroccan city of Marrakech from 7 to 10 March. The chairman of IP, Miguel Cruz, took part in the discussion called High-Speed on the Move. He began by explaining that the aim of IP and the government is to "connect Portugal's two largest cities, at a distance of 320 kilometres, in one hour and fifteen minutes" - a journey that "currently takes three hours by train or car".



Opening of the new link connecting the Business Park of Formariz to A3

The 8.8-kilometre EN303 bypass opened to traffic on 24 March, providing direct, safer and faster access between the Formariz Business Park and the Sapardos junction of the A3. The amount of capital expenditure involved was € 10.8 million. With the opening to traffic of the new link between the Formariz Business Park and the A3, the first phase of the PVAE was completed.





IP is a signatory of the Portuguese Platform for Integrity

On 18 April, IP renewed its commitment to the PPI - Portuguese Platform for Integrity, which was set up in 2019. On this day, UN Global Compact Network Portugal and Associação Portuguesa de Ética Empresarial (APEE) organised the Forum for Integrity, which included the protocol ceremony for the renewal of the signatory organisations and the accession of new entities to the PPI - Portuguese Platform, as part of the ESG Week 2023 initiative, which discusses the great themes of Sustainability, framed in the ESG - Environmental, Social, Governance domains.







Technical Conference on Innovation in Paving

The 2nd Technical Conference on Innovation in Paving - Bituminous Mixtures with Reacted and Activated Rubber (RAR) took place on 18 April at LNEC. These 2nd Technical Days conveyed IP's culture of innovation, which aims to make an active and sustainable contribution to the decarbonisation of transport infrastructures and the promotion of sustainability principles in the management of road and rail infrastructures.

Renovation and seismic reinforcement of the Duarte Pacheco Viaduct

On 17 April, the Minister for Infrastructure, João Galamba, and the Secretary of State for Infrastructure, Frederico Francisco, visited IP's renovation and seismic reinforcement work on the Duarte Pacheco Viaduct. This intervention, which involves a capital expenditure of close to € 6.9 million, aims to improve the state of conservation and reinforce structural durability, promoting improved levels of comfort, mobility and road safety for the thousands of motorists who travel over the Duarte Pacheco Viaduct every day.

MAY



Modernisation of the Cascais Line

As part of the plan to modernise the track and catenary of the Cascais Line, work began on 2 May on Phase 1, which will take place between Cais do Sodré and Algés over the next 18 weeks, with an investment of € 31.6 million. This investment is part of the Cascais Line Modernisation project and is co-financed by POSEUR under Portugal 2020. Its main objectives are to promote more efficient and environmentally sustainable transport services.



IP at the Portugal Railway Summit 2023

The Portugal Railway Summit 2023, held on 3 and 4 May at the National Railway Museum and promoted by the Portuguese Railway Platform, was attended by IP. The Chairman of IP's Executive Board of Directors, Miguel Cruz, spoke on Panel 1, 'National Investments - Opportunities and Challenges', highlighting the national objectives, aligned with the European objectives for the decade, with special emphasis on the Railway 2020 Investment Plan.



JUNE



15 June marked International Level Crossing Awareness Day (ILCAD)

This initiative, promoted by the International Union of Railways (UIC), which will be celebrated for the 15th consecutive year in 2023, aims to disseminate information and raise awareness among pedestrians and drivers of the need to comply with signalling and safety rules at level crossings.

With the implementation of the Ferrovia 2020 and PNI2030 programmes, more than 250 level crossings will be removed from the National Railway Network, in line with IP's policy of removing and improving safety conditions on railway lines. This ongoing work has made a major contribution to reducing accidents.



Douro Line | Tender launched for the electrification of the section between Marco de Canaveses and Régua

IP has launched the international public tender for the electrification of the section of the Douro Line between Marco de Canaveses, in the district of Porto, and Peso da Régua, in the district of Vila Real. With a base price of € 118 million, the intervention's main objectives are to continue the investment in the comprehensive modernisation of the Douro Line. This investment is being carried out as part of the programme to expand and modernise the National Railway Network, Ferrovia 2020, which will be part of a future application under the 2021-2027 MFF, to be co-financed by the European Union.



RRP | IP launches tender for renovation of IC2 between Meirinhas and Pombal

A public tender has been launched for the contract to renovate the IC2 between Meirinhas and Pombal, with the aim of improving traffic conditions and road safety on this road. The work is part of the Recovery and Resilience Plan (RRP), specifically the Missing Links and Network Capacity Increase investment programme. These works will involve an estimated expenditure of € 2.9 million.





IP committed to preserving the Iberian Lvnx

Two information panels were installed for the presence of the Iberian Lynx in the territory bordering the IC27. Thus, anyone travelling on this road between the municipalities of Alcoutim and Castro Marim will find the information at km 31, in the north-south direction, and at km 17 in the south-north direction, on a 14 km stretch that crosses a new Iberian Lynx dispersal area.



RRP | Start of EN344 renovation in Pampilhosa da Serra

Close to € 200 million worth of works under the Recovery and Resilience Plan (RRP), within the Infrastructure Component, are already under contracting phase or being carried out on the ground. Namely, in July IP began work to upgrade the EN344 between km 67.800 and 75.520, in the municipality of Pampilhosa da Serra, in the district of Coimbra.



Completion of the contract works on EN1 and EN3

On 20 July, the contract "EN1 at km 45.300 (Ota), EN1 at km 30.500 (Vala do Carregado) and EN3 between km 00.100 and km 00.300 (Carregado) - Improvement of safety conditions" was completed. The works involved redesigning the existing intersections on the EN1 (OTA), EN1 (Vala do Carregado) and EN3 (Carregado), with the aim of significantly improving traffic conditions and road safety

AUGUST



Works to improve the Minho Line completed

The works took place between km 40.800 and km 41.600 of the Minho Line, in the municipalities of Vila Nova de Famalicão and Barcelos. The works involved the treatment of the track platform and the complete replacement of its superstructure - rails and sleepers - as well as the remodelling of the various drainage systems and the treatment of embankments on the section.



ER209 renovation contract completed

Works were completed on the ER209 between km 20.100 and km 27.810 in the municipalities of Valongo and Paredes, in the district of Porto. The aim of the works was to improve traffic and safety conditions on this stretch of road by renovating the pavement and the signalling and safety equipment.

SEPTEMBER



IP presents High-Speed Project on European Car Free Day

During European Mobility Week, IP presented the High-Speed Project at the PFP Workshop at the Instituto Superior Técnico, on European Car Free Day. Carlos Fernandes, Vice-Chairman of IP's Board of Directors, presented the New Porto-Lisbon High Speed Line project in the first panel "Railway Investments in Portugal: The Challenge of Sustainable Planning" at the Portuguese Railway Platform (PFP) Workshop.



Renovation of Track Superstructure works on the Douro Line

The works took place between km 151.335 and km 163.100 of the Douro Line (Ferradosa - Freixo de Numão), in the municipalities of São João da Pesqueira and Vila Nova de Foz Côa.

The intervention improved the safety, quality, reliability and availability of the infrastructure, and viewed to ensure passenger comfort and convenience.

OCTOBER



Inauguration of the last section of the Vouga Ecotrailway.

The section of the Vouga Ecotrail linking the municipalities of Oliveira de Frades, São Pedro do Sul, Viseu and Vouzela, members of the Viseu Dão Lafões Intermunicipal Community (CIM), was inaugurated, an investment of more than € 4 million.



IP and IPP honoured by APEE in "Recognition of Practices in Social Responsibility and Sustainability"

IP and IPP were honoured on October 17 as part of the "Recognition of Practices in Social Responsibility and Sustainability" at a ceremony organised by APEE - the Portuguese Association of Business Ethics, which took place at the Alverca Palace, known as Casa do Alentejo, in Lisbon. The prestigious awards recognise the work of the IP and IPP teams on social and sustainability issues, both because of the company's activity as a public body with increased responsibilities in this area, but also because of the characteristics and impact of the activity on society.



IP at the 20th Anniversary of the UN Global Compact Network Portugal

IP was present at the Conference "The Future of Business for a Sustainable World" of the UN Global Compact Network Portugal (UNGCNP), which took place on 10 October at the Gare Maritima de Alcântara in Lisbon. The event brought together participating UNGCNP companies, members of United Nations agencies in Portugal, Non-Profit Organisations and other entities.

NOVEMBER



RRP | Completion of the new link to the Fontiscos industrial area and remodelling of the Ermida junction

IP has completed the contract for the road link to the Fontiscos industrial area and the remodelling of the Ermida junction in Santo Tirso. In an investment of around € 3.2 million, this intervention was the first work to be put into service under the RRP - Recovery and Resilience Plan - Valorisation of Business Areas, co-financed by the European Union.



IP at the PROFORUM 2023 Congress

"Portuguese Engineering as a Driver of Portugal's Future" was the theme of the PROFORUM Congress, held at LNEC to mark the 28th anniversary of the organisation.

Miguel Cruz, Chairman of IP's Executive Board of Directors, took part in the panel on 'The importance of railway infrastructures', which discussed the importance of infrastructures for the country's development, specifically for boosting tourism, with a focus on the new Porto/Lisbon High Speed Line and its integration with other networks.



IP participates in the international event "Rail Live 2023" | IP defends its commitment to the railway as a sustainable means of transport for mobility in the 21st century

This leading railway exhibition and conference in Spain brought together in Madrid a number of players and key stakeholders in the promotion of the railway in Europe. The Chairman of IP, Miguel Cruz, spoke on the "Future Infrastructure Panel Discussion" panel, where he highlighted the clear environmental advantages of rail transport, particularly in terms of GHG emissions.

DECEMBER



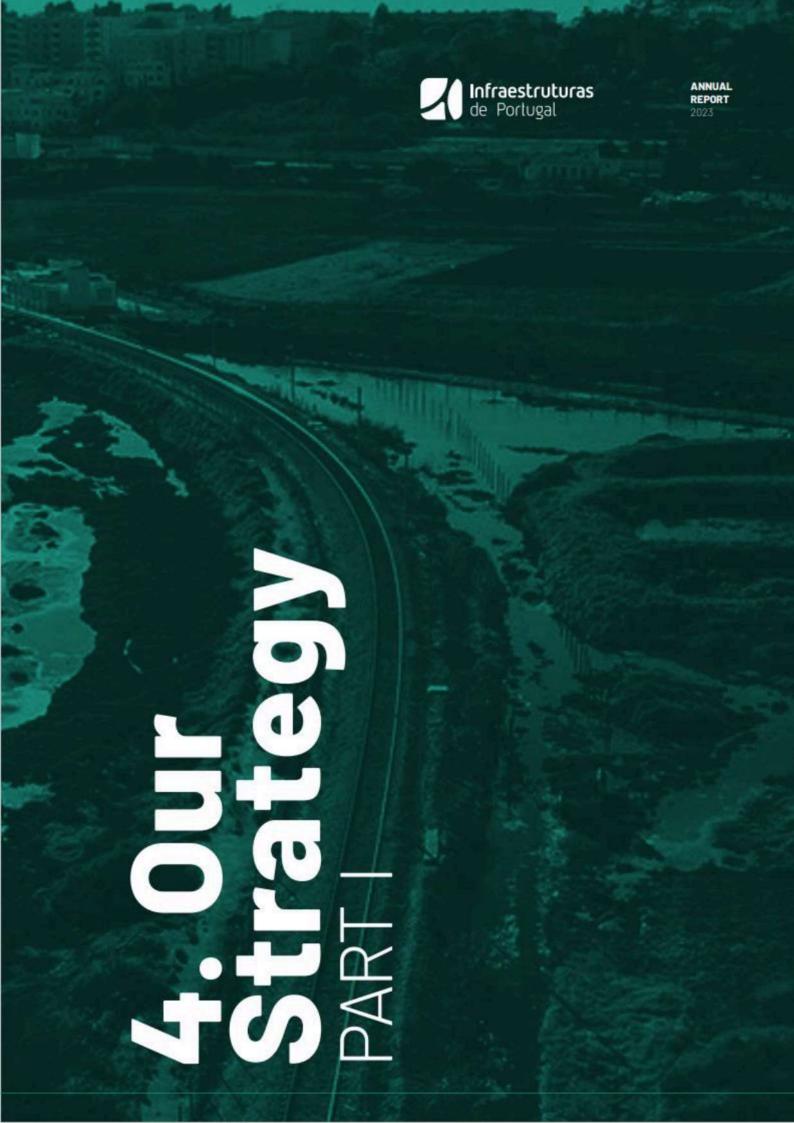
IP and RRP sign contract to digitise rail transport

The Chairman of IP, Miguel Cruz, and the Chairman of the Recovering Portugal Mission Structure, Fernando Alfaiate, signed the financing contract for the investment called "Digitalisation of Rail Transport", as part of Component C15 of the Recovery and Resilience Plan (RRP) For the execution of the contract, IP will receive a total of € 49 million with the aim of modernising the electronic signalling systems installed on the National Railway Network.



Completion of work to renovate the IC2 between Asseiceira and Freires

The contract "IC2/EN1 - Improvement between Asseiceira (km 65.200) and Freires (km 85.500)", located in the municipalities of Rio Maior and Alcobaça, in the districts of Santarém and Leiria, was completed. This work brings significant improvements to mobility and road safety conditions on the Central Region's Road network, with an investment of more than € 8.6 million.



OUR STRATEGY

4.1 STRATEGIC PLAN

IP Group's Strategic Plan is based on the company's Mission, Vision and Values, and establishes the company's strategy and major goals. It is guided by strict asset management, aimed to the creation of value, whilst consistently focused on the integrated development of the road and rail network, as well as to the increase in revenue (core and non-core), the capture of internal and external synergies (scale and know-how), the articulation of the regional presence, always with a view to ensuring the sustainable management of national road and railway infrastructures.

IP's operating strategy is oriented to the following lines of action, taking into consideration its internal and external planning instruments.

Current preservation/maintenance by contracts of the ENTIRE IP network, global interventions viewing the improvement of road and railway safety, and preventive interventions in selected pavernents, among other types of action. Proximity Plan to meet the effective needs of users, enhancing inland regions Current action Redute Red

Courses of action

The strategy considered a set of assumptions related to analysing IP's internal and external contexts and identifying its main stakeholders.

In addition to the above, the analysis of the internal and external context is fundamental for a better understanding and for the consolidation of the organisation's strategy, objectives and procedures. The main vectors of this analysis are the identification of strengths, weaknesses, advantages/opportunities and threats, with a view to identifying issues that affect or increase the ability to achieve the desired results.

4.2 CONTEXT ANALYSIS

4.2.1 External Background

For Europe as well as for the rest of the world climate change and environmental degradation are the major challenges of this century, requiring concerted responses at global level.

In this context, in 2019 the European Union proposed a growth strategy that aims to transform Europe into a sustainable, decarbonised, modern, resource-efficient and competitive economy - the Green Deal.

The Green Deal thus continues to be one of the most important strategic documents and frameworks for European development and policies, based on a model for continuing economic growth while reducing the resulting environmental damage, and which seeks to transform climate and environmental challenges into opportunities, in all areas of intervention/sectors of activity, now reinforced by the European Climate Law, approved in 2021, and the Fit for 55 in 2030 programme, the latter comprising a set of legislative proposals to achieve the target of reducing CO2 emissions by at least 55% by the end of this decade (2030).

In line with the global model of sustainable development advocated for Europe, the policy for sustainable and decarbonised mobility encourages the choice of more sustainable mobility and transport options, so that a carbon-neutral continent can be achieved by 2050, which has since been brought forward to 2045.

In Portugal, with the same goal of decarbonising the economy, the 2050 Carbon Neutrality Roadmap was also approved, which aims to make the national economy carbon neutral by 2050.

Since transport is responsible for a quarter of the European Union's greenhouse gas emissions, transport policy continues to focus resolutely on the objective of recovering market share for rail, both in passenger and freight transport, by maintaining the vast programme of investment in rail infrastructure, with the aim of opening up the market and thereby stimulating competition.

The Atlantic Corridor, as part of the trans-European transport network, aims to help strengthen the Union's social, economic and territorial cohesion and contribute to the creation of a single European transport area that is efficient and sustainable, brings more benefits to its users and supports inclusive growth. Its development must therefore demonstrate European added value through its contribution to the objectives of cohesion, efficiency, sustainability and increased benefits for users.

In this sense, the development of the trans-European transport network and the Atlantic Corridor in particular has been planned, developed and exploited in a resource-efficient manner, through:

- The development, modernisation and maintenance of existing transport infrastructure;
- Optimising the integration and interconnection of the various infrastructures;
- The deployment of new technologies and telematic applications, if this is economically justified;
- Due consideration of possible synergies with other networks, in particular with the trans-European energy or telecommunications networks;
- The assessment of the strategic environmental impact of mobility systems and transport infrastructures;

- The adoption of measures to plan and, if necessary, optimise and/or increase infrastructure capacity; and
- Due consideration of the vulnerability of transport and telematics infrastructures to climate change and natural or man-made disasters and the identification of the adaptation measures needed to make them more resilient to such disasters.

In what concerns the railway sector, the Ferrovia 2020 investment plan is crucial to promote an increasingly modern and efficient network, whilst in the road sector, the main focus continues to be the efficient maintenance and preservation of the existing network.

The National Investment Programme 2030 (PNI 2030), which materialises the structuring public investments to be made by 2030, aims to continue the commitment to expanding the rail network, renovating and modernising the infrastructure and increasing both the capacity and speeds of the existing rail network. Of particular note in this programme is the Porto-Lisbon High Speed Line (LAV) project, which pave the way to a high-quality service, characterised by significant reductions in travel times covering a vast expanse of Portuguese territory and for a disruptive leap in terms of service frequency on the route launched in January 2024. This project is not only transformational for the future of the railway and for strengthening people's commitment to rail, but it is also the aggregating element of a mobility transformation that will be comprehensive for the country.

Also within the scope of this programme in road terms, the focus remains on the renovation and modernisation of the existing network, the digitalisation/connectivity of the network and the completion of "missing links", in addition to the implementation of various measures aligned with the unavoidable need to decarbonise the sector and increase the resilience of infrastructures.

Nevertheless, with the approval of the Recovery and Resilience Plan (RRP), an investment plan to respond to the Covid-19 pandemic and respective impacts on the economy, and with an implementation period until 2025, investment in road infrastructure will amount to € 520 million, to be developed by IP or by local authorities. This plan will operationalise some of the investments recommended in the PNI2030, the previous PETI (Strategic Transport and Infrastructure Plan) and the PVAE (Business Area Enhancement Programme), such as the Évora Eastern Bypass, the Arruda dos Vinhos Bypass or the IP8 between Santa Margarida do Sado and Beja, among other important projects, all of which are already under way.

Finally, the National Railway Plan (NRP) launched in April 2021 is also an opportunity to ensure the stability of the national railway network and respective connections to the international network, including its planning and respective interventions in the medium to long term. In accordance with the NRP, rail access will be guaranteed to all district capitals, promoting adequate coverage of the territory and easy intermodality, with the medium-term expectation of a modal shift from road to rail, contributing to the objectives of decarbonising the economy and the transport system.

In this context, IP has been developing its activity based on the following guidelines / external factors:

 The Ministry's guidelines for the modernisation and expansion of the railway infrastructure, duly framed in the 2014-2020 Multiannual Financial Framework, as financial leverage for the Ferrovia 2020 Investment Plan. In the road sector, in addition to the aforementioned ongoing RRP, with recourse to European funds, the implementation of the Strategic Transport and Infrastructure Plan (PETI) and the Business Areas Enhancement Programme (PVAE) is ensured by own funds, with occasional partnerships with local authorities;

- Ministry's guidelines for the modernisation and expansion of road and rail infrastructure, within the framework of the next Multiannual Financial Framework 2021-2027, as financial leverage for the National Investment Programme 2030;
- Instructions from the Directorate-General for Treasury and Finance (DGTF), and the principles and reference values contained in IP's Business Plan.

Other external factors influencing IP's activity include the necessary adoption of the General Data Protection Regime, the response to the demands of the administrative authorities, the legal increase in the annual training period for employees, the national, European and international political contexts and the decreasing availability and quality of services contracted externally.

Likewise, the social, economic and regulatory assumptions, such as the State Budget Law and the respective decree-laws apply.

Finally, recognising the climate emergency in which the world finds itself and the urgent need to comply with the Paris Climate Agreement and the Sustainable Development Goals of the United Nations 2030 Agenda, IP has committed itself to some of the strategies for preserving the planet and combating climate change, namely through 3 main initiatives:

- Business Ambition for 1.5°C Programme launched by the United Nations Global Compact (2019);
- Lisbon City Corporate Mobility Plan, launched by the Lisbon Municipality and the World Business Council for Sustainable Development (2019);
- Lisbon European Green Capital 2020 / Lisbon 2030 Climate Action, launched by the Lisbon Municipality (2020).

In addition, IP has been monitoring the sustainability of its operations to try to ensure that its business can contribute to sustainable development, both by minimising the negative impacts of its activity and by optimising the positive impacts on people and the planet. The monitoring carried out has made it possible to anchor the sustainability/SDG in the company's business and to propose the definition of objectives and targets that establish the company's basis and level of ambition.

The war situation in Ukraine and its economic impact are events that influence and will continue to influence the company's activity.

High levels of inflation and rising interest rates put additional pressure on households, affecting their purchasing power, thus influencing employees' expectations in terms of wage growth.

Also noteworthy are the Medium-Term Agreement to improve incomes and the Decent Work Agenda and amendments to the Labour Code and related legislation.

On the other hand, due to the atypical context of the pandemic (COVID 19), there is a widespread favourable perception of teleworking, essentially from the perspective of reconciling family life and also its potential to reduce GHG emissions associated, for example, with the elimination of homework-home commuting. This is a subject which is reviewed on a continuous basis, given the need to assess its effects with regard to less tangible dimensions, such as interpersonal relations, team management and knowledge sharing, the impact on value chains, among others.

Opportunities and Threats

Analysis of the external context helped to identify a number of threats and opportunities that also influenced the Plan.

Managing these vulnerabilities (threats and/or opportunities) in a structured, integrated, transversal and continuous manner contributes to preserving and creating value and, as such, is intrinsically linked to the sustainability of IP's business. In order to better analyse these points, the principles of "widespread involvement", "adding value" and "supporting decision-making" are used as a starting point.

With regard to the opportunities' side, the following stands out:

- The availability of EU and shareholder funds to finance capital expenditure, the current preparation of an infrastructure resilience plan (rail, road and telematics), the integration of technological and other innovation (adapting infrastructure to new trends in land transport mobility, also with effects on increasing the level of safety and reliability of the system's operation), external recognition of the quality of the selected investment and the prioritisation model used at IP, as well as the political consensus around the PNI2030 (National Investment Programme) and the RRP (Recovery and Resilience Plan);
- The RRP is also seen as an opportunity because it guarantees funding for critical infrastructures for the development and consolidation of the road network, as well as for the economic development of the territories, through investments aimed at restoring sustained economic growth after the pandemic, reinforcing the goal of convergence with Europe over the next decade;
- Adaptation measures, which have been identified and applied to infrastructures, making them more resilient to extreme weather events and natural disasters;
- IP's strong investment in decarbonising its activities (e.g. electrification of the National Railway Network, increasing the share of renewable energy consumed and produced by IP, setting Scientific Targets for reducing emissions, accelerating the conversion of IP's car fleet to less carbon-intensive vehicles, expanding the network of electric charging stations);
- Decree-Law 84-C/2022, which came into force in January 2023, establishes the national electronic toll service, revising the existing legislative framework on toll collection, particularly with regard to national interoperability and access to the activity of electronic toll service provider. This new context could promote the introduction of new collection solutions and/or the entry of new players in the sector, leading to possible efficiency improvements in IP's revenue collection process. On the other hand, the decree-law introduces some changes in terms of payment systems and establishes that toll companies, including IP, and toll service providers have a period of two years from the date of entry into force of the decree-law to adapt to them, with a particular impact on the Easytoll system provided by IP;
- The launch of the National Railway Plan, which will guarantee stability in the railway network of national and international interest and, consequently, its planning and respective interventions in the medium to long term;
- The new trends and standards in terms of mobility and the environmental sustainability
 of this mobility, which are emerging 15 years after the signing of the Road Concession

Contract, justify promoting an adaptation of the current road infrastructure financing system, namely by adjusting the concept of the Road Service Consignment (RSC) to the circulation of electric vehicles, which are not covered by this road contribution. This action is an opportunity to better align IP with national and European environmental and sustainability policies, namely by contributing to more sustainable, energy-efficient and decarbonised mobility;

 Lastly, the conception, design, construction, operation and maintenance, under concession, with the option of sub-concession, of the submarine electronic communication cable system between mainland Portugal and the archipelagos of the Azores and Madeira is an opportunity due to its importance and centrality, with IP having the responsibilities described above.

From the opposite side - threats, we point out the following:

- The procedures/flows for approving expenditure and public procurement under the terms
 of the legal framework, conditional autonomy to recruit and determine the respective
 remuneration conditions;
- Climate change and its effects;
- Attacks on technological security and new forms of terrorism;
- The lack of funding for the maintenance and construction of the necessary quantity and quality of infrastructure;
- The large number of investments taking place at the same time;
- The market's lack of capacity to respond to the company's need to develop new projects and contracts;
- The possible return of EU funds;
- The lack of scientific and R&D partners to enable the development of this type of project;
- The decarbonisation of the economy and the transport system, through the increasing electrification of road mobility, without changing the current road infrastructure financing system, which is largely ensured by the Road Service Consignment (RSC);
- The consequences of climate change on infrastructure and its resilience and recovery from its initial conditions;
- The RRP, which as well as being an opportunity, internalises challenging aspects, due to the ambitious intermediate milestones and the implementation deadlines, any noncompliance with which will result in penalties;
- The general increase in the price of materials and the cost of labour, coupled with the
 difficulty of acquiring them due to a shortage of qualified supply, which has a serious
 impact on new contracts and the implementation of ongoing contracts;
- Compliance with legal guidelines in terms of the circular economy and the mandatory integration of recycled materials or materials that incorporate materials into the raw materials used on site, which will present challenges in terms of the cost of these materials and the respective market supply, in addition to the requirements to meet project deadlines;

- Likewise, and in addition to the previous points, the Russian invasion of Ukrainian territory, which led to a generalised increase in the prices of raw materials and materials in general. As a result, inflation is already jeopardising the financial capacity to implement the planned investments;
- The global growth in the possibility of cyber-attacks on computer systems, with undue access to confidential information, alteration of data and financial and reputational damage;
- Disturbances or stoppages of railway services due to disasters, calamities with an impact on the infrastructure, staff shortages, strikes or other constraints;
- The introduction, by decision of the State Grantor, of schemes to reduce or exempt the
 payment of toll fees applicable to motorways whose revenue is held by IP, or even the
 absence of authorisation for collection on certain sub-sections of these motorways or the
 installation of new collection points;
- Decree-Law 84-B/2022, which came into force in January 2023, establishes a new legal framework for the definition and implementation of procedures relating to the management of road infrastructure safety, including the mandatory participation of duly accredited road safety auditors. However, it is estimated that IP does not currently have enough safety auditors to meet the requirements of the aforementioned law, and the same is true of the market in general, namely due to the lack of training that has been provided by IMT. This aspect will be decisive in the studies and projects currently underway, including those associated with the implementation of the RRP. At the same time, road safety auditors will be needed to deal with the specific road safety inspections that will be required by ANSR under the same law;
- Finally, the system of submarine cables for electronic communication between mainland Portugal and the archipelagos of the Azores and Madeira is an opportunity but also a threat, due to the novelty and challenges it entails.

4.2.2 Internal Background

The IP Group's organisational model is divided into two main areas, one made up of the departments that provide support services (shared and corporate), with internal added value, and the other consisting of the business that generates products and services provided by IP Group.

Table below reflects the internal areas / stakeholders, their interests and the mechanisms / documents that respond to their needs and expectations.

Areas/Internal stakeholders	What do you expect from IP? (requirements / expectations)	Reference/Response documents	
IP Employees	- Continuous training of employees and dissemination of knowledge;	IP's Business Plan and Budget (PAO);	
	- Knowledge of the improvement plan for the railway and road systems and the possibility of participating in its improvement;	Performance management and assessment system – "Path to Excellence";	
	- Planning, programming and execution of activities in a safe	Training plan;	
	working environment and the influence of this work on system performance;	Career System;	

Areas/Internal	What do you expect from IP?	D. 6		
stakeholders	(requirements / expectations)	Reference/Response documents		
	- Continuing the process of reinforcing and renewing staff,	Collective Bargaining Agreement;		
	- Alignment between merit, evaluation and professional and salary progression;	Management system for reconciling professional, family and personal life;		
	- Maintaining and reinforcing measures that promote reconciling professional, personal and family life;	Internal of teleworking regulations IP's Corporate Mobility Plan - "MOB IP"		
	- Adoption of new measures and reinforcement of existing ones, which promote more sustainable mobility patterns, integrating concerns such as reducing the company's carbon footprint, energy and economic efficiency;	Business Ambition 1.5° Scientific Targets already presented to SBTi (Science Based Target initiative);		
	- Provision of quality occupational health services;	ECO-AP Programme		
	- Working conditions that promote the safe performance of activities.	IP Group Health Insurance		
		BCP- Business Continuity Plan		
		Legislation, regulations, occupational safety documents		
IPT	Specific requirement: Provision of services and support in support areas	Protocol for the provision of economic and financial management services, purchasing services, logistics and general services and Human Resources services		
		IPT's Business Plan and Budget;		
IPE	Specific requirement: - Provision of services and support in support areas;	Protocol for the provision of economic and financial management services, purchasing services, logistics and general services and Human Resources services		
		IPE's Business Plan and Budget;		
IPP	Specific requirement: - Provision of services and support in support areas;	Protocol for the provision of economic and financial management services, purchasing services, logistics and general services and Human Resources services		
		IPP's Businesss Plan and Budget;		

IP's response to the requirements and expectations of internal stakeholders is ensured by the various processes in the value chain (business and support processes) as well as the various communication mechanisms and channels available within the organisation.

Strengths and Weaknesses

The analysis of the internal context points to a number of strengths and weaknesses in relation to which the most appropriate measures are adjusted in the Business Plan and Budget (BPB), supported by cross-cutting projects, activity plans for each company department and other action mechanisms intrinsic to the existing management model.

The strengths to be maintained and reinforced include:

Resources with in-depth knowledge and experience in the various fields of IP activity;

- Alignment with quality and good practices benchmarks, namely ISO standards;
- Continued certification of the organisation's Enterprise Management System (EMS), obtained in 2019, which attests to continuous improvement and compliance with the requirements of the NP EN ISO 9001:2015 (Quality) and NP EN ISO 55001:2016 (Asset Management) standards;
- Alignment of all the IP Group's OUs with the necessary and transversal contributions to reducing the organisation's carbon footprint, in order to comply with the Scientific CO2 Emissions Reduction Targets presented to the SBTI;
- Aligning teams with the organisation's Strategic Objectives and Commitments;
- Highly specialized, competent and committed teams;
- Concentration of human resources in corporate areas, enabling the strengthening of skills and bringing added value;
- Capacity of adaptation and continuous training and consolidation of knowledge;
- Rigour and reliability of information structured in robust systems and modern technologies and information systems, as well as the systematisation of monitoring mechanisms for road-rail strategic plans;
- Continued modernisation of management systems, with a special focus on the development of the new application for planning network intervention needs, known as RADAR, and the implementation of process automation using RPA - Robotic Process Automation technology;
- Recruitment and integration processes for new employees, even in an adverse context (market conditions);
- High adhesion of employees to participatory governance processes;
- Evolved investment selection and prioritisation processes, validated by external entities, rationally oriented towards Global and Integrated Planning, with systematic monitoring, from the design phase to the implementation of these investments;
- Financing contracts that ensure the sustainability of the main investments in the road and railway networks;
- High response capacity and implementation of contingency plans in emerging situations (e.g. Covid 19 pandemic, which has since been overcome).

On the weaknesses side, we point out:

- Strong dependence on external services in some activities, along with a limited market supply in several areas (particularly in the railway and Information Systems);
- Information is scattered and occasionally not integrated, which justifies the need to improve information systems in specific cases;
- Rigid salary policy with a strong dependence on the guidelines issued for the state business sector, making it difficult to attract, retain and consolidate human capital within the company;

 High impact on the organisation of the implementation of a New Document Management Solution in the IP Group.

4.2.3 Macro Trends of the Mobility and Transport System

In the global context of the future of mobility systems and transport infrastructures, it is imperative that greater environmental sustainability is achieved through the spread of the sharing economy, the circular economy, new technologies, low-carbon fuels and the resilience of infrastructures, particularly to climate change.

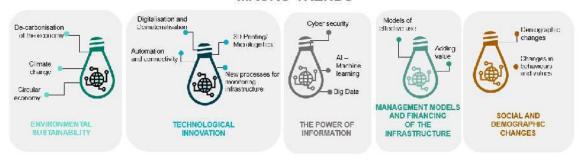
The automation of transport, construction methods and logistical operations, combined with an increase in sensor technology and connectivity and the use of artificial intelligence, will continue to introduce major changes and even disruptions, to the mobility system as we know it today.

All these trends, combined with the social/behavioural and ongoing demographic changes, will continue to pose major challenges, especially in terms of the transport infrastructures' planning and management,.

It is essential that Infraestruturas de Portugal, as a critical provider of mobility services, keeps up with these trends and integrates innovation projects and experiences, with the aim of clarifying its role and that of its infrastructures in the future of national mobility, testing and foreseeing possible scenarios for its sustainability and asset profitability, as well as monitoring and participating in legislative and regulatory changes, which will be essential for understanding the operation and management of transport infrastructures and which could strongly condition its medium and long-term planning and strategy.

The following charge summarises the main macro trends associated to the transport sector.

MACRO TRENDS

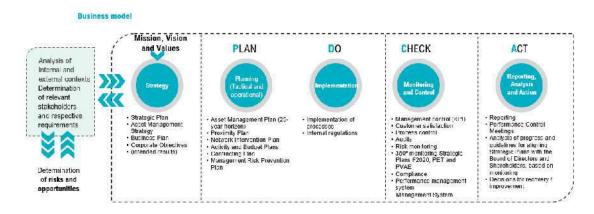


4.3 MANAGEMENT MODEL

The IP Group's management model is based on rigorous management of its assets with a view to creating value for its stakeholders, based on the organisation's strategy and purpose and analysis of the internal and external contexts.

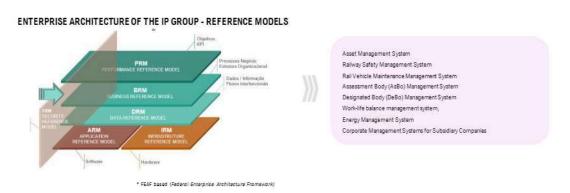
The model is based on the PDCA improvement cycle (Plan, Do, Check and Act) and a corporate architecture that integrates several reference models (PRM, BRM, DRM, ARM, IRM and SRM) that support its implementation.

Strict asset management is crucial to maximize the value created for stakeholders. Such management allows identifying medium- and long-term improvements, based on planning mechanisms and a strong project management methodology (of wide-ranging, operational and investment projects), involving different areas of the IP Group, focused on the customer/user of road and railway infrastructures.



IP's model of value creation

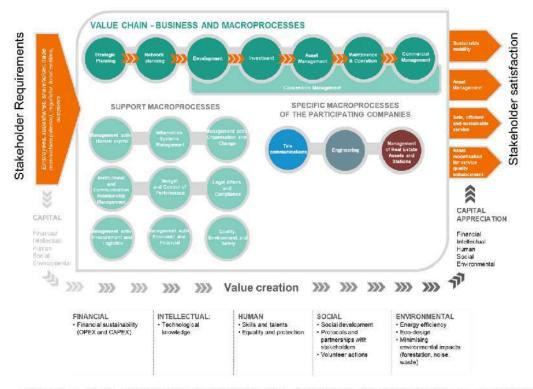
A corporate architecture was defined as support to the business model of the IP Group, based on 6 reference models, which are interrelated to ensure the alignment and implementation of the strategy at the different levels of the organisation (performance, organisation and processes, IT applications, IT information/data and safety).



4.4 IP GROUP VALUE CHAIN

To achieve intended short-, medium- and long-term results all the organisation's processes are anchored in the performance of the activities according to the Group's value chain:

- IP macro business or core business processes (IP business processes);
- Macro processes supporting IP and its subsidiaries;
- Specific macro processes for subsidiaries.



The value chain supports the implementation of the Organisation's business model across the various phases of the PDCA (*Plan-Do-Check* and *Act*) improvement cycle and is based on:

- The requirements and expectations of stakeholders;
- The means or capital necessary for the transformation and creation of value for the market (financial, intellectual, human, social and environmental); and
- IP's internal and external strategy guidelines.

In addition, IP has been consolidating and boosting its approach to improving process performance based on the principles of Business Process Management (BPM), which are aimed at creating an internal dynamic that fosters the identification of critical activities and opportunities for improvement to the benefit of efficient performance in the "production" of outputs and, consequently, the results sought by the Organisation (outcomes).

4.5 STAKEHOLDERS

IP Group's response to the requirements and expectations of stakeholders is ensured by various processes in the value chain, as well as by the communication and relationship mechanisms and channels available in the Organisation

Table below shows information about external stakeholders and what they expect from IP in the context of its activity.

IP's response to the requirements and expectations of these stakeholders is ensured by the various processes in the value chain (business and support processes) as well as through the various communication and relationship mechanisms and channels available in the Organisation.

Stakeholder Group	Networks	Stakeholders	Interest	Reference/Response documents	Nature of the Interest
(External)			What do you expect from IP?	documents	
Shareholder	Road	Portuguese State	Sustainable mobility		Obligation
			Efficient management	Concession contract	
	11000		(Quality vs. cost)	Solidosolori Soliliado	
onar en order			Good reputation		
	Railway		Public Service	Framework programme	
	Telecommunications		Rational and judicious investment		
			Safety		
		Private or collective users of the NRN (National Road Network)	Information		
			Accessibility		Expectation
	Road		Network availability		
	Noud		Reduced costs		
		Concessionaires	Collaboration in the contractual relationship	2 2 2	Obligation
			Control of contract obligations	Contracts	
Cliente	Railway	Railway Operators	Fair fares	Network Directory	Obligation
Clients		Customers of the railway service	Information		
			Availability/	Access to the Network (Dec. Law 151/2014)	Expectation
			Punctuality/		
			Reliability		
			Safety		
			Reduced costs		
			Information		Expectation
	Telecommunications	Users	Availability/	SLA	
			Reliability	100-700	
			Reduced costs		

Stakeholder Group	Networks	Stakeholders	Interest	Reference/Response	Nature of	
(External)			What do you expect from IP?	documents	the Interest	
		IMT		Concession Contract / PCQ	Obligation	
	Road	ANSR	Compliance with the concession contract	National Road Plan (NRP – Law 222/98)		
				Road Statute (EERRN - Law 34/2015)		
	Railway	AMT	Compliance with the framework programme	Framework contract	Obligation	
State Regulator		IMT	Compliance with safety requirements	Safety authorisation (EU Regulation 1169/2010)		
	Telecommunications		Compliance with legal and regulatory requirements	Registration	- Obligation	
		ANACOM	Reporting of correct and timely information	Scope: GSM-R network and services; Public telecommunications network.		
	Road, Railway and Telecommunications	Municipalities	Equitable and transparent treatment	Road Statute (EERRN - Law 34/2015)	Expectation / Obligation	
Local entities		CCDR	Accessibility	Public Railway Domain (Law 276/2003)		
		Neighbours	Information	Agreements		
Suppliers	Road, Railway and Telecommunications	Sub-concessionaires	Contractual obligations		Expectation / Obligation	
		Design and construction companies; service providers;	Equitable and transparent treatment (CCP compliance)	Contracts		
		Conservation and maintenance;				
		Consultants;				
		Utilities suppliers				
Working conditions	Road, Railway and Telecommunications	Authority for Working Conditions (ACT)		Collective Bargaining Agreement		
			Compliance with the law	General Labour Law for the public sector	Expectation / Obligation	
				Labour Code		
	Road, Railway and Telecommunications		Ovideration	Communications / Replies	Exercise Manager	
Media		Social media	Quick, strict and updated information	Website / social networks information	Expectation / Obligation	

Stakeholder Group (External)	Networks	Stakeholders	Interest What do you expect	Reference/Response documents	Nature of the Interest	
A Control of the Cont			from IP?			
	Road, Railway and Telecommunications	European Commission.	Compliance with European policies	Contracts		
		Audit Court	Legality of contractual practices	Report on the Implementation of Risk Management Plan for the prevention of Corruption and Related Offences of Group IP		
		Managing entities of EU Funds	Compliance with recommendations of the Corruption Prevention Board		Expectation / Obligation	
		General Tax Inspection				
		Directorate-General of the Treasury and Finance				
		Technical Unit for the Control and Monitoring of the Corporate Public Sector				

4.6 RISK MANAGEMENT

4.6.1 Framework

The IP Group's risk management¹ comprises an aligned set of principles, methods and procedures that guide the organisation in anticipating or dealing with events (external and internal) that impact its business. Recognising, monitoring and controlling these occurrences as part of the company's strategy helps to strengthen the organisation's resilience in the face of threats that expose its vulnerability and, at the same time, enhances the opportunities identified in the context of the activity, to the benefit of the organisation's efficiency and the optimisation of business objectives.

The company's efforts to prevent and control threats, which materialise in Regulatory and Compliance, Financial, Operational, Technological, Reputational and Business risks, go hand in hand with the implementation of instruments that reinforce the internal control system, in terms of identifying, mitigating and controlling situations at levels accepted by the company and in compliance with the reliability, transparency and security of the processes and systems that support the business.

¹ Risk Effect of uncertainty on objectives - NP ISO 31000:2018 - Risk management - Guidelines)

An effective and efficient risk management will integrate this process in the organisational structure; thereupon, the governance model of IP Group follows the directives of the 3 lines of defence model" to clarify responsibilities and define the actions of the different players, as shown below:



- Operational Managers (1st line of defence): responsible for the development and implementation of internal policies, controls and procedures, which ensure that activities are in accordance with the defined goals and objectives;
- Risk Management, Compliance and Corporate Planning and Management Control (2nd line of defence): incorporates the risk management department, the Compliance department and a management control system;
- Internal Audit (3rd line of defence): the Internal Audit Department is responsible for ensuring the compliance, functioning and adequacy of risk management, control and governance processes.

At Group level, the Legal and Compliance Department is responsible for creating, implementing and promoting the risk management model to manage events with potential to affect the achievement of the Group companies' goals.

4.6.2 2023 Results

Risk Management

In 2023, activities implemented since 2015 were continued and reinforced:

- Update of the IP Group Global Risk Chart;
- Continuous monitoring of the implementation of the organisation's risk controls;
- Preparation and disclosure of IP Group's Report on the Implementation of the Risk Management Plan for Corruption and Related Offences (available for consultation on the website of Infraestruturas de Portugal, S.A.)

- Interim assessment of the High and Very High-level risks identified in the IP Group Plan 2022-2023, carried out with the following objectives:
- Validation of the level of risk, taking into account any changes in context that may have an impact on the risks identified;
- Monitoring the implementation of the controls contained in the Action Plans.

As a result of the latest review of the company's risk management plan, in the context of the implementation of investments under the responsibility of the IP Group, it is important to highlight the demands (time, quality and cost) that are required in order to comply with the road and rail infrastructure's intervention and maintenance/conservation programmes, in addition to the full implementation of the investment plans (RRP, Ferrovia 2020 and PNI 2030), which are very challenging in terms of time, volume of actions and the conditions for their implementation.

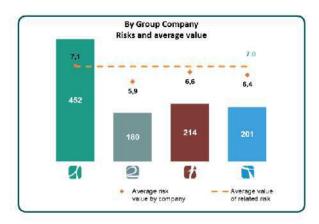
In addition to the constraints imposed by the current market conditions, impacted by the international economic and social situation, which has repercussions, in particular, in the increasing price of raw materials and the limitation in selecting and contracting the provision of services (using qualified technicians), there is also the difficulty in allocating adequate internal human and material resources to meet the defined objectives.

In order to ensure balanced management of available resources and to mitigate the impact of limited or even insufficient financial, material and human resources in certain areas, a series of actions have been implemented, such as replacing and/or strengthening teams, planning activities geared to the priorities emerging from current commitments, continuing to modernise and develop applications and systems to support the activity and equipment to make the road-rail infrastructure more operational, also taking into account the effect of climate change on its condition and maintenance, and strengthening security and resilience in the context of cybersecurity.

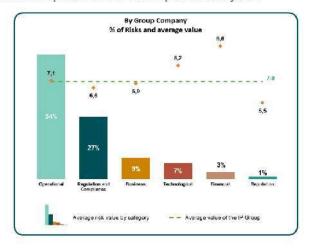
With regard to the control and mitigation of management risks, including those of corruption and related offences, actions to maintain and monitor the internal control system continue, assisted by internal auditing, identifying weaknesses in internal processes and subsequent corrective actions, and by Compliance, which, within the scope of regulatory compliance, promotes dissemination, communication, training and awareness-raising on matters related to Ethics, Conflict of Interest, Personal Data Protection, Money Laundering and Terrorist Financing, the Whistleblowing Channel, the Anti-Fraud Policy Statement, Irregularity Reporting Policy, Cybersecurity and Risk Management, among other actions.

It should also be stressed that in most of the risks analysed, vulnerability to external events, whether in the context of regulation and compliance, shareholder impositions or exposure to extreme natural factors, raises uncertainty in risk management and is a conditioning factor in risk mitigation, despite the growing implementation of ongoing actions to deal with them.

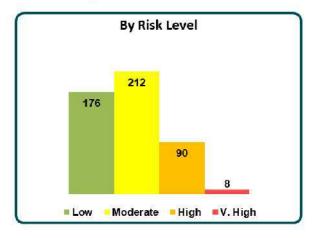
As a result of the analysis carried out, it is confirmed that the IP Group is exposed to 486 risks, 7 of which are new threats.



Considering the type of risks that characterise the activity, the predominance of "Operational" category risks in the IP Group's overall risk universe is confirmed, with a slight decrease in the average level of risk as well as in the "Reputational" category. Conversely, in the other categories the level of risk increased compared to the same period last year.



From the analysis of the 486 identified risks and the effect of implemented controls and mitigation measures, it is confirmed that the current average level of risk of the IP Group is 7.1, i.e., there is concentration of moderate level risks, as shown in the chart:



A change in the level of risk was seen in 17 per cent of the risks identified and 6 per cent resulted in an increase in the level of risk, particularly the operational (53 per cent) and Regulation and Compliance (27 per cent) categories.

In view of the risks identified, a set of controls was established to be implemented in 2023 to i) continue to develop and improve applications and procedures for greater efficiency in the performance of processes and compliance with activities; ii) develop and improve technological systems and infrastructures and iii) reinforce human resources to meet the need to rejuvenate and strengthen teams.

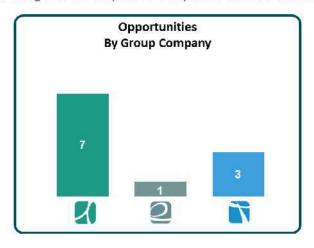
In the action plans included in the IP Group's current global map, 379 controls are planned to continue and reinforce risk mitigation, specifically regarding the continuity of infrastructure monitoring and intervention actions, the implementation of technological action plans and the development of applications and systems to support the activity, as well as the reinforcement of human resources and training.

The monitoring of the implementation of these controls will be carried out during 2024, between the "Risk Manager" body and respective "Risk Owner", and respective result will be reported to the stakeholders.

Management of opportunities

The Business Plan and Budget for the Group's companies identified 11 opportunities for IP Group,

The opportunities being dealt with by the IP Group are those identified during the preparation of the Business Plan and Budget of the respective companies and are distributed² as follows:



Opportunities by Group Company

The nature of these opportunities at IP derives particularly from the external context, namely the use of incentives arising from various investment programmes (PNI 2030 / RRP / Railway Plan) and incentives for technological innovation, the availability of EU funds and the continuity of the recruitment process.

As regards subsidiaries, opportunities stem from the specificity of their business: technological innovation at IPT; relation with clients in the international market, at IPE; and improvement of synergies with IP.

² The Business and Budget Plan of IP Património did not include the identification of opportunities

Fifteen controls were identified to tackle these opportunities; their implementation is monitored every half-year by the "Risk Management" area in collaboration with the "Opportunity's Owner" and the respective supporting management of each company. Results are reported to stakeholders.

4.7 INNOVATION

The IP Group sees innovation as the driver for service improvement, namely through the creation of solutions and products to boost efficiency and generate new businesses.

In 2023 the IP Group continued to develop and implement its Innovation Plan.

At the end of 2023, IP Group participated in 7 Research, Development and Innovation (RDI) projects co-financed by several European programs in the most diverse areas (e.g. connectivity and telecommunications, asset management, energy, road safety, environment and resilience). In 2023 five R&D projects were completed.



In 2023, these projects involved around 44 IP Group employees, which reflects IP's commitment to innovation. Thanks to its participation in these innovation projects the IP Group has built an extensive network of more than a hundred RDI partners.

In 2023, an application was approved for the Rail4Cities project, funded by Horizon Europe, with the participation of IP and IP Património, which aims to transform railway stations into centres for the sustainable development of cities.

As regards SIFIDE (national programme for research & development activities), we point out the following projects developed in 2023:

- Submittal of 20 applications by IP Group relating to RD activities carried out in 2022;
- Approval of 30 applications from the IP Group relating to ID activities carried out in 2021, corresponding to a tax credit of €166,381.

2023 also saw the continuation of IP's 50 RDI Challenges Programme, with the launch of a New Edition of the Programme, which updated the 50 Innovation Challenges for which the IP Group intends to find solutions in collaboration with the scientific, technological and business

communities. In this context, in 2023, in addition to the ongoing partnerships, a Collaboration Agreement was signed with the Faculty of Engineering of Lusófona University for the development of a practical case, called "Dynamic characterisation of the Edgar Cardoso Bridge using a mobile phone", to validate the results obtained in a Research and Development (R&D) project.

Also noteworthy in 2023 is IP's participation in 2 innovation demonstrators in the field of noise protection:

- INBRAIL Project, coordinated by Mota Engil, under which innovative acoustic barriers were installed on the Sintra Line;
- NextLap 2, an innovation acceleration programme promoted by Beta-i, Valorpneu and Genan, under which acoustic barriers made of concrete and used tyre rubber were developed and installed on the Évora Line.

Two meetings of IP's Innovation Think Tank were organised in 2023, one on the topic of "How can BIM impact IP's activity?" and the other on the topic of "What are the opportunities and risks of Artificial Intelligence for IP?"

In terms of communication, it is worth highlighting the organisation of an Innovation Road Show in 2023, with 3 sessions (Porto, Évora, Santarém) and an exhibition at Entroncamento on IP's anniversary, where IP employees were shown the company's innovation studies and projects, as well as the New Edition of IP's 50 Innovation Challenges.

Still on the subject of communication, it should be emphasised that in 2023 four videos were made about IP's innovation projects, which were published quarterly on the company's intranet, website and social networks, specifically, on dynamic train weighing projects (Peddir DEMO and Evo4Rail) in the 1st quarter; on Shift2Rail's In2Smart projects in the 2nd quarter; on the Rev@Construction project in the 3rd quarter; and on Shift2Rail's In2Track projects in the 4th quarter.

It is also important to mention the participation in the PFP - Portuguese Railway Platform. Founded in 2015, PFP was recognised as one of the Portuguese economy's Competitiveness Clusters, with the motivation of bringing together all the national railway stakeholders to promote Portugal as an innovative country in the railway industry.

In 2023, IP continued its mandate as chairman of the PFP Board.

In this context, the following stand out:

- The organisation of the Portugal Railway Summit, the largest event in the Portuguese railway sector, which took place at the National Railway Museum in Entroncamento on May 2 and 3, 2023;
- The 1st PFP Thematic Group Workshop was held in Lisbon at the Instituto Superior Técnico on 22 September;
- Participation with a stand at the Rail Live Madrid fair, from 29 November to 1 December, which included the organisation of a business breakfast with around 70 participants, belonging to the business mission of 20 national companies that visited Rail Live Madrid, and several Spanish companies.

ANNUAL REPORT 2023

Infraestruturas de Portugal

Sesinas de Sesion de Sesio PART

BUSINESS AREAS

5.1 ASSET MANAGEMENT

The management of the assets that make up IP's rail and road networks is geared towards optimising the life cycle of the assets guided by sustainability criteria and providing high levels of safety and quality.

Within this framework, IP's basic mission is to inspect infrastructure assets, ensuring that an adequate diagnosis of their state of repair is made. This knowledge of the condition of assets is a source of development for asset planning and management activities. Inspecting the assets that make up the infrastructure is a fundamental component for a more effective response in terms of infrastructure safety, maintenance and operation.

2023 Inspection Campaign

Road Pavements

Profilometer 7,412 km SKM 5,130 km

The main pavement inspection campaigns take place annually and are fundamental to IP's mission, providing the necessary indicators for good conservation and maintenance management. In this context, campaigns were carried out using Profilometer (measurement of

geometric parameters) and SKM (transversal friction measurement equipment).

The Pavement Mechanical Inspection Campaign ran from February to October, and 7,412 km of track were inspected. Likewise, the Adherence Campaign, with the SKM, enabled the inspection of 5,130 kilometres of track length.

Rail Track and Catenary

During 2023, three Track Geometry and Catenary Inspection Campaigns were carried

out on the entire NRN in operation (general network campaigns). The inspections carried out in 2023 achieved 67 per cent compliance with the plan initially planned, and there were also extraordinary inspections.

The Main Inspection based on Track Appliances consists of the detailed assessment of the general status and condition of its components. In 2023, 4,478 inspections were carried out, resulting in an implementation rate of 110% of the initial plan.



Inspection of switching devices 4478

Road Bridges Main Inspection 1,004 + 79

Engineering Works

As far as Works of Art are concerned, 1,004 Main Road Bridge Inspections were carried out in 2023 with inhouse resources, especially in the districts of Lisbon, Santarém, Portalegre, Aveiro and Castelo Branco, in addition to 79 other using outsourced resources.

On the railway network, 340 Principal Inspection reports were carried out internally. Within the 2023 cycle of railway inspections, the inspections carried out on the Northern and Beira Baixa lines stand out for their scale.



















Road sign gantries

In 2019, IP began monitoring the metal structures supporting road signs (gantries and semi-gantries). Once the inspection guidelines and protocols were defined, a pilot service for carrying out major inspections was implemented, based on the approved inspection manual. Under this contract, 44 main inspections and 9 structural assessments were carried out, including tests.



Sign gantries 44 major Inspections 9 structural assessments

Asset Management System

Asset management tools are developed based on the inspection activity carried out, to provide information on the impact of short-term economic decisions on the long-term cost-performance-risk aspects, through:

- Methodologies to assess the condition of the assets, the level of use they undergo and the current point of their life cycle;
- Differentiated management models according to the service level, or availability for operation, to which their performance should correspond;

- Identification of the effective intervention requirements according to the defined service levels and also of the most appropriate interventions to carry out, the time in the asset's life cycle and the respective impact on its performance;
- d) Identification of the risks associated with the decisions not to carry out the recommended interventions at the right time;
- e) Planning, with a 20-year horizon, analysing cost scenarios, which assess the corresponding risk and performance, as well as the resulting renewal liability.

All the information on the condition of infrastructures is compiled and analysed so that it can be quickly made available and analysed in a planning context, using dedicated applications. The results obtained by the company's current management systems lead to a preference for preventive action over reactive interventions, which are characterised by greater risk, greater disruption to networks and larger investments.

In 2023, the development of the Engineering Works Management System (covering the National Railway Network and the National Road Network) and the Track Management System (railway) continued, and the development of the Containment Works Management System was also completed.



Once the inspection information (technical and detailed) has been compiled, it is processed and transformed into management and decision-support information, embodied in the annual presentation of information on the situation of the infrastructure. Since 2019, this information has been made available to society and the general public via IP's institutional website, in line with the values of clarity and transparency that guide IP's actions.

5.2 NETWORK CONSERVATION AND MAINTENANCE

5.2.1 Railway Network

Safety, availability, reliability and sustainability are the basic pillars of the railway maintenance activity.

To ensure that the strategy pursued incorporates these principles, IP has human resources and state-of-the-art equipment allowing a thorough knowledge of the status of the infrastructure. It can thus prioritise its investments and sustain the maintenance and renovation actions required on the 2,562 km-length network under its operation and management.

Railway maintenance develops the different activities in a continuous cycle from inspection to implementation, taking into account the



characteristics of the infrastructure, the type of operation and the service objectives of each line.

Maintenance and renovation of railway infrastructure are supported by two management tools:

a) Maintenance contracts

In 2023, IP maintenance contracts totalled € 85 million, € 5 million more than in 2022.

Implementation was carried out through multi-annual contracts in the various specialities, which comprise three components:

Systematic Preventive Maintenance

Systematic Preventive Maintenance (SPM) includes inspection and execution, based on predefined action programmes, duly scheduled in a plan and adapted to the specific nature of each piece of equipment, in order to reduce their likelihood of failure or breakdown, as well as knowing their condition.

The SPM - implementation activity is mostly carried out under maintenance service acquisitions and the SPM - inspection is carried out with internal resources; the diagnosis resulting from this activity determines the needs for intervention in assets where possible.

Conditional Preventive Maintenance

Conditional Preventive Maintenance (CPM) is based on condition control, monitoring the operation of equipment and its significant parameters, and it is triggered according to the results of equipment inspections and their diagnosis, duly planned in the short or long term.

Supervision of maintenance works is carried out using in-house resources and is compulsory for work that is considered critical or which, due to its complexity or the serious consequences of poor execution, is subject to special provisions for certification and approval of procedures, personnel and equipment.

Corrective Maintenance

Corrective Maintenance (CM) is carried out in response to the detection of a fault in a system or piece of equipment, with the aim of restoring its operating conditions in order to ensure the availability and safety of the infrastructure. Faults can be categorised into two main origins: faults caused by the system itself and faults caused by external influences, accidents or natural disasters.

Teams responsible for restoring equipment to working order as quickly as possible are continuously on standby (24/7), with Reaction and Response Times defined according to the criticality of each system. These teams carry out the activities with the aim of restoring normal conditions of use and promoting the availability of the infrastructure for railway operations,

ensuring the safety of people and goods, following appropriate technical and safety rules.

Maintenance Contracts in 2023 € 85 million

LDI 2023 Investment: € 22 million

b) Investment in Long Duration Investment Infrastructure (LDI)

Work is carried out on the railway infrastructure to ensure safety conditions and improve reliability and the quality of service provided to customers.

In 2023, capital expenditure in infrastructure renovation, adaptation to existing rules and regulations and strengthening the railway infrastructure's service levels totalled € 21.8 million.

In this respect, the following works stand out:

 Renovation and reinforcement of the Outeiro Pequeno and Grande tunnels, respectively at km 35.141 and 35.412 of the Beira Baixa Line.

The aim of the contract was to repair the deficiencies detected near the inlet and outlet mouths, as well as to correct the signs of erosion of the joints and masonry on the shafts, inside the tunnels, as these pathologies could evolve into situations of structural insecurity/instability with an impact on the reliability of railway operation.

The contract, which lasted 210 days, involved an investment of € 893 thousand.





Repairing the reinforced concrete in the Penalva Tunnel on the Southern Line

The aim of the contract was to correct a series of common cracking pathologies in reinforced concrete, which were corrected by injections of special resins, allowing the infrastructure to be structurally rejuvenated and optimising the quality/durability binomial.

The contract, which lasted 180 days, involved an investment of € 300 thousand.





 Renovation of the track superstructure between Pk 151.353 and 163.100 on the Douro Line (work included in PNI 2030)

The aim of this action was to migrate the track armouring of that section to biblock concrete sleepers with 54kg/m rail fastenings and the application of 54kg/m rail in BLS along its entire length (previously on classic track), with the main novelty being the electric welding of the rail in situ.

The contract, which lasted 300 days, involved an investment of € 4,245 thousand.



 Renovation of the track superstructure between Vila da Feira and Oliveira de Azeméis on the Vouga Line

The aim of this intervention was to renovate the track in order to improve its condition. It included replacing wooden sleepers, replacing the rail, carrying out continuous degreasing and heavy mechanical attack to ensure that the track's geometric parameters were restored.

The contract, which lasted 317 days, involved an investment of € 2,479 thousand.





Before After

 Stabilisation of slopes on the Leixões Line, between km 4.360 and 20.430, and on the São Gemil Junction, between km 3.000 and 3.680, in the municipalities of Gondomar, Maia and Matosinhos.

The contract is particularly important in the context of IP's commitment to improving the capacity and operation of rail connections to the Port of Leixões, boosting the transport of goods by rail, with positive and direct impacts on the safety, quality, reliability and availability of the railway infrastructure.

The contract, which lasted 624 days, involved an investment of € 4,763 thousand.







5.2.2 Road Network Traffic Control Centre

IP's Traffic Control Centre (CCT) coordinates and manages the integrated road information system, particularly traffic information, which supports the operation and exploitation of the national road network, especially in the Lisbon and Porto metropolitan areas and the Marão Tunnel.



365 days/year

24 hours/day

Focusing on the road infrastructure user and with the main objective of improving the quality of service, with an emphasis on traffic conditions and safety on the road network, the system covers real-time traffic information, accidents and the various events on the network. This entire information system is managed on a specific IT platform.

475 Video

565 Traffic counters

9 Weather stations

412 SOS

Information is also collected from ISMU, security forces and information provided by road users:

UMIAS

PSP.

GNR

62,558 calls answered 171/day

707 500 501
IP customer support number

During 2023 there were 16,124 occurrences recorded by the TCC operator in real time, such as accidents, broken down vehicles, among others.

Interaction with drivers is carried out through various means, including the following

102 Variable message screens (VMSs)

16.124 Occurrences

6 "Road Information Map" (RIM) Pannels at Serra da Estrela 44/day

Travelling on the Road Portal

https://servicos.infraestruturasdeportugal.pt/viajar-na-estrada/transito-em-temporeal

It should also be noted that the TCC ensures the performance of audits of the virtual toll systems and traffic counters of the concessions and sub-concessions through video verifications.

154 video controls

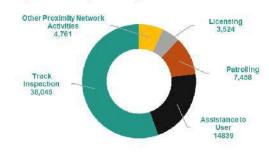
61,467 monitored vehicles 5.122/month

Network Supervision

IP carries out the activity of Network Supervision, consisting of operational patrolling of the roads

on a consistent basis, according to a stratification of the network, assessed by criteria such as Annual Average Daily Traffic (AADT) or Half-Yearly Average Daily Traffic (BADT), commercial activity (Licences), existing resources and the requirement to comply with network service levels.

The network is patrolled by the Inspection and Support Mobile Units (UMIA's) using plans that indicate the itineraries (road stretches or connecting routes to be supervised), the direction to take and the situations to be assessed.



In 2023 the UMIA's travelled more than 1,592,640 km throughout the country to supervise approximately 755,412 km of road.



755,412 km of road patrolled by Inspection and Supporting Experts (ISE) 1,592,640 km

of network travelled by Inspection and Support Mobile Units (UMIA's)

The main function of the Mobile Inspection and Support Units (UMIA's) is to systematically and continuously monitor roads, collecting and recording information on deficiencies or occurrences arising from unexpected events that do not result from the normal wear and tear and their components, which require urgent intervention or signalling for endangering traffic conditions and/or the immediate safety of users. Summing up, 68,627 events were recorded by the inspection units in 2023.



40,780

Sightings on the conventional network

27,847

Sightings on the High-Performance Network

Regular Maintenance

Periodic maintenance consists of the performance of highly technically complex works, carried out according to a timetable based on technical criteria issued by the Management Systems. This prioritisation takes into account economic rationality and the optimisation of human, operational and opportunity resources, with a view to restoring road components without damaging their original characteristics, restoring a satisfactory level of service and extending the useful life of an existing structure.

In Progress (award < 2023 and completion > 2023) Awarded Completed Awarded and Completed

2023

€ 53,18 Million

This activity is organised at IP through a set of Road Intervention programmes, covering areas such as Pavements, Geotechnics, Engineering Structures, etc, including a pavement intervention programme resulting from the assessment of renovation needs, in accordance with a prioritisation strategy based on technical urgency, the Quality Index (QI) of the roads and the levels of traffic recorded in the planning pipeline.

In the year under review 39 contract works were ongoing, distributed as follows:



- 7 Contracts in progress
 (award < 2023 and completion > 2023)
- 10 Awarded contract works
- 17 Completed contract works
 - 5 Awarded and completed contract works

REGULAR MAINTENANCE €M



During 2023, the main contracts awarded and/or completed were as follows, for which the award values and respective execution deadlines are as shown:

420 days € 5,178 thousand



EN101 – L.D. VCT/BRG (km 63+017)
 and. EN205 (km 83+460) – Renovation

Renovation of the section of the EN101 between km 63+017 and km 83+460, covering a length of around 20.4 km

 Ponte Luiz I over the Douro River – Repair of lower deck

Renovation and reinforcement of the lower deck to give the bridge a resistant capacity compatible with current road overloads. The works further include the renovation of the structure and the repair of identified anomalies due to surface corrosion of metallic elements, rectification of deformed plates, maintenance of support equipment, replacement of expansion joints, among others.



365 days € 3,252.2 thousand



• ER228 – SLOPE STABILISATION BETWEEN KMS 28+000 AND 36+000

Improving traffic and safety conditions on the section of ER 228 between km 28+000 and km 36+000

300 days € 2,814.5 thousand

 IC2/EN1 - improvement works between Asseiceira (Km 65+200) and Freires (Km 85+500)

Improving traffic safety conditions by replacing/renovating the pavement and improving the signalling system, thus contributing to a significant increase in safety and comfort.

Operational Conservation Management

Operational Conservation Management is a systematic process of inspection and preventive or reactive intervention, to ensure the maintenance, repair and replacement, in appropriate conditions of functionality, of all components of the road. The purpose is to ensure traffic safety and comfort to users and to prevent the deterioration of roads and service conditions.



450 days € 8,465.9 thousand

ROUTINE INSPECTION				
OPERATING ACTIVITY (WHERE INTERVENTION IS REQUIRED)				TECHNICAL INSPECTIONS
CURRENT MAINTENANCE CONTRACTS	CURRENT MAINTENANCE AND OPERATION	Intervention Brigades	OTHER	

Routine Inspections and Revision of Inventory

In 2023, a new service was provided to carry out Routine Inspections and update the Inventory of Track Equipment and Engineering works/Containment Works, following the positive assessment of the previous procedure for 6 districts, carried out in 2022. The new service provision covered 14 batches for the 12 districts not included in 2022 and 2 batches for the high-performance network, Norte and Marão.

Investment in Routine Inspections and Inventory Updates 12 Districts, High Performance Norte and High Performance Marão

€ 2.1 Million

Outsourcing these activities makes it possible to make up for the shortfall in IP's resources by

updating the inventory and register of track equipment, vertical signalling and engineering structures and carrying out routine inspections. The survey and characterisation of assets and assessment of their state of repair, on all the roads, including the branches of junctions, accesses and connections, integrated into the network of the Batches concerned, is carried out using computer applications developed by IP for IP mobile platforms. GISMobile, paving the way for digitisation and standardisation to digitally represent physical objects or systems in road reality (Digital Twins).

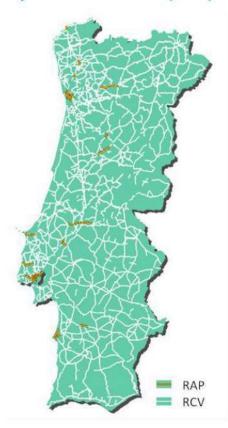


Operating Activities

Operational activity is anchored in Current Conservation Contracts for the Conventional Network and Current Conservation and Operation Contracts for the High-Performance Network. These contracts are multi-annual in scope and their intervention is complemented by the Intervention Brigades (BIs).

In addition to these contracts, there are specific contracts for landscape management, for fulfilling obligations relating to forest fire defence, specific contracts for Corrective Maintenance of Pavements and Activities carried out through direct administration.

Current Conservation Contracts (CCC) and Current Conservation and Operation Contracts (CCO)



ROAD NETWORK LENGTH

13,839 km

13,176 km Conventional Network (RCV)
663 km High Performance Network (RAP)

The day-to-day maintenance of roads is carried out under contractual instruments known as Current Maintenance Contracts (CCC) and Current Maintenance and Operation Contracts (CCO), the latter also covering road operation activities.

These contracts allow IP to carry out maintenance work on the road network under its direct jurisdiction, with a view to maintaining traffic comfort and safety conditions while avoiding infrastructure degradation. The purpose of these contracts is to carry out the maintenance and upkeep of all the elements/components that make up the roads that are the subject of the contract and respective engineering structures. These contracts include all routine maintenance activities, both corrective and

preventive, in order to offer users of the network better traffic comfort conditions, pleasant journeys on the routes travelled, and improved road safety conditions.

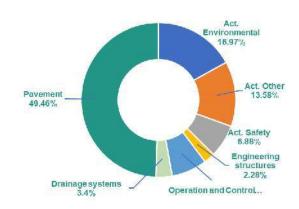
Conventional Network (RCV)

€3,687/km Expenditure by kilometre € 48.9 Million

Amount of the works carried out in 2023

CCC 2021/2024

During 2023, 18 Current Conservation 2021-2024 Contracts were under implementation. Regarding the execution of contracts, it was noted that in 2023 there was an increase in the amount implemented compared to 2022, in order to repair the damage caused by bad weather. During 2023 pavementrelated works accounted for 50% of the amount invested in the Conventional Network under IP jurisdiction. In terms of environmental activities, vegetation



management work stands out, especially that related to Forest Fire Defence Activities, namely mowing and cutting vegetation, selective cutting of vegetation and tree felling, which reached around 17% in 2023.

High-Performance Network (RAP)

The High-Performance Network, which represents around 2.5% of the road network under IP's direct management and around 4% of the inspection length, is structured into three areas: High-Performance North; High Performance Marão; and High-Performance South.

During 2023, 5 Current Conservation and Operation (CCO) contracts and one Network Operation at Minimum Operating Conditions (ERMO) contract were underway, totalling € 12.54 million.



Amount of works carried out in 2023

Current Maintenance and Operation

€18,914/km

Expenditure by kilometre







Intervention Brigades

The Intervention Brigades carry out their activities on a one-off basis in the following situations:

Urgent interventions

- · Clearing of drainage systems
- Signalling of damaged safety rails
- Road cleaning after adverse weather conditions
- · Cleaning of oil on pavement
- · Cleaning of snow and ice
- · Road clearing
- · Elimination of loopholes

Preventive or corrective interventions

- · Removal of advertising
- · Clearing of pavement
- Maintenance and clearing of drainage elements and water lines in areas of the road
- Maintenance of vertical signalling
- Plant cutting, deforestation and vegetation control
- Preventive treatment of snow and ice

Non-Core Interventions

- · Repair and deployment of signs
- · Storage of materials
- · Support to routine inspections
- · Cleaning of leftover plots
- · Support to the pilgrims on the roads
- · Support to the Technical Channel
- · Maintenance works at IP facilities







Activities under the integrated rural fire management system

In order to respond to IP's legal obligations, namely Decree-Law 82/2021 of 13 October, in its current wording, which establishes the measures and actions to be developed within the scope of the Integrated Rural Fire Management System, for the maintenance of Fuel Management Strips on the roads under IP's jurisdiction, the company has several contracts that include carrying out this work

Thus, during 2023 there were several specific Vegetation Management Work (VMW) contracts underway to guarantee the implementation of Mowing and Cutting of Vegetation, Selective Cutting of Vegetation and Felling and Pruning of Trees, as well as Current Conservation Contracts (conventional network and high-performance network) where these works were carried out as part of the so-called environmental activities, which totalled an investment of around € 13.93 million.

€ 13.93 Million

€ 7.7 Million

Amount of works carried out in 2023

Global Vegetation Management

Amount of works carried out in 2023

Activity under the Integrated Rural Fire Management System Of the total interventions, € 7.7 million relates to vegetation management work in fuel management strips, covering an area of around 9,900 hectares, which represents around 52 per cent of the total area intervened with mowing and selective cutting work.

Activities relating to extreme weather events on the road network

Climate change and the resulting extreme weather events require infrastructure to be more resilient in order to minimise interruptions to the operation of the road network. DRR has working groups to develop measures to ensure that existing infrastructure, as well as new construction or modernisation projects, include requirements to ensure infrastructure resilience in the face of climate change and extreme weather events.

The climatic events that most interfered with the operation of the road network during 2023 were heavy rainfall, strong wind and excessive heat (resulting in forest fires).





In view of the impact on the road network of the storms that occurred in December 2022 and January and February 2023, it was necessary to reinforce current maintenance contracts to the amount of € 19.3 million in order to repair the extensive damage caused to the road network.

Because these occurrences are becoming more and more frequent, in October 2023 we began systematising the monitoring of damage and the limitations it causes to the road network. Through risk assessments, we identify potential vulnerabilities that allow us to implement targeted measures to mitigate these risks, guaranteeing the continued functionality and resilience of the infrastructure.

Incident management is centralised in Infraestruturas de Portugal's Traffic Control Centre, which collects information through telematics equipment (CCTV cameras, SOS posts, etc.), from internal sources or from external sources such as police forces, civil protection services, firefighters and road users.

Whenever necessary, user assistance measures are activated, coordinating operations with other operational resources, including firefighters, police and civil protection.

Based on the meteorological warnings issued by the IPMA, and in the event of interruptions and damage to the road network as a result of climatic phenomena, the existing interruptions are recorded and various risks are weighed up, namely the financial impact, legal impact, reputational impact and impact on human life.

Snow Cleaning Centre (SCC) and remaining Winter activities



IP's Serra da Estrela Snow Cleaning Centre was created in 1971 to ensure traffic in safe conditions during winter; it is located at an altitude of 1650 m, on EN339, in Piornos. This outpost is equipped with the resources needed to maintain traffic conditions and operating safety on the national road network in the districts of Guarda and Castelo Branco, a network totalling around 290 km, of which around 128 km are in the central massif of Serra da Estrela.



Winter activities play a crucial role in maintaining traffic safety conditions and in cleaning roads from snow and ice, when required. Given the country's orography and climate, these activities occur mainly in the districts of Bragança, Coimbra, Guarda, Castelo Branco, Viana do Castelo, Vila Real and Viseu, and sometimes in Aveiro, Braga and Porto.

In 2023 IP spent approximately € 155 thousand with the spreading of salt, through current maintenance and operation contracts

€ 155 thousand

Amount of works carried out in 2023 Winter activities of the SCC and OCC



Also in 2023, a public tender was launched for the purchase of around 998 tonnes of rock salt in order to guarantee the winter viability of traffic in safe conditions on roads that, due to their location, require treatment with fluxing salts.

To ensure the storage of rock salt in bulk, IP has silos with a capacity of 60 tonnes, with fully automatic dispensing to guarantee its storage. Loading is easy, quick and quiet, and is carried out by the snow plough operator himself.

998 tons

Rock Salt

€ 99.75 thousand

Base price of the public tender for the purchase of rock salt launched in 2023

Drones |Unmanned aerial vehicles (UAV's)

The Directorate of the Road Network (DRR) began using Drones (Unmanned Aerial Vehicles) to support activities related to Operation and Maintenance, through a series of missions that have made it possible, in an economical, functional and more expedient way, to understand, assess and characterise the existing territorial reality, supporting construction, operation, maintenance and inspection activities of the road network in the areas of jurisdiction and adjacent areas, using image and video recordings.



In 2023, DRR carried out around 30 missions. With the delivery of new equipment and specific software for image processing, the number of missions and data processing will be optimised.

Operational Road Safety Management

Road safety management aims to develop management and maintenance strategies for road safety equipment, traffic light equipment and road lighting on IP's road network, providing technical support to the operational areas and collaborating in the periodic reporting on the technical management of these activities.

Road Safety Equipment

Traffic light equipment

Road Lighting







Maintenance projects are carried out in this area, analysing, monitoring and reporting on the development of the respective works contracts.

Given their importance Road Safety Inspections and Safety Audits are followed up on a continuous basis, monitoring and providing strategic support for the actions resulting from the Inspections.

Signalling and Safety Equipment (ESS) contracts

In 2023, the Signalling and Safety Equipment 2022-2025 contract was awarded in 6 batches, covering 18 districts, with the aim of introducing greater regularity and continuity in Signalling and Safety interventions, helping to improve road safety conditions on the national network by restoring the initial quality conditions of this equipment in a scheduled manner.

€ 25.54 Million Award amount ESS 2022-2025

1,095 days Implementation Period €646 cos/Km/year

These contracts are mainly grouped into 3 types of equipment, namely Vertical Signs, Road Markings and Restraint Systems. This equipment plays a fundamental role in ensuring road safety, helping to guide drivers, organise traffic and protect road users.

With regard to the implementation of contracts, from the month the contracts were awarded, which was May, until the end of 2023, an amount of € 3.48 million was implemented, almost 60 % of which related to road marking activities.



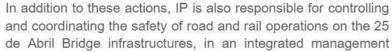






25 de Abril Bridge

The management of the 25 de Abril bridge is governed by specific law; in this context, IP operates in close cooperation with LUSOPONTE, whose management duties specifically focus the road component. IP permanently inspects, maintains and upkeeps the bridge and regularly carries out studies, projects and resulting improvement works and major repairs or remodelling of the bridge's characteristics, which includes monitoring and supervising the work and providing the necessary technical assistance.





logic, including the systematic and continuous adoption of measures to prevent the underlying risks to the operation of the Bridge, the management of integrated safety documents, reviewing and updating them whenever necessary, carrying out surveys and technical investigations into accidents and incidents on the infrastructure, drawing up the annual safety programme and the respective six-monthly report monitoring its implementation, carrying out real or in-office exercises to test the integrated safety documents and managing emergency situations under the terms laid down in the integrated safety documents.



Also, with regard to operational safety, we highlight the 25 de Abril Bridge Safety Council, a body created by Decree-Law 95/2008 of 6 June, which reports to the Chairman of IP's Safety Council and has an advisory role.

Currently, in addition to IP's own representatives, the Safety Board includes two representatives from the Mobility and Transport Institute (IMT), a representative from the security services and forces, appointed by the Security Coordination Office (GCS), a representative from the emergency services, appointed by the National Emergency and Civil Protection Authority (ANEPC) and a representative from Lusoponte.

The year 2023 was characterised by the continuation of the contract to repair and maintain the 25 de Abril Bridge, which is scheduled to end in March 2024. The total amount of the work carried out in 2023 was approx. € 1.23 million. This contract includes 8 interventions, distributed over the Suspension Bridge and the North Access Viaduct.







5.3 INVESTMENT IN ROAD-RAIL INFRASTRUCTURE

The Investment Plan is based on the following lines of action:

- The Ferrovia 2020 investment programme, which has a strong focus on renewing and modernising the rail network;
- The Programme for the Enhancement of Business Areas (PVAE), which aims to strengthen the competitiveness of companies by improving road connections between already consolidated business areas and the existing road network;
- The Recovery and Resilience Plan (RRP), which aims to strengthen resilience and territorial cohesion by increasing the competitiveness of the productive fabric and enabling a reduction in tape costs;
- The National Investment Programme 2030 (PNI 2030) aims to be the planning instrument for the next cycle of strategic and structuring investments at national level, to meet the needs and challenges of the next decade and decades to come.

5.3.1 Ferrovia 2020

The Railway Investment Plan 2020 includes the modernisation of around 1,200 km of network. The plan provides the construction of the main rail connections to Spain and Europe: Aveiro-Salamanca and Sines / Lisboa - Madrid, renovation of part of the North Line and electrification of over 400 km of existing lines. These investments will include: starting the deployment of the European Railway Traffic Management System (ERTMS/ETCS); extending the length of train crossing to 750m; and preparing the migration to the standard rail gauge. The objective is to improve rail transport efficiency, namely freight transport, in terms of:

- i. Increasing capacity, of both loads and number of trains;
- ii. Reduction of transport costs;
- iii. Decreasing travel time and distances;
- Improving safety and reliability conditions.

In addition to boosting international connections, these investments will promote the connection between the coast and the inland, as well as the connection of the inland areas to the Iberian market.

The overall implementation of Ferrovia 2020 investments in 2023 was € 466.2 million, which corresponds to a 65 per cent implementation compared to what was planned in the budget.

As part of the Ferrovia 2020 Investment Programme to support the modernisation of the national railway network, the networks and systems relating to the Railway Telematics component have also been the target of intervention through the completion of various design and construction contracts.

The technological components covered by these contracts include, among others, the power supply systems, the data network to support operations, the operational telephone network, time



International South Corridor International North Corridor North-South Corridor: Secondary Corridors synchronisation, the infrastructure technical supervision system and the physical transmission network made up of metallic and fibre-optic cables.

International South Corridor

The International South Corridor will allow widening the port hinterland of Sines, Setúbal and Lisbon, ensuring the railway link between the south of Portugal and Europe, via Caia border, promoting railway interoperability and contributing to and efficient transport of goods.

This corridor will provide a direct link from Sines to Elvas/Caia, reducing travel time by 3h30, increasing capacity by two-fold and improving safety conditions, by eliminating level crossings and installing electronic signalling.

This corridor is mostly under construction and its implementation in 2023 was € 141.2 million.

Highlights include the ongoing construction work on the new line between Évora Norte and the East Line, the work on the Évora Norte-Freixo section, the work on the Alandroal - East Line section and the general track and catenary work.

Also included in this corridor is the contract to modernise the Southern Line, on the Ermidas - Grândola North section.

International North Corridor

This corridor will consolidate the link between the metropolitan arch of Oporto and the coastline system, respective harbours (Leixões and Aveiro), airports and logistics platforms, Spain and the rest of Europe, via the Vilar Formoso border.

It will increase daily capacity by more than double, allow the circulation of electric trains across the Beira Baixa Line, improve grade lines in critical stretches, build the concordance links of the Beira lines and Pampilhosa, and improve safety by eliminating level crossings and installing electronic signs.

The implementation of this corridor in 2023 was € 170 million, concerning the Beira Alta Line.

North-South Corridor:

Investment in the Minho and North lines will improve the railway link between Portugal's Atlantic Axis and Europe, via the Valença border.

On the Minho Line, it is planned to reduce journey times by using electric traction trains and eliminating the load break at Nine, increasing safety and reliability of operation by installing a new signalling and telecommunications system, and more than tripling current capacity.

On the Northern line, the investments include renewing the infrastructure's life cycle, reducing the journey time of long-distance services, increasing safety and reliability of operation by installing/modernising signalling and telecommunications systems, increasing rail and road safety by removing level crossings and building gradients.

On the Minho Line, sections Nine-Viana, Viana-Valença and Valadares-Gaia (L. Norte) are completed.

Implementation up to 2023 amounted to € 60.5 million, representing an implementation rate of 82% compared to the budget, and 13% of the total investment made in the period in the Ferrovia 2020 Programme.

The amount spent on the Northern Line was more than € 55 million, with the Ovar-Gaia section contributing € 42.3 million and the Santana - Cartaxo - Entroncamento section € 12.9 million.

Investments in the Minho Line this year totalled € 4.9 million.

Secondary Corridors

This set of interventions comprises the electrification of the Minho Line from Caíde and Marco de Canavezes to Régua, electrification of the Algarve Line on the Tunes-Lagos and Faro-Vila Real de Santo António sections, and modernisation and electrification of the Oeste Line between Meleças and Caldas da Rainha. The modernisation of the Cascais Line is also comprised in the Secondary Corridors.

On the Douro Line, the electrification contract for the Caíde-Marco de Canaveses section has already been completed. On the Oeste line, two modernisation contracts are underway, on the Meleças-Torres Vedras section and the Torres Vedras-Caldas da Rainha section.

On the Algarve line, the two electrification contracts for the Tunes-Lagos section and the Faro-Vila Real de Santo António section are underway. On the Cascais Line, the Via and Catenary works, which began in December 2022, are noteworthy.

With regard to Secondary Corridors the amount implemented totalled € 93.6 million.

5.3.2 National Investment Programme 2030 (PNI 2030)

PROGRAMA NACIONAL 2030 The National Investment Programme 2030 defines the strategic investments that the country will have to make over the next decade, in line with the strategic objectives defined for Portugal 2030.

It focuses on Mobility and Transport - key factors for our country's external competitiveness and internal cohesion, and on Environment/Climate Action and Energy - areas intrinsically linked to mobility and the challenges of climate change, decarbonisation and energy transition.

The National Investment Programme (PNI2030) was presented by the Government on 22-10-2020.

It is the planning tool for the next cycle of strategic and structuring investments at national level, to meet the needs and challenges of the next decade and decades to come.

NIP 2030 reflects the country's strategy for the next decade, aimed at convergence towards with the European Union; It is based on three strategic goals, specifically:

- Territorial cohesion, by connecting territories and business activity, valuing natural capital;
- Competitiveness and Innovation, increasing and improving infrastructures, capitalising on the country's Atlantic potential, and strengthening territorial integration with Europe, and the Iberian Peninsula in particular;
- Sustainability and Climate Change, promoting decarbonisation, energy transition, adaptation to climate change and increased resilience of infrastructures.

Transports and Mobility	Number of Projects and Programmes	Capital Expenditure €M
Mobility and Public Transport	9	5,823
Railw ay	16	10,510
Road	8	1,980
Airports	4	1,257
Maritime - Ports	8	2,088
Total	45	21,660
Public capital expenditure		17,694
Private investment		3,966

PNI 2030 therefore includes the main investments in infrastructure and equipment to be made between 2021 and 2030, in four thematic areas: Transport and Mobility, Environment, Energy and Irrigation.

The Transport and Mobility axis includes investments in rail infrastructure and road infrastructure, areas that are of direct interest to IP, which together total a planned investment of € 12.5 billion.

Railway

16 programmes and projects were identified, with a total value of € 10.510 million.

The guidelines for the objectives to be achieved with the implementation of these projects are as follows:

- Increasing the capacity and reducing travel time across the Porto-Lisbon axis, where the largest flow of passenger and freight lines;
- Construction of a new highperformance double-track line (Lisbon - Oriente / Porto-Campanhã) equipped with a multi-purpose crossing, with Iberian gauge installed in the first phase;
- Promoting cross-border connectivity, ensuring interoperability across the Atlantic Axis towards North and intersecting international corridors;

	Railw ay	Period	Capital Expenditure €M
F1	New Porto-Lisboa Line	2021-2030	4,500
F2	Programme to increase capacity in the rail network of metropolitan areas	2021-2028	290
F3	Rail Safety, Renovation and Modernisation, Noise Reduction and Climate Change Adaptation Programme	2021-2030	450
F4	ERTMS/ETCS + GSM - R signalling and implementation programme	2021-2030	270
F5	Programme for Electrification and Strengthening of the National Rail Network	2021-2030	740
F6	Telematics, stations and operation safety programme	2021-2030	165
F7	Multimodal terminals improvement programme	2021-2030	200
F8	Modernisation of railw ay links to Beja and Faro	2021-2030	230
F9	Modernisation the Vouga Line	2021-2030	100
F10	Connection of the Cascais Line to the Belt Line	2021-2030	200
F11	New Porto - Valença - Vigo line (2nd Phase)	2021-2030	900
F12	International South Corridor (2nd phase)	2021-2030	150
F13	International North Corridor (2nd phase)	2021-2030	600
F14	New rolling material: Urban trains	2021-2029	680
F15	New rolling material: Long distance trains	2021-2029	650
F16	New rolling material: Regional trains	2021-2030	385

- Solving major bottlenecks and consolidate the railway network in the metropolitan areas
 of Lisbon and Porto;
- Completing the modernisation and electrification of the National Railway Network, increasing capacity and speed where possible and useful;
- Launching the bases for the future expansion of the National Railway Network as factor of territorial cohesion;
- Improving railway access to ports and airports;
- Renovating accesses, improve safety, reducing environmental impacts, namely, noise, and adjusting the railway network to climate change.
- Dematerialising and computerising logistics in terminals;
- Developing telematics and digital connection systems for passenger interfaces and logistics terminals;
- Renovating and expanding the fleet of rolling stock available for all passenger service categories.

Road

8 programmes and projects were identified, with a total value of € 1,980 million.

The guidelines for the objectives to be achieved with the implementation of these projects are as follows:

- Renovating and repairing the road network, promoting the digitalisation of infrastructures;
- Completing missing road links, promoting territorial cohesion and crossborder connectivity;
- Improving road accesses to business areas;
- Improve road accesses to airports;

	Road	Periodical	Capital Expenditure €M
R1	Road Safety, Renovation and Modernisation, Noise Reduction and Climate Change Adaptation Programme	2021-2030	530
R2	Missing Links building programme	2021-2030	425
R3	Arco Ribeirinho Sul	2021-2026	200
R4	Widening and capacity expansion programme	2021-2030	268
R5	Completion of IP8 between Sines and Beja	2021-2028	130
R6	Support to innovation and efficiency of the road network programme	2021-2030	100
R7	Business Areas Enhancement Programme (2nd phase)	2021-2030	164
R8	Programme of Territorial and Cross-border Cohesion	2021-2025	163

- Mitigating negative externalities deriving from the use of motor vehicles;
- Renovating accesses, improve safety, reducing environmental impacts, namely, noise, and adjusting the road network to climate change.
- Supporting innovation and efficiency of existing infrastructure.

In 2023, this programme's implementation remained essentially in the rail component, with a total amount of € 20.0 million, of which € 6.8 million was spent on studies, € 7.1 million on renovating

the track superstructure of the Douro Line and € 3 million on signalling on the Minho Line. Campanhã/Ermesinde Section.

The road component was essentially centred on studies, including the study on the IP2 - Évora Eastern Bypass, the study on the IC35 - Sever do Vouga / IP5 (A25) section and the study on the IC31 Castelo Branco / Monfortinho Execution Project.

5.3.3 Recovery and Resilience Plan (PRR)

The PRR aims to reinforce resilience and territorial cohesion, increase the competitiveness of the productive fabric and contribute to the reduction of context costs in Portugal. This plan aims to implement a set of reforms and investments based on three main dimensions: Resilience, Climate Transition and Digital Transition.



The Recovery and Resilience Plan (PRR) was approved by the European Commission on 16.06.21 and is one of the financing instruments supporting national investment, with an implementation period until 2026.

In order to strengthening the social, economic and territorial resilience of our country, 9 Components were considered, which include a robust set of interventions in strategic areas, namely health, housing, social issues, culture, innovative business investment, qualifications and skills, infrastructure, forest and water management.

IP supported the Government in the development of a rigorous and mature process of identification, characterisation and selection of investment projects that optimised the capitalisation of available funds to leverage Component 7, called Infrastructure.

Component 7 aims at territorial cohesion and improving conditions for attracting and securing investments in less densely populated territories, boosting economic competitiveness by improving mobility and accessibility conditions.

Projected investments in Missing Links and Network Capacity Increase, Cross-border Connections and Business Reception Areas (AAE) – Road Accessibilities will contribute to this purpose.

On 15 September 2021, IP and the Recovering Portugal Mission Structure (EMRP) signed the financing contract for the investment Missing Links and Increased Network Capacity, totalling € 273 million, Cross-Border Connections, totalling € 31 million and Business Hosting Areas (AAE) - Road Accessibility, totalling € 91 million.

The capitalisation of community funds for this program is essential to ensure the improvement of the national road network, namely, with the completion of missing connections, the improvement of internal and cross-border cohesion and the promotion of accessibility to Business Location Areas.

Investments are carried out with the following objectives:

 Missing Links and Network Capacity Increase - to promote the elimination of urban crossings and the adequacy of the road network capacity, reducing journey times, polluting gases and congestion situations, as well as reinforcing accessibility to major corridors and multimodal interfaces, reducing context costs to the business fabric and boosting investments already made in related infrastructures;

- Cross-border Connections leverage development, enhance cross-border mobility and reduce context costs;
- Business Reception Areas (AAE) Road Accessibility ensure the entry and exit of goods in an efficient and economical way, leveraging the investment already made in the Corporate Reception Areas.

The investment made within the scope of the PRR in 2023 totalled € 48.7 million.

IP is committed to carrying out the projects under the PRR for which it is responsible. We currently have 19 projects launched under the PRR. Of these, 11 contracts are in the contracting phase, seven are already underway and one has been completed.

In Programme 02 - Missing Links and Increasing Network Capacity, implementation reached € 35 million in 2023. The EN14 - Maia (Via Diagonal) / Trofa project was the one that contributed practically all the investment.

In Programme 04 - Business Accommodation Areas - Road Accessibility, the realisation in 2023 stood at € 13 million and the main contributions were the EN248 - Arruda dos Vinhos Village Extension and the Connection to the Fontiscos Industrial Area.

In November 2023, the New Connection to the Fontiscos Industrial Area and Reformulation of the Ermida Junction was completed. In an investment of around € 3.2 million, this intervention was the first work to be put into service under the PRR - Recovery and Resilience Plan - Enhancement of Business Areas, co-financed by the European Union.



As part of the Recovery and Resilience Plan (PRR), IP will receive a total of € 49 million to modernise the electronic signalling systems installed on the National Railway Network.

IP and the *Estrutura de Missão Recuperar Portugal* (EMRP) signed a contract for the Digitalisation of Rail Transport. As part of this, they signed a financing contract for the replacement of electronic railway signalling systems.

5.3.4 Business Areas Enhancement Programme (PVAE)

On 7 February 2017, the government presented the Business Areas Enhancement Programme, which aims to strengthen the competitiveness of companies, boosting job creation and increasing exports. One of the aims of this programme was to ensure better access to high-capacity roads for the "engines" of the economy, made up of small and medium-sized companies, an objective to be achieved by IP. The majority of the investment is made using IP's budget, and it is partially supported by each municipality involved, particularly with regard to the expropriations necessary for its realisation and part of the work.

Under this Investment Programme, the following investments have been completed by 2023:

- Improving the connection between Lanheses Business Park and the ER305 (Viana do Castelo);
- Improvement of road accesses to business areas of Famalicão Sul | Ribeirão and Lousado;
- Access road to Avepark Taipas Science and Technology Park (Gandra Industrial Area -Guimarães) - Silvares junction;
- Connection of the Escariz Business Park to the A32 (S. M. Feira), which opened to traffic in November 2022;
- Bypass of the EN303, about 8.8 kilometres long, to be completed in 2023.

Another project included in the PVAE was completed in 2023: the 8.8-kilometre EN303 bypass, which provides direct, safer and faster access between the Formariz Business Park and the Sapardos junction of the A3 motorway. Involving a total investment of € 10.8 million, the new bypass comprises a two-lane road platform, with a slow lane on 60 per cent of the route.





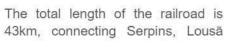
The remaining investments provided for in the PVAE will be carried out as part of the Recovery and Resilience Plan.

The financial execution of the PVAE in 2023 was € 8.3 million.

5.3.5 Mondego Mobility System (SMM)

The Mondego Mobility System (SMM) project aims to create a public transport link between

Coimbra and the neighbouring municipalities (Miranda do Corvo and Lousã) with a "Metrobus" system, which consists of implementing a BRT (Bus Rapid Transit) type service with electric traction on the former Lousã railway branch and in the Coimbra Urban Area.





and Miranda do Corvo to Coimbra, serving stations of Coimbra B and Hospitals.

This project views to contribute to a reduction in CO2 and other GHG emissions, and improve mobility in Coimbra region, via modal transfer to collective public transport, thus improving interoperability with remaining transport services. The new solution adopted for the Mondego Mobility System will allow travel across the city of Coimbra, including areas where demand is significant and allowing articulating with other suburban and urban transport services.

The SMM represents a total planned investment of around € 136 million, with the respective financial execution in 2023 totalling € 38.7 million.

5.3.6 Other Road-Railway Investments

In addition to the investments associated with the Structural Investment Plans and Programmes, other investments are being made in the rail and road infrastructure to ensure safety conditions and improve the levels of reliability and quality of service provided to customers.

In 2023, investment in infrastructure renovation and restoration, adaptation to existing rules and regulations and reinforcement of the railway infrastructure's service levels totalled € 25.5 million.

The expenditure carried out in the road segment totalled € 1.8 million.

The most notable railway investments are the Bobadela terminal in Parque Norte (€ 1.8 million), the investment in the Northern Line (€ 5.9 million), the Minho Line (€ 5.6 million), the Beira Baixa Line (€ 2.4 million) and the improving telecommunications systems (€ 3.1 million).



In the field of telecommunications systems, the following investments were completed in 2023;

- Installation of a TEN support system to solve a problem of technological and functional obsolescence on several lines, namely: Cintura, Sintra, Eixo Norte-Sul and Alentejo in the Barreiro-Pinhal Novo section, with an investment of € 210 thousand;
- Renewal of some of the power supply systems that ensure the supply of electricity to the Railway Telematics Systems, namely on the Sintra, Sul and Algarve Lines. Capital expenditure: € 345 thousand.



 Implementation of a SCADA (Supervisory Control and Data Acquisition) platform for the Technical Supervision of Infrastructures (STI) applied to road systems, with the aim



of ensuring real-time management and remote monitoring of the operating status of systems and infrastructures supporting road operations, with an investment value of € 275 thousand.

5.3.7 Capital Expenditure in Management Supporting Structures

The amount of Capital Expenditure in Management Support Structures in 2023 was € 9 million, of which € 4.5 million in buildings and € 2.5 million in road-rail equipment and the rest in machinery, equipment and software.

Of particular note is the General Remodelling and Improvement Project for Building II of IP's Headquarters in Almada. The intervention took place between 2022 and 2023 and aimed to maximise the functional use of the existing space, foster a culture of proximity and information sharing between IP's various organisational units and reduce the building's operating (utilities) and maintenance costs. The aim of this maximisation is to accommodate 724 employees on floors 1 to 4, an increase of 64 % compared to the previous situation, as well as to improve the employees' workspace, providing it with functions and environments that better suit current needs.

The contract, which lasted 319 days, involved an investment of € 3,481 thousand.

Also in this investment category is the purchase of a railway inspection vehicle, totalling € 1.8 million.

5.4 SECURITY

Safety is a fundamental value for Infraestruturas de Portugal (IP). As the organisation responsible for managing road and rail infrastructure, its work is constantly focused on reducing accidents and mitigating risks, making the national road and rail networks ever safer for users.

Based on an integrated approach covering the road and rail dimensions, the focus is on the safety of workers, users and entities involved in the design, maintenance and operation of the infrastructures under IP's responsibility.

The joint efforts of IP's current as well as its predecessor companies' teams, have played a crucial role in the remarkable progress made in reducing road and rail accidents in recent decades in

Portugal. It is important to emphasise that, in the road context, these results were achieved against a backdrop of a significant increase in road traffic.

As far as rail transport is concerned, the results are assessed according to Significant Accidents on the entire National Rail Network, regardless of IP's direct responsibility.

Most of these accidents and incidents are the result of factors external to the railway system, mainly due to the intrusion of third parties into railway areas. This highlights the need for proactive approaches to dealing with external challenges and further strengthening security measures.

A constant objective is to promote an increasingly consolidated safety culture that goes far beyond strict compliance with the rules. This is a journey that we carry out collectively, involving the entire structure, and culminates in the promotion of safe behaviours, making them intrinsic to IP's identity and brand.

Evolution of the Accident Rate and respective economic and social costs



Reference: Annual Railway Safety Report 2022, IMT

Source: Economic and social impact of road accidents in Portugal, ISEG/CEGE 2021

2023 prices

Note: Given that data for 2023 is not yet available from the IMT/ERA, the economic figures from the ICS communication report for 2022 are used.

- Value of prevention of 1 serious injury (**) € 437,664.13
- Value of prevention of 1 fatal casualty (**) € 2,881,628.13

5.4.1 Road Safety

In recent decades, Portugal has made significant progress in reducing road accidents. While in 1998 the number of fatalities per million inhabitants in Portugal was 71 per cent higher than the European Union average, 25 years on this indicator has dropped significantly, although it is still 30 per cent higher than the European Union average.

One of the factors that contributed most to this performance was the strong investment made in transport infrastructures in the last 25 years, especially in higher quality and safer roads, such as motorways, boosted by the implementation of the National Road Plan - 23% in 1995 against 75% today.

Twenty-four years ago, when road traffic on the network managed by IP was a quarter of what it is today, the number of fatalities was 1,100 (F), accounting for 59% of the overall fatality rate.

The number of fatalities recorded on the IP network in 2022 ¹ was 172 F, accounting for 37% at national level.

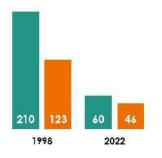
Investment made over the last 25 years in this field brought significant economic and social benefits to society – saving over 16.9 thousand lives and more than € 72.3 billion in economic and social costs.

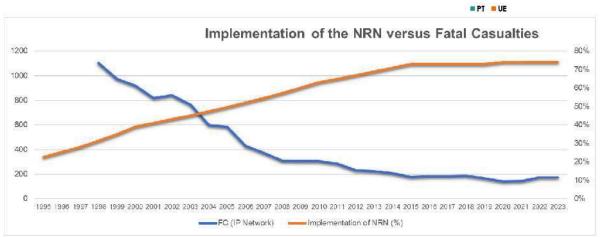
¹ Note: The European Commission has not yet released figures for 2023.

As mentioned above, the National Road Network (NRN) under the management of IP and its predecessors has decisively contributed to this decrease, particularly in the last 25 years: whilst Portugal has reduced the number of fatalities by 75%, the NRP under IP's management reduced this figure by 85%.

PORTUGAL IN EUROPE – 1998/2022

Number of fatal casualties per million inhabitants





NOTE: road accident data presented from 2022 onwards should be considered provisional.

Notwithstanding the decrease recorded in the last decades, the positive evolution of road accident indicators has slowed down in the past 3 years.

In 2023 there was an increase compared to the previous year in the Severity Indicator Within Localities and in the number of fatalities, a figure slightly higher than in 2022.

The provisional number of Black Spots indicator for 2023 is also higher than in 2022.

The Concession Contract established with the State requires IP to pursue the objectives of reducing accidents, specifying three indicators: number of black spots, accident severity index within localities and number of fatalities, which give rise to penalties in the event of non-compliance.

In pursuit of the national objective of reducing road accidents, and based on the guidelines of these legal documents, the targets for road accident indicators, the objectives established in the concession contract, the deficiencies detected in the road network in terms of safety, and available funds, IP annually prepares the Road Safety Plan (RSP), which incorporates preventive and corrective measures aimed at reducing accidents and improving safety and circulation conditions on the road network under its management.

IP's road safety strategy is in line with PENSE2020 Proposal and with the strategies of most developed countries in terms of road safety, as is the case of Sweden, based on the ethical imperative that "no-one should die or become permanently disabled following a road accident in Portugal".

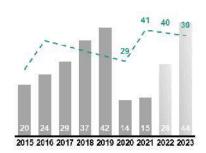
Road Safety Indicators

The Concession Contract (CC) established with the State defines objectives to reduce accidents,

specifying three indicators: number of blackspots, accident severity index in built-up areas and number of fatalities.

The data for 2022-2023 should be considered as provisional, since the National Road Safety Authority (NRSA) has not yet completed its validation of road accident data recorded in Portugal for those years. Established targets were revised and approved by Instituto da Mobilidade e dos Transportes (IMT).

BLACKSPOTS IN IP NETWORK Evolution



FATAL CASUALTIES ON IP NETWORK
Evolution

2018 2019 2020 2021 2022 2023
Annual targets

With regard to Black Spots, the first data for 2023, indicated by ANSR, points to 44 BPs.

The figure is higher than the target set for 2023, which was 39 Black Spots.

With regard to the most serious accidents, according to the register of Fatalities and Serious Injuries, in 2023 on the IP network there will be one fatality more than in 2022.

When compared to the target set forth for 2023, the number of Fatalities exceeded the target by 12.3% (+18 F).

Regarding the number of serious injuries, there was an increase of 60 SI in 2023 compared to the previous year, from 596 SI to 656 SI (+10.1 per cent)

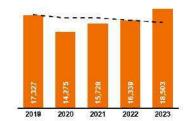
In 2023, according to the provisional figures, the Severity Indicator Within Localities increased by 12.4 per cent compared to 2022, above the target set for 2023 of 15.0 per cent.

Road Safety Inspections carried out in the year

Road Safety Inspections are among IP's key activities in the field of road safety; these are carried out by nationwide safety inspection teams and, allow to pinpoint defects and, problems and, propose corrective and costeffective measures.

Since 2014, the road safety unit's inspection teams have inspected and analysed 998 serious accidents (with fatalities and/or serious injuries) on the IP network.

SEV. INDEX IN BUILT-UP AREAS ON IP NETWORK Evolution



Type of inspections	2015	2016	2017	2018	2019	2020	2021	2022	2023
Planned on the network (km)	122	61	106	45	114	25.3	44.4		
Blackspots (no.)	34	15	22	23	39	42	18	15	
Accident Accumulation Areas (no.)	14		1	3	20	23	46		
Monitoring (no.)	9			27	9	6			
Inspection to accident sites (no.)	66	40	41	83	71	125	153	201	208

Since 2020, IP has ensured that any accident with a fatality recorded on its network is inspected, resulting in an inspection report, which identifies any non-conformities and dangers existing on the road infrastructure, from a road safety point of view, as well as indicating action measures to mitigate and/or eliminate them.

5.4.2 Railway Safety

IP's management of the railway infrastructure is linked to obtaining and maintaining a Safety Authorisation issued by IMT, I.P., with the current Safety Authorisation, with the EU identification number: PT21 2023 0002, valid from 01-06-2023 to 31-05-2028, which confirms the acceptance of IP's Safety Management System, in accordance with Directive (EU) 2016/798 and Decree-Law no. 85/2020, and includes the procedures and provisions adopted to comply with the necessary safety requirements in the design and construction of infrastructures, the maintenance of infrastructures, traffic planning, traffic management and control.

In the field of railway system safety, and in line with IP's mission as the managing body of a reliable and safe railway infrastructure, the following activities stand out:

- Development of railway safety policies as a tool to improve the performance of infrastructure management operations, promoting a close relationship with all stakeholders, whether internal or external to IP;
- Management of railway safety indicators, promoting the analysis and monitoring of deviations, with the purpose of acting on respective causes, in order to maintain adequate safety levels of rail infrastructures and operations;
- Management of research to railway accidents and events and implementation and control
 of measures to eliminate/mitigate causes and causal factors.
- Investigation of occurrences on the railways, supporting their classification within the scope of the Common Safety Indicators, decision on the need and advantage in initiating a process of formal investigation of the accident/incident and identification of safety measures to be adopted;
- Preparation of procedures and rules to support and contextualise critical functions from the point of view of railway safety;
- Implementation of the process for issuing complementary certificates to train driving licences in European format, in line with Law no. 16/2011 of 3 May, which approves the certification system for train drivers operating locomotives and trains on the railway system, transposing Directive no. 2007/59/EC of the European Parliament and of the Council of 23 October;
- Issuing of expert opinions of a regulatory and technical nature and related to railway safety (third-party interventions in the vicinity of the railways and technical conditions for contracting procedure documents);
- Management of Special Travel Authorisation processes;

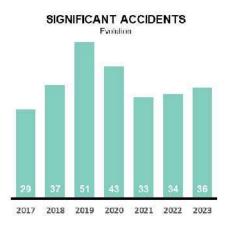
- Application of common safety method to determine and assess risks;
- Performance of safety inspections and audits and identification of respective mitigating measures, aimed to minimise incidents and accidents with impact on railway safety;
- Management and monitoring of the Wagon Maintenance Management System (certification valid until 2024, subject to annual review);
- Management of Authorisation of Entry into Service processes, safeguarding the technical and procedural conditions relating to the design, construction, entry into service, readaptation, renovation, operation and maintenance of the elements that make up the railway system
- Management of safety certification procedures for rolling stock (running on operating tracks or closed tracks and checking of machinery under operating conditions), and production of technical and regulatory conditions for the circulation of vehicles, ensuring consistency in processes and compatibility with the various components of the railway infrastructure.
- Management of the procedures associated with the IP Safety Management System as support for the renewal and maintenance of the Safety Authorisation process.

Rail Safety Indicators

In 2023 there were 36 significant accidents (+2 SA compared to the previous year).

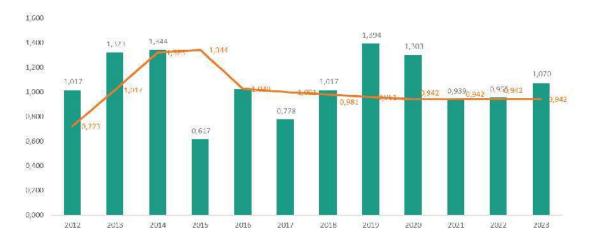
Compared with the average of SA of the last 5 years, there is a reduction of 9% (Average over 5 years: 40 SA).

As far as causes are concerned, the vast majority of SAs, around 81 per cent, are due to factors external to the railway system, which are difficult for IP to control, mostly due to intrusion into railway space (18 accidents involving people and 13 accidents at level crossings), despite the systems and measures implemented.

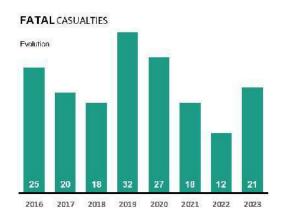


The Significant Accident rate (number of significant accidents per million train kilometres) in 2023 was 1.070 SA/Mtk, which is unfavourably below the target set for 2022 (0.942 SA/Mtk) in the Framework Contract established between IP and the State.

RAILWAY SAFETY INDICATOR SIGNIFICANT ACCIDENTS BY MILLION TK (Sa/mtk)



Legend: Recorded figures (SA/mtk); Targets assumed (SA/mtk)



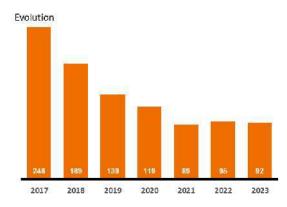
As concerns the consequences of Significant Accidents, of the 21 recorded fatalities:

- 62% (13) of the victims were unauthorised persons who trespassed the railway area, and
- 38% (8) concern the people who did not respect the safety rules at level crossings (LC).

In the component of events that are not accidents, there is a consistent decrease in the Accident Precursors figures.

This shows a slight decrease of 3% compared to the 2022. Comparing the figure for 2023 with the average of the previous five years, there is a 27 per cent reduction.

PRECURSORS TO ACCIDENTS



Railway safety is one of the main goals of IP; accordingly, the company promotes a proactive personal attitude focused on

the themes of railway safety and the adequacy of safe behaviours. In 2024 IP will continue to push forward and strengthen the implementation of good practices and adoption of the necessary mechanisms to promote and identify new approaches and partnerships, viewing an increasingly safer Railway System.

Railway Safety Inspections

One of the fundamental activities of IP in terms of railway safety is Safety Inspections, which allow IP to identify any nonconformity or risky situation and propose mitigating measures accordingly.

Over the last 5 years Railway Safety Inspections covered the following length of the railway network:

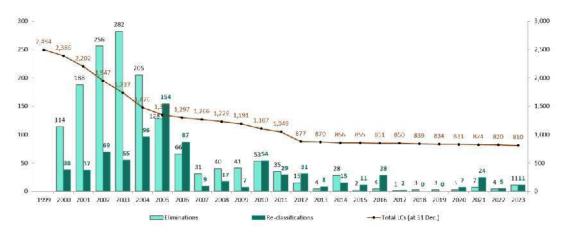
Type of inspections	2019	2020	2021	2022	2023
Pedestrian (no./km)	21/109	10/54	22/148	23/123	14/82
Train (no./km)	11/693	2/39	3/284	4/348	8/680
Regulatory (no./km)	4/8	11/240	04/19	24/180	30/322

In 2023 inspections to rolling stock was strengthen: this activity falls under the regulatory inspection category.

Level Crossings

In line with the Plan for the Elimination and Reclassification of Level Crossings (LC) for 2023 – an obligation of road and rail network managers pursuant to article 2 of Decree-Law 568/99, of 23 December, 11 eliminations and 11 alterations were carried out; respective capital expenditure was included in the contracts for the modernisation of the Minho, Norte and Oeste Lines, as well as the new rail link between Évora and Elvas.

At the end of 2023 there were 810 level crossings (LC) along the railway lines (IET50), of which 481 (59%) have active protection ensured by level crossing keeper or automatic signalling. At the end of 2023 the mean level crossing density was of 0.32 LC/km. The following graph illustrates the actions taken and how the number of Level Crossings evolved over the last few years:



Note: The LC figure for 2023 includes one temporary LC for the purpose of assisting ongoing works

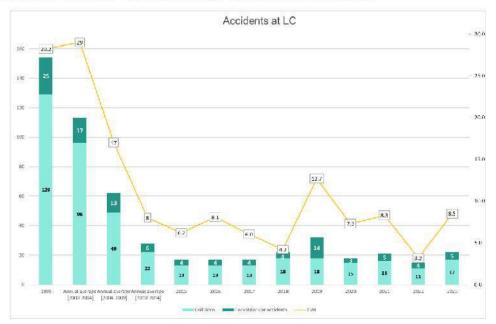
As part of the Infrastructure Manager's responsibility to ensure the correct classification of level crossings, as provided for in article 13 of the Level Crossings Regulations published in the annex to Decree-Law no. 568/99 of 23 December, 164 level crossings were inspected and characterised, including an assessment of their use and associated risk factors.

Within the scope of risk mitigation, the assessment of risk in LC continued, with the definition of mitigating measures, including the following studies and/or interventions:

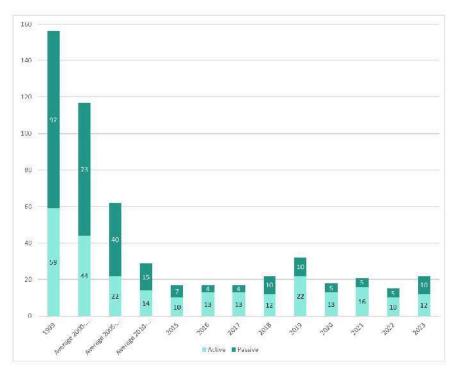
- Road intervention to mitigate the risks of circumventing half-barriers, failure to stop or blockage in LCs, in liaison with the respective GIRs, in 3 LCs;
- Separation of traffic, or improvement of pedestrian crossing conditions, in 4 automated LCs;
- Regularisation and reinforcement of advanced LC approach signalling, in conjunction with the GIRs, in various Lcs of the NRwN;
- The risk analysis for the 74 Private Lcs of the NRwN was also completed, resulting in the need to provide an active protection solution for 40 of the 66 passive Private LCs, given the poor visibility of such LCs.

Solutions were also defined for alternative levelled crossings to LCs, both on the lines and sections of line planned for intervention, and for LCs which, being outside these sections, fall within the scope of Article 2 of Decree-Law 568/99 due to their characteristics and/or accidents, with a view to drawing up the respective projects.

In recent years, accidents on level crossings have evolved as follows:



From 1999 to 2015 there was a decrease in accidents at LC of more than 85% in terms of accidents and fatalities, as a result of the policy adopted of elimination and improvement of safety conditions at LCs. Recent years have shown a stabilisation in figures.



With regard to the accidents recorded in the last five years, around two-thirds occurred in LCs with active protection, which shows, on the one hand, a lack of respect for the signs in place and, on the other, that the effectiveness of introducing safety-boosting measures depends above all on the behaviour and co-responsibility of the users of the LCs.

Bearing this evidence in mind, alongside actions on the ground IP will continue to intervene on access roads to the LCs and focus on a communication and awareness-raising campaign about the risks associated with the LCs and good practices when crossing them.

IP will also continue to be involved in institutional and educational initiatives such as the "International Day for Level Crossing Safety", which will be celebrated on 6 June 2024.

For the coming years, IP is also committed to continuing its plan of actions aimed at reducing accidents at railway crossings, with the goal of reducing the number of accidents to less than 10 by implementing the action plan for the 2020-2030 decade.

5.5 USE OF THE ROAD AND RAIL NETWORK

5.5.1 Use of the Railway Network (Train.km)

The Network Directory is an annual document listing the characteristics of the national rail network (NRwN), the general conditions of access, and other services related to the railway activity provided by IP to railway operators. This document also explains the principles governing the fixing of fees and tariffs, including methodology and rules to be followed.

In 2023 rail operators recorded 33.4 million train-kilometre (Tk), 84% of which was passenger traffic and 16% was freight traffic.

million of tK

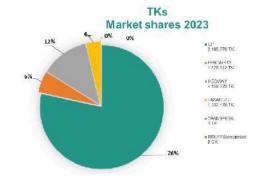
Use of Infrastructure	2018	2019	2020	2021	2022	2023	% Change 23/22	Δ% 23/22
Passenger	30.1	30.6	27.4	29.4	29.9	28.0	-1.8	-6.2%
Goods	6.1	5.8	5.4	5.6	5.5	5.4	-0.1	-1.1%
TOTAL	36.2	36.4	32.8	35.0	35.3	33.4	-1.9	-5.4%

Between 2022 and 2023, demand fell by 5.4 per cent, approximately 1.9 fewer Tk, broken down

as follows: 6.2 per cent fewer Tks for passenger transport and 1.1 per cent fewer for freight transport.

Train operators using the National Railway Network are CP and Fertagus for passengers, and Medway, Takargo, Transfesa and Renfe Mercancias for freight.

CP continues to be the operator with the highest impact on IP's turnover, with a market share of nearly 78%.



5.5.2 Railway Infrastructure Management - Framework Contract

In 2016 the State and IP signed a 5-year Framework Contract for the National Railway Network, as provided in Decree-Law 217/2015, of 7 October.

The Contract lays down the State's obligations to finance the management of the infrastructures and IP's requirements to meet user-oriented performance targets, in the form of quality indicators and criteria covering such aspects as train performance, network capacity, asset management, activity volumes, safety levels, and environmental protection. The contract also sets financial efficiency objectives to be achieved by IP, in the form of revenue and expenditure indicators.

This Framework Contract ended on 31 December 2020 and has been extended every six months since then. The last addendum signed between IP and the Portuguese State relates to the 1st half of 2022, and no new addendum has yet been signed for the 2nd half of 2022 or for 2023, and consequently no targets have been set for 2023.

Within this framework, the structure of the indicators for the level of service provided is maintained, including financial indicators, without setting a target, which is indicated below:

- Additional Margins correspond to the travel times added to planned timetables to reflect the speed limitations imposed during scheduled works;
- Railway Punctuality reflects the aggregate indicator representative of annual punctuality recorded on the entire railway network in operation, as measured by the delay of trains on arrival:
- Railway Customer Satisfaction is the level of satisfaction obtained in satisfaction surveys answered by Railway Operators and other users of the rail network in operation;
- 4. Network Availability reflects the percentage of time the infrastructure was available for operations:
- Railway Assets Management aims to assess the state of repair of the railway infrastructure;

- Activity Volumes correspond to the sum of train-km travelled on the national rail network in the year;
- 7. Safety Level is determined by the ratio made up of the number of significant accidents vs. the total train-km, viewing to assess railway safety according to actual train traffic.
- Environmental Protection is the percentage reduction of the number of people exposed to noise levels higher than the limits imposed in the General Noise Regulation, in relation to the total number of people exposed to those noise levels;
- 9. Rail revenue evaluates IP's success in obtaining core revenue;
- 10. Other Revenue, which evaluates the evolution of non-core revenue from supplementary activities associated with the operation of the railway infrastructure;
- 11. Maintenance Expenses assesses the evolution of expenses relating to maintenance;
- Expenses with other ESS assesses the development of expenses in External Supplies and Services;
- 13. Personnel Expenses evaluates the evolution of staff related expenses.

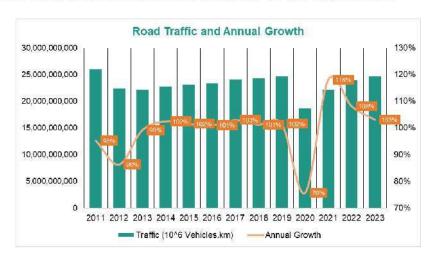
The results in 2023 are as shown in the following table:

In 2023 there was an improvement in condition of the National Railway Network, essentially due to the improvement in the condition of the switches and crossings and the railway track, as a result of the investments made in the infrastructure.

	Indicator	2022 Results	2023 Results	Evolution
1	Additional margins	137	96 min.	-30,30%
2	Railway punctuality	87,2%	83,3%	-3.9 p.p.
3	Railway customer satisfaction	65,0%	59,9%	-5.1 p.p.
4	Network Availability*	76,2%	71,3%	-4.9 p.p.
5	Management of Railway Assets	65,0%	65,3%	0.3 p.p.
6	Business volumes	35.324.305 TK	33.416.683 TK	-5,40%
7	Safety Levels	0,955	1,070	13,60%
8	Environment protection	1,1%	0,2%	-0.9 p.p.
9	Railway income	€88,467,591	84 047 916 €	-5,00%
10	Other income	€21,314,991	27 814 744 €	30,50%
11	Maintenance Expenses	€87,181,727	96 326 480 €	10,50%
12	Expenses with other external supplies and services	€55,577,525	52 376 196€	-5,80%
13	Personnel Expenses	€85,434,055	91 300 599 €	6,90%

5.5.3 Traffic on the Road Network (Vehicles Km)

In 2023, traffic on the road network concessioned to IP recorded an annual growth of 3% to 24,707,977,247 vehicle.km, which reflects the return to normality already seen in 2021 and 2022, after the severe restrictions on traffic in 2020 due to the COVID-19 pandemic.



5.5.4 Service levels on the road network

The concession contract entered by IP and the Portuguese State on 23 November 2007 and published on the same date through Resolution of the Council of Ministers 174-A/2007, later amended by Decree-Law 110/2009 of 18 May, requires that the road sections on the national road network comply with service levels in accordance with the PRN2000: Level B for the Core Network and Level C for the Supplementary Network

The following table shows the latest results recorded in terms of compliance with service levels (2022), showing a compliance level at 99.5%. Figures for 2023 are not yet available.

		Fulfilme	nt				
Туре	Without restriction s (km)	With restriction s (km)	Total (km)	%	Amount (km)	%	Total length (km)
IP	506.3	93.7	599.9	100.0	0.0	0.0	599.9
EDIP	256.9	2,2	259.2	100.0	0.0	0,0	259.2
IC	953.9	49.0	1,003.0	100.0	0.0	0.0	1,003.0
EDIC	1,059.8	72.3	1,132.1	100.0	0.0	0.0	1,132.1
EN/ER	7,840.2	425.3	8,265.5	99.4	53.3	0.6	8,318.7
TOTAL	10,617.1	642.5	11,259.6	99.5	53.3	0.5	11,312.9

5.5.5 Partnerships with Other Entities

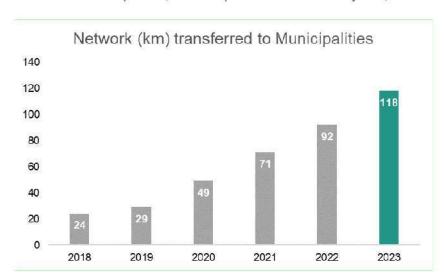
The diversity of IP's operational activity recommends and determines the need to establish partnerships with external entities (municipalities, other public entities, promoters, etc.), with a view to complementarity, cost sharing, efficiency gains and adequate allocation of functions to the most appropriate player.

These partnerships, formalised under Agreements, comply with the provisions of the National Statute of the National Road Network (EERRN), approved by Law No. 34/2015, of 27 April.

There are three types of Agreements defined under the aforementioned Law:

- Dominial Mutation Agreements (AMD) for the handing over of roads declassified by PRN 2000, roads replaced by bypasses;
- Management Agreement (AG) to be entered into with Municipalities or other public entities;
- Agreements with Third Parties (AT) to be entered into with third parties (individuals and private companies).

With regard to Change of Ownership Agreements, in 2023 around 118 kilometres of declassified network were transferred to municipalities, with an upward trend in recent years, as shown below:



The declassified network transferred to municipalities between 2016 and 2023 was around 473 km, and around 60 per cent of this network (281 km) was transferred in the last 3 years.

The financial contribution associated with the transfer of roads in 2023, under the Dominial Mutation Agreements, was € 15.5 million.

5.6 PUBLIC-PRIVATE PARTNERSHIPS

IP's road activity includes all roads managed pursuant to public-private partnership (PPP), namely Sub-concessions.

According to the terms of the Concession Contract established between the Grantor State and former EP, Infraestruturas de Portugal (IP) is contractually responsible for making payments and collecting the amounts due by/to the State, pursuant to the State Concession contracts.

However, under the terms of Decree-Law no. 77/2014, of 14 May, the IMT is the relevant entity to represent the Grantor State in matters of road infrastructure.

5.6.1 Renegotiation of the Concession and Sub-Concession

Contracts

The negotiation process for all the state concession contracts was finalised in 2015, with the signing of nine contracts corresponding to the Norte, Costa de Prata, Beira Litoral/Beira Alta, Grande Porto, Grande Lisboa, Interior Norte, Beira Interior, Algarve and Norte Litoral concessions.

These nine contracts were sent to the Court of Auditors (TdC) for appraisal and were returned with the indication that they are not subject to prior inspection and are therefore fully effective.

With regard to the negotiation process for the sub-concession contracts, the respective state of play is presented below.

Algarve Litoral Sub-concession

The Amended Subconcession Contract (CSA) for the Algarve Litoral, signed on 23 October 2017, was submitted to the prior inspection of the Court of Auditors, but in view of the decision of the Court of Auditors in December 2017, IP informed the Subconcessionaire that it would have to be submitted again to the prior inspection of the Court of Auditors. After analysing the case, on 20 June 2018, the TdC, in Ruling no. 29/2018, refused to grant the approval.

The Court of Auditors, in ruling no. 13/2019 of 28 May, upheld the initial position of refusing to approve the Algarve Litoral Subconcession Contract, with the Board of Directors deciding to appeal this decision to the Constitutional Court and resubmitting the Amended Subconcession Contracts (Baixo Alentejo, Autoestrada Transmontana and Pinhal Interior sub-concessions) to prior inspection by the Court of Auditors.

In 2020, after an initial decision not to accept the appeal, IP appealed to the Plenary, which, in ruling no. 58/2021, of 22 January, took the final and definitive decision not to accept the appeal.

It is therefore IP's understanding that, having used up all means of appeal against the Court of Auditors' decision, the definitive refusal of prior approval for the CSA is confirmed, under the terms of Article 45(4) of the Court of Auditors' Organisation and Procedure Law, which is a condition for its taking effect.

In this context, the Reformed Subconcession Contract, signed on 20 April 2009 and amended by the reform instrument of 28 May 2010, definitively constitutes the contractual title governing the concession relationship established between the parties.

On 17 July 2019, the sub-concessionaire asked IP to accept its declaration of termination of the concession contract, under the terms of the applicable law. On 4 September 2019, in view of the sub-concessionaire's disagreement, RAL launched arbitration proceedings against IP, which are still ongoing. As part of the same lawsuit, RAL filed injunction proceedings, requesting the payment of € 30,007,923.12 in advance, plus a monthly amount until the final decision is handed down, totalling at least € 1,162,805.95.

By decision of 9 March 2021, IP was ordered to pay € 30,007,923.12, plus a monthly amount until the final decision is handed down, of at least € 1,162,805.95, and € 1,262,805.95 forty-five days

after the arbitration decision. The amounts in question are being paid by IP on account of the remuneration due under the Reformed Subconcession Contract.

From an operational standpoint, it should be noted that:

- The sub-concessionaire suspended all its operation and maintenance activities from midnight on 6 July 2018. Against this background, within the scope of its supervisory powers provided in the aforementioned sub-concession contract, IP took all necessary steps to ensure safety conditions for people and goods, while triggering the mechanisms provided in the contract to deal with the sub-concessionaire's failure to comply with its operation and maintenance obligations under the contract.
- Subsequently, the sub-concessionaire resumed activities only on the object defined in the Amended Sub-Concession Contract (CSA), stating that it had been in force since 27 December 17, refusing to intervene on the roads that the contract states will become part of IP's direct jurisdiction. This situation forced IP to intervene in this sub-concessioned network in emergency cases to guarantee road safety conditions, given the express noncompliance of the sub-concessionaire;
- With the injunction decision of the Arbitration Court of 9 March 2021, IP paid the amount of € 30,007,923.12 in April 2021, and started paying the monthly amount of € 1,162,805.95 until July, in view of the following;
- On 18 July 2021, following the decision of the Arbitration Court of 9 March 2021 regarding
 the injunction, the sub-concessionaire resumed operation and maintenance work on all
 the stretches included in the Reformed Sub-concession Contract, including those that
 would be excluded from the sub-concession due to the start of the Amended Subconcession Contract. From that date onwards, IP paid the sum of € 1,262,805.95.

Baixo Tejo and Litoral Oeste Sub-concessions

Following the refusal of the Court of Auditors to issue its approval for the Algarve Litoral sub-concession contract, the Baixo Tejo and Litoral Oeste sub-concessionaires considered that the negotiation process under the exact terms of the Memorandums of Understanding (MoU) established with the Negotiating Committee was unfeasible, and that they had not been extended.

In other words, the two sub-concessionaires felt that negotiations should not proceed.

As a result, the MoUs expired, reinvesting the sub-concessionaires and IP in the rights and obligations they held on the date the MoU was signed, i.e. the reformed sub-concession contracts were resumed, including IP's payments under these contracts.

AEBT, the Baixo Tejo sub-concessionaire, however, informed IP that the (formal) continuation of ER377-2 as part of the sub-concession, combined with AEBT's inability to continue its construction and operation (due to the cancellation of the EIS), put the sub-concession contract out of balance financially, depriving the project of absolutely essential revenue to fund, among other things, the widening and major repairs provided for in the Work Plan.

IP therefore requested, on 7 February 2019 and insisted on 11 June 2019, under the terms of Decree-Law no. 111/2012 of 23 May, requested the Secretary of State for Infrastructure (SEI) to set up a negotiating committee, based on the objective need to contractually reflect the impossibility of building ER377-2, which was set up by order of the UTAP coordinator on 22 July 2019, and the final report of the Negotiating Committee (CN) was submitted to the government on 8 January 2021.

On 4 June 2021, following the approval of NC's report by the Secretary of State for Finance and the Secretary of State for Infrastructures, a contract was signed between IP - Infraestruturas de Portugal, S.A. (IP) and AEBT - Autoestradas do Baixo Tejo, S.A (AEBT), the Amendment Agreement and other contractual documentation agreed between CN and AEBT was signed, and IP submitted it for prior audit by the Court of Auditors (TdC).

On 20 July 2021, the Court of Auditors issued a preliminary rejection decision.

The Amended CSC therefore came into force on 29 July 2021, after AEBT adhered to IP's understanding that the TdC's decision allowed it to come into force (see paragraph 1(c) of Clause Four of the Amendment Agreement).

Baixo Alentejo, Pinhal Interior and Autoestrada Transmontana Sub-concessions

The Amended Subconcession Contracts (CSA) for the Baixo Alentejo, Pinhal Interior and Autoestrada Transmontana have been in effect since 3 April 2017, 21 December 2017 and 24 May 2018 respectively.

Douro Interior Sub-concession

With regard to the Douro Interior Subconcession, the renegotiations have been completed and the respective final minutes were signed on 15 February 2018, with the government approval process underway.

Following the decision not to accept the appeal to the Constitutional Court mentioned above (Algarve Litoral Subconcession), the government's final decision on the renegotiation of the Douro Interior is no longer limited or conditioned by the pendency of that appeal to the Constitutional Court.

5.6.2 Completion of the sub-concession network

The road network of the seven sub-concession contracts in force totals approximately 1,019 km, with around 911 km in service (work completed), as summarised in the following table.

Given the problems surrounding the Algarve Litoral Sub-concession contract, approximately 82 kilometres of new/upgraded work has yet to be completed and 26 kilometres of work has been suspended.

The total length of the stretches no longer takes into account the sections of the Pinhal Interior, Transmontana, Baixo Tejo and Baixo Alentejo sub-concessions which, according to the Amended Sub-Concession Contracts, were transferred to IP's direct jurisdiction or which were removed from the CSA's scope following the renegotiation of the contracts.

Relevant events in 2023 include the completion and entry into service on 17 November 2023 of the contract to increase the number of lanes (from 2x2 lanes to 2x3 lanes) on the A33 - Coina / Montijo (IP1), over a length of around 15.6 km, and also the start of work on increasing the number of lanes on the IC 20 - Caparica Expressway between the junction with the A2 and the Casas Velhas junction, over a length of 3.1 km.

(km)

	Under construction		nstruction		
Sub-concession	In operation (*)	New construction	Rehabilitation	Not Built	Total
Douro Interior	241			0	241
AE Transmontana (CSA)	136			0	136
Baixo Alentejo (CSA)	113			0	113
Ваіхо Тејо	60			0	60
Algarve Litoral	165		82	26	273
Litoral Oeste	102			0	102
Pinhal Interior (CSA)	93			0	93
Total	911	3	32	26	1019

^(*) Includes stretches which are under operation though they were still not renovated

5.6.3 2023 Expenditure

In 2023 expenditure relating to road concessions and sub-concessions totalled € 1,138.8 million (excluding VAT), which meant an implementation rate of 91% and € 44.0 million less (-4%) than in 2022.

Section 16 Control Control	Effective	December 2023				
Concessions and Sub-concessions	December - 2022	Effective	Budget	Implementation %		
Concessions Availability Infraestructure + Availability A+B	646,9	685,7	668,2	103%		
Algarve	46,2	51,7	49,4	105%		
Beira Interior	52,3	52,4	50,4	104%		
Beira Litoral and Beira Alta	118,8	122,2	119,7	102%		
Costa de Prata	48,2	44,3	43,3	102%		
Greater Lisbon Region	28,4	35,6	34,3	104%		
Greater Porto Region	77,6	79,9	78,1	102%		
Interior Norte	69,2	72,3	69,5	104%		
North	157,1	171,6	168,0	102%		
Norte Litoral	49,1	55,7	55,5	100%		
Sub-concessions - Availability+Service	483,1	385,2	494,2	78%		
AE Transmontana	53,0	49,3	48,7	101%		
Baixo Alentejo	39,1	42,0	40,3	104%		
Baixo Tejo	53,0	30,7	29,5	104%		
Douro Interior	84,8	85,0	85,3	100%		
Litoral Oeste	119,2	42,2	41,8	101%		
Pinhal Interior	118,8	120,9	119,1	101%		
Algarve Litoral	15,2	15,2	129,4	12%		
Contributions and Rebalances	1,8	18,0	11,4	158%		
Major Repairs	51,0	49,8	78,4	64%		
Total	1 182,8	1 138,8	1 252,2	91%		

The 103% implementation of **Concession Availability** payments (+€ 17.5 million) is essentially the result of the following combination of factors:

Inflation Rate (+€ 14.6 million)

The inflation rate taken into account when updating availability fees was 4.2 per cent in the budget, while the effective inflation rate was 9.86 per cent.

Advances / Withholdings (+€ 3 million)

This difference will be reflected in the next payment on account in 2024.

In sub-concessions, implementation was 78 per cent, with a deviation of -€ 108.9 million, which is essentially due to the following:

Algarve Litoral (-€ -114.3 million)

The payments made were lower than the amount forecast in the budget, but the Service component was € 5.5 million higher, due to the evolution of the inflation rate, whose estimate taken into account when drawing up the budget was lower than actual inflation, and the increase in traffic by more than the amount forecast in the budget.

Compared to the same period in 2022, the main differences are essentially due to the reduction in figures in the Litoral Oeste sub-concession due to the reduction in the availability tariff provided for in the contract. In 2022 the daily availability tariff was € 311,609.18 and in 2023 it fell to € 46,575.

Under the heading of Co-payments and Rebalancing, implementation stood at 158%, with the deviation of a further € 6.6 million mainly due to the payment of annual compensation to the Litoral Centro Concession, budgeted for 2022.

The amount paid out for Major Repairs was € 49.8 million, which represents 64 per cent of the budgeted amount.

5.7 TELECOMMUNICATIONS AND BUSINESS CLOUD

Within the IP Group, IP Telecom is responsible for ensuring the effective management of the telecommunications infrastructure, based on optical fibre and technical road channels, and for



supplying and providing Information and Communications Systems and Technologies services, based on innovative solutions with a focus on Cloud and Security technologies.

IP Telecom has taken a strategic position in the business market and in the public administration sector, as a fibre optic wholesale communications operator and technical road channel manager for national and international operators, complemented by operations in the Business Cloud and Datacentre markets.

The prolongation of the war in Ukraine into 2023 and the outbreak of the conflict in the Gaza Strip have created some uncertainty in the sector and in attracting significant investment in these areas. However, IP Telecom has continued to demonstrate its financial strength and technical capabilities, due to the technological developments introduced in recent years in its portfolio, both from a telecommunications point of view and from the point of view of Cloud solutions, ensuring a high level of commitment to the importance of guaranteeing the stability and security of critical communications.

In 2023, a significant number of technical rooms that had reached their maximum capacity were renovated. These new rooms have made it possible to reinforce international connections, as well as the new Sines-Spain connection. In the case of Vilar Formoso, a new international link was completed on what is one of the main terrestrial electronic communications routes.

IP Telecom has consolidated its portfolio of products and services in the datacentre and cloud offerings, with some new differentiating business technological solutions, while maintaining cybersecurity, data protection and data sovereignty solutions as the main focus of the services provided, guaranteeing high levels of security and resilience of business environments and responding to legal and compliance needs.

The year 2023 was the first year with a marked growth in the IPT Partner Network partner programme, making it possible to develop and target a set of partner relationships with a significant expansion in the number of solutions for end customers with a relevant commercial impact.

It should also be noted that, following the mandate given by the Portuguese government to Infraestruturas de Portugal and IP Telecom, the contract for the Design, Construction, Supply, Installation, Assembly and Commissioning of the Submarine Fibre Optic Telecommunications Cable for the new CAM Ring was signed in March 2024 between Infraestruturas de Portugal and Alcatel Submarine Networks.

Turnover in 2023, excluding business with the IP Group and CTR, was € 11.0 million, which represents a 10 per cent increase on the figure for 2022, which was € 10.0 million.

5.8 ENGINEERING SERVICES

The mission of IP Engenharia (IPE) is to undertake transport engineering studies and projects; manage, coordinate and supervise contracts in this area; and boost the IP Group's international business.



IP Engenharia provides specialised railway engineering services, aimed at coordinating, preparing and reviewing studies and projects and managing, coordinating and supervising works, essentially in the context of investments under the responsibility of Infraestruturas de Portugal.

In 2023, IP Engenharia maintained its objective of ensuring economic, social and environmental balance in line with its guidelines for sustained growth. At present, IP Engenharia's focus is on the railway sector, and its activity is supported by the integrated management of available resources and skills, necessary for a quick and targeted response to the IP Group's objectives and investments, within the scope of coordination, preparation and review of studies and projects, technical engineering consultancy, management, coordination and consultancy in the management of inspections and contracts.

The company thus continued to provide its share to ensuring IP's financial sustainability, within the scope of the integrated development and modernisation of the road-rail network. Its human assets participated, directly and indirectly within the scope of their activity, with their specific technical skills and as planned, in IP's investment plans, with particular emphasis on the "Ferrovia 2020" Investment Plan and the "PNI 2030" National Investment Programme.

It is worth highlighting that the average occupancy rates of the technical teams remained practically in line with the forecasts throughout the year, along with continued strict compliance with the deadlines agreed with IP's client departments, most significantly with the Engineering and Environment and Enterprise departments.

Development of the International Business

In 2023, the IP Group's international market approach strategy was maintained, under the responsibility of IPE, with a focus on the Group's good institutional relations with the public entities that manage road and rail infrastructures in Portuguese-speaking countries and the Mozambican government, and a third programme that began in November 2022 was carried over to 2024.

The year was also marked by several requests for the provision of technical assistance services, requested by various governments and IP counterparts in Portuguese-speaking countries, whose negotiations, together with Portuguese diplomatic entities, will continue in 2024. Also noteworthy is the historic partnership between IPE and INFRA.

IP Engenharia's income from Engineering and Transport Services, excluding intra-IP Group flows, was € 107,000 in 2023, which represents a decrease on the € 295,000 recorded in 2022, as a result of the decrease in services rendered in 2023, with activity basically centred on the Ministry of Public Works, Housing and Water Resources of Mozambique.

5.9 PROPERTY AND COMMERCIAL SPACE MANAGEMENT

IP Património (IPP) is the company within the IP Group responsible for managing and monetising real estate assets, with vast experience in the commercial operation of the network of transport stations and interfaces,



guaranteeing their efficient use, enhancement, renovation and preservation.

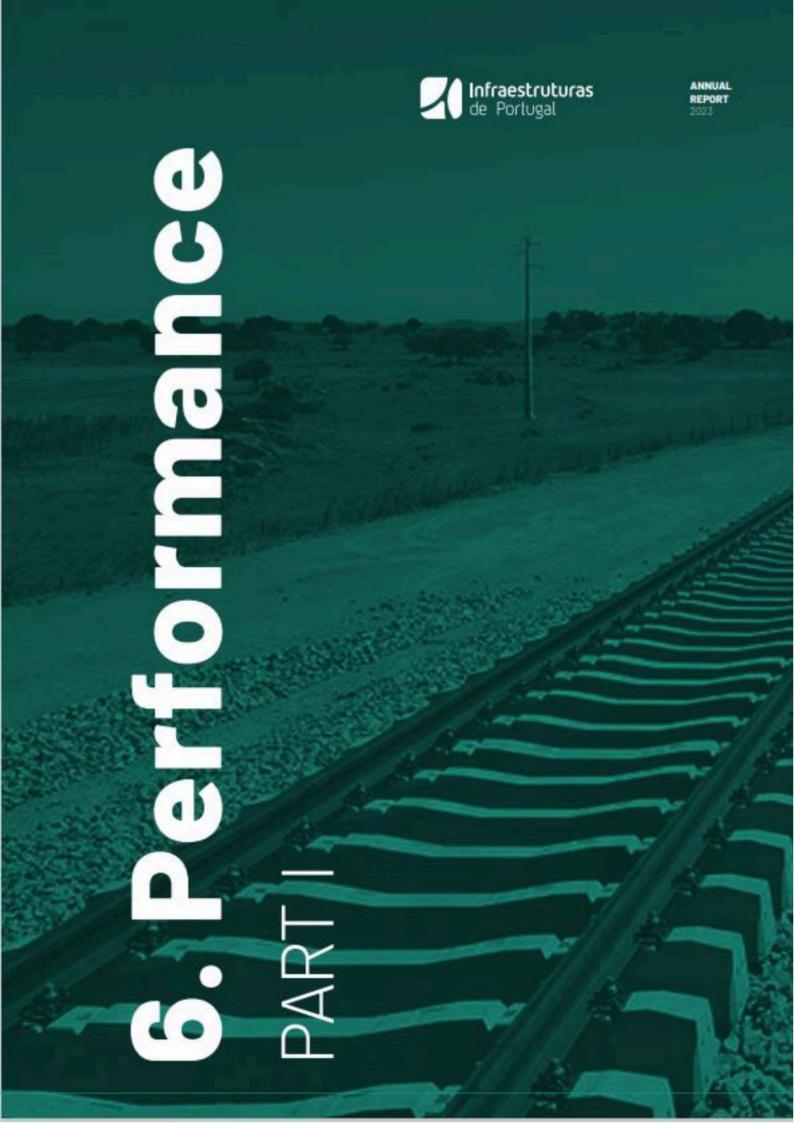
The results achieved by IP Património in 2023 are a reflection of the strategy that has been implemented, which has made it possible to consolidate the recovery of IP Património's activity after the Covid-19 pandemic, reinforced both by the extraordinary measures that the company was able to implement and by the search for new solutions to the challenges it faced, and supported by the work capacity and professionalism of its Employees.

Turnover in 2023 (€19.71 thousand) exceeded the figure for the same period in 2022 (€16.95 thousand), and also exceeded the figure for the same period in 2019 (€17.38 thousand), the prepandemic year, a result achieved in a context in which the results of the operation of the Car Parks have not yet reached the 2019 figures, while continuing to gradually recover.

In this still adverse context following the pandemic, aggravated by the effects of the Ukrainian War on the global economy, IPP managed to sign/renew around 519 sub-concession contracts, out of a total of around 1,232 contracts in force at the end of 2023. It should be noted that the signing of the 113 new contracts translates into a financial investment of around € 5.2 million expected to be made by the sub-concessionaires during the term of the respective contracts, which is one of the signs of the market's continued interest in upgrading the spaces under IPP's management.

Of the procedures promoted in 2023, the following stand out:

- Continued liaison with the government's housing department, identifying properties with housing potential to be allocated to the various government programmes in this area.
- Start of the revamping work at Porto S. Bento Station for a future restaurant space.
- Work has begun on remodelling the Viana do Castelo station building with a view to adapting it into a hotel.
- Within the scope of the National Ecotrails Plan, negotiations continued with municipalities and inter-municipal communities, maintaining the objective of creating a network of unique routes.
- Work carried out to enhance and maintain decommissioned heritage, with various works in progress or completed, giving these buildings a new lease of life and soul. An example is the work on the building in Macedo de Cavaleiros, on the Tua Line.
- In the area of property upgrading and refurbishment, the company continued to monitor
 the processes already underway, which are extremely important and will contribute to the
 company's results in the future. Of particular note was the resumption of the Pragal
 Railway Complex Redevelopment and Enhancement project.
- Preparation of the preliminary programmes for the Porto-Campanhã and Gaia Santo Ovídio High Speed Stations.
- Maintaining efforts to inspect all the equipment and functionalities of the railway stations, as well as supervising the proper execution of cleaning services. Of particular note in this context was the process of preparing and monitoring railway stations, especially the cleaning component, in view of World Youth Day.
- Completion of the "Remodelling and Improvement of Floor 4 of Building II at IP's headquarters" project, as part of the IP Group's Service Facilities Intervention Plan.



ECONOMIC AND FINANCIAL PERFORMANCE

6.1 RESULTS

Amounts in € thousand

Income	2022	2023	% Change 23/22	Δ% 23/22
Operating Income	1,318,926	1,371,987	53,061	4%
Operating expenses	1,080,631	1,163,369	81,177	8%
Operating profit/(loss)	238,295	208,618	-29,677	-12%
Financial Results	-191,217	-181,983	9,234	-5%
Profit/(Loss) before tax	45,517	26,635	-18,882	-41%
Net profit	48,299	-18,087	-66,386	-137%

The results achieved by the IP Group in 2023 were, in summary, as follows:

- Operating Income reached € 1,371.9 million, i.e. € 53.1 million (14%) more than in 2022;
- Operating expenses totalled € 1,163.4 million, increasing by € 82.5 million over 2022;
- EBITDA stood at € 208.6 million, dropping by € 28.1 million as compared to the same period last year.
- Financial Results totalled -€ 181.9 million, improving by € 9.2 million in relation to the previous year.
- Pre-tax profits totalled € 26.6, a decrease of € 18.9 million compared to 2022.
- Net Consolidated Results totalled -€ 18.1 million, a decrease of € 66.4 million over 2022.

6.2 OPERATING INCOME

Operating Income totalled € 1,371.9 million, an increase of € 53.1 million (+4%) compared to 2022.

Amounts in £ thousand

		1/1	Amounts in € thousand		
Operating Income	2022	2023	% Change 23/22	Δ% 23/22	
Sales and services	1 171 499	1 200 890	29 391	3%	
Road Service Consignment (RSC)	665 501	641 731	-23 769	-4%	
Tolls	294 646	322 421	27 775	9%	
Rail Services	88 468	84 048	-4 420	-5%	
State Grantor - Revenue LDI	34 903	34 140	-763	-2%	
Construction contracts	50 947	71 794	20 847	41%	
Other services rendered	37 035	46 756	9 721	26%	
Operating subsidies	55 055	65 405	10 350	19%	
Impairments (losses/reversals)	1 570	152	-1 417	-90%	
Other Income and gains	90 802	105 541	14 738	16%	
Total	1 318 926	1 371 987	53 061	4%	

Sales and services

Income from Sales and Services totalled € 1,200.9 million in 2023, 3% more than in 2022.

Road Service Consignment (RSC)

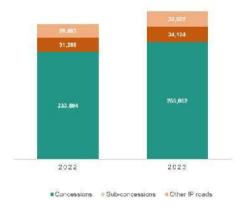
The National Road Network is financed by the toll fees charged on toll roads and other concession operating income and by the Road Service Consignment (RSC), created by Law no. 24-E/2022, of 30 December, which simultaneously extinguishes the previous Road Service Contribution, created by Law no. 55/2007, of 31 August.

The RSC is therefore the consideration paid by users for the use of the road network and is levied on petrol, diesel and LPG subject to and not exempt from the tax on petroleum and energy products (ISP).

RSC income totalled € 641.7 million, compared to the same period in 2022, a decrease of € 23.8 million (-3.6%).

Tolls

In 2023, income from toll revenues increased by € 27.8 million compared to the previous year (+9%), totalling € 322.4 million.



unit: € thousand

The largest share of toll revenue comes from the use of the State Concessions network, in which IP is the holder of the revenue from toll collection, which totalled € 255.8 million, representing an increase of 9% compared to 2022.

The toll collection activity on motorways sub-concessioned by IP generated € 34.1 million, 9% more than in the same period last year.

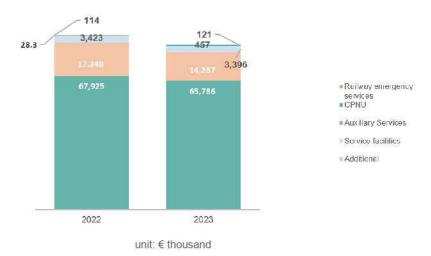
On the network under IP's direct management, toll revenues totalled € 32.5 million, 10% more than the previous year.

The increase in toll revenue, both compared to the budget and to the same period last year, is essentially due to the increase in road traffic to levels slightly above the pre-covid era.

It should be borne in mind that the start of 2022 was influenced by the weight of teleworking, as there were restrictions associated with the pandemic situation that no longer apply in 2023.

Railway Services

Income from Railway Services, which includes the use of train channels, the recovery of capacity requested but not used (suppressions by the operator), the use of service facilities, the provision of assistance, additional services and ancillary services, totalled € 84.1 million in 2023, € 4.4 million less (-5%) than in 2022.



The variation in 2023 compared to 2022 is mainly due to income from Additional Services, which fell by \in 3.1 million (-17.6%) and income from the Infrastructure User Fee (UF), which fell by \in 2.1 million (-3%) to e 65.8 million.

Passenger services, which account for 89 per cent of UF's revenue, fell by 3.7 per cent in 2023, while freight services grew by 1.7 per cent. The following table shows developments by segment.

Amounts in € thousand **AUXILIARY** 2022 2023 Ch. (%) Urban and sub-urban 28 272 27 702 -2% 14 000 13 131 -7% Ul-Regional and Interegional Ul-Long Distance and International 16 938 16 111 -5% **UI-Merchandise** 7 268 7 3 3 7 1% Ul-Marches - Split by operator 3% Ul-Special 86 95 10% -3% 67 925 65 786

The main events that affected activity and were reflected in the decrease in income compared to 2022 were the following:

- Strikes by CP and IP employees since the beginning of 2023, with a strong impact on traffic, representing -2.25 million Tks realised;
- Closure of the Beira Alta Line, between Pampilhosa and Guarda, from 19 April 2022, as part of ongoing works (-0.75 million CK realised);
- Adverse weather conditions, which forced the partial interruption of rail traffic on the Douro Line for two days.

In terms of services provided at Service Facilities, and more specifically in terms of use at Passenger Stations, the most important service is the Use of Stations and Platforms Service, which includes the use of waiting room areas, the display of travel information and the areas containing the technical equipment installed there.

Its valuation, per commercial stop made by the passenger train at a given location, represented an income of around €2.6 million in 2023, with a negative variation of 2.4% compared to 2022. In aggregate, all the services within the Service Facilities represented a total income of € 3.4 million in the period under review, a figure that represents a decrease of 0.8 per cent compared to the same period in 2022.

Construction contracts

The Construction Contracts item contributes to the increase in operating income compared to 2022.

Construction Contracts represent IP's income from its activity of building the National Road Network in accordance with its Road Concession Contract. This item includes all of IP's construction activities, either directly or through sub-concessions.

The capitalised financial expenses correspond to the financial expenses incurred by IP during the road construction phase; they consist of the financial expenses used to finance the acquisition of the State Concession Network.

Amounts in € thou					
Construction contracts	2022	2023	Δ% 23/22		
Contracts for the Construction of new infrastructures	40 289	61 435	52%		
Capitalisation Interest Expenses	10 658	10 359	-3%		
Total	50 947	71 794	41%		

The figure totalled € 71.8 million in 2023, € 20.8 million (41%) more than in 2022, reflecting higher implementation of construction activities under IP's direct management compared to the previous year.

Other services rendered

Other services rendered increased by \le 9.7 million compared to 2022. This variation is essentially due to the Real Estate and Commercial Space Management component, which grew by \le 2.6 million to \le 19.3 million, corresponding to the amounts from space rental, sub-concessions, car park rental, development management and advertising.

Amounts in € thousand

Other services rendered	2022	2023	% Change 23/22	Δ% 22/21
Management of Property and Commercial Areas	16 718	19 340	2 622	16%
Telecommunications	10 009	10 988	980	10%
Engineering and transportation services	295	107	-188	-64%
Merchandise Terminals	1 833	1 651	-182	-10%
Licensing	655	913	258	39%
Service areas	2 071	2 201	130	6%
Technical road channel	3 501	3 893	392	11%
Other	1 953	7 662	5 710	292%
Total	37 035	46 756	9 721	26%

The Telecommunications component includes the provision of telecommunications services to the market, rental, maintenance and other services associated with optical fibre, as well as technological solutions in application areas such as ERP, CRM, Service Management, Cyber Defence, Cyber Security, among others. Turnover in this segment reached € 11.0 million in 2023, € 980,000 more than in 2022.

Engineering and Transport Services encompass activities related to multidisciplinary road and/or rail projects and the corresponding mobility solutions, both nationally and internationally.

Turnover in this segment totalled € 107,000 in 2023, € 188,000 less than the previous year.

The operation of the Railway Terminals in 2023 resulted in revenue of € 1.7 million, down by € 182,000 (-64%) on the previous year. The deviation is due to the transfer of the IP Leixões terminal to APDL on 1 February 2023, in compliance with Decree-Law 25/2022 of 17 August.

Licensing-related income depends essentially on the annual fee collection process for PACs (Fuel Filling Stations), which begins with the reporting of litres sold in the previous year by licence holders, although this is scheduled to take place by 15 February of the following year. There is some time lag between the first and last reports, which is reflected in the subsequent stages of the process, namely in the calculation of fees, notification for payment, payment and finally the issuing of invoices.

The amount recognised under this heading was € 913,000, an increase of € 258,000 compared to the same period in 2022.

Income from the Service Areas totalled € 2.2 million, an increase of € 130,000 (6%) compared to 2022. This increase is justified by the positive variation in sales and the annual updating of rents based on the CPI, as defined in the concession contracts for the operation of service areas.

Turnover from the **Technical Road Channel** in 2023 was € 3.9 million, which represents an increase of € 392 thousand (+11%) compared to the figure recorded in 2022.

Operating subsidies / Compensatory Allowances

Amounts in €housand

Income	2022	2023	% Change 23/22	Δ% 23/22
Compensatory Allow ances	55,055	65,405	10,350	19%

The income from compensatory payments under the Programme Contract for 2023 was € 65.4 million, up by € 10.4 million (+19%) on 2022.

The amount of income recognised in 2023 corresponds to the amount approved by Council of Ministers Resolution (RCM) no. 3/2024, of January 5, which approved the award of € 69,426,130, plus value added tax at the legal rate in force, as compensation to be paid by the State to Infraestruturas de Portugal, S. A. (IP, S. A.) for the year 2023, for fulfilling the public service obligations of managing the railway infrastructure.

The total amount of the income reflected in the 2023 accounts is lower than that of the aforementioned RCM due to the fact that a correction/regularisation of -€ 4 million was made to the amounts from previous years, relating to the 2017 and 2019 financial years, which were considered to be amounts that could no longer be received.

Impairment (losses/reversals)

In 2023, impairments (losses / reversals) of -€ 152,000 were recognised, which represents an improvement of € 1.4 million compared to 2022. Further details of this account can be found in Part IV - Consolidated Financial Statements and Notes.

Other Income and Gains

Income under Other Income and Gains totalled € 105.5 million, € 14.7 million more than in 2022. This variation is explained by the increase in the Operating Subsidies item, which reflects the amounts received under the Council of Ministers Resolution of 12 January 2023, relating to bad weather.

Amounts in € thousand

			770000-0000000	The state of the s
Other Income and gains	Effective 2022	Effective 2023	% Change 23/22	Δ% 23/22
Investment subsidies	66,349	59,660	-6,689	-10%
Income from concession fees	8,854	8,854		0%
Gains on the sale of tangible assets	135	303	167	124%
Operating subsidies	1,079	17,491	16,412	1521%
Gains on the disposal of waste	3,011	8,187	5,176	172%
Concessions for use and licences	1,997	1,318	-679	-34%
Accidents	1,618	1,511	-107	-7%
Other	7,759	8,217	458	6%
Total	90,802	105,541	14,738	16%

6.3 OPERATING EXPENSES

In 2023 Operating Expenses totalled € 1,163.4 million, an increase of € 81.2 million (+8%) compared to 2022.

Amounts in € thousand

Operating expenses	2022	2023	% Change 23/22	Δ% 23/22	
Cost of goods sold and materials consumed	280 709	323 450	42 741	15%	
Maintenance, Repair and Safety of the Road Network	126 583	144 782	18 199	14%	
Maintenance, Repair and Safety of the Railway Network	76 425	79 950	3 525	5%	
Other ESS	161 051	160 953	-98	0%	
Personnel Expenses	142 623	151 705	9 082	6%	
Expenses//(income) on subsidiaries and associates	-9	60	69	736%	
Expenses/reversals of depreciation and amortisation expenses	273 679	236 878	-36 801	-13%	
Provisions (Increase/Decrease)	13 333	57 199	43 866	329%	
Other expenses and losses	7 798	8 392	594	8%	
Total	1 082 191	1 163 369	81 177	7,5%	

Cost of goods sold and Materials Consumed

Amounts in € thousand

Cost of goods sold and materials consumed	Effective 2022	Effective 2023	% Change 23/22	Δ% 23/22
New road infrastructures	40 289	61 435	21 146	52%
State Tolls Concessions	219 118	238 424	19 306	9%
Consumption of Materials for Railway Maintenance	7 170	11 447	4 277	60%
Consumption of Materials for Railway Investment	14 132	12 143	-1 988	-14%
Tot	al 280 709	323 450	42 741	15%

A. New Road infrastructures

The figures for the construction of New Road Infrastructures refer to construction activities under IP's direct management and are calculated on the basis of the monthly works monitoring reports, so they reflect the physical progress of the works in progress.

Implementation in 2023 totalled € 61.4 million, 52% higher than in the same period in 2022, reflecting a higher execution of construction activities under IP's direct management compared to the previous year.

B. Tolls - State Concessions

The amount to be recognised in 2023 totalled € 238.4 million, which shows a deviation of +9% compared to the same period in 2022, a variation similar to that recorded in income from tolls on State Concessions, and which results from the increase in traffic on the toll network to levels higher than those seen in 2019.

C. Consumption of Materials - Railway Maintenance and Investment

These items include the consumption of various types of materials used in the maintenance and investment of the National Railway Network (NRwN). In 2023, the consumption of materials for railway maintenance was € 11.4 million, representing an increase of 60 per cent compared to the same period last year, and the consumption of materials for railway investment was € 12.1 million, a decrease of 14 per cent compared to 2022.

Road Maintenance, Repair and Safety

Total expenditure on road maintenance, repair and safety in 2023 was € 144.8 million, € 18.2 million more (+14%) than in 2022.

		ur	nit: € thousand
2022	2023	% Change 23/22	Δ% 23/22
55 665	55 665	17. 17.	#
10 335	10 710	376	4%
59 515	76 640	17 125	29%
1 068	1 766	699	65%
126 583	144 782	18 199	14%
	55 665 10 335 59 515 1 068	55 665 55 665 10 335 10 710 59 515 76 640 1 068 1 766	2022 2023 % Change 23/22 55 665 55 665 10 335 10 710 376 59 515 76 640 17 125 1 068 1 766 699

Periodic Road Maintenance corresponds to recognising IP's increased responsibility for the costs required to maintain the level of service of the roads and engineering structures imposed on it by its Concession Contract. Based on technical surveys of repair needs and the control of

an average quality index of the roads and engineering structures, an annualised cost is calculated for programmed maintenance that allows the average quality index of the network to be maintained at the values at which it was received.

The accounting value is € 55.7 million per year.

Excluding the accounting clearance recorded, Periodic Maintenance is estimated at € 58.6 million, which represents an increase of around 29% compared to the same period in 2022. Road Safety activities are supported by the Road Safety Plan which, in addition to autonomous interventions, also includes interventions in the area of vertical and horizontal signalling, traffic lights and the placement of new safety barriers, among others. Expenditure in 2023 totalled € 10.7 million, € 376,000 more than in 2022.

Current Maintenance corresponds to the expenditure for the year on current maintenance work on roads and engineering structures with the aim of maintaining comfortable traffic conditions, preventing the deterioration of the infrastructure and the quality of the service.

The current management model for the day-to-day maintenance of the national road network under IP's direct administration is essentially anchored in 18 Multi-Annual District Contracts, intervening on the road and adjacent area with the aim of maintaining comfortable traffic and safety conditions, avoiding the degradation of infrastructures and service conditions, complemented by 18 biennial district contracts for carrying out vegetation management work.

Under current maintenance contracts, work is carried out such as repairing and improving pavements, improving road drainage systems, maintaining bridges and viaducts, replacing and adapting signs and other road protection and safety equipment, stabilising embankments and cleaning verges and land adjacent to the road. The set of vegetation maintenance activities around the infrastructures, including intervention in fuel management strips to fulfil IP's obligations in terms of defending the forest against fires, are increasingly valued and, given their specific nature, have been included in contracts for vegetation management work.

Current maintenance and operation also cover the high-performance road network, namely the Greater Lisbon and Greater Porto motorways, the Marão, A23, A26 and A26-1, which in addition to current maintenance work similar to that of the conventional network, also includes operation activities, namely patrolling, network monitoring and user assistance.

A sum of € 76.6 million were spent in current maintenance in 2023, which represents an increase of 29 per cent compared to 2022. This increase is essentially due to the work carried out to repair the damage caused by the storms in December 2022 and January 2023, with the immediate development of the most urgent activities to restore safe traffic conditions, which also occurred in the contracts for the maintenance of the High-Performance Network.

The financial implementation of Road Telematics Maintenance activities totalled € 1.8 million in 2023, which represents an increase of 65% compared to the same period in 2022.

Railway Maintenance, Repair and Safety

In order to ensure the maintenance of the National Railway Network (NRwN), complying with the planned service levels, IP has various contracts for the provision of maintenance services. Most of these contracts are multi-annual and cover Systematic Preventive Maintenance (SPM), Conditional Preventive Maintenance (CPM) and Corrective Maintenance (CM).

Total expenditure in 2023 was € 80 million, representing a 5 per cent increase on 2022. The speciality that contributed most to this increase was 'track', with an increase of € 1.5 million compared to 2022.

unit: € thousand

			(*)	
Maintenance, Repair and Safety of the Railway Network	2022	2023	% Change 23/22	Δ% 23/22
Track	33 785	35 328	1 544	5%
Signalling	13 024	13 445	421	3%
Telecommunications	4 267	4 756	489	11%
Catenary	5 508	6 013	505	9%
Low Voltage	2 322	2 607	285	12%
Substations	778	571	-207	-27%
Artworks	5 946	5 388	-558	-9%
Engineering structures	345	238	-106	-31%
Level Crossings	509	566	57	11%
Recovery of materials	700	361	-339	-48%
SOS train	1 591	1 670	79	5%
Lifts Esc. Escalators	861	932	71	8%
Deforestation	5 960	7 278	1 318	22%
Other	829	796	-33	-4%
Total	76 425	79 950	3 525	5%

Other Supplies and Services

Expenditure on Other External Supplies and Services in 2023 totalled € 161 million, in line with the figure for 2022.

Amounts in € thousand

Other supplies and services	2022	2023	% Change 23/22	Δ% 23/22
O&M EP Sub-concessions	53 125	61 413	8 288	16%
Toll collection costs	17 896	25 229	7 333	41%
RSC Collection costs	13 310		-13 310	-100%
Electricity	34 613	30 515	-4 098	-12%
Fees, Consultancy and Other Specialised Labour and re	4 640	4 474	-166	-4%
Car fleet	3 685	3 571	-128	-3%
Surveillance	7 646	8 334	689	9%
Π	4 962	5 398	437	9%
Cleaning	8 029	9 105	1 076	13%
Travelling and accommodation	473	513	40	9%
Communications	175	250	75	43%
Remaining ESS	12 498	12 165	-333	-3%
Total	161 051	160 953	-98	0%

Note: the Electricity item does not include the energy consumed by electric vehicles, which is considered in the Car Fleet item.

O&M EP Sub-concessions

This item represents the accounting recognition of operation and maintenance costs incurred by the sub-concessionaires under the sub-concession contracts in force. The amount totalled € 61.4 million, an increase of 16% on the previous year.

Toll collection costs

This item includes the payment of a variable fee and the monthly adjustment of accounts (cost offsetting) of the tolled network. In 2023 there was an increase of € 7.3 million (+41%) compared to 2022. This variation is directly associated with the increase in toll income.

Expenses relating to the collection of the Road Service Consignment (RSC)

Under the terms of Law no. 24-E/2022, of 30 December, which amends, among other things, Law no. 55/2007, of 31 August (which regulated the financing of the national road network by EP - Estradas de Portugal, E. P. E.), and which came into force on 1 January 2023, the RSC corresponds to a portion of the revenue from the tax on oil and energy products (ISP) that is transferred from the State sub-sector budget to IP, constituting its own revenue, and this revenue is the consideration for the use of the national road network, constituting a source of funding for the national road network under the responsibility of IP, with regard to its conception, design, construction, maintenance, operation, upgrading and widening..

This amendment repealed article 5 of Law 55/2007 of 31 August, which stipulated that the costs of settlement and collection incurred by the Directorate-General for Customs and Excise would be compensated for by withholding 2% of the proceeds of the RSC, so these costs will cease to exist in 2023.

Electric power

Electricity expenses totalled \leq 30.5 million, representing a decrease of \leq 4.1 million compared to 2022 (-12%), a variation that is fundamentally the result of changes in electricity prices (lower in 2023 compared to 2022).

Car fleet

Expenses with the car fleet recognised under ES&S amount to € 3.6 million in 2023, which represents a decrease of € 114,000 compared to the same period in 2022.

Total expenditure on the vehicle fleet, taking into account amortisation and leasing interest in addition to ES&S, totalled € 5.7 million, 0.4% less than in 2022, as shown in the following table:

Amounts in € thousand

2022	2023	% Change 23/22	Δ% 23/22
10	1	-9	-90%
2,484	2,187	-297	-12%
424	557	133	31%
336	386	50	15%
416	427	11	3%
16	14	-2	-14%
2,441	2,545	103	4%
6,127	6,116	-11	0%
	10 2,484 424 336 416 16 2,441	10 1 2,484 2,187 424 557 336 386 416 427 16 14 2,441 2,545	2022 2023 23/22 10 1 -9 2,484 2,187 -297 424 557 133 336 386 50 416 427 11 16 14 -2 2,441 2,545 103

Surveillance and Safety

The surveillance and security item mainly includes the human surveillance contract for IP, in the administrative services buildings and operational centres, but also other expenses such as access control maintenance, fire extinguisher and reel maintenance, as well as occasional surveillance services, among others.

Surveillance and security costs in 2023 totalled € 8.3 million, 9% more than in the same period in 2022 (€ 689 thousand). This increase is essentially due to:

- The fact that the new security and human surveillance contract includes wage increases, set out in the Labour and Employment Bulletin as a result of the agreement between trade unions and security companies. This increase represents a deviation of around 9% compared to the previous year;
- The establishment of Surveillance and Security Contracts Vale de Figueira LC km 84+031 of the Northern Line and for the pedestrian LC at km 350+098 of the Algarve Line (T/VRSA), which did not exist in the same period in 2022 (as a result of the risk assessment of the entry into service of the new signalling).

Fees, Consultancy Services and Other Specialised Works

This item totalled € 4.5 million in 2023, down € 166,000 (-4%) on 2022.

IT

In 2023, \in 5.4 million were spent on IT services, \in 437 thousand more than in 2022. This variation is mainly due to the increase in spending on software licences, due to higher market prices in licensing contracts.

Cleaning

Cleaning expenses totalled € 9.1 million in 2023, € 1.1 million more than in 2022. The new contract for 2023 updated prices by an average of around 8 per cent, reflecting the need to update the Guaranteed Minimum Monthly Wage.

Travelling and accommodation

This caption comprises travelling and lodging expenses at home and abroad.

Amounts in € thousand

Travel and subsistence allowances	2022	2023	% Change 23/22	Δ% 23/22
Travelling and accommodation - in Portugal	302	319	17	6%
Travelling and accommodation - abroad	171	194	23	14%
Total	473	513	40	9%

In 2023, there was an outlay of € 513,000, which represents an increase of € 40,000 compared to 2022, justified by the increase in international travel and stays following the severe restrictions during the pandemic.

Communications

Expenditure on communications in 2023 was € 250,000, € 75,000 more than in 2022, reflecting the increase in prices in the communications sector.

Personnel Expenses

In 2023, the IP Group's personnel expenses totalled € 51.7 million, which represents an increase of € 9 million compared to 2022 (+6%).

Amounts in € thousand

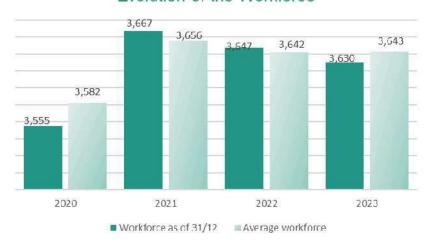
Personnel Expenses	2022	2023	% Change 23/22	Δ% 23/22
Personnel expenses	142 084	151 250	9 166	6%
Compensations	85	28	-57	-67%
Training	454	428	-26	-6%
Total	142 623	151 705	9 082	6%

The increase in staff costs is essentially due to the combined application of the Collective Labour Agreement in force in the IP Group, which translates into salary increases provided for in the Career System and in pecuniary clauses linked to the different forms of work, with the annual salary increases authorised for the SEE.

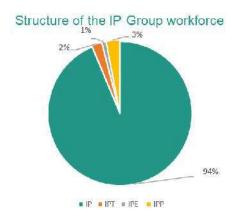
The IP Group's workforce on 31 December 2023 is 3,630 employees, 17 fewer than on 31 December 2022. The average headcount in 2023 is 3,643 employees, one more than in 2022.

The evolution of the workforce from 2020 to 2023 is shown below.

Evolution of the Workforce



The IP Group's headcount structure, by Group company, is as shown in the graph.



Provisions (Increase/Decrease)

Provisions totalling € 57.2 million were recognised in 2023, € 43.9 million more than in 2022. The increase in provisions in 2023 is essentially due to the reinforcement of the provision (€ 25,597 thousand) relating to the lawsuit over the railway accident in Soure in 2020, whose provisioned amount in 2023 is € 18,619 thousand.

Other Expenses and Losses

Other Expenses and Losses totalled € 8.4 million in 2023, an increase of € 594 thousand compared to 2022.

Expenses/Reversal of Depreciation and Amortisation

Depreciation and amortisation expenses totalled € 236.9 million in 2023, € 36.8 million less than in 2022.

6.4 INCOME TAX FOR THE PERIOD

In 2023, income tax for the period was negative by € 44.7 million, mainly due to the changes to tax legislation introduced by the 2023 State Budget Law (Law no. 24-D/2022, of 30 December), which had a significant impact on the IP Group's financial statements, namely:

- The introduction in the Tax Benefits Statute of Article 43 D Tax Incentive Scheme for the Capitalisation of Companies (ICE).
- The alteration of the tax loss deduction regime provided for in article 52 of the CIRC, whereby there is no longer a time limit for the recovery of tax losses generated from 2023 onwards.

Taking this benefit into account meant that IP, which has had a history of taxable profits and benefited from the financing policy pursued by the shareholder of strengthening equity through capital increase operations, given the magnitude of the increase, now showed a loss in tax terms.

This situation, combined with the aforementioned amendment to article 52 of the CIRC, meant that the recovery rates for deferred tax assets were revised downwards, with a significant impact on the result for the year.

6.5 CAPITAL EXPENDITURE

The amount of capital expenditure carried out by the end of 2023 was € 620.6 million, growing by 31% compared to 2022.

This is the amount of investment associated with interventions carried out on the road-rail infrastructure under IP's direct management, i.e. in the development of interventions to expand, modernise and upgrade the network. It also includes the equipment needed to carry out IP's activities as the company responsible for managing the road-rail infrastructure. It does not comprise the charges assumed with Public-private Partnerships.

			Amour	nts in Ethousand
Investments	2022	2023	% Change 23/22	Δ% 23/22
Ferrovia 2020	347 622,4	466 238,7	118 616,2	34%
PNI2030	10 503,4	19 993,4	9 490,0	90%
Other railway investments	58 628,8	64 217,4	5 588,6	10%
Railway Investment	416 754,6	550 449,4	133 694,8	32%
RRP	17 035,6	48 703,4	31 667,8	186%
PVAE	25 443,0	8 337,2	-17 105,8	-67%
PNI2023	140,5	407,4	266,9	190%
PETI3+	3 860,9	1 898,9	-1 962,0	-51%
Other road investments	2 509,3	1 777,3	-732,0	-29%
Road Investment	48 989,3	61 124,3	12 135,0	25%
Management Support Investments	7 331,9	8 997,1	1 665,2	23%
Total	473 075,8	620 570,8	147 495,0	31%

The amount of road and rail investment, which includes Management Support Investments (MSIs), in 2023 was € 620.6 million, which represents an increase of 31 per cent compared to the implementation in 2022, which was € 473.1 million.

Particularly noteworthy was the increase in investment under the Railway 2020 Investment Plan, which totalled € 466.2 million, € 118.6 million more than in 2022.

The "Other Railway Investments" item saw € 64.2 million of investment, € 5.6 million more than in 2022. This item includes the Mondego Mobility System, which totalled € 38.7 million in 2023.

In road investments, the RRP stands out, with an implementation of € 48.7 million in 2023.

Additional information on each investment is presented in Chapter 5.3.

6.6 FINANCING THE RAILWAY 2020 INVESTMENT PLAN AND CAM RING

The implementation of the Ferrovia 2020 Investment Plan relies on a financial package made up of EU funds from the Connecting Europe Facility (CEF) programme, both in the General package (30 to 50% contribution) and in the Cohesion package (up to 85% contribution) and from the Portugal 2020 programme (up to 85% contribution), complemented by the National Public Counterpart.

During 2023, with regard to the approval of new Community funding associated with investment projects, the most significant event that occurred within the 2021-2027 programming period corresponds to the CEF Digital Programme, and the application for the "Atlantic CAM" project was approved.

Regarding the implementation of EU funds allocated to IP for the development of road and rail infrastructure and the CAM Ring Project, a total of € 220.53 million were received in 2023.

The table below shows all active applications in 2023:

Programme Period	Programme	Form	Application Designation	Application Status	Total Cost of Investment	Reimbursement EU
QFP 2014-2	020					
QFP 2014-2020	ECF- GENERAL	Railway	Sines/Elvas (Spain) Railway Connection: Évora-Caia Section and Technical Station at km 118	Approved (active)	286 142 571	115 994 394
QFP 2014-2020	ECF- COHESION	Railway	Sines/Elvas (Spain) Railway Connection: Évora-Caia section (Phase 2)	Approved (active)	73 059 035	55 839 020
QFP 2014-2020	ECF- COHESION	Railway	Beira Alta (Pampilhosa-Vilar Formoso): PE+ Works	Approved (active)	547 741 250	375 860 046
QFP 2014-2020	ECF- COHESION	Railway	Sines/Elvas (Spain) Railway Connection: Sines-Ermidas-Grândola	Approved (active)	44 139 899	33 736 125
QFP 2014-2020	ECF- GENERAL	Railway	Studies Lisboa-Madrid HS Connection	Approved (active)	7 932 847	3 966 424
QFP 2014-2020	ECF- GENERAL	Railway	Studies Porto-Lisboa HS connection (1st phase)	Approved (active)	35 464 132	17 732 066
QFP 2014-2020	COMPETE 2020	Railway	Minho Line – Modernisation of the Nine/ Valença border section (Phase 2)	Approved (active)	84 713 513	62 550 175
QFP 2014-2020	COMPETE 2020	Railway	North Line- Modernisation of the Ovar/Gaia section (Phase 2);	Approved (active)	116 055 102	97 362 767
QFP 2014-2020	COMPETE 2020	Railway	North Line – Modernisation of the Alfarelos-Pampilhosa section (Phase 2);	Approved (active)	95 514 890	34 300 871
QFP 2014-2020	COMPETE 2020	Railway	Algarve Line - Electrification	Approved (active)	106 030 703	36 647 146
QFP 2014-2020	COMPETE 2020	Railway	North Line – Modernisation of the Santana Cartaxo/Entroncamento section (Phase 2)	Approved (active)	38 055 070	34 691 472
QFP 2014-2020	COMPETE 2020	Railway	Norte Line - Bobadela Terminal	Approved (active)	10 050 064	7 291 698
QFP 2014-2020	COMPETE 2020	Railway	Beira Baixa Line - Castelo Branco/Covilhã/Guarda Section (2nd Phase)	Approved (active)	82 219 305	74 989 791

(Figures in €) Application Status Reimbursement EU Programme Period **Total Cost of Programme** Form **Application Designation** Investment S&T - Signalling and Telecommunications on the Beira Alta Line (CIN), Évora-Caia, Sines-Ermidas-Grândola (CIS) and Contumil-Ermesinde COMPETE Approved QFP 2014-2020 Railway 106 610 999 30 463 382 2020 (active) (CNS) Approved (active) COMPETE Douro Line - Modernisation of Caíde-QFP 2014-2020 16 963 655 Railway 27 742 998 2020 Marco de Canaveses-Régua Section COMPETE Oeste Line - Modernisation of Meleças-Approved QFP 2014-2020 Railway 168 697 779 27 686 912 2020 Caldas da Rainha Section (active) Approved QFP 2014-2020 POSEUR Modernisation of the Cascais Line 128 360 785 21 588 715 Railway (active) Mondego Mobility System - Deployment Approved (active) QFP 2014-2020 POSEUR MMS 166 773 027 38 264 139 of System ECF-Approved Sines/Elvas (Spain) Railway Connection: QFP 2021-2027 34 814 731 Railway 17 407 266 GENERAL Évora-Évora Norte (active) Approved (active) Submarine Atlantic CAM QFP 2021-2027 CEF Digital 96 599 588 40 500 000 Cables TOTAL 2 256 718 288 1 143 836 062

6.7 EQUITY STRUCTURE

By end 2023 Total Assets amounted to € 30,092.2 million, made up mainly of Intangible Assets (€ 21.778 billion) relating essentially to the right resulting from the Road Concession Contract.

Equity totalled € 12,903.6 million on 31 December 2023 (43% of Assets) and Total Liabilities amounted to € 17,188.6 million (57% of Assets).

Amounts in € thousand

Equity Structure	2020	2021	2022	2023	% Change 23/22	Δ% 23/22
Assets	27,305.7	27,938.7	28,920.3	30,092.2	1,171.9	4%
Non current	21,215.6	21,482.7	21,800.8	22,177	377	2%
Current	6,090.1	6,456.0	7,119.4	7,915	795	11%
Equity	8,528.4	10,156.9	11,487.2	12,903.6	1,416.4	12%
Liabilities	18,777.3	17,781.8	17,433.1	17,188.6	-244.5	-1%
Non current	14,740.9	14,159.7	13,796.5	13,137.5	-659.0	-5%
Current	4,036.4	3,622.1	3,636.6	4,051.1	414.6	11%

Assets at 31 December 2023 increased by € 1,171.9 million compared to 31 December 2022, of which € 377 million in Non-Current Assets and € 795 million in Current Assets.

The increase in Non-Current Assets is essentially due to the Intangible Assets item (+€ 414.8 million).

In Current Assets, the increase is mainly due to the Grantor State - Accounts receivable item (+€ 432.9 million) and the increase in the balance of the State and other public entities item (+€ 207.4 million). Details of this item can be found in Part II - Separate Financial Statements and Notes.

In terms of Liabilities, there was a decrease of € 244.5 million, of which € 659 million less is the change in Non-Current Liabilities.

In Non-Current Liabilities, the significant decrease was due to the reduction in items Borrowings (-€ 571.7 million) and Other Payables (-€ 135.9 million), essentially due to the reduction in the item "Accrued Liabilities - Subconcessions", which records the IP Group's liability to the subconcessionaires for construction, operation and maintenance services already carried out by them but not yet invoiced.

In Current Liabilities, the item Borrowings made a significant contribution to the increase in Liabilities (+€ 409.7 million).

During 2023, capital increases totalled € 1,434,515,000, so that share capital at the end of the year stood at € 12,586,670,000.

6.8 RESULTS BY AREA AND MISSION

BACKGROUND

IP is obliged to provide the public service of managing the infrastructure of the National Railway Network (NRwN), under the terms of Decree-Law no. 104/97 of 29 April, maintained in force by article 20(1) of Decree-Law 91/2015 of 29 May, as established in article 13 of the Basic Law of the Land Transport System, approved by Law no. 10/90 of 17 March.

Public service obligations relating to the management of RFN's infrastructure comprise the following:

- The management of railway infrastructure capacity;
- Traffic command and control;
- Maintenance of the railway infrastructure.
- The promotion, coordination, development and control of all activities related to the railway infrastructure.

Decree-Law 217/2015 of 7 October transposed into national law Directive 2012/34/EU of the European Parliament and of the Council of 21 November establishing a single European railway area.

The said Decree-Law defines, inter alia, the conditions for the provision of rail transport services by rail and the management of railway infrastructure, as well as the content and obligation of preparation and publication of the Network Directory by the infrastructure manager.

For the development of its activity in the railway domain IP was structured into two segments:

- Investment Management: carried out directly on behalf of the State, comprises the
 construction, installation and renewal of railway infrastructure, assuming rights and
 responsibilities over the public railway domain, namely the study, planning and
 development of investments in long-duration railway infrastructure (LDI).
- Infrastructure Management: provision of the public management service for the infrastructure that is part of the national railway network. It includes functions such as maintenance and repair of infrastructure, capacity management, management of regulatory and safety systems, as well as command and control of traffic (core activities).
- Also included in this segment are Other Supplementary Activities related to generating revenue from other resources not directly related to the railway infrastructure (non-core activities).

METHODOLOGY

As manager of the railway infrastructure, it is the responsibility of IP to ensure access to the infrastructure by all railway operators, in a transparent and non-discriminatory manner.

One of the mechanisms established by law to ensure this impartiality is the infrastructure manager's obligation to publish the Network Directory, where it informs the market of the conditions of access, services offered and respective tariffs to be charged.

In addition to this, the manager must demonstrate that the model for calculating directly attributable costs complies with Implementing Regulation (EU) 2015/909 of 12 June.

It is basically based on the breakdown of costs by rail and road, and as far as the railway is concerned a distinction is made between investment, infrastructure management and other complementary activities, as shown in the figure.

In the first phase, IP's Total Costs are separated into the Railway and Road segments, using a distribution key for costs that cannot be directly attributed.

In the second phase, IP's total railway costs are broken down by into Investment, Railway Infrastructure Management and Other Complementary Activities.

The breakdown of expenses between missions is based on a a breakdown key drawn up for this purpose and which applies to all company bodies, regardless of the nature of the expenses.

Within the scope of the Railway Domain, expenditure directly attributable to the Maintenance and Conservation of Railway Infrastructure, as well as expenditure on Substations, Rescue Trains, Traction Energy, AMT, Compensation for Termination by Mutual Agreement and Transport Concessions, Recovery of Materials, Waste Management and Work for Third Parties does not apply to this key, and is accounted for in the respective cost centres as belonging to the Infrastructure Management or Other Complementary Activities missions, respectively.

The amounts of the investment materials in the respective cost centres are added to the expenses of the Investment mission resulting from the application of the distribution keys.



RESULTS

The following table shows the breakdown of Operating Results by Domain and Mission, based on IP's separate Financial Statements.

	1				Figures in €
		Railway			
Description	Investment	Infrastructure Management	Other Complementary Activities	Road	Total
Sales and services Rended	30 630 068,40 €	84 047 916,27€	2 690 850,29 €	1 045 824 891,18 €	1 163 193 726,14 €
Operating subsidies (Compensatory Allowances)	- €	65 404 828,09 €	- €	- €	65 404 828,09 €
Cost of goods sold and materials consumed	- 12 181 431,95 €	- 10 930 454,57 €	- 55 738,03 €	- 299 859 475,95 € -	323 027 100,50 €
Maintenance, Repair and Safety of the Road Network	- €	- €	- €	- 144 730 828,95 € -	144 730 828,95 €
Maintenance, Repair and Safety of the Railway Network	- €	- 84 978 980,68 €	- 361 306,99€	- € -	85 340 287,67 €
Other Supplies and Services	- 2 881 119,43 €	- 47 667 826,48 €	4 708 389,54€	- 96 879 485,89€ -	152 136 801,34 €
Personnel expenses	- 14 117 336,01 €	- 86 498 589,96 €	- 4829710,59€	- 35 566 399,53 € -	141 012 036,09 €
Depreciation and amortisation for the year	- 926 916,38 €	- 3 081 115,39€	- 108 694,93 €	- 230 689 993,84€ -	234 786 720,54 €
Provisions (Increase/Decrease)	- €	- €	- 29 773 423,05 €	- 27 113 860,21€ -	56 887 283,26 €
Impairments (losses/reversals)	- €	- €	110 382,01 €	- €	110 382,01 €
Other expenses	- 523,264,63€	- 1 302 425,89 €	1 595 377,99 €	- 4 539 134,26 € -	7 960 202,77 €
Other income	- €	- €	25 123 893,64 €	92 566 954,36 €	117 690 848,00 €
Gains/Losses in associates	- €	. €	4 292 126,44€	1 089 525,26 €	5 381 651,70 €
Operating Results	- 0.00€	- 85 006 648,61 €	- 9 215 368,73 €	300 122 192.16 €	205 900 174.82 €

6.9 FINANCIAL MANAGEMENT AND DEBT

Financial Management

IP Group

In 2023, the financial management of IP Group companies continued to be centralised within the IP Group's Financial Department.

The main objective of this framework is the integrated management of the Group's financial resources with a view to optimising flows between subsidiary companies and the parent company. It is a sufficient condition that each subsidiary company manages the financial resources that guarantee its activity, but it is a necessary condition that they are maximised in order to contribute to the economic and financial sustainability of the IP Group.

Centralising financial management is intended to standardise practices and procedures, both in terms of treasury management and in terms of producing management information to support decision-making.

The processes associated with financial management are carried out in accordance with the legal framework in force for the public corporate sector (Decree-Law 133/2013 of 3 October, as amended), specifically with regard to compliance with the principle of State Treasury Unity and restrictions on contracting financing operations.

The IP Group ended 2023 with total cash and cash equivalents of € 268.9 million, broken down as follows:

			Amounts	in € million			
Cash Resources							
Company	2023	%	2022	%			
Infraestruturas de Portugal	261,0	97%	234,7	95%			
IP Engenharia	2,4	1%	3,3	1%			
IP Património	3,8	1%	3,4	1%			
IP Telecom	1,7	1%	5,7	2%			
TOTAL	268,9	100%	247,1	100%			

At the end of 2023, cash and cash equivalents included € 203.7 million in Special Short-Term Debt Certificates (CEDIC) with IGCP.

The table below shows the IP Group's financial flows in 2023, highlighting the significant weight of IP:

	Amounts in € million			
	IP Group	IP Weight		
Receipts	2,902.1	98.9%		
Payments	2,880.6	98.8%		

IP

As IP is included in the European System of National and Regional Accounts, it is part of the general government sector under Article 2 of the Budgetary Framework Law. In this sense, IP is part of the State Budget and is obliged to comply with budgetary legislation.

IP complies with the provisions of the Law on Commitments and Overdue Payments and related legislation, committing all expenditure prior to its realisation, within the limits of the appropriations allocated to the various budget headings in its budget.

Between 2012 and 2014, the shareholder adopted a financing policy implemented through loans/shareholder loans. Subsequently, and to date, the financing policy has been materialised through share capital increase operations, strengthening the company's equity and therefore improving its level of solvency and financial autonomy.

The State Budget for 2023 (SB 2023), approved by Law no. 24-D/2022 of 30 December, therefore included overall financing needs of € 1,646 million. This figure is the result of cuts to expenditure proposed in the SB 2023 totalling € 399.6 million.

In 2023 there were difficulties in receiving the main railway revenues. On the one hand, the delay in concluding the approval process for the new Railway Framework Contract with the Portuguese State hindered the receipt of the Compensatory Allowances amount provided for in the budget (€ 110 million). On the other hand, the railway operators' overdue debt grew throughout the year, reaching a peak of approximately € 78 million in November, with CP - Comboios de Portugal, E.P.E. (the public operator) accounting for 74% of that debt. At the end of the year, overdue debt fell to € 18.7 million, with Medway standing out with € 8.6 million, Fertagus with € 5 million, CP with € 3.4 million and Captrain (Takargo's acquirer) with € 1.7 million.

With regard to road revenue, we highlight the € 32.1 million increase in toll revenue compared to the previous year, as a result of the increase in car traffic. With regard to the Road Service Consignment, this revenue showed a negative deviation of around € 24.5 million compared to the amount received in the homologous period, justified by the fact that IP did not receive any advance payment from the Road Service Consignment for the month of December, contrary to previous years.

This was the backdrop against which IP managed its activity, whilst seeking to minimise the risks of fiscal implementation. The main revenue and expenditure components that underpinned financial management in 2023 are presented below:

REVENUE	2023	2022	% Change 2023/2022
Road Service Consignment	626.3	650.8	-24.5
Tolls*	372.9	340.8	32.1
EU Funds and RRP Funds	220.5	204.8	15.7
Network Directory	98.7	132.5	-33.8
Compensatory Allowances	0.0	33.9	-33.9
Dividends	3.5	2.9	0.6
Other	114.6	57.0	57.5

	_	Ar	nounts in € million
EXPENDITURE	2023	2022	% Change 2023/2022
Road PPPs	1438.0	1444.8	-6.9
Other Capital Expenditure	666.0	505.8	160.2
Road-Railway Maintenance	237.7	200.4	37.3
Personnel	136.4	129.4	7.1
Tax	26.6	48.6	-22.0
Repayment of EIB loans	159.0	129.3	29.7
Financial Expenses****	83.7	78.2	5.4
Other	97.7	95.9	1.8
TOTAL	2,845.1	2,632.4	212.7

^{**} Includes Ferrovia 2020, PNI2030,, PETI3+Road and RRP

Share capital increase

Sub-total

TOTAL

With regard to expenditure, there was a significant increase in the amount associated with capital expenditure, with emphasis on projects under the scope of Ferrovia 2020 and RRP.

13.8

152.5

166.4

1,422.7

1,282.0

2,704.7

1.436.5

1,434.5

2,871.1

Amounts in € million

It should also be noted that 2023 was the closing year of Portugal 2020, which is why an effort was made to maximise the physical and financial implementation of the contracts covered by the applications with a view to submitting this expenditure by the end of the eligibility period - 31 December 2023.

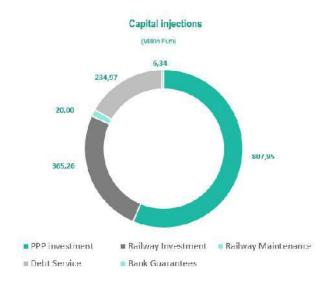
Share capital increases

During 2023 share capital increases carried out at IP totalled € 1,434.5 million. As of 31 December 2023, the parent company's share capital amounted to € 12,586.7 million.

2023		IP
Share Capital 31/12/20	022	11,152,155,000
	1stQ 2023	511,130,000
Increases:	2ndQ 2023	424,500,000
	3rdQ 2023	253,645,000
	4thQ 2023	245,240,000
Share capital	31/12/2023	12,586,670,000

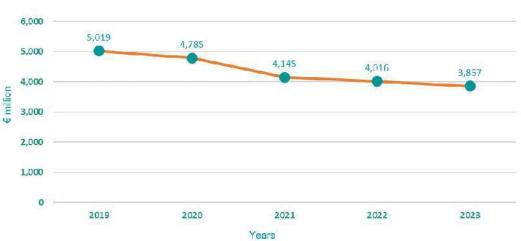
These operations were aimed at covering the budget for investment, railway maintenance, debt servicing and bank guarantees. Debt servicing does not include loans taken out from the Portuguese state.

^{*} Deducted of collection costs



Financial Debt Structure

At the end of 2023, IP's financial debt stood at € 3.857 billion, maintaining the downward trend in line with the financing policy, as shown in the following graph:



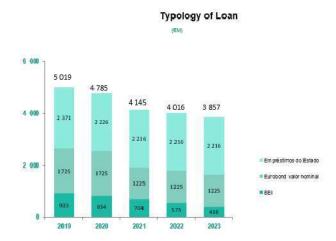
EVOLUTION OF FINANCIAL DEBT

In 2023, the reduction in debt of € 159 million resulted exclusively from the payment of the capital repayments provided for in the loans taken out with the EIB, with the exception of the EIB loan - CPIII 2 Linha do Norte B, which was repaid early (September 2023 vs. December 2023), resulting in effective interest savings.

Under the Order of the Minister of Finance of 23 February 2024, the Directorate-General for the Treasury and Finance (DGTF) granted IP a new moratorium on the payment of the debt service

on the state loans allocated to the road component. The maturity date of 30 November 2023 was thus extended to 31 December 2024. This deferred repayment will not accrue interest.

The following graph shows the total debt by type of loan:

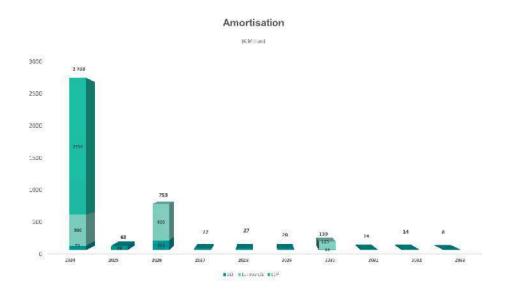


The bond loans were contracted at a fixed rate and are repaid in a single capital instalment at maturity (bullet) These loans will be repaid in 2024, 2026 and 2030, which will mean an increase in the company's overall financing requirements in those years.

The EIB loans have an amortisation plan with equal or different but successive capital instalments, allowing the debt repayment profile to be smoothed out.

The loans granted by the State between 2011 and 2013, maturing in 2016, 2017 and 2020, have an interest grace period of around 12 months and a repayment plan of between 8 and 12 equal and successive instalments of principal, with moratoriums on the payment of the respective debt service having been granted continuously since 2015. These loans are subject to fixed interest rate.

As can be seen in the following graph, the repayments planned for 2024 total € 2,788.4 million, and include the repayment of State loans amounting to € 2,215.6 million, the repayment of € 500 million of the Eurobond 09/24 bond loan and the repayment of € 72.8 million relating to EIB loans.



At the end of 2023, the debt portfolio broken down by type of interest rate was as follows:



At 31 December 2023 IP had no risk hedging instrument. Given the composition of the portfolio, the level of interest rate risk to which the company is exposed is considered to be low.

The risk rating assigned to IP by Moody's Investors Service is Baa2 with Outlook Stable, in line with the rating of the Portuguese Republic, as a result of the following factors:

- key role performed by IP in the management of Portugal's road and rail networks;
- effective Government supervision, since IP is included in the State's budget consolidation scope;
- expectations that the State will ensure timely financial support whenever necessary;
- maintenance of high indebtedness level and insufficient cash flow generating capacity.

Analysis of the financial results

The analysis of financial results is based on the Overall Financial Result, which is based on the financial results in the Statement of Comprehensive Income and ignores the accounting movements reflected in the Statement of Financial Position concerning the debit of interest to the

Grantor (in the case of the railway segment) and the capitalisation of interest relating to the PPP (in the case of the road segment). This approach gives a true view of the performance of the company's debt management activity.

Table below shows the financial performance at 31 December 2023:

			Amounts in € millio
inancial Results	Effective 2023	Effective 2022	% Change 2023/2022
Financial Results of Investment Activity	-63,4	-59,2	-4,
Financial gains	0	0	
Financial losses	-63,4	-59,2	-4,
Financial Results of Infrastructure Management Activity	-0,6	-0,5	0,
Financial gains	0,0	0,0	0,
Financial losses	-0,6	-0,6	0,
Financial Results High Performance	-175,6	-184,8	9,
Financial gains	0,0	0,0	0,
Financial losses - sub-concessions	-165,6	-174,4	8,
Financial losses - State concessions	-10,0	-10,4	0,
Financial Results - Management of Road Network	-5,7	-5,9	0,
Financial gains	0,0	0,0	9
Financial losses	-5,7	-5,9	0,
Overall Financial Result	-245,3	-250,4	5,
Amount imputed- State Grantor	63,4	59,2	4.
Financial Result (StatementComprehensive Income)	-181,9	-191,2	9,
Global direct management	-79,7	-76,0	-3,

On 31 December 2023, the Overall Financial Result stood at -€ 245.3 million, an improvement of € 5.1 million on the previous year. This positive deviation is essentially the result of the combined effect of the following factors:

- A reduction of € 9.2 million in financial losses associated with the High-Performance segment, resulting from the reduction in debt to sub-concessionaires (€ 1,569 million in December 2022 to e 1,410 million in December 2023);
- An increase of € 4.1 million in the Investment Activities segment as a result of the rise in interest rates (3-month Euribor) relating to EIB loans.

If the component associated with sub-concessions is removed from the Overall Financial Result, as it involves expenses with the financial updating of the debt to the sub-concessionaires for the work/services provided (and which will be invoiced in the future, in accordance with the terms stipulated in the respective sub-concession contracts) and, therefore, not embodied in financing contracts signed by the former EP, this aggregate would total -€ 79.7 million compared to -€ 76 million in December 2022, reflecting an increase of € 3.7 million, which translates the rise in interest rates over the year and which affects floating rate loans.

ANNUAL REPORT 2023



PART

7. GOVERNANCE MODEL AND ORGANISATIONAL STRUCTURE

7.1 GOVERNANCE MODEL

IP is a public company in the form of a public limited company and it is governed by the following: Decree-Law 91/2015, of 29 May, which created it, as amended by Decree-Law 124-A/2018, of 31 December; Law no. 2/2020, of 31 March; Decree-Law 63/2022, of 26 September; Law 24-E/2022, of 30 December; Decree-Law 24-E/2022, of 30 December; its articles of association, approved in an annex to the aforementioned law; the legal regime of the public business sector, approved by Decree-Law no. 133/2013, of 3 October; corporate governance practices applicable to the sector; the provisions of the Companies Code; internal regulations; and the national and European legal rules underlying its activity.

As for the corporate governance model, IP adopts the dual model, allowing an effective separation between the supervisory function and the company's management function in the pursuit of the objectives and interests of the company, its shareholder, employees and other stakeholders, thus achieving the degree of trust and transparency necessary for its proper functioning and optimisation.

IP is under the supervision of the Ministry of Infrastructures and, under the terms of the legal regime for the public corporate sector, it is subject to the jurisdiction and control exercised by the Court of Auditors, as well as to inspection by the General Inspectorate of Finance, under the terms of the law.

The share capital is represented by nominative shares in book-entered form, owned by the Portuguese State and held by the Directorate-General for Treasury and Finance.

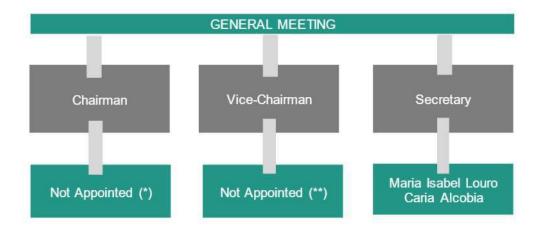
At 31 December 2023 the share capital totalled € 12,586,670,000. The number of shares issued totalled 2,517,334, at a nominal value of € 5,000 each.

Corporate Bodies

IP's governing bodies are the General Meeting, the Executive Board of Directors, the General and Supervisory Board, which includes a Financial Matters Committee, and the Statutory Auditor or firm of statutory auditors.

General Meeting

The General Meeting is formed by the shareholders. The Board of the General Meeting consists of the Chairman, Vice-Chairman and Secretary.



Chairman: (*) The former Chairman of the Board of the General Meeting resigned on 24 January 2020 and was not yet replaced.

Vice-Chairman: (**) The Vice-Chairman of the Board of the General Meeting resigned on 19 December 2022.

Secretary: Maria Isabel Louro Caria Alcobia.

The members of the Board of the General Meeting were elected for the three-year period 2018-2020 and hold their respective positions without remuneration.

Executive Board of Directors

EBD's composition for the period 1 January to 31 March 2023



Chairman: Miguel Jorge de Campos Cruz

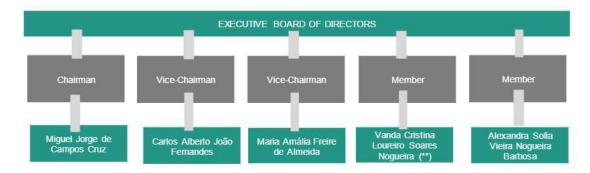
Vice-Chairman: Carlos Alberto João Fernandes and Maria Amália Freire de Almeida

Members: Vanda Cristina Loureiro Soares Nogueira, Alexandra Sofia Vieira Nogueira Barbosa and Isabel Mota da Silva Coelho (*)

(*) Ana Isabel Mota da Silva Coelho resigned as a member of the Executive Board of Directors with effect from 31 March 2023.

The terms of the mandate and the remuneration scheme associated with the exercise of the positions were established at the general meeting of 26 August 2022.

EBD's composition for the period 1 April to 31 July 2023



Chairman: Miguel Jorge de Campos Cruz

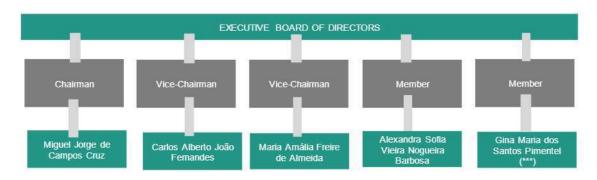
Vice-Chairman: Carlos Alberto João Fernandes and Maria Amália Freire de Almeida

Members: Vanda Cristina Loureiro Soares Nogueira (**) and Alexandra Sofia Vieira Nogueira Barbosa

(**) Vanda Cristina Loureiro Soares Nogueira resigned as a member of the Executive Board of Directors with effect from 31 July 2023.

The terms of the mandate and the remuneration scheme associated with the exercise of the positions were established at the general meeting of 26 August 2022.

EBD's composition for the period 1 August to 31 December 2023



Chairman: Miguel Jorge de Campos Cruz.

Vice-Chairman: Carlos Alberto João Fernandes and Maria Amália Freire de Almeida.

Members: Alexandra Sofia Vieira Nogueira Barbosa and Gina Maria dos Santos Pimentel (*)

(***) By unanimous written decision of 1 August 2023, Gina Maria dos Santos Pimentel was elected financial officer with effect from 1 August 2023, replacing Ana Isabel Mota da Silva Coelho, who left office on 31 March 2023.

The terms of office and the remuneration status associated with holding office were established at the General Meeting held on 26 August 2022 (Minutes of General Meeting no. 06/2022) and, in the case of the member of the EBD, Gina Maria dos Santos Pimentel, are set out in the Unanimous Written Corporate Resolution of 1 August 2023, referring, with regard to the remuneration status, to the Minutes of General Meeting no. 06/2022.

The accumulation of functions by the Chairman of the Executive Board of Directors, Miguel Jorge de Campos Cruz, is authorised under the terms and pursuant to the provisions of article 20(3)(c) of the EGP, for the exercise of teaching activity in public higher education establishments or in the public interest.

General and Supervisory Board

The General and Supervisory Board is made up of six to nine members appointed by the General Meeting, which also appoints the chairman from among them.

Two members are currently appointed to the General and Supervisory Board, who also make up the Financial Matters Committee, the composition of which is shown below:



Statutory Auditor

At the General Meeting of 19 March 2019, the Shareholder appointed firm Vitor Almeida e Associados, SROC, Lda (SROC no. 191, registered with the CMVM under no. 20161491), represented by partner Vitor Manuel Batista de Almeida (ROC no. 691, registered with the CMVM under no. 20160331) as Statutory Auditor of IP.

This appointment was made for the 2018-2020 mandate.

The supervisory bodies remain in office until a new appointment is made; the current mandate is held by Vitor Almeida e Associados, SROC, Lda. represented by partner Carla Margarida Vicente Godinho (registered with the Portuguese Institute of Statutory Auditors under no. 1560, registered with the CMVM under no. 20161170), since August 2023.

7.2 ORGANISATIONAL STRUCTURE

In order to respond to the mission, vision and values indicated above, and after 8 years of consolidation of the merger between the companies, during 2023 the previous adjustments to the organisational structure were consolidated in order to boost the generation/creation of value in relation to the needs and expectations of the stakeholders, through greater efficiency between the various areas and companies of the IP Group.

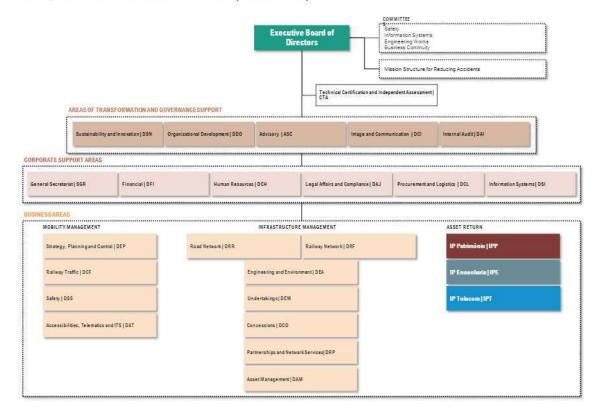
Thus, the macro structure of IP Group is made up of:

- Technical Certification and Independent Assessment Unit: responsible for coordinating the Designated Body DeBo and the Assessment Body AsBo;
- Transformation and Governance Support Areas;
- Corporate Support Areas;
- Business areas: Mobility Management; Infrastructure Management; Asset Profitability (Subsidiaries).

The organisational chart also includes entities that complement the structure, with a more focused mission, which are not permanent or of a transitory nature:

- Committees: liaison and interface management instruments, at top management level, with representation from the CAE and the Directorates, which meet periodically.;
- Mission Structure for Reducing Accidents: a dedicated team that includes members (interlocutors) from some of the Directorates involved in its object, with a defined duration.

Thus, the macro structure of IP Group is made up of:



Business areas are organic units dedicated to:

Mobility management, which ensures the implementation of integrated network planning and road-rail mobility management, in accordance with safety, sustainability and core revenue optimisation principles.

- Infrastructure Management, viewing efficiency gains, based on asset management principles;
- Asset monetisation, where the subsidiaries are geared to optimise non-core revenues, to the benefit of the core services, which have the following features:
 - They view to optimise noncore revenues of IP Group, taking advantage of the excess capacity of assets not used in core activities and noncore assets;
 - Their Boards of Directors are made up of a member of IP's Board of Directors, who presides, and two other members with executive functions;
 - The organic structure of the Subsidiaries includes a General Management (with the exception of IP Engenharia) which is directly responsible for different hierarchical levels: from Directorates to Departments, Units or even Functions represented or not in the Organisational Chart;
 - IP's Corporate Centre provides support and a framework to the activity of subsidiaries, which can thus focus on their core activities.







PART

8. COMPLIANCE WITH GUIDELINES AND LEGAL PROVISIONS

The following chapter, which deals with compliance with legal guidelines, views to meet the directives issued by DGTF concerning the preparation of reporting documents for 2023.

Figures in this chapter refer to the Separate Financial Statements of IP.

8.1 MANAGEMENT OBJECTIVES AND ACTIVITY PLAN AND BUDGET

The IP Group's management objectives include a set of corporate indicators which, as a whole, cover the Group's activities and make it possible to monitor the company's performance throughout the year and within the scope of the Management Control System implemented in the IP Group.

Seven of these indicators are called "Shareholder Indicators" and are the highest level indicators, the results of which are fundamental to achieving the company's financial and operational objectives, as well as corresponding to the targets that the company is committed to achieving with its Shareholder.

The results of the shareholder indicators obtained in 2023, as well as the justifications for the deviations are as follows:

Indicator	Unit	2023 Target	2023 Results	Deviation (%)
Core revenues (cash)	(€m)	1 303	1 129	-13%
Total Cash Flow	(€m)	-1 425	-1 253	12%
Aggregate Strategic Investments Indicator	%	85%	83%	- 2 p.p.
Aggregate Network Intervention Plan (Except Strategic Investments) Indicator	%	85%	82%	- 3 p.p.
Level of compliance with road service levels	%	100%	98%	- 2 p.p.
Level of compliance with railway service levels	%	100%	71%	- 29 p.p.
Non-Core Revenue	(€m)	22	28	27%

A. Core Revenues - Cash (€m)

In 2023, IP received the overall amount of € 1,115.3 million in core revenues, i.e. € 189.0 million less (-13%) compared to the amount foreseen in the budget.

The negative deviation from what was forecast in the BPB is due to not receiving all of the RSC (Road Service Consignment), all of the revenue from the Network Directory (ND) and not receiving any amount for Compensatory Allowances (CI) because the respective Framework Programme Contract has not yet been signed.

Compared to the same period in 2022, the result in 2023 shows a negative variation of € 65.6 million.

The decrease compared to 2022 is due to ND Services, which is the result of the combined effect of late payments in 2023 by railway operators, as opposed to the payment of overdue debt in 2022 and by CI and RSC, as mentioned above.

B. Total Cash Flow (€M)

IP's Total Cash Flow totalled -€ 1,253.4 million, corresponding to a deviation of +€ 171.6 million compared to the forecast in the BPB (-€ 1,425.0 million) centred on:

- Operating Cash Flow: with a deviation of -€ 48.7 million;
- Investment Cash Flow: with a deviation of +€ 215.7 million;
- Financial Cash Flow: with a deviation of +€ 4.6 million

C. Aggregate Strategic Investments Indicator (%)

By December, the Integrated RIP Indicator - Strategic Projects - Railway 2020 / MMS / RRP / PNI2030 / PVAE and PETI3+ Road, achieved an overall result of 83%, i.e. 2 p.p. below the target set.

Parameters A and B, associated with the works planned to be launched in the period (respectively in number and value), showed results below the target set. 49% of the planned works were launched, which in value represents 45% of what was planned.

The degree of budget implementation (parameter D) was 85%, an increase of 37% compared to 2022 (parameter E).

The results for each of the five parameters of this indicator are presented below.

Parameter A (15% Weight):

- Number of works launched (call for tenders launched) and planned / Number of works planned to be launched in the plan;
- Result of 49% (41 out of 83).

Parameter B (20% Weight):

- Total amount of contracts launched (call for tenders launched) / Amount of contracts planned to be launched in the Plan;
- Result 45%; Amount of contracts launched: € 557.6 million / Amount of works planned to be launched: +€ 1,231.6 million.

Parameter C (15% Weight):

- Total planned deadline for works carried out and included in the plan / Total actual deadline for works carried out and included in the plan;
- Result 105%.

Parameter D (35% Weight):

- Degree of implementation (economic perspective) of the RIP (adjusted version Mar.23);
- Result 85%; Implementation: € 583.9 million; Expected Implementation: +€ 683.5 million.

Parameter E (15% Weight);

- Implementation growth factor compared to the same period last year;
- Result 137%; 2023 Implementation € 583.9 million; 2022 Implementation: +€ 426.6 million.

D. Aggregate Network Intervention Plan (Except Strategic Investments) (%) Indicator

Up to December, the indicator for completion of the Network Interventions Plan (except for strategic projects) reached an overall result of 82%, which is 3 p.p. below the target.

74% of the planned works were launched (parameter A) and in terms of amount this corresponds to 49% of the planned amount (parameter B).

During this period the degree of budget implementation (parameter D) was 87%: 79% on the Railway and 93% on the Road. Compared to the previous year, there was an increase of 11 per cent compared to 2022 (parameter E).

The results for each of the five parameters of this indicator are presented below.

Parameter A (15% Weight):

- No. of works launched (with a call for tenders) and planned in the RIP / No. of works planned to be launched in the RIP;
- Result of 74% (79 out of 107).

Parameter B (20% Weight):

- Total value of contracts launched (with call for tenders) / Value of contracts planned to be launched in the RIP;
- Result 49%; Amount of contracts launched: € 91.5 million; Amount of works planned to be launched: +EUR 187.5 million.

Parameter C (15% Weight):

- Total planned deadline for works carried out and included in the plan / Total actual deadline for works carried out and included in the plan;
- Result 93%.

Parameter D (35% Weight):

Degree of implementation (economic perspective) of the RIP (adjusted version Mar.23);

Result 87%; RIP Implementation € 269.8 million / RIP Baseline: +€ 310.4 million.

Parameter E (15% Weight):

- Implementation growth factor compared to the same period last year;
- Result 111%; 2023 Implementation € 269.8 million; 2022 Implementation: +€ 243.5 million.

E. Level of compliance with road service levels (%)

The level of compliance with the road service level is determined on the basis of compliance with the targets set for the Road Safety Index (RSI) and Road Asset Management.

In 2023 the level of road service stood at 97.56 per cent, i.e. lower than planned.

The figure for the road safety index (RSI) is determined on the basis of weighted results of the following indices (basis 100 - as from the benchmark year): number of blackspots (BS), Severity Index in built-up areas (SI, BA), and number of fatal victims (FV), based on ANSR data.

- RSI = LC x 0.2 + SI,BA x 0.4 + FV x 0.4
- Target: LC (M2020) = 40; SI, BA = 15,967; F = 154

In 2023, the number of fatalities was 173, higher than in the same period in 2022 and in 2019, the pre-pandemic year.

With regard to Black Spots, the first data for 2023, indicated by ANSR, points to 44 LCs.

IP's analysis is ongoing, pending additional information from the security forces. Of the 44 LCs, 40 are on the directly managed network and 4 are on the sub-concession network. These figures are still provisional.

F. Level of compliance of Railway Service Levels (%)

The rail service compliance indicator is determined on the basis of compliance with the targets set for the following indicators in the Framework Contract:

- Railway Safety Index (RSI);
- Quality of the Railway Infrastructure;
- Reliability of the Railway Infrastructure;
- Additional margins;
- Network Availability;
- Customer satisfaction;
- Environment protection;
- Business volumes.

The overall result for the period under review was 71.1%, i.e., 28.9 p.p. below target.

Note: Given that negotiations are still underway to formalise the new Framework Contract and for the purposes of drawing up this performance report, the targets set for 2020 have been maintained, as have the original formulas for calculating the indicators.

RAILWAY SAFETY INDEX (SA/mtk)

The December 2023 result of 1.070 Acc./MtK is unfavourably above the target set in the framework contract proposal of 1.048 Acc./MtK.

The 36 accidents that occurred in the period, 2 more than in the same period of the previous year, represent 106% of the total number of accidents recorded in 2022 (34 Acc.) and 95% of the total number of accidents to be admitted in order to fulfil the target set for 2023, considering the figure presented in the PC of 38 Acc..

QUALITY OF THE RAILWAY INFRASTRUCTURE (%)

This indicator views to assess the conservation status of the railway infrastructure. Its initial scope was widened to include the status of the Railway Track and Engineering Works and the assessment of remaining assets, namely: protection structures and stabilisation of platform, track, points and crossings, tunnels, signalling failures, ATP system, catenary and traction sub-stations.

Although it is an annual indicator, at the time this report was drafted the level of quality of the railway infrastructure in 2023 was unavailable.

RELIABILITY (PUNCTUALITY) OF THE RAILWAY INFRASTRUCTURE (%)

The Overall Punctuality Index the first 12 months of the year stood at 83.3%; which is 6.7 p.p. below the target set.

The figure recorded worsened compared to the same period in 2022 (87.2 per cent), reflecting the worsening conditions in which the infrastructure is made available for train traffic.

Since April there has been a deterioration of the overall punctuality index, a trend that was reversed in November and December.

The percentage for which IP is responsible has fluctuated greatly, from 42.8 per cent in January to 28.2 per cent today. However, these figures have been distorted by the fluctuation in third party causes, essentially strikes and the effect of the WYD, mainly in the Lisbon suburban area.

ADDITIONAL MARGINS (MINUTES)

Additional Margins correspond to the travel times added to planned timetables to reflect speed limitations imposed on the infrastructure by scheduled works; Additional margins are fixed annually in of Network Directory, according to planned interventions.

Accordingly, the indicator was determined based on the additional margins used in 2023 Timetable (50 minutes), amounting to 96 minutes. This figure is mainly due to the supplementary margins on the 19-minute Northern Line (due to the inclusion of the Supplementary Margin for work on the Esmoriz-Gaia section).

Compared to the previous year, it is worth highlighting the fact that the supplementary margins on the Beira Alta Line between Pampilhosa and Guarda were no longer taken into account, due to a temporary closure, thus explaining the reduction in this indicator.

NETWORK AVAILABILITY (%)

The Network Availability Indicator reflects the percentage of time the infrastructure was open for operation. It is determined as the difference between total theoretical availability and ungranted availability (closure to operation due to track closures).

The Network Availability figure determined is a provisional figure, as definitive data was not available at the time this report was draft. This figure is 4.9 p.p down on the same period in 2022, reflecting the large number of works underway in 2023, namely the modernisation and renewal

works on the Norte, Oeste, Sul and Cascais lines. It should be noted that the Pampilhosa-Guarda section of the Beira Alta line was closed to trains in 2023.

RAILWAY CUSTOMER SATISFACTION (%)

The Railway Customer Satisfaction indicator is determined as the arithmetic mean of the results: obtained in the following 2 annual surveys:

- Railway Operator Satisfaction Survey;
- End-Customer Satisfaction Survey;

The overall result of 60 per cent took into account i) the 55 per cent obtained in 2022 (the last figure calculated) for the Rail Operator Satisfaction Survey; ii) and the 65 per cent recorded in 2023 for the End Customer Satisfaction Survey.

ENVIRONMENTAL PROTECTION (%)

The Environmental Protection Indicator measures IP's performance in its effort to reduce exposure to noise. The outlook for this indicator reflects the plan to reduce the population's exposure to noise.

During 2023, there was a reduction of 89 people exposed to environment noise levels above the limits laid down in the legislation, as a result of the progress of the North/South Corridor - Northern Line - Espinho/Gaia - RIV works. However, there were no additional contracts with the potential to benefit the total number of people exposed to environmental noise levels above the limits imposed by the General Noise Regulation on major rail transport infrastructures.

BUSINESS VOLUME (TK)

Up to December, the railway operators carried out an accumulated total of 33,416,683 train kilometres (tK), 11% less than the target (37.4 MtKs).

Compared to the same period in 2022, there is a variation of -5.37%, resulting from a reduction in passenger transport of -6.16% and a slight reduction in freight transport of -1.07%.

This variation, as well as the result below target, is directly related to the strikes by IP and CP workers since the beginning of 2023, with a strong impact on traffic, which represents -2.25 Mtk recorded.

In addition, the Beira Alta line between Pampilhosa and Guarda will be closed from 19 April 2022 as part of ongoing works (-0.75Mtk).

G. IP Non Core Revenue – Economic Perspective (€M)

IP's non-core income totalled € 28 million in the 12 months of the year, 27% more than forecast in the BPB (€ 22 million).

It should be emphasised that approximately 77% of IP's non-core income comes from the sale of waste, telecommunications concessions and commercial space concessions.

(Figures in €)

			(i igaios iii c)	
Description	BPB 2023	Implemented in 2023	Deviation (+/-)	
Net Profit	32 551 148.6	-18 774 068.1	-51 325 216.6	
EBITDA	509 494 536.6	440 686 894.0	-68 807 642.6	
Operating Results (1) (EBIT)	231 372 099.4	205 900 173.4	-25 471 926.0	
Turnover (2)	1 308 463 292.9	1 163 193 726.1	-145 269 566.8	
Indebtedness (4)	3 985 189 007.1	3 984 342 186.6	-846 820.5	
Net Financial Debt (3)/EBITDA	7.50	8.45	0.95	
Funds available (5)	162 444 070.9	260 976 112.2	98 532 041.32	

¹⁾ Operating profit net of provisions, impairments and fair value adjustments.

- 4) Interest bearing liabilities
- 5) Cash as per Balance Sheet
 - Net Result for 2023 was -€ 18.8 million, which represents a decrease of around € 51.3 million compared to what was forecast in the 2023 BPB. This result was fundamentally influenced by the changes to tax legislation resulting from the implementation of the 2023 State Budget (Law no. 24-D/2022, of 30 December) which had a significant impact on the IP Group's financial statements, namely:
 - The introduction in the Tax Benefits Statute of Article 43 D Tax Incentive Scheme for the Capitalisation of Companies (ICE).
 - The alteration of the tax loss deduction regime provided for in article 52 of the CIRC, whereby there is no longer a time limit for the recovery of tax losses generated from 2023 onwards.
 - The EBITDA figure is € 68.8 million lower than forecast in the BPB, this difference is
 essentially due to the amount of compensatory allowances received compared to the
 budgeted figure (-€ 24 million) and the Sales and Services Rendered figure was also €
 145.3 million lower than budgeted.
 - The variation in Operating Income was also negative compared to the BPB, down € 25.5 million (-11%). Under this heading it should be noted that operating income in 2023 totalled € 1,346.3 million, € 149 million (-10%) below the figure forecast in the BPB.

²⁾ Detail and quantify in the comments whenever other items, apart from sales and services rendered, are taken into account when calculating Turnover.

³⁾ Net financial debt means the value of indebtedness less cash and cash equivalents.

						- A	mounts in € thousand
		2023					
Operating Income	Effective 2023	Budget 2023	Budget deviation	%	2022	% Change 23/22	Δ% 23/22
Sales and services	1 163 194	1 308 463	-145 270	-11%	1 138 436	24 757	2%
Road Service Consignment (RSC)	641 731	699 437	-57 705	-8%	665 501	-23 769	-4%
Tolls	322 421	309 830	12 591	4%	294 646	27 775	9%
Railway Services	84 048	91 334	-7 286	-8%	88 468	-4 420	-5%
State Grantor - Revenue LDI	30 630	89 944	-59 314	-66%	32 199	-1 569	-5%
Construction contracts	71 794	111 702	-39 908	-36%	50 947	20 847	41%
Other services rendered	12 570	6 217	6 353	102%	6 677	5 894	88%
Operating subsidies	65 405	89 426	-24 021	-27%	55 055	10 350	19%
Other Income and gains	117 691	97 488	20 203	21%	101 182	16 508	16%
Total Operating Income	1 346 289	1 495 377	-149 088	-10,0%	1 294 674	51 615	4,0%

• Turnover fell by € 145.3 million (-11%) compared to the forecast in the BPB, due to negative variations in revenue from Road Service Consignment (-€ 57.7 million), Railway Services (-€ 7.3 million), the State Grantor item (-€ 59.3 million) and Construction Contracts (-€ 39.9 million). On the other hand, there was an increase of € 12.6 million in revenue from tolls and € 6.4 million in other services rendered.

		202			207		
Operating expenses	Effective	Budget	Budget deviation	%	2022	% Change 23/22	Δ% 23/22
Cost of goods sold and materials consumed	323 027	409 217	-86 190	-21%	280 585	42 442	15%
Maintenance, Repair and Safety of the Road Network	144 731	139 193	5 538	4%	126 583	18 148	14%
Maintenance, Repair and Safety of the Railway Network	85 340	87 325	-1 985	-2%	80 145	5 196	6%
Other ESS	152 137	160 396	-8 259	-5%	152 822	-686	0%
Personnel expenses	141 012	146 764	-5 752	-4%	132 239	8 773	7%
Expenses/reversals of depreciation and amortisation	234 787	278 122	-43 336	-16%	271 573	-36 786	-14%
Provisions (Increase/Decrease)	56 887	38 087	18 800	49%	13 376	43 511	325%
Other expenses and losses	7 960	9 326	-1 366	-15%	7 402	559	8%
Total Operating Expenses	1 145 771	1 268 432	-122 661	-10%	1 063 852	81 919	8%

Operating Expenses totalled € 1,145.8 million in 2023, € 122.7 thousand less than in the BPB and € 81.2 million more than in the same period in 2022:

- Debt was lower than expected, down by € 846 thousand;
- The Financial Debt/EBITDA ratio aims to assess and compare the company's operational performance. The result obtained, around 8.5 years, is worse than the figure estimated in the BPB, 7.5 years. The deviation of almost 1 year from the BPB estimate results from a combination of the following factors:
 - On the one hand, actual cash and cash equivalents were lower than those estimated in the PDB, on the other hand, EBITDA was lower than forecast in the BPB. This reduction is mainly the result of lower than expected income, especially RSC (-€ 58 million) and compensatory allowances (-€ 24 million).

CAPITAL EXPENDITURE

The amount of capital expenditure in road and rail totalled € 620.6 million in 2023, which corresponds to 61% of the amount foreseen in the BPB.

					Implemented in 2	023		1	Figures in Euro
Capital Expenditure Plan	BPB 2023				Fundi	ing sources			Deviation (BPB vs
		TOTAL	Own Revenue	State Budget	Indebtedness	EU Funds	RRP	Capital injections	Implemented)
Total Amount of Capital Expenditure	1 018 934 298	620 570 826	20 731 520			220 529 446	48 703 444	342 477 415	61%
Railway Investment	897 484 456	550 449 415				208 379 446		342 069 969	61%
Ferrovia 2020 Investment	713 967 463	466 238 653			Î	187 164 451		279 074 202	65%
PNI2030 - Railway	78 542 611	19 993 358						19 993 358	25%
Other railway investments	68 943 293	25 525 371						25 525 371	37%
Mondego Mobility System	36 031 088	38 692 033				21 214 995		17 477 039	107%
Road investment	106 849 826	61 124 307	12 013 416			1	48 703 444	407 446	57%
PNI2030 - Roads	4 767 536	407 446						407 446	9%
Road investment (RRP)	79 023 110	48 703 444					48 703 444		62%
Other road investments	17 717 845	1 777 267	1 777 267						10%
PVAE investment	1 402 188	8 337 230	8 337 230						595%
Road investment PETI3+	3 939 148	1 898 919	1 898 919						48%
Management Support Investments	14 600 016	8 718 104	8 718 104)		60%
CAM Ring	0	279 000				12 150 000			

Railway investment, which includes Management Support Investments at the end of 2023 totalled € 620.6 million, which represents 61% of the value forecast in the BPB.

It is worth highlighting that overall implementation of the Railway 2020 investments in 2023 totalled € 466.2 million, which corresponds to 65% of what was forecast in the BPB.

In terms of roads, the investment made under the RRP programme, € 48.7 million, is noteworthy.

ROAD PARTNERSHIPS

Payments made in 2023 related to Road Partnerships amounted to € 1,138.8 million (VAT excluded), € 113.4 million less than estimated in the BPB, resulting in an implementation rate of 91% against the amount foreseen in budget. Compared to the same period in 2022, there was a reduction in payments of € 44 million (-4%).

€M (excluding VAT)

			2023	EW (excluding VAT)
Concessions and Sub-concessions	2022	Effective	Budget	Execution %
Concessions - Availability Infrastructure+ Availability A+ B	646,9	685,7	668,2	103%
Algarve	46,2	51,7	49,4	105%
Beira Interior	52,3	52,4	50,4	104%
Beira Litoral and Beira Alta	118,8	122,2	119,7	102%
Costa de Prata	48,2	44,3	43,3	102%
Greater Lisbon Region	28,4	35,6	34,3	104%
Greater Porto Region	77,6	79,9	78,1	102%
Interior Norte	69,2	72,3	69,5	104%
North	157,1	171,6	168,0	102%
Norte Litoral	49,1	55,7	55,5	100%
Sub-concessions - Availability+Service	483,1	385,2	494,2	78%
AE Transmontana	53,0	49,3	48,7	101%
Baixo Alentejo	39,1	42,0	40,3	104%
Baixo Tejo	53,0	30,7	29,5	104%
Douro Interior	84,8	85,0	85,3	100%
Litoral Oeste	119,2	42,2	41,8	101%
Pinhal Interior	118,8	120,9	119,1	101%
Algarve Litoral Subconcession	15,2	15,2	129,4	12%
Contributions and Rebalances	1,8	18,0	11,4	158%
Major Repairs	51,0	49,8	78,4	64%
Total	1 182,8	1 138,8	1 252,2	91%

Level of Budget Implementation downloaded in SIGO/SOE

	Effective 2021	Effective		2023		Budget	Deviation	Deviation	n Dec
		2022	Approved budget	Corrected budget	Real	%Impleme	De c 2023/2022	2023/OE2023 (abs and %)	
Effective Revenue	1,262.22	1,401.48	1,788.12	1,845.17	1,502.18	81%	100.70	-285.93	-16%
Effective Expense	2,322.16	2,526.24	3,275.17	3,236.74	2,753.54	85%	227.29	-521.63	-16%
IP Deficit	-1,059.94	-1,124.76	-1,487.05	-1,391.58	-1,251.35	90%	-126.59	235.70	-16%

The overall balance for 2023 shows a deterioration of € 126.6 million over the same period of 2022 and translates an implementation rate of 84% in relation to the 2023SB.

REVENUE

unit: € million

		Contract Con		20	023		Deviation 20	23/ 2022	Deviation 20	23/OE2023
Revenue	2021	367.38	EBP	BP	Corrected BP	Effective	(abs and	1 96)	(abs and 19	
04. Tolls and other fees	340.06		381.85	355.15	355.15	399.65	32.26	109%	44.49	13%
05. Interest and Dividends	2.97	5.26	6.53	6.53	6.53	5.34	0.08	102%	-1.19	-18%
07. Sales and services	98.80	153.16	138.14	164.83	164.83	132.85	-20.31	87%	-31.98	-19%
08. Other current Revenues	32.02	3.91	1.51	1.51	1.51	5.03	1.12	129%	3.52	233%
09. Sale of fixed assets	3.99	10.40	0.69	0.69	0.69	0.24	-10.16	2%	-0.45	-65%
11. Financial assets (*)							0.00	53	0.00	53
13. Other capital revenues	16.44	8.32	0.00	0.00	0.00	8.57	0.25	103%	8.57	2
06. Current transfers (RSC)	619.79	650.82	699.44	675.33	675,33	626.28	-24.53	96%	-49.05	-7%
06. Current transfers (Cls)	67.72	33.86	109.99	109.99	109.99		-33.86	0%	-109.99	-100%
06. Current transfers (Tolls Mechanism)					32.05	32.05	32.05	5	32.05	
06. Current Transfers (Storms)			0.00	0.00	25.00	25.00	25.00	20	25.00	2
06. Other current Transfers	0.41	0.54	2.98	2.98	2.98	0.59	0.05	109%	-2.39	-80%
10. Receipts FC	80.02	167.84	490.60	471.10	471.10	266.59	98.75	159%	-204.51	-43%
Subtotal	1,262.22	1,401.48	1,831.72	1,788.12	1,845.17	1,502.18	100.70	107%	-285.93	-16%
12. Loans and share capital increases	1,612.65	1,281.98	2,002.07	1,646.07	1,621.07	1,434.52	152.54	112%	-211.56	-13%
TOTAL	2,874.87	2,683.46	3,833.79	3,434.19	3,466.24	2,936.70	253.24	109%	-497.49	-14%

Compared to the approved budget, IP collected 84% of the expected revenue, mainly due to:

- Receipt of 113% of the funds relating to tolls, which reflect the resumption of use of road infrastructure;
- Receipt of 81% of the funds relating to sales and services rendered, due to the fact that
 the operators did not receive the full user fee, especially the main operator (CP);
- Receipt of 93 per cent of the funds relating to RSC. The amount reported by TA was above initial forecasts for the stipulated period, however, the early receipt of the amount equivalent to the collection for December was not authorised;
- Receipt of funds relating to the Bad Weather (€ 25 million) and the Toll Support Mechanism (€ 32.1 million), amounts not foreseen in SB2023;
- Receipt of 87% of the planned capital appropriations, totalling € 1.434,5 million, to cover debt servicing, PPP expenses and railway investments.

EXPENDITURE

					2023			Davisto	on 2023/		unit: €milik
Activity Expenditure	2021	2022	EBP	BP.	Corrected	Commitments	Effective	20	122 and %)		tion 2023/OE2023 (aba and %)
01 Personnel	129.60	129.37	145.55	145.55	BP 145.55	142.66	37.42	8.05	6%	-8.13	-8%
02. Operation	89.90	105.82	184.26	164.26	153.08	146.22	29.60	23.78	22%	34.66	-216
02. Operation - materials	6.22	8.60	27.09	27.09	16.96	16.00	10.31	3.71	56%	-6.78	62%
02. Operation - revenue	42.48	52.62	83.95	63.95	75.75	73.06	70.42	17.80	34%	8.47	20%
Expenditure in facilities (Traction Power Operators)	9.75	2925	43.42	33.42	45.22	42.52	40.04	10.79	37%	5.83	20%
Toli collection costs/ CSR	22.73	23.37	40.54	30.54	30.54	30.54	30.38	7.01	30%	-0.16	-15
02. General Operation	39.20	48.59	73.22	73.22	60:36	57.16	48.86	2.27	5%	-24.36	339
Acquisition of goods	2.62	3.39	5.64	5.64	3.72	3.66	3.27	-0.13	-4%	-2.38	425
Fuel	2.06	2.72	3.96	3.98	3.07	3.05	2.74	0.02	Ti-	-124	-31
Tools and utensils	0.19	0.44	0.50	0.50	0.34	0.33	0.26	-0.15	-35%	0.22	435
Cleaning goods.	0.04	0.04	0.07	0.07	0.02	0.02	0.02	0.02	53%	-0.05	755
Books ant technical documentation	0.01	0.02	0.02	0.02	0.02	0.01	0.01	-0.01	35%	-0.01	365
Mat. Stationery	0.11	0.10	0.02	0.02	0.02	0.11	0.09	-0.02	-16%	-0.20	-705
Clothing	0.11	0.08	0.79	0.79	0.15	0.13	0.13	0.05	89%	-0.20	-707
Acquisition of services	36.58	43.20	67.57	67.57	56.65	53.50	45.60	2.40	6%	2198	-33%
Communications	0.16	0.54	187	187	120	107	101	0.47	89%	-0.86	469
	2.16	2.56	4.30	4.30	2.65	2.58	191			-2.38	655
Conservation of goods								-0.65	-25%	-0.16	
Travelling and accommodation Representation fees	0.01	0.32	0.51	0.51	0.43	0.41	0.00	0.00	-50%		-321
		Der Ford								-0.03	-641
Studies and Advisory	0.65	0.79	155	155	100	0.86	.0.71	-0.08	15%	-0.84	
Training	0.48	0.57	0.90	0.90	0.61	0.59	0.51	-0.06	-156	0.39	435
Cleaning	6.39	9.26	6.77	15.77	1185	1169	9.01	-0.26	-3%	-6.76	435
Propertyleases	0.12	0.12	0.15	0.15	0.15	0.15	0.13	0.02	1016	0.02	- 25,
Transport Material Leases	3.41	2.44	2.97	2.97	2.94	2.93	2.42	0.02	-5%	0.55	-91
Lease of other assets	0.21	0.18	0.37	0.37	0.58	0.55	0.49	0.31	18814	0.12	325
Other services	2.44	3.84	4.64	4.64	4.02	3.99	3.76	0.12	3%	0.88	-191
Other Specialised works	152	2.40	4.07	4.07	4.30	3.56	2.62	0.22	9%	-144	-381
Advertising	0.09	0.07	0.24	0.24	0,19	0.2	0.11	0.04	56%	0.12	-52*
Insurance	3.53	3,48	4.10	4.10	3.84	3.84	3.65	0.16	5%	0.45	18
(T)	5.44	8.68	1171	11.71	8.60	7.69	7.29	0.63	9%	-4.42	-385
Transports	162	2.26	4.13	4.13	2.65	2.29	2.05	-0.21	-9%	-2.09	-605
Surveillance	8.11	7.89	10.27	10.27	11.65	119	9.58	1.89	25%	-0.69	-75
03. Interest	96.10	75.94	85.26	85.26	85.26	B140	8137	5.42	7%	-0.90	-61
94. Current transfers	3.24	2.10	5.23	5.23	5.23	2.21	193	-0.17	8%	3.30	635
05 Subsidies	0.01	0.01	0.01	0.01	32.06	25.14	25.14	25.14	314212%	25.14	3142125
06. Other current expenses	26.26	48.42	29145	9145	3116	26.71	26.59	-2183	45%	-64.86	-7 ft
08. Other Current Expenses - Taxes	26.28	48.42	32.16	32.16	3116	26.71	26.59	-2183	-45%	-5.57	-57
06. Other Current Expenses - VAS surty deposit			200.00					0.00		0.00	
98. Other Expenses Current - Reserve			59.29	59.29				0.00		-59.29	-1009
07. Investments	8.39	8.28	25.91	10.91	1191	1156	8.25	0.03	0%	-2.65	-245
07.01 Operating investment	6.39	828	25.91	10.91	1191	11.58	8.25	-0.03	0%	2.65	-245
09. Financial assets	2:00		0.10	0.00	2.00	2.00	2.00	2.00		2.00	
10. Financial liabilities	629.29	129.35	159.02	159.02	159.02	159.02	159.02	29.67	23%	0.00	0%
TOTAL	982.80	499.28	906.79	661.69	625.26	596.92	571.32	72.04	14%	-90.37	-14%

With regard to activity expenditure, the implementation of € 571.3 million is above the level seen in the same period in 2022, the main reasons for which are related to the Toll Support Mechanism (Decree-Law no. 87-A/2022, 29 December), expenditure on facilities, namely those related to energy (the decommissioning authorised in the 1st quarter, amounting to € 53 million, made it possible to settle invoices received in 2023 relating to the previous year) and the increase in interest rates on loans indexed to a variable interest rate (3M Euribor).

Compared to the approved budget, despite commitments totalling € 596.9 million (95% of the corrected budget after retentions), IP only implemented 86% of the planned expenditure.

With the exception of debt servicing, the items with the highest implementation rates are revenue Collection (99%), Personnel (94%), Facilities costs (120%) and IEAGs (76%).

On the other hand, the Subsidies item also shows a performance well above that forecast in the budget due to the Toll Support Mechanism (Decree-Law 87-A/2022 of 29 December), a special credit under expenditure item 05. Subsidies, against the amount entered under revenue item 06. Current transfers.

		1			2023			Devistion			unit: € millior
Project Expenditure	2021	2022	EBP	BP	Corrected	Commitments	Effective	202	2	Deviation 202 (abe an	
					BP		Britishe	(aba ar	CONT.		1000
02. Operation	165.38	200.30	301.48	260.62	314.66	258.82	237.98	37.69	1916	-22.64	-9%
Railway maintenance	73.42	85.08	111,23	111.23	16.58	108.82	86.75	188	2%	:24.47	-22%
Road maintenance	95.96	115.22	190.25	149.39	199.09	190.00	15123	36.01	3%	184	15:
Current	60.80	73.49	106.15	106.15	127.92	122.04	92.31	19.82	26%	-13.85	-0%
Periodical	35.16	40.64	80.09	40.09	70.07	67.91	58.88	15.23	45%	28,78	47%
PETIS+and PVAE	0.00	109	0.11	0.11	0.05	0.05	0.05	-104	95%	-0.06	-63%
RRP	0.00	0.00	3.90	3.04	104	0.00	0.00	0,00		-3.04	-100%
PNI2030	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	
07. Investments	1,801.27	1,956.01	2,625.52	2,511.88	2,457.83	2,219.17	2,105.25	149.24	8%	-406.63	-18%
07.01 Road Concessions	1,544.15	1452.95	1,539,26	1,539.26	1539.26	147143	1,446,04	-6.91	0%	9 3.22	-8%
Current Capital Expenditure	40.63	42.44	97.07	42.07	87.18	40.36	31.99	10.46	-25%	+10.06	-24%
07.01 Road Investment	2.32	4.10	8.78	8.78	3.35	3.34	3.08	-102	-25%	-5.70	65%
Construction and Renovation	0.09	0.27	4.58	4.58	0.08	0.07	0.07	0.20	-74%	4.51	98%
Studies, Projects and Technical Assistance	181	154	3.60	3.60	139	139	115	-0.39	-25%	-2.45	-68%
Land Expropriations	0.42	2.29	0.59	0.59	187	187	185	0.43	-1914	126	20%
Facilities and improvement of equipment	0.00		0.00	0.00				0.00		0.00	
07.03. Railway Investment	38.31	38.35	88.29	33.29	83.83	37.03	28.91	-9.43	-25%	-4.38	-3%
Heavy Conservation NRwN	29,94	22.83	4158	2158	48.08	22.51	9.02	-5.80	-25%	-4.58	-216
Constructed Renov. of NrwN	2.12	7.31	36.19	6.19	20.77	6.01	6.69	-0.62	-8%	0.51	8%
Studies,Projund Technical Assistance	5.25	7,00	10.27	5.27	19.93	6.43	5.12	-188	-27%	-0.15	-3%
Land Expropriations	100	121	0,26	0.26	104	0.07	0.07	2511	94%	-0.18	-7.6%
Facilities and improvement of equipment	0.00							0.00		0.00	
Capital Expenditure Plans	216.50	460.62	989.20	930.55	831.40	707.37	627.23	188.61	36%	-303.33	-33%
07.01. Road Investment	27.72	47.56	10 1.11	82,47	78.42	61.03	55.10	7,55	16%	-27.37	-33%
Marão Tunnel	0.00		III/O/SHAZ					.0.00		0.00	
PETIS+ and PVAE	27.59	29.35	10:13	10.13	8.75	8.74	7.43	2192	-75%	-2.70	-27%
RRP	0.00	16.98	84.54	65.90	67.90	50.52	46.06	29.09	72%	-19.85	30%
PNI2030	0.13	124	8,44	6.44	176	178	182	0.38	30%	4.82	-75%
07.03. Rallway Investment	188.78	413.06	888.08	848.08	752.58	646.35	572.12	159.06	29%	275.96	33%
MMS	0.00		44.77	44.77				0.00		-44.77	-100%
Ferrovis 2020	187.84	404.07	763.78	763.78	73166	63101	559.05	154.98	38%	204.73	-27%
PNI2030	0.94	8.99	79.53	39.53	2132	15:34	13.07	4.08	45%	26.46	67%
TOTAL	1,970.65	2,156.31	2,927.00	2,772.50	2,772.50	2,517.99	2,343.24	186.93	5%	-429.26	-15%

With regard to project expenditure, it can be seen that the implementation of € 2.343 million is higher than in the same period in 2022, as a result of:

- An increase in the implementation of road maintenance, justified by the interventions carried out to deal with the damage caused by the storms in December 2022 and January 2023, as well as the increase in the costs of materials and labour;
- An increase in the implementation of road investments related to the RRP, which are financed outright by the RRP funds;
- An increase in the implementation of railway investments, particularly in the last quarter of 2023, where the payment of invoices before their due date using the capital appropriations received was decisive so that this expenditure could be fully presented for reimbursement by the end of 2023, the date of conclusion of the Portugal 2020 programme.

Compared to the approved budget, the items with the highest implementation rates are railway and road maintenance, with 78% and 101% respectively.

Road investments (64%) and rail investments (68%), however, have lower implementation rates, due to delays in the development of contractual processes, the low implementation rates presented by some contractors and the process of obtaining prior approval from the Court of Auditors.

On the other hand, the difficulties faced by IP throughout the year, both in collecting its main sources of railway revenue (Railway User Fees and Compensatory Allowances) and in obtaining capital to cover railway maintenance, jeopardised its ability to pay all the invoices due on 31 December 2023.

The Road Concessions item accounts for 50% of total expenditure and has an implementation rate of 94% compared to the budget, as a result of the evolution of availability tariffs that are predefined in the contracts and the CPI update.

8.2 FINANCIAL RISK MANAGEMENT

With a view to implementing greater financial control over the public business sector, as well as establishing requirements in terms of good governance and strengthening the powers and duties inherent in the exercise of the shareholder function, the Government enacted Decree-Law 133/2013 of 3 October. Article 29(1) establishes that non-financial public companies that have been or are integrated into the general government sector, under the terms of the European System of National and Regional Accounts, are prevented from accessing new financing from credit institutions, except from multilateral financial institutions. Since the creation of IP, the company has not resorted to new financing from credit institutions or the capital market.

The following table shows the evolution of the average annual interest rate for the 2019-2023 period:

	- i				Amounts in € million
	2023	2022	2021	2020	2019
Financial Expenses	73.99	70.11	91.73	97.79	108.70
Average financing rate	1.8%	1.7%	1.9%	1.9%	2.0%

The average interest rate in 2023 stood at 1.8 per cent, up 0.1 per cent on the previous year. Despite the reduction in debt stock compared to 2022, this effect was not enough to offset the increase in interest rates associated with variable rate loans.

8.3 INDEBTEDNESS GROWTH CEILING

In 2023, Article 35 of the State Budget Law establishes that the overall growth in the indebtedness of public companies is limited to 2%, taking into account interest-bearing financing corrected for paid-up share capital and excluding new investments.

Article 159(1) of 2023 Budget Implementation Decree Law provides the formula to determine overall growth of indebtedness of the corporate public sector:

(FRt- FRt-1)+(Capitalt - Capitalt-1) - New investmentt

FRt-1 + Capitalt-1

where:

FR - Interest bearing loans

Capital - Paid-up share capital or statutory capital.

New Investments - New investments with material expression

Change in indebtedness (implementation)	2023	2022	Amounts in € million % Change 23/22		
			Amount €M	%	
Interest bearing loans (current and non current)*	3 856,5	4 015,5	(159,0)	-4%	
of which granted by DGTF	2 215,6	2 215,6	2	0%	
Share Capital	12 586,7	11 152,2	1 434,5	13%	
New expenditure for the year (relevant)	1,3	10,2			
Change in Indebtedness	8,4%		1		

*At nominal value

In accordance with the Investment Plan, IP considers the following for the purposes of calculating this indicator:

- "new investments" investments planned under the CAM Ring, Railway Partnerships (LAV Porto Lisboa) and IP3 Coimbra-Viseu;
- IP's investments which are materially relevant, namely the projects included in the Ferrovia 2020 Investment Programme and the PNI 2030, which were already planned and identified in previous Investment Plans;
- iii. The investments provided for in the RRP will be fully covered by funds from the Recovery and Resilience Mechanism.

The growth rate determined for 2023 of 8.4 per cent takes into account the portion of capital allocated to finance the payments of the road concession and sub-concession (PPP) contracts.

These contracts were established by the state in the case of the former and under state directives in the case of the latter, so if you exclude the amount of the capital increase allocated to cover these payments, the ratio stands at 3.1 per cent:

Change in indebtedness (implementation)	2023	2022	Change 23/22						
			Amount €M	%					
Interest bearing loans (current and non current)*	3,856.5	4,015.5	(159.0)	-4%					
of which granted by DGTF	2,215.6	2,215.6	-	0%					
Share Capital / Statutory Capital**	11,778.7	10,403.9	626.6	6%					
New expenditure for the year (relevant)	1.3	10.2							
Change in Indebtedness	3.1%								

scenario without allocation of capital to PPPs

^{*}At nominal value

^{**} excluding amount allocated to PPPs

It should be noted that compliance with the 2% debt growth limit stipulated in Article 35(1) of Law 24/2022 of 30 December is checked on the overall growth of public companies' debt.

Table below shows the evolution of IP's debt growth since 2019:

EVOLUTION OF THE INDEBTEDNESS RATE	2023	2022	2021	2020	2019
Indebtedness growth rate	8.4%	8.2%	7.5%	6.7%	5.8%
Indebtedness growth rate(%)	3.1%	2.8%	0.8%	-0.4%	-0.2%

(*) excluding amount allocated to PPPs

The 2023 growth rate worsened compared to the previous year as a result of the increase in expenditure without a corresponding increase in revenue, which implied resorting to capital of a greater magnitude than in 2022.

8.4 EVOLUTION OF THE PAYMENT PERIOD TO SUPPLIERS

Council of Ministers Resolution ("RCM") 34/2008 of 22 February provided the "Timely Payment Programme" aimed to significantly reduce payment periods to public companies' suppliers of goods and services. This Resolution established objectives for average payment periods (APP) to suppliers, and the monitoring and disclosure of the evolution of average payment periods. This indicator outperforms whenever APP is less than 20 days.

Ministerial Order 9870/2009, of 13 April, revised the determination of the APP ratio, and considers the average of amounts payable to suppliers at the end of each quarter.

IP discloses its APP in its Annual Report and Accounts.

The evolution of the Average Payment Period in 2023 as compared to 2022 was as follows:

APP	2023	2022	% Chan	ge 23/22
		LULL	Value	%
Period (days)	12	13	-1	-8%

Decree-Law 65-A/2011 provides that "Delay in payment - means the non payment of any invoice for the supply of goods and services (...) within 90 days or more from the payment date specified in respective invoice, if any, or of the invoice".

Payment periods are contractually agreed by IP and its suppliers. Where invoices are correct and comply with the legal and tax requirements they are paid up until due date (or approximate date).

As result, IP does not have overdue payments.

Overdue debt	Amount (€)	An	Amount of overdue debt according to art. 1 DL 65-A/2011 (€)					
	0-90 days	90-120 days	120-240 days	240-360 days	> 360 Days			
Purchase of goods and services	•	(+	-	•	20.4.05			
Acq. of capital	(#)	996	-	*	¥			
Total	57.5	7 .5 .	5	(=)	=:			

8.5 SHAREHOLDER RECOMMENDATIONS WHEN APPROVING THE 2022 ACCOUNTS

As part of General Meeting 08/2023, the accounts for the year ended 31 December 2022 were appraised by the State Shareholder at the General Meeting on 07 July 2023.

The representative of the State shareholder voted in favour of approving the separate and consolidated financial statements for 2022, including the management and corporate governance reports, taking into account the Legal Certification of Accounts, the external auditor's reports and the emphases expressed therein, the favourable opinion of the General and Supervisory Board, and Analysis Report no. 133/2023, of June 7, and subsequent letter no. 216/UTAM/2023. 133/2023, of 7 June, by the Technical Unit for Monitoring the Public Business Sector (UTAM), and subsequent letter no. 216/UTAM/2023, of 14 June, as well as the annual activity report of the General and Supervisory Board.

8.6 STEPS TAKEN TO SOLVE THE SITUATIONS UNDERLYING THE RESERVATIONS INCLUDED IN THE LAST LEGAL CERTIFICATION OF ACCOUNTS

Not applicable to IP since no reservations were made in the 2022 Statutory Audit.

8.7 REMUNERATION/FEES FOR GOVERNING BODIES AND EXTERNAL AUDITOR

CORPORATE BODIES

BOARD OF THE GENERAL MEETING

Chairman: (*)

Vice-Chairman: (**)

Secretary: Maria Isabel Louro Caria Alcobia

- (*) The former Chairman of the Board of the General Meeting resigned on 24 January 2020, and was not yet replaced.
- (**) The Vice-Chairman of the Board of the General Meeting resigned on 19 December 2022.

The members of the Board of the General Meeting were elected for the three-year period 2018-2020 and hold their respective positions without remuneration.

EXECUTIVE BOARD OF DIRECTORS

EBD's composition for the period 1 January to 31 March 2023

Chairman: Professor Doutor Miguel Jorge de Campos Cruz

Vice-Chairman: Maria Amália Freire de Almeida and Carlos Alberto João Fernandes

Members: Vanda Cristina Loureiro Soares Nogueira, Alexandra Sofia Vieira Nogueira Barbosa and Ana Isabel Mota da Silva Coelho a)

a) Mrs. Ana Isabel Mota da Silva Coelho resigned as member of the Executive Board of Directors with effect from 31 March 2023.

The terms of the mandate and the remuneration scheme associated with the exercise of the positions were established at the general meeting of 26 August 2022.

EBD's composition for the period 1 April to 31 July 2023

Chairman: Professor Doutor Miguel Jorge de Campos Cruz

Vice-Chairman: Maria Amália Freire de Almeida and Carlos Alberto João Fernandes

Members: Vanda Cristina Loureiro Soares Nogueira b) and Alexandra Sofia Vieira Nogueira Barbosa

^{b)} Mrs. Vanda Cristina Loureiro Soares Nogueira resigned as member of the Executive Board of Directors with effect from 31 July 2023

The terms of the mandate and the remuneration scheme associated with the exercise of the positions were established at the general meeting of 26 August 2022.

EBD's composition for the period 1 August to 31 December 2023

Chairman: Professor Doutor Miguel Jorge de Campos Cruz

Vice-Chairman: Maria Amália Freire de Almeida and Carlos Alberto João Fernandes

Members: Mrs. Alexandra Sofia Vieira Nogueira Barbosa and Mrs. Gina Maria dos Santos Pimentel c)

c) Mrs. Gina Maria dos Santos Pimentel was elected, by unanimous written decision of 1 August 2023, as financial member, with effect from 1 August 2023, replacing Ana Isabel Mota da Silva Coelho, who left office on 31 March 2023.

The terms of office and the remuneration status associated with holding office were established at the General Meeting held on 26 August 2022 (Minutes of General Meeting no. 06/2022) and, in the case of the member of the EBD, Mrs. Gina Maria dos Santos Pimentel, are set out in the Unanimous Written Corporate Resolution of 1 August 2023, referring, with regard to the remuneration status, to the Minutes of General Meeting no. 06/2022.

As the remuneration status has been defined, the 5% reduction provided for in article 12 of Law no. 12-A/2010, of 30 June, was applied to the gross amounts calculated for the year 2023.

No variable performance remuneration was awarded to managers.

The accumulation of functions by the Chairman of the Executive Board of Directors, Professor Miguel Jorge de Campos Cruz, is authorised, under the terms and pursuant to the provisions of article 20(3)(c) of the EGP, for the exercise of teaching activity in public higher education establishments or in the public interest.

GENERAL AND SUPERVISORY BOARD

The remuneration of the members of the General and Supervisory Board, which comprises a Committee for Financial Matters, was defined at the General Meeting of 28 August 2015.

Following a request to this effect, Professor Duarte Manuel Ivens Pita Ferraz has been a member of the General and Supervisory Board and a member of the Financial Matters Committee without remuneration due to his retirement since July 2017.

Mr. José Castel-Branco holds the remunerated position of Chairman of the Financial Matters Committee of the General and Supervisory Board, earning 30 per cent of the monthly remuneration of the Chairman of the Executive Board of Directors currently in office.

In accordance with article 391 (4) of the Companies Code, approved by Decree Law 262/86, of 2 September, by reference to article 435 (2) of the same Code, the members of the General and Supervisory Board will remain in office until such time as they are replaced. Since no new members were elected when members of remaining corporate bodies were elected, the members of the General and Supervisory Board did not change.

José Emílio Coutinho Garrido Castel-Branco did not receive any remuneration until October 2022, the date on which he ceased to be a public manager of another Public Business Sector entity, and the payment of his remuneration is therefore resumed from that date.

Since 26 October 2022, José Emílio Coutinho Garrido Castel-Branco has held the remunerated position of Chairman of the Financial Matters Committee of the General and Supervisory Board, earning 30% of the monthly remuneration of the Chairman of the Executive Board of Directors currently in office.

STATUTORY AUDITOR

With regard to the Statutory Auditor, the general meeting of 19 March 2019 (Minutes of the General Meeting no. 03/2019) set the maximum limit for the fees to be awarded for this position at 35% of the overall remuneration of the Chairman of the Executive Board of Directors, plus VAT at the legal rate in force.

ANNEX 1

Board of the General Meeting

Term of office	erm of office Position	Name	Fixed Attendance Fee (€)	Number of Attendance Fees	2023 Annual Remuneration (€)	
(Beginning/End)				Paid	(Gross)	
	Chairman	Not Appointed (*)	650.00	0	0.00	
	Vice-Chairman	Not Appointed (**)	525.00	0	0.00	
2018-2020	Secretary	Maria Isabel Louro Caria Alcobia	400.00	0	0.00	
					0.00	

^(*) The Chairman of the Board of the General Meeting resigned on 24 January 2020 and has not been replaced to date.

^(**) The Vice- of the Board of the General Meeting resigned on 19 December 2022 and has not been replaced to date.

2. Executive Board of Directors

Monthly Remuneration of the Executive Board of Directors - 2023

(Figures in ≢)

	Fixed monthly remuneration - EGP							
Member of the BD	Fixed interest	Classification	Gross Monthly Remuneration (€)					
(name)	[Y/N]	[A/B/C]	Monthly Salary	Representation fees				
Miguel Jorge de Campos Cruz	Yes	Α	5,966.48	2,386.59				
Carlos Alberto João Fernandes	Yes	А	5,369.83	2,147.93				
Maria Amália Freire de Almeida	Yes	А	5,369.83	2,147.93				
Vanda Cristina Loureiro Soares Nogueira (**)	Yes	Α	4,773.18	1,909.27				
Alexandra Sofia Vieira Nogueira Barbosa	Yes	А	4,773.18	1,909.27				
Ana Isabel Mota da Silva Coelho (*)	Yes	A	4,773.18	1,909.27				
Gina Maria dos Santos Pimentel (***)	Yes	Α	4,773.18	1,909.27				

Term of office			N	ame	OPRL	O or option fo	r average of la	st 3 years (2)	Identification
Position Beginning/End	Name	Form (1)	Date	Yes/No	Entity of origin	Paying Company (O/D)	Identification of authorisation and form	of the total number of mandates	
2022-2024	Chairman	Miguel Jorge de Campos Cruz	(GM)	26/08/2022	No	n.a.	n.a.	n.a.	1
2022-2024	Vice-Chairman	Carlos Alberto João Fernandes	GM	26/08/2022	No	n.a.	n.a.	n.a.	3
2022-2024	Vice-Chairman	Maria Amália Freire de Almeida	GM	26/08/2022	No	n.a.	n.a.	n.a.	1
2022-2024	Member	Vanda Cristina Loureiro Soares Nogueira (**)	GM	26/08/2022	No	n.a.	n.a.	n.a.	3
2022-2024	Member	Alexandra Sofia Vieira Nogueira Barbosa	GM	26/08/2022	No	n.a.	n.a.	n.a.	2
2022-2024	Member	Ana Isabel Mota da Silva Coelho (*)	GM	26/08/2022	No	n.a.	n.a.	n.a.	1
2023-2024	Member	Gina Maria dos Santos Pimentel (***)	GM	01/08/2023	No	n.a.	n.a.	n.a.	1

	4	Accumulation of F	unctions	
Members of the BD	Company	Function	Regime	Identification of authorisation an form
[Name]	[Specify]	[Specify]	[Public/Private]	[AG/DUE/D]
Miguel Jorge de Campos Cruz	IP Engenharia	Chairman of the Board of Directors	Public	
	IP Telecom	Chairman of the Board of Directors	Public	
SECO SEC SE SEL CAS SE	IP Património	Chairman of the Board of Directors	Public	
Carlos Alberto João Fernandes	IP Telecom	Member of the Board of Directors	Public	
Maria Amália Freire de Almeida	IP Património	Member of the Board of Directors	Public	
Vanda Cristina Loureiro Soares Nogueira (**)	IP Telecom	Chairman of the Board of Directors	Public	
Alexandra Sofia Vieira Nogueira Barbosa	IP Engenharia	Member of the Board of Directors	Public	
Ana Isabel Mota da Silva Coelho (*)	IP Telecom	Member of the Board of Directors	Public	
Gina Maria dos Santos Pimentel (***)	IP Telecom	Member of the Board of Directors	Public	

⁽¹⁾ Mrs. Ana Isabel Mota da Silva Coelho resigned as member of the Executive Board of Directors with effect from 31 March 2023.

(Figures in €

	Annual Remuneration Earned (€)									
Member of the BD [name]	Fixed Variable (1) (2)		Gross amount (3) = (1)+(2)	Remuneration reductions (4)	Final Gross Amount (5) = (3)-(4)					
Miguel Jorge de Campos Cruz	112,169.80		112,169.80	5,608.51	106,561,29					
Carlos Alberto João Fernandes	100,952.78		100,952.78	5,047.66	96,298.27					
Maria Amália Freire de Almeida	100,952.78		100,952.78	5,047.66	95,905.12					
Vanda Cristina Loureiro Soares Nogueira (**)	72,849.57		72,849.57	3,642.53	69,278.52					
Alexandra Sofia Vieira Nogueira Barbosa	89,735.76		89,735.76	4,486.82	85,248.94					
Ana Isabel Mota da Silva Coelho (*)	23,971.78		23,971.78	1,198.59	22,773.19					
Gina Maria dos Santos Pimentel (***)	35,413.06		35,413.06	1,770.64	33,642.42					
			536,045.53	26,802,41	509,707.75					

^(*) Mrs. Ana Isabel Mota da Silva Coelho resigned as member of the Executive Board of Directors with effect from 31 March 2023

i**) Mrs. Vanda Cristina Loureiro Soares Nogueira resigned as member of the Executive Board of Directors with effect from 31 July 2023

[&]quot;" Mrs. Gina Maria dos Santos Pimentel was elected, by unanimous written decision of 1 August 2023, as financial member, with effect from 1 August 2023, replacing Ana Isabel Mota da Silva Coelho, who left office on 31 March 2023.

^(**) Mrs. Vanda Cristina Loureiro Soares Nogueira resigned as member of the Executive Board of Directors with effect from 31 July 2023

^(***) Mrs. Gina Maria dos Santos Pimentel was elected, by unanimous written decision of 1 August 2023, as financial member, with effect from 1 August 2023, replacing Ana Isabel Mota da Silva Coelho, who left office on 31 March 2023.

Member of the BD Name	(Figures in t Social Benefits (€)										
	Lunche on allowance		Social security regime		Health	alth Personal	Other				
	Amount/Da y	Amount paid in the year	Identify	Annual Expense	insurance	insurance	Identify	Value	Identify	Value	
Miguel Jorge de Campos Cruz	8.50	1,947.84	Social security	25,308.32	429.60	6.93	Occupational accidents insurance	775.10	Merit scholarships	550.00	
Carlos Alberto João Fernandes	8.50	1,905.34	Social security	22,777.43	429.80	6.93	Occupational accidents insurance	699.01	Merit. scholarships	400.00	
Maria Amália Freire de Almeida	8.50		Caixa Geral de Aposentações	22,777,45			Occupational accidents insurance	697.41			
Vanda Cristina Loureiro Soares Nogueira (**)	8.50	1,249,97	Social security	18,438.86	250.60	4.04	Occupational accidents insurance	502.02	i i		
Alexandra Sofia Vieira Nogueira Barbosa	8.50	1,988.50	Social security	20,248.62	429.60	6.93	Occupational accidents insurance	620.96	Merit scholarships	450.00	
Ana Isabel Mota da Silva Coelho (*)	8.50	668.44	Social security	5,408.63	107.40	1,73	Occupational accidents insurance	188.86	-		
Gina Maria dos Santos Pimentel (***)	8.50	722.50	Social security	7,990.08			Occupational accidents insurance	244.81	j		
		10,556.29		120,945.19	1,646.80	26,56		3,705.97		1,400.00	

[&]quot;Mrs. Ana Isabel Mota da Silva Coelho resigned as member of the Executive Board of Directors with effect from 31 March 2023.
"Mrs. Vanda Cristina Loureiro Soares Nogueira resigned as member of the Executive Board of Directors with effect from 31 July 2023.
"Mrs. Gina Maria dos Santos Pilmentel was elected, by unanimous written decision of 1 August 2023, as financial member, with effect from 1 August 2023, replacing Ana Isabel Mota da Silva Coelho, who left office on 31 March 2023.

	Vehicle expenses										
Member of the BD (name)	Assigned vehicle Date of contract (YM) (YM)	Date of contract	Vehicle reference value	Form (1)	Year of beginning	Year of termination	Monthly instalment	Annual expenses with instalments	Remaining instalments		
		19 1	[Specify]			柯	19	(NO.)			
Viguel Jorge de Campos Cruz	Υ	Υ	45,589.74	Leases	2020	2024	584.39	6,772.68	9		
Carlos Alberto João Fernandes	Y	Y	27,988.87	Leases	2020	2024	303.82	3,645.84	6		
faria Amália Freire de Almeida	Y	Y	27,986.87	Leases	2020	2024	303.82	3,645.84	8		
/anda Cristina Loureiro Soares Nogueira (**)	Υ	Y	27,986.87	Leases	2020	2024	303.82	2,126.74	8		
Nexandra Sofia Vieira Nogueira Barbosa	Y	:Y:	27,985.87	Leases	2020	2024	303.82	3,645.84	6		
na Isabel Mota da Silva Coelho (*)	Y	Υ	27,988.87	Leases	2020	2024	303.82	911.46	8		
ina Maria dos Santos Pimentel (***)	Y	Υ	27,988.87	Leases	2020	2024	303.82	1,519.10	8		
								22.267.50			

^[1] acquisitor: ALD: Leasing or other

(**) Mrs. Ana Isabel Mata da Silva Coeltin resigned as member of the Executive Board of Directors with effect from 3.1 March 2023.

(**) Mrs. Vanda Cristina Loureiro Soaries Nogueira resigned as member of the Executive Board of Directors with effect from 3.1 July 2023.

(**) Mrs. Gina Maria dos Santos Pimental was elected, by unanimous written decision of 1 August 2023, as financial member, with effect from 1 August 2023, replacing Ana Isabel Mota da Silva Coelho, who left office on 3.1 March 2023.

		Annual travel expenses(€)								
Member of the BD (name)	4-22-2		Subsistence	Other		Total travel				
	Travels	Accommodation	allowances	Identify	Value	expenses (∑)				
Miguel Jorge de Campos Cruz	1,650.46	1,785.80				3,436.26				
Carlos Alberto João Fernandes	1,332.71	952 52		Train-km	124.50	2,409.73				
Maria Amália Freire de Almeida		97.00				97.00				
Vanda Cristina Loureiro Soares Nogueira (**)		46.00				46.00				
Alexandra Sofia Vieira Nogueira Barbosa		97.00				97.00				
Ana Isabel Mota da Silva Coelho (*)		0.00				0.00				
Gina Maria dos Santos Pimentel (***)		51.00				51.00				
-						6,136.99				

^(*) Mrs. Ana Isabel Mota da Silva Coelho resigned as member of the Executive Board of Directors with effect from 31 March 2023.

^(**) Mrs. Vanda Cristina Loureiro Soares Nogueira resigned as member of the Executive Board of Directors with effect from 31 July 2023

^(***) Mrs. Gina Maria dos Santos Pimentel was elected, by unanimous written decision of 1 August 2023, as financial member, with effect from 1 August 2023, replacing Ana Isabel Mota da Silva Coelho, who left office on 31 March 2023.

3. General and Supervisory Board

Term of office			Na	ите	Fixed monthly	No. of
Position (Beginning/End)	Name -	Form ⁽¹⁾	Date	remuneration statute (€)	terms	
2015	Chairman	José Emílio Coutinho Garrido Castel- Branco	GM	28/08/2015	1,789.94	1
2015	Member	Duarte Manuel Ivens Pitta Ferraz	GM	28/08/2015	1,591.06	1

⁽¹⁾ Resolution (R) / General Meeting (AG) / Unanimous Resolution in Writing (DUE) / Order (D)

In accordance with article 391, no. 4 of the Commercial Companies Code, approved by Decree-Law no. 262/86, of 2 September, by reference to article 435, no. 2 of the same Code, the members of the General and Supervisory Board remain in office until they are reappointed, so since there was no reappointment when the members of the other statutory bodies were elected, there was no change to the elected members of the General and Supervisory Board.

In accordance with article 391, no. 4 of the Commercial Companies Code, approved by Decree-Law no. 262/86, of 2 September, by reference to article 435, no. 2 of the same Code, the members of the General and Supervisory Board remain in office until they are reappointed, so since there was no reappointment when the members of the other statutory bodies were elected, the elected members of the General and Supervisory Board did not change.

1	Figures in €
Member of the General and Supervisory Board	Gross Annual Remuneration (€)
José Emílio Coutinho Garrido Castel-Branco	25,006.69
Duarte Manuel Ivens Pitta Ferraz	0.00
	25,006.69

4. Statutory Auditor

Term of office		Name of sta	tutory audit						
(Beginning/ End)	Position	Name	Statutory audit firm registrati on number	CMVM	Form (1)	Date	Date of contract	No. of years as statutory auditor in the group	No. of years as statutory auditor in the company
2018-2020	Effective ROC	Vitor Almeida & Associados, SROC, LDA.	191	20161491	GM	19/03/2019	03/09/2019	7	7
2018-2020	Effective ROC	Carla Margarida Vicente Godinho	1560	20161170	GM	19/03/2019	03/09/2019	1	11

Note: effective (SROC and ROC) and alternate (SROC and ROC)

(1) General Meeting (AG) / Unanimous Resolution in Writing (DUE) / Order (D)

The Official Auditor's fees relating to the audit of the accounts were as follows:

	Annual value	of service contr	ract - 2023 (€)	Annual value	of addition (€)	al services -	(Figures in € 2023
Name ROC/SA	Amount (1)	Reductions (2)	Final amount (3) = (1)-(2)	Service ID	Amount (1)	Reduction s (2)	Final amount (3) = (1)-(2)
Vîtor Almeida e Associados, SROC, Lda	35,772.84		- 35,772.84	n,a.	20,556.00	n.a.	20,556.00

Vítor Almeida e Associados, SROC, Lda., was paid for the statutory audit of accounts and the preparation of an independent report certifying the financial statements for 2022 relating to various applications under the Connecting Europe Facility Programme (CEF and CEF 2) and Horizon 2020.

5. External Auditor

Article 21(q) of IP's articles of association states that it is the responsibility of the General and Supervisory Board to select and replace IP's external auditor, and to give the Executive Board of Directors the instructions for hiring them.

On 5 March 2024, BDO & Associados, Sociedade de Revisores Oficiais de Contas, Lda. was awarded the contract to provide external auditing services for the financial years 2023, 2024 and 2025.

The firm is registered with the Official Auditors Association under number 29 and with the Securities Commission (CMVM) under number 20161384,

Identification of Auditor	E.		(*)	Duration of	No. of years as external auditor in	No. of years as	
Name of External Auditor	OROC No.	CMVM No.	(*)	Contract	the group	the company	
BDO & Associados, Sociedade de Revisores Oficiais de Contas, Lda.	29	20161384	2024	2023-2025	4	4	

(*) Date of contract

	Annual figu	re of service	contract (€)	Annual	figure of add	litional service (€)	(Figures in €) s – 2023
Name of External Auditor	Amount (1)	Reductions (2)	Final amount (3) = (1)-(2)	Service ID	Amount (1)	Reductions (2)	Final amount (3) = (1)-(2)
BDO & Associados, Sociedade de Revisores Oficiais de Contas, Lda.	81,724.50		81,724.50	n.a.	n.a.	n.a.	n.a.

8.8 COMPLIANCE WITH ARTICLES 32 AND 33 OF THE PUBLIC MANAGER'S STATUTE (EGP)

Article 32 of the Public Manager's Statute, approved by Decree-Law no. 71/2007 of 27 March and amended by Law no. 64-A/2008 of 31 December, Decree-Law no. 8/2012 of 18 January and Decree-Law no. 39/2016 of 28 July, states that:

Public managers are not allowed to use credit cards or other payment instruments to incur
expenses on the company's behalf;

- It is not permitted to reimburse public managers for any expenses that fall under the concept of personal representation expenses;
- The ceiling for communication expenses, including mobile and fixed telephone and internet is fixed by resolution of the general meeting, in the case of public limited companies, or by order of the relevant government member responsible for finance, in the case of public corporations, as published in the Official Gazette;
- 4. The sum in the previous paragraph is fixed according to the guidelines established for the purpose by shareholders or by Government decree, published in the Official Gazette, issued by the Government member responsible for the finance area, taking into account the ceiling set forth for the use of fixed and mobile telephones by key function holders (above 1st degree)."

Members of the Executive Board of Directors of IP do not use any credit cards or other payment cards to pay for any expenses made on the company's behalf.

IP does not refund any representation fees to members of the Executive Board of Directors.

As regards communication related expenses, in the year 2023 they were as follows:

Member of the BD	The state of the s	xpenses with m	
(name)	Monthly ceiling	Annual amount	Notes (1)
Miguel Jorge de Campos Cruz	80.00	40.02	960.00
Carlos Alberto João Fernandes	80.00	56.61	960.00
Maria Amália Freire de Almeida	80.00	44,27	960.00
Vanda Cristina Loureiro Soares Nogueira (**)	80.00	59.18	560.00
Alexandra Sofia Vieira Nogueira Barbosa	80.00	22.62	960.00
Ana Isabel Mota da Silva Coelho (*)	80.00	23.07	960.00
Gina Maria dos Santos Pimentel (***)	80.00	23.97	960.00
		269.74	

⁽¹⁾ Annual ceiling

Article 33 further provides that:

^(*) Mrs. Ana Isabel Mota da Silva Coelho resigned as member of the Executive Board of Directors with effect from 31 March 2023.

^(**) Mrs. Vanda Cristina Loureiro Soares Nogueira resigned as member of the Executive Board of Directors with effect from 31 July 2023

^(***) Mrs. Gina Maria dos Santos Pimentel was elected, by unanimous written decision of 1 August 2023, as financial member, with effect from 1 August 2023, replacing Ana Isabel Mota da Silva Coelho, who left office on 31 March 2023.

- The ceiling for car related expenses of public managers is fixed by resolution of the general meeting, in the case of public limited companies, or by order of the relevant government member responsible for finance, in the case of public corporations, as published in the Official Gazette;
- The sum mentioned in the previous paragraph is established in accordance with the guidelines issued by the Shareholder, or decreed by the relevant ministerial authority, and published in the Official Gazette;
- The ceiling for fuel and toll expenses of allocated cars is fixed at one quarter of respective monthly representation allowances;
- 4. Managers cannot opt for the purchase of the vehicle allocated to their use.

The expenses associated with the annual car costs in 2023 were as follows:

Member of the BD	The state of the s	cpenses with m	
(name)	Monthly ceiling	Annual amount	Notes (1)
Miguel Jorge de Campos Cruz	80.00	40.02	960.00
Carlos Alberto João Fernandes	80.00	56.61	960.00
Maria Amália Freire de Almeida	80.00	44.27	960.00
Vanda Cristina Loureiro Soares Nogueira (**)	80.00	59.18	560.00
Alexandra Sofia Vieira Nogueira Barbosa	80.00	22.62	960.00
Ana Isabel Mota da Silva Coelho (*)	80.00	23.07	960.00
Gina Maria dos Santos Pimentel (***)	80.00	23.97	960.00
		269.74	

⁽¹⁾ Annual ceiling

8.9 UNDOCUMENTED EXPENSES

In accordance with Article 16(2) of Decree-Law 133/2013 of 3 October, which determines the adoption of the principle of financial transparency, public companies are expressly forbidden from making any undocumented expenditure.

^(*) Mrs. Ana Isabel Mota da Silva Coelho resigned as member of the Executive Board of Directors with effect from 31 March 2023.

^(**) Mrs. Vanda Cristina Loureiro Soares Nogueira resigned as member of the Executive Board of Directors with effect from 31 July 2023

^(***) Mrs. Gina Maria dos Santos Pimentel was elected, by unanimous written decision of 1 August 2023, as financial member, with effect from 1 August 2023, replacing Ana Isabel Mota da Silva Coelho, who left office on 31 March 2023.

Accordingly, IP did not record any undocumented expenses in 2023.

8.10 REPORT ON REMUNERATION PAID TO WOMEN AND MEN

In 2023, IP maintained its policy of respecting good practices in the field of equal treatment, mutual respect and repudiation of any discriminatory behaviour based on any type of different characteristics of its employees, including gender.

In December 2023, the IP Group had 3632 employees, 863 of whom were women, representing approximately 24 per cent of the total.

The imbalance between the representation of men and women in the IP Group reflects the asymmetry that characterizes the professional groups dedicated to the core activities of railway traffic management and infrastructure maintenance, operational activities with greater physical demands and geographical dispersion, traditionally more "male dominated".

Thus, there is a predominance of men in the professional groups "Operational and Auxiliary Personnel" and "Intermediate Technician, Specialist" compared to women.

In the case of women, there is a greater concentration in the "Administrative" and "Superior Technicians" groups, particularly in the corporate and less operational areas.

IP 's active underwriting gender equality principles is particularly shown in the activities and responsibilities assumed with CITE (Commission for Equality in Labour and Employment (CITE) and IGEN (Gender Equality Organisations Forum).

The Equality Action Plan, which is part of the IP Group's Equality Plan for 2023 (published on 22 September 2022), is based on the analysis of opportunities for improvement in specific areas, focusing on the following dimensions:

- Strategy, Values, and Mission;
- Initial and Continuous Training;
- Reconciliation of work, family and personal life;
- Protection to Parenthood.

IP also fulfils its commitment to the Portuguese Charter for Diversity and GRACE to contribute to a more responsible and inclusive society by developing social responsibility initiatives with visible and concrete impacts, in conjunction with other stakeholders.

https://www.infraestruturasdeportugal.pt/pt-pt/sobre-nos/governo-da-sociedade/outras-divulgacoes

8.11 EQUALITY PLAN (ANNUAL)

Following the publication of the Equality Plan, evaluation and monitoring reports are drawn up (most recently from April to September/23) and published on the IP Group's intranet.

Under the terms of paragraph 1 e) of RCM no. 19/2012, the reports are sent to the department responsible for equality, the Office of the Secretary of State for Citizenship and Equality, as well as to the Commission for Citizenship and Gender Equality - Presidency of the Council of Ministers.

The Group's Equality Plan Report for 2023 is available on IP website:

https://www.infraestruturasdeportugal.pt/pt-pt/sobre-nos/compromissos/responsabilidade-social

8.12 ANNUAL CORRUPTION PREVENTION REPORT

IP Group prepares and discloses its Corruption and Related Offences Risk Management Plan and the respective implementation reports, available for consultation on the Infraestruturas de Portugal website, on an annual basis³.

This reflects a pro-active, integrated and structured management approach of corporate risks, contributing moreover to a better understanding or business and supporting processes, and to the mitigation and prevention of fraud related phenomena.

The IP Group has defined a Whistleblowing Policy, revised in accordance with the legal framework approved by Law 93/2021 of 20 December, which establishes the general regime for protecting whistleblowers. This Policy reflects the commitment of the IP Group companies to adopt the best practices recommended by the Corporate Governance Code of the Portuguese Institute of Corporate Governance, by providing a direct, suitable channel and guaranteeing the confidentiality of the entire process, to report any situations detected that:

- (i) Are offences referred to in article 2 of Law no. 93/2021, of 20 December;
- (ii) Or which are suspected of violating or jeopardising:
 - Compliance with legal, regulatory, deontological and ethical principles, as well as internal rules and guidelines;
 - The integrity of the financial information and accounting practices applied by IP Group Companies;
 - The assets of IP Group Companies;
 - The image of IP Group companies or good management practices (including areas such as conflict of interest, waste of funds, mismanagement and abuse of authority, among others).

Any irregularities detected must be submitted via the IP website, via a link to the 'Communication of Irregularities' platform, created specifically for this purpose to guarantee the confidentiality of the process.

https://www.infraestruturasdeportugal.pt/pt-pt/

The following post office box is also available:

INFRAESTRUTURAS DE PORTUGAL, SA

APARTADO 000533

EC PRAGAL - ALMADA, 2801-602 ALMADA

Among the activities carried out with regard to the mitigation and prevention of organisational fraud, we would also highlight the annual monitoring of the bid register report and the signing of the declaration of no conflict of interest by the managers of works and service contracts, members of the jury and experts in procurement procedures and employees of the Internal Audit Department.

With regard to public procurement, it should also be noted that the actions mentioned in no. 3 regarding "Reference to the existence of Action Plans to prevent internal fraud (committed by an Employee or Service Provider) and external fraud (committed by Customers or Third Parties), as well as the identification of occurrences and the measures taken to mitigate them" were adopted.

https://www.infraestruturasdeportugal.pt/pt-pt/sobre-nos/governo-da-sociedade/outras-divulgacoes

It should also be noted that IP Group companies generally comply with Recommendation no. 3/2020 of the Corruption Prevention Council published in the Official Gazette, 2nd series of 17 July 2020, on the management of conflicts of interest in the public sector.

On the other hand, bearing in mind that Law 83/2017, of 18 August, in its current wording, is applicable to one of the IP Group Companies - IP Património - because its corporate purpose and activity fall within the real estate sector, the Procedure for Reporting Transactions to DCIAP, UIF and IMPIC - Prevention and Combat of Money Laundering and Terrorist Financing was approved in 2020 and, in this context, and in compliance with the legal determination, the IP Group's Regulatory Compliance Officer (RCN) has been appointed since 2019.

The Procedure for Reporting Transactions to DCIAP, UIF and IMPIC - Preventing and Combating Money Laundering and Terrorist Financing, regulates the duty to report suspicious operations and other legally prescribed transactions related to preventing and combating money laundering and terrorist financing.

Compliance with these reporting obligations is monitored on a quarterly basis.

Following the publication of Decree-Law 109-E/2021, of 9 December, which creates the National Anti-Corruption Mechanism and establishes the general regime for the prevention of corruption and the changes introduced within the scope of the plans for the prevention of risks of corruption and related offences, compliance with the obligation arising from that law regarding the mid-term assessment of high and very high level risks began in October 2022.

Thus, a proactive, integrated and structured approach to corporate risk management is implemented, which contributes to a better understanding of business and support processes, but also to the mitigation and prevention of fraud-related phenomena.

8.13 PUBLIC PROCUREMENT

Infraestruturas de Portugal is covered by the Public Procurement Code (PPC) approved by Decree Law 18/2008, of 29 January as amended by Decree Law 111-B/2017, of 31 August (as amended). In accordance with the PCC, the company adopted pre-procurement procedures, namely public tender, public tender with previous qualification, direct settlement (Criteria: Amount and Material) and Simplified Direct Settlement.

The company's procurement policy is based on the promotion of competition to ensure the best market conditions; accordingly, (national and international) public tenders are the preferred procurement method; direct settlements are restricted to specific cases, according to the subject of the contract and its framework.

For the development of contractual procedures, IP uses the Anogov electronic platform and an internal contracting platform for procedures that allow the use of this type of electronic tool, thus ensuring greater rigour and transparency in contracting procedures.

IP has a Procurement Manual, which regulates all the procurement activity of the company and its subsidiaries (adapted to the traditional sector and the special sector), having been revised and updated in 2021 following the publication of Law no. 30/2021, now covering the new procedures established by the special procurement measures financed or co-funded by European funds. It was revised and updated in 2021 following the publication of Law 30/2021, taking into account the new procedures established by the special public procurement measures, with a time-limited validity period, in terms of projects financed or co-financed by European funds, information and knowledge technologies, the implementation of the Economic and Social Stabilisation

Programme and the Recovery and Resilience Plan, fuel management under the Integrated Rural Fire Management System (SGIFR), as well as procedural changes, such as the necessary verification of compliance with the provisions of no. 6 of article 113 of the Civil Code. Article 113(6) of the CCP for procedures under the simplified regime, by direct award or prior consultation. In 2022, the standard drafts were adapted in line with the changes introduced by the publication of Decree-Law 78/2022 of 7 November.

In 2023, Decree-Law 49-A/2023 of 30 June was also published, which extended the validity of the exceptional system for awarding contracts above the Base Price until 31 December 2023, provided that the legal requirements set out in article 70(6) of the Public Contracts Code are met, even if this possibility is not defined in the procedure programme.

As in previous years, the fourth quarter of 2023 also saw the preparation of the Procurement Plan for 2024, which was updated according to needs, making it possible to improve the planning and development of the procurement processes to be promoted.

During 2023, improvements continued to be implemented in IP's procurement application - known as DESCO, applicable to the entire Infraestruturas de Portugal Group, based on the company's activity, the changes to the Public Procurement Code and the Procurement Manual. The changes to the aforementioned application resulted from the need to adjust it to the organisational changes implemented in September 2023, as well as to respond to the processing of procedures under the delegation of powers to IP's Governing Body, the power provided for in Article 22(1) of Decree-Law 197/99, of 8 June, within the scope of the procedures necessary to ensure the railway investments provided for in the Ferrovia 2020 Investment Plan, namely those relating to studies, projects and opinions, including those of an environmental nature, the competence to carry out the procedures necessary to ensure the railway investments provided for in the National Investment Programme 2030, namely those relating to studies, projects and opinions, including those of an environmental nature, to works contracts, to works contracts, and to the acquisition of goods and services and the procedures necessary to ensure the day-to-day management of the road and rail networks.

During 2023, best practice sheets were published relating to the use of this application.

The revision of the Technical Instruction (GR.PR.014) relating to contracts subject to audit by the Court of Auditors - treatment of add-ons - was also approved.

For Infraestruturas de Portugal, the standardisation of procedures is essential for the development of the company's activities, which is why the supporting documents for public procurement have been updated and adapted to current needs, namely the procedural programmes, specifications, letters of invitation, among others, in order to keep up with legislative changes, as well as to suit the company's purposes.

In order to comply with the legislation applicable to public procurement, various pre-contractual procedures were adopted, taking into account the company's internal needs, namely the Public Tender, the Qualification Systems for the special sector, the Public Tender with Prior Qualification, the Prior Consultation, the Direct Adjustment in General Regime (Criterion of Value and Material), and the Direct Adjustment in Simplified Regime, following the principles that shape public procurement and assuming rigour and transparency in the contracting procedures.

In order to perform the above, with a view to promoting competition and opening up the market, the preferred contracting procedure is the Public Tender (national or international), with Direct Adjustments limited to specific contracting procedures, both in terms of the object to be contracted and in terms of the framework (sector) in which they take place.

It should also be noted that the following mechanisms are used in all procedures developed by Infraestruturas de Portugal:

- Electronic procurement, preferably using the AnoGov procurement platform, as well as other electronic tools in compliance with the Public Contracts Code;
- Control of contracting limits (application of DESCO contracting), in relation to Direct Adjustments chosen by the criterion of value and related entities (control of paragraphs 2 and 6 of article 113 of the CCP), and to accompany, manage and monitor all the company's contracting processes (traditional and special sector);
- Preliminary Market Consultations under Article 35-A of the Public Contracts Code, through the company's Sourcing.

In 2023, the following procedures were awarded, with a value equal to or greater than € 5 million:

Object	Type of procedure	Supplier	Tax number	Date of contract	Date of Contract	Contract price			
		Sacyr Neopul, SA	PT501378375	01/06/2023	01/08/2023	37,687,418.46 €			
		MOTA-BNGIL RAILWAY ENGINEERING S.A.	PT514950994	01/06/2023	10/08/2023	24,804,545.62 €			
		Somafel - Eng. Obras Ferroviárias SA	PT500272557	01/06/2023	10/08/2023	24,804,545,62 €			
10006647 -Acquisition of Services for the Maintenance of Catenary and Track Specialities on the National Rail	international Public Tender International Public Tender Limited International Public Tender Limited International Public Tender Limited International Public Tender Industrial International Public Tender Industrial International Public Tender Industrial International Public Tender				MOTA-ENGIL RAILWAY ENGINEERING S.A.	PT514950994	01/06/2023	10/08/2023	23,975,484.87 €
Catenary and Track Specialities on the National Rail Network		Somafel - Eng. Obras Ferroviárias SA	PT500272557	01/06/2023	10/08/2023	23,975,484.87 €			
		Fergrupo - Construções e Técnicas Ferroviárias, SA	PT502156392	01/06/2023	10/08/2023	18,348,567,99 €			
		Fergrupo - Construções e Técnicas Ferroviárias, SA	PT502156392	01/06/2023	10/08/2023	17,735,275.38 €			
		EP-Serviços, S.A.	PT518165437	01/06/2023	01/08/2023	8,509,488.14 €			
		IBERLIM-Higiene e Sust.Ambiental,SA	PT502117281	02/11/2023	30/11/2023	17,730,969.69 €			
10010085 - Purchase of IP Group Cleaning Services	Pre-Qualification	Aveiclean - Limpeza e Conserv., Lda	PT504613529	02/11/2023	30/11/2023	9,313,200.00 €			
	render	IBERLIM-Higiene e Sust.Ambiental,SA	PT502117281	02/11/2023	30/11/2023	7,969,969.96 €			
10013994 - IP8(EN259) - District boundary Setúbal/Beja (km 20+618) / Ferreira do Alentejo (km 42+710)	International Public	Construções J.J.R. & Filhos, SA	PT502197714	23/11/2023	27/12/2023	15,425,000.00 €			
(roundabout with ER2); including Figueira de Cavaleiros bypass	Tender	TECNOVIA-Sociedade de Empreitadas Lda	PT500280908	23/11/2023	27/12/2023	15,425,000.00 €			
10005418 - IC17 CRIL - Grilo Tunnel - Upgrading of Infrastructure and Safety Systems - under the Design/Build Scheme		Teixeira Duarte-Eng. Construções SA	PT500097488	13/07/2023	15/09/2023	13,998,557.00 €			
10009892 - Security and human surveillance service for	International Public	COPS-Comp.Oper.de Segurança,Lda	PT508589974	23/11/2023	29/12/2023	12,648,913.86 €			
the three-year period 2023/2025 at IP	Tender	PSG - Segurança Privada, SA	PT508170710	23/11/2023	29/12/2023	10,947,345.04 €			
10004337 - EN14 bypass Road-rail interface / Santana (EN14) section, including new bridge over the River Ave		Construções Gabriel A. S. Cout	PT500072868	28/09/2023	01/11/2023	12,550,000.00 €			
10009160 - Connection of the Cabeça de Porca Industrial Estate (Felgueiras) to the A11 - Implementation		Construções Gabriel A. S. Cout	PT500072868	28/09/2023	01/11/2023	12,550,000.00 €			
10011180 - Via do Tâmega - EN210 bypass (Celorico de Bastos) - Implementation		ACA-Construções Alberto Couto Alves SA	PT501312412	25/05/2023	26/06/2023	11,699,000.00 €			
10009858 - A Purchase of road fuels and electricity for mobility - Grouping of Contracting Authorities		Petróleos de Portugal-Petrogal	PT500697370	05/05/2023	31/05/2023	6,959,162.26 €			
10011751 - Improvement of accesses to the Industrial Area of Campo Maior		Construções Pragosa, S.A.	PT502496878	05/05/2023	16/06/2023	6,682,188.37 €			
10014744 - Acquisition of the "Integrated provision of toll collection services on the A23 - Torres Novas (A1) /		Ascendi O&M, S.A.	PT508677688	23/11/2023	21/12/2023	6,675,000.00 €			
Abrantes" 10009018 - ER225. LD AVR/VIS (km 36+380) and Castro Daire (km 67+380)		CONSTRUÇÕES CARLOS PINHO LDA	PT503369489	02/11/2023	12/12/2023	6,184,531.43 €			
10012902 - Electricity supply to Infraestruturas de Portugal, S.A. Group facilities. (April to December 2023)	A CONTRACTOR DESIGNATION OF THE PERSON OF TH	IBERDROLA, Unipessoal Lda	PT502124083	29/03/2023	28/04/2023	5,329,429.49 €			
10010989 - L. Beira Alta - Pampilhosa Station 1st Phase (LBA) - Implementation	Direct Settlement	STECONFER-Spc Técnica Construções Férreas, SA	PT503946532	10/01/2023	09/02/2023	5,095,000,00 €			

8.14 NATIONAL PUBLIC PROCUREMENT SYSTEM (SNCP)

Following the guidelines of the Executive Board of Directors, whenever it is economically more advantageous, the Company promotes the contracting procedures using ESPAP, under the Framework Agreements within the scope of the National Public Procurement System.

8.15 MEASURES TO OPTIMISE THE STRUCTURE OF OPERATING EXPENSES

According to article 133 of the DLEO DE 2023, companies must comply with the guidelines and objectives set out therein, pursuing a policy of optimising the structure of operating expenses to promote operational balance.

As determined in Order no. 252/2022-SET, of 18/08/2022, IP's budget proposal for 2023 included performance optimisation measures, aimed at maximising the operating result, with the guidelines of increasing Operating Income and reducing Operating Expenses, with the aim of ensuring the company's financial sustainability, taking into account the following references:

- Operational Efficiency by 2023, ensure that the ratio of operating expenses to turnover (Operational Efficiency) is equal to or lower than that recorded in the reference year (2022 or 2019), depending on which has a higher turnover. In the case of IP Engenharia, the reference year is 2019.
- Cost reduction plan in 2023, the following operating costs must be equal to or lower than the value recorded in 2022 (article 133(4) DLEO 2023):
 - (iii) Personnel, excluding those relating to governing bodies, corrected for the impact of compliance with legal provisions, severance pay, and compulsory pay rises under the terms of the LOE, as well as the effect of absenteeism;
 - (iv) External supplies and services, adjusted for the impact of the increase in energy products, including their impact on transport costs;
 - (v) All the costs of travel, subsistence and accommodation, as well as those associated with the vehicle fleet (vehicle costs include: rent/amortisation, inspections, insurance, tolls, fuel and/or electricity, maintenance, repairs, tyres, fees and taxes) and the costs of contracting studies, opinions, projects and consultancy;

The monitoring of the measures to optimise the structure of operating expenses provided for in article 133 of the DLEO 2023 for the year 2023 is shown in the table below:

	Implementati	Budget	Implementati		2023/20	22	2023/201	igures in €) 9
OPERATIONAL EFFICIENCY	on 2023	2023	on 2022	on 2019	∆Absol.	Ch. %	ΔAbsol.	Ch. %
(0) EBITDA	440,686,894	509,494,537	506,472,216	589,688,671	-65,785,322	-13%	-149,001,777	-25%
(1) COGS	323,027,101	409,217,304	280,585,116	429,896,687	42,441,985	15%	-106,869,586	-25%
(2) Supplies and services	382,207,919	386,914,064	359,549,644	304,085,896	22,658,275	6%	78,122,022	26%
3) Personnel expenses	141,012,036	146,764,378	132,239,098	127,320,165	8,772,938	7%	13,691,871	11%
i. Relating to governing bodies*	658,852	707,771	655,541	695,024	3,311	1%	-36,172	-5%
ii. Severance payments ⁴				1,428,012			-1,428,012	-100%
iii. Remuneration increases that are mandatory ^{al}	25,609,224	25,077,155	17,724,682	11,547,310	7,884,542	44%	14,061,913	122%
iv. Effect of absenteeism and compliance with legal provisions*								
(4) Personnel costs without impacts i., ii., ii. and iv	114,743,961	120,979,451	113,858,875	113,649,819	885,085	1%	1,094,142	1%
(5) Impact on expenses due to exceptional factors ^b		129,525,956	35,176,955		-35,176,955	-100%		
(6) Operating expenses for the purposes of determining operational efficiency = (1)+(2)+(3)-(5)	846,247,055.12	813,369,789.72	737,196,902.75	861,302,748.23	109,050,152.37	15%	-15,055,693.11	-2%
(7) Turnover (T) ^{e)}	1,228,598,554	1,397,889,424	1,193,491,470	1,379,702,903	35,107,084	3%	-151,104,349	-11%
Operating subsidies								
Compensatory Allowances	65,404,828	89,426,131	55,055,058	59,747,982	10,349,770	19%	5,656,846	9%
(8) Loss of revenue due to exceptional factors ^{b)}								
(9) Turnover for the purposes of determining operational efficiency = (7+8) ^a	1,228,598,554	1,397,889,424	1,193,491,470	1,379,702,903	35,107,084	3%	-151,104,349	-11%
(10) Weight of Expenses / T (6)/(9)	68.9%	58.2%	61.8%	62.4%	7.1 p.p.	12%	6,5 p.p.	10%
i, Travel and Accommodation Expenses (ESS)	387,596	373,804	352,317	316,192	35,280	10%	71,404	23%
ii. Expenditure on subsistence allowances (G/Personnel)	670,356	588,613	616,710	684,430	53,646	9%	-14,073	-2%
iii. Expenses associated with the car fleet	5,658,125	5,760,166	5,682,069	6,031,124	-23,944	0%	-372,999	-6%
iv. Expenses with consultancy, studies, opinions and projects	2,017,829	2,134,261	2,161,361	1,470,248	-143,533	-7%	547,581	37%
(11) Total = (i) + (ii) + (iii) + (iv)	8,733,906	8,856,844	8,812,457	8,501,993	-78,551	-1%	231,913	3%
No. Vehicles	727	727	724	743	3	0%	-16	-2%

a) Pursuant to Article 144(5)(a) of the DLEO 2022.

EBITDA

EBITDA in 2023 remained positive, totalling € 440.7 million, which represents a decrease of € 65.8 million compared to 2022. The negative variation in EBITDA is essentially due to the fact that the growth in operating expenses was higher than the growth in operating income.

Compared to 2019, there was a decrease in EBITDA of € 149 million.

Operating income increased by € 51.6 million compared to 2022 and operating expenses by € 82 million.

RSC and Railway Services decreased by around 28 million compared to 2022.

In terms of operating costs, the items that contributed most to the increase compared to 2022 were the cost of goods sold and materials consumed with \in 42.4 million, road and rail maintenance with an increase of \in 23.3 million and provisions with an increase of \in 43.5 million.

b) if applicable, exceptional impacts (namely the geopolitical crisis and COVID-19) and impacts due to legal impositions must be duly justified, under the terms of article 144 of the DLEO 2022, as well as quantified and broken down in relation to the different items of exceeding exceptional impacts.

^{2022,} as well as quantified and broken down in relation to the different items of expenditure/costs, sales and services rendered.
c) For the purposes of the Operational Efficiency ratio, Compensatory Indemnities under the Framework Contract for the Management of the Railway Network were included in

d) Vehicle costs should include: rents/amortisations, inspections, insurance, tolls, fuel and/or electricity, maintenance, repairs, tyres, fees and taxes.

Compared to 2019, there was a decrease of € 149 million. Turnover in 2019, before the pandemic, was € 156.8 million higher than in 2023. The Road Service Consignment figure contributes largely to this negative variation.

WEIGHT OF OPERATING EXPENSES ON TURNOVER

With regard to the weight of operating costs in turnover, the ratio of operating costs to turnover is 68.9 per cent in 2023, 6.5 p.p. higher than the ratio in 2019, i.e. worsening from 2019 to 2023.

	Amounts in € thousan							
	Turnover	Operating expenses	Operational Efficiency					
Effective 2023	1 228 598,6	846 247,1	68,9%					
Effective 2019	1 379 702,9	861 302,7	62,4%					
Deviation	-151 104,3	-15 055,7						
i e	-11,0%	-1,7%	-					

In relation to the budget, the ratio in 2023 was 10.7 p.p. higher than forecast in the approved Business Plan.

	Amounts in € thousa								
	Turnover	Operating expenses	Operational Efficiency						
Effective 2023	1 228 598,6	846 247,1	68,9%						
2023 Budget	1 397 889,4	813 369,8	58,2%						
Deviation	-169 290,9	32 877,3							
	-12,1%	4,0%							

The operational efficiency indicator showed a negative evolution compared to 2019 and the budget.

Two effects contributed to this:

- Operating income in 2023 was € 145 million lower than budgeted. This reduction is essentially due to the € 57.7 million reduction in RSC, the € 59 million reduction in the State Grantor - ILD Credit item and the € 40 million reduction in Construction Contracts.
- Operating costs in 2023 were € 32.9 million higher than budgeted.

Expenses relating to Travel and Accommodation, Subsistence Allowances, Fleet and Studies, Opinions and Consultancy Projects

Total expenditure on travel and accommodation, plus subsistence allowances, the car fleet and consultancy opinions and projects amounted to € 8.7 million in 2023, € 78.6 thousand less than in 2022 and € 122.9 thousand less than the authorised budget.

Spending in 2023 on these items was lower than budgeted and actual spending in 2022. This requirement is met in relation to 2022 and in relation to the budget.

The following table shows the amount authorised for this set of expenses:

	2023		2023		2023		2023				2023/ BF	В	2023/2	2022
	Implemented	2023-2025 ABP	2022	2019	△ Absol.	Ch.%	△ Absol.	Ch. %						
Travel and Accommodation Expenses (ESS)	387,6	373,8	352,3	316,2	13,8	4%	35,3	10%						
Expenditure on subsistence allowances (G/Personnel)	670,4	588,6	616,7	684,4	81,7	14%	53,6	9%						
Expenses associated with the car fleet)	5 658,1	5 760,2	5 682,1	6 031,1	-102,0	-2%	23,9	0%						
Expenses with consultancy, studies, opinions and projects	2 017,8	2 134,3	2 161,4	1 470,2	116,4	-5%	-143,5	-7%						
	8 733,9	8 856,8	8 812,5	8 502,0	-122,9	-1%	-78,6	-1%						

Expenses with Car Fleet

The management of the IP Group's vehicle fleet is of fundamental importance to the organisation and development of the Group's operational activities, given its territorial dispersion and the scope of its activities.

Continuous work has been carried out in recent years, involving concrete measures and efforts to make the Group's vehicle fleet more efficient and effective, in line with best management practices, responding to the challenges posed in carrying out its functions and adapting the size of the fleet to the established objectives.

Below is a breakdown of spending on the car fleet in 2023. Total expenditure on the vehicle fleet totalled € 5,658.1 thousand in 2023, down 2% on the budget and by the same amount on the same period in 2022.

Expenditure on the fleet was lower than budgeted, the main reason being fuel and energy.

							Amounts in	n€ thousand
energy of the second	20:	2023			2023/ BPB		2023/2022	
Car ficet	Implemented	2023-2025 ABP	2022	2019	△ Absol.	Ch.%	Δ Absol.	Ch.%
Car renting expenses	11,1	8	9,1	2 708,6	11,1		1,9	21%
Fuel	2 002,0	2 507,9	2 251,0	1 942,5	-505,9	-20%	-249,0	-11%
Tolls	453,8	381,7	341,6	307,3	72,0	19%	112,1	33%
Maintenance	301,5	290,0	245,3	558,6	11,5	4%	56,2	23%
Insurance	402,6	378,1	371,7	328,7	24,5	6%	30,9	8%
Cartax	12,6	10,0	14,8	17,9	2,6	26%	-2,2	-15%
Leasing interest	102,6	73,3	207,7		29,3	40%	-105,1	-51%
Other	321,5	68,6	114,2	167,5	252,9	368%	207,4	182%
Repayments	2 050,4	2 050,4	2 126,6		-0,0	0%	-76,2	-4%
Expenses with Car Fleet	5 658,1	5 760,2	5 682,1	6 031,1	-102,0	-2%	-23,9	0%

Personnel Expenses

Personnel costs totalled € 141 million in 2023, € 8.8 million more than in 2022; an increase in personnel costs by € 11.3 million in 2023 compared to 2022 was authorised when the 2023-2025 BPB was approved. As a result, the increase in staff costs was € 5.8 million less than the amount authorised when the 2023-2025 BPB was approved.

	73		2	7 - 22		- 60	Amounts in	n € thousand
	2023				2023/ BPB		2023/2022	
Personnel Expenses	Implemented	2023-2025 ABP	2022	2019	△ Absol.	Ch. %	△ Absol.	Ch.%
i. Relating to governing bodies	658,9	707,8	655,5	695,0	-48,9	-7%	3,3	1%
ii. Severance payments				1 428,0			8	
iii. Remuneration increases that are mandatory	25 609,2	25 077,2	17 724,7	11 547,3	532,1	2%	7 884,5	44%
iv. Effect of absenteeism and compliance with legal provisions					15.5		3	
Personnel costs without impacts i., ii., iii. and iv	114 744,0	120 979,5	113 858,9	113 649,8	-6 235,5	-5%	885,1	1%
Personnel Expenses	141 012,0	146 764,4	132 239,1	127 320,2	-5 752,3	-4%	8 772,9	7%

8.16 HUMAN RESOURCES AND WAGE BILL

Human resources and wage bill (article 131 of the DLEO 2023 | Orders of 15 December 2022 and 12 May 2023 from the Secretaries of State for the Treasury and Finance).

Changes in the number of human resources broken down according to the table below:

A.			-
An			

Harris Branch and Market Branch	2022	20221	2022	2023/2022	
Human Resources and Wage Bill	2023 Implemented	2023 budget.	2022 Implemented	Δ Absol.	Ch. %
Number of corporate bodies (CB)	7	8	7	0	0,00%
Number of Management Offices (MB)	195	195	194	1	0,52%
Number of employees (excluding CB and MB)	3 220	3 371	3 220	0	0,00%
Total	3 422	3 574	3 421	1	0,03%
Number of employees / Number of MB	487,9	445,8	487,7	0,1	0,03%
Personnel Expenses	141 012 036 €	146 764 387 €	132 239 098 €	8 772 938 €	6,63%
Personnel Expenses/Total (MBS+MB+T)	41 207 €	41 064 €	38 655 €	2 552 €	6,60%

Joint Orders of 15-12-2022 and 12-5-2023, SE	Tand SEF
Wage bill update rate (2023-2022)	0.00%

8.17 STATE'S TREASURY UNIT PRINCIPLE

The State Budget Law for 2023, in article 105, kept the obligation of public corporate companies to comply with the State's Treasury Unit principle. Accordingly, IP must keep its cash flows and financial applications in accounts with the IGCP, whatever their origin or nature, and operate any funds using the bank services made available by this entity.

The Company has been using all banking resources and functionalities made available by the IGCP, namely home banking services to pay the State and suppliers, employees and other entities or perform other banking operations.

Notwithstanding, the Company still has to use certain commercial banking services, where IGCP does not provide them.

In exceptional situations, as provided for in the Budget Execution Decree-Law, the IGCP may authorise exemption from compliance with the UTE principle, for a maximum period of two years, informing the DGO and DGTF.

By means of information no. 242/2022 of 4 April, the IGCP authorised the waiver of compliance with UTE for the years 2022 and 2023, with regard to the following banking services:

- (i) Prepaid cards;
- (ii) Bank guarantees that cannot be replaced by escrow deposits;
- (iii) Paying agent services associated with the contracted debt;
- (iv) Custody of securities other than public debt.

Every quarter IP communicates the corresponding quarterly balances, using the online services of Directorate-General of the Treasury and Finance (DGTF) and the Directorate-General for the Budget (DGO).

As of 31 December 2023, the company held € 260.6 million of cash resources with IGPC.

Amounts in € thousand IGCP(*) 1st Quarter 2nd Quarter 3rd Quarter 4th Quarter Demand deposits 284,289.8 433,582.5 416,676.0 62,408.2 198,200.0 CEDIC applications Total 284,289.76 433,582.53 416,676.02 260,608.19

Liquid assets with commercial banks are distributed as follows:

			1	Amounts in € thousand
Retail banking (*)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
Novo Banco	1,0	0,5	1,0	.0,1
BBPI	40,0	0,0	249,8	3,4
Santander	12,6	12,9	17,9	1,7
BBVA	31,7	31,3	18,6	18,2
CBI	0,1	0,1	0,1	0,1
ВСР	0,0	0,0	0,0	0,9
CGD	7,7	6,4	9,5	0,0
Total	93,2	51,3	296,9	24,4
Interest earned (**)	0,0	0,0	0,0	0,0

^{*} Identify the institution with which the cash and/or financial investments are held, adding the necessary lines.

Note: The amounts considered refer to the accounting balances at the end of each of the periods indicated, excluding negative accounting balances.

8.18 RECOMMENDATIONS ARISING FROM AUDITS CARRIED OUT BY THE COURT OF AUDITORS

In respect of recommendations issued by the CA in reports of the last three years, we point out the following:

he necessary lines.
** Identify the interest earned on all financial investments held with the Commercial Banking System

Compliance with legal guidelines - 2023	Compliance Y/N/na	Quantification/Id entification	Justification/Report Section	
21	021/2022/2023			
Audit "Opinion on CGE - Operability of Infrastructures and	Transports" - Re	port 1/2020 - 2nd Sec	ction	
Recommendations To the Government, through officials responsible for the areas of finance and infrastructures Recommendation 1:		Measures adopted	i	
Promote the conditions necessary to carry out the investment provided in PETI3+ 2014/2020, revised in NIP 2030 released on 12/01/2019 (without financing deficit).	Y	The following measu	- Recommendation 1, 3 and 3 ures are being implemented: Strengthen IP workforce;	
Recommendation 3: Urgently obtain the funding necessary to at least, change the status of the assessed infrastructures from "non satisfactory" to "satisfactory". Recommendation 4:	Υ	Orders on the d Approval of Expendi	elegation of powers to IP ¹ s EBD ture	
Obtain, in the short-term, the funding necessary to at least, change the status of the assessed infrastructures from "requiring attention" to "satisfactory".	Υ			
Recommendation 2: Ensure that the information on the implementation of PETI3+ is reliable and complete.	Y	Viewing to comply viewing to comply viewing to comply view at IP, the following implemented: 1. Half-year report of PETI3+ for the Court	with control procedures currently in wing measures are being on the Financial Development of t of Auditors; Completion of the anning- in progress.	
Recommendation 5:	Y	Measures adopted	I - Recommendations 5, 6 and 7	
Promote the improvement of the risk management relating to the operability of transport infrastructure, in order to strengthen user confidence. Recommendation 6: Implement a management system for the universe of transport infrastructures (whether under state company management or subject to concession) providing regular information on their status (conservation and condition) and inspection (major, routine and underwater, if applicable), to ensure a timely assessment and efficiently prevent non operability. Recommendation 7: Create and disclose on a regular basis, risk matrices by segment, of transport infrastructures by risk group, according to the probability and risk of their non operability, as well as the measures taken and to be taken to mitigate such risk, if relevant.	Y	As regards the assets under IP's direct management, IP has implemented to dedicated management systems, supported by 3 applications. The EWMS (Engineering Works Management System), covering the railway and road networks, which is supported by GOA application as concerns roads, and GOA Web, as regards the railway, and SGPav (Road Surface Management System), for the road network. As regards the assets under subconcession, respective sub-concessionaires, as responsible for their management, also have management systems implemented; IP has access to such information, which allows it to monitor quality on a regular basis, checking the fulfilment of standards, as provided in the Quality Control Plans (QCP) established in each Sub-concession Contract IP processes are audited and certified by an external entity according to ISO 9001:2015 and ISO55001:2014, thus fulfilling international good practices relating to Quality Management and Asse Management, respectively. These processes ensure the availability of infrastructures in adequate operating conditions.		

8.19 PREPARATION AND DISCLOSURE OF THE NON-FINANCIAL STATEMENT

At the same time as the 2023 Annual Report, IP will publish the 2023 Sustainability Report, which includes the non-financial statement, in accordance with paragraphs 1 and 2 of Article 66-B of the Companies Code, as well as Article 508-G of the same law, following the guiding principles of the Global Reporting Initiative (GRI).

8.20 INFORMATION PUBLISHED ON THE SEE'S WEBSITE

Information to be	Disclosure				
provided on the SEE website	Y/N/na	Revision date	Notes		
Articles of Association	Υ		https://www.infraestruturasdeportugal.pt/pt- pt/sobre-nos/governo-da- sociedade/enquadramento-legal		
Company characteristics	Y		https://www.infraestruturasdeportugal.pt/		
Supervising and shareholder function	Y		https://www.infraestruturasdeportugal.pt/pt- pt/sobre-nos/governo-da- sociedade/enquadramento-legal		
Governance model / Members of governing bodies	Y	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		
- Identification of Governing Bodies	Υ	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		
- Fixed remuneration regime	Υ	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		
- Disclosure of remuneration of Corporate Bodies	Υ	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		
- Identification of functions and duties of members of the Board of Directors	Υ	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		
- Resumés of the members of governing bodies	Υ	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		
Public financial effort	Y	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		
Summary	Y	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		

Information to be provided	Disc	closure	- Notes		
on the SEE website	Y/N/na	Revision date			
Historic and current financial information	Y	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		
Good governance principles:	Υ	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		
- internal and external regulations which the Company must comply with	Υ	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		
- Relevant transactions with related entities	Υ	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		
- Other transactions	Υ	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		
- Analysis of the Company's sustainability in the following areas::	Υ	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		
Economic	Υ	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		
Social	Y	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		
Environmental	Υ	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		
- Assessment of compliance with the principles of good corporate governance	Υ	28/04/2023	SIRIEF/ SIRIEF Report and Accounts published on IP website Corporate Governance Report published on IP website		
- Code of Ethics	Υ	06/02/2024	https://www.infraestruturasdeportugal.pt/pt- pt/etica		

8.21 SUMMARY TABLE OF COMPLIANCE WITH LEGAL GUIDELINES

ompliance with legal guidelines 2023		Compliance		Quantif. / Identif.	Justification/Report Section	
,	Υ	N	n.a.			
Management Goals	_		-			
Core Revenues - Cash (€M)		х	ľ	€M 1,129	Point 8.1 of the Management Report.	
Total Cash Flow (€M)	X			-€M 1,253	Point 8.1 of the Management Report.	
Aggregate Strategic Investments Indicator (%)		X		83%	Point 8.1 of the Management Report.	
Aggregate Network Intervention Plan (Except Strategic Investments) (%) Indicator		х		82%	Point 8.1 of the Management Report.	
Road Service Levels (%)	H	X		98%	Point 8.1 of the Management Report.	
Railway Service Levels (%)		X		71%	Point 8.1 of the Management Report.	
Non-Core Revenue	х			€M 28	Point 8.1 of the Management Report	
Goals to achieve as provided in BBP 2023						
Net Profit		Х		€M -18.8	Point 8.1 of the Management Report.	
EBITDA		Х	-	€M 440.7	Point 8.1 of the Management Report.	
Operating Results		Х		€M 205.9	Point 8.1 of the Management Report.	
Turnover		Х		€M 1,228.6	Point 8.1 of the Management Report.	
Indebtedness	×			€M 3,984.3	Point 8.1 of the Management Report.	
Net Financial Debt/EBITDA		X		8.5	Point 8.1 of the Management Report.	
Railway Investment		Х		€M 342	Point 8.1 of the Management Report	
Road Investment	\Box	Х		€M 61	Point 8.1 of the Management Report	
Management related investment		Х		€M 8.7	Point 8.1 of the Management Report	
Investment under Public - Private Partnerships	×			€M 1,138.8 excluding VAT	Point 8.1 of the Management Report	
Level of Implementation of the Budget downloaded in SIGO/SOE						
Level of Implementation of the Budget downloaded in SGIO/SOE		Х		88%	Point 8.1 of the Management Report,	
Management of financial risk			1			
Management of financial risk	Х			1.70%	Point 8.2 of the Management Report.	
Limits to indebtedness growth						
Limits to indebtedness growth			х	3.10%	Point 8.3 of the Management Report.	

	C	ompliar	ice	Quantif. / Identif.	
Compliance with legal guidelines 2023					Justification/Report Section
	Υ	N	n.a.		
Evolution of the APP to suppliers	_				
Cool dies of the ADD to sometime			i e	40	Point 8.4 of the Management Report.
Evolution of the APP to suppliers	Х			12	Foint 6.4 of the Management Report
Disclosure of payment arrears					
					Point 8.4 of the Management Report. Paymen
					periods are contractually agreed by IP and it
Disclosure of payment arrears	х				suppliers. Where invoices are correct and compl
	- 2				with the legal and tax requirements they are paid up until due date (or approximate date). As result
					IP does not have overdue payments.
					ii does not have overage payments.
Shareholder recommendations in the latest approval of accounts:					
onal of out of the common data of the control of th					
Shareholder recommendations in the latest approval of accounts:	Х		1		Point 8.5 of the Management Report.
3.50					* .
Reserves issued in the last LCA		-			
Reserves issued in the last LCA		Ĭ	Х		Point 8.6 of the Management Report.
Remuneration/Fees				'	
Remuneration/Fees Executive Board of Directors - remuneration			x		Point 8.7 of the Management Report
reductions effective in 2023 (if applicable)					r oint 6.7 or the Management Report.
Supervision (AB/OA/FU) - reduction in remuneration in force in 2023			Х		Point 8.7 of the Management Report.
(if applicable)					***
External Auditor - reduction in remuneration in force in 2023 (if					
applicable)			Х		Point 8.7 of the Management Report.
EGP - article 32 and 33					
Non-use of credit cards	Х				Point 8.8 of the Management Report.
Non-reimbursement of personal expenses	Х				Point 8.8 of the Management Report.
0.7					
Ceiling on communication expenses	Х				Point 8.8 of the Management Report.
	700			=	
Maximum monthly fuel and other vehicles expenses	Х				Point 8.8 of the Management Report.
Non documented or confidential expenses - Art. 16(2) of RJSPE and a					
	44	OF ECE			

See point 8.9 of the Management Report accordance with the provisions of Anticle 16(). Decree-Law 133/2013 of 20tober, which is that in order to adopt the principle of final transparency, public companies are expression. Accordingly, IP did not record any undocume expension. Accordingly, IP did not record any undocume expension. Accordingly, IP did not record any undocume expenses in 2023. Promotion of equal opportunities for women and men - no. 2 of CMR 18/2014 See point 8.10 of the Management Report accordance with paragraph 2 of the Counc Minister' resolution no. 18/2014, of 7 Management Report accordance with paragraph 2 of the Counc Minister's resolution no. 18/2014, of 7 Management Report accordance with paragraph 2 of the Counc Minister's resolution no. 18/2014, of 7 Management Report accordance with paragraph 2 of the Counc Minister's resolution no. 18/2014, of 7 Management Report accordance with paragraph 2 of the Counc Minister's resolution no. 18/2014, of 7 Management Report accordance with paragraph 2 of the Counc Minister's resolution no. 18/2014, of 7 Management Report accordance with paragraph 2 of the Counc Minister's resolution no. 18/2014, of 7 Management Report accordance with paragraph 2 of the Counc Minister's resolution no. 18/2014, of 7 Management Report accordance with paragraph 2 of the Counc Minister's resolution no. 18/2014, of 7 Management Report accordance with paragraph 2 of the Counc Minister's resolution no the SEE must promote, every exist, the preparation of a report to be public internally and made available on the website the remuneration paid to women and men. Preparation and disclosure of report on remuneration paid to women and men.		Co	Compliance		Quantif. / Identif.	
See point 8.9 of the Management Report accordance with the provisions of Article 16(2 Decree-Law 133/2013 of 3 October, which is that in order doubt the principle of finar transparency, public companies are expressed in the provision of making any undocume expenditure. Accordingly, IP did not record any undocume expenses in 2023. Promotion of equal opportunities for women and men - no. 2 of CMR 18/2014 See point 8.10 of the Management Report accordance with pranagenty 2 of the County and	Compliance with legal guidelines 2023					Justification/Report Section
See point 8.10 of the Management Report accordance with persolution of equal opportunities for women and men - no. 2 of CMR 18/2014 Preparation and disclosure of report on remuneration paid to women and men x		Y	N	n.a.		
See point 8.10 of the Management Report accordance with paragraph 2 of the Counc Ministers' resolution no. 18/2014, of 7 Ma companies in the SEE must promote, every years, the preparation of a report, to be public internally and made available on the website the remuneration paid to women and men. It is the remuneration paid to women and men. Preparation of Corruption Prevention of Corruption See point 8.12 The PGRCIC is available consultation on the Infraestruturas de Portugal. It public procurement It is preparation and disclosure of annual report X Public procurement	Non documented or confidential expenses not permitted					Accordingly, IP did not record any undocumented
accordance with paragraph 2 of the Counc Ministers' resolution no. 18/2014, of 7 Ma companies in the SEE must promote, ever years, the preparation of a report, to be public internally and made available on the website the remuneration paid to women and men. X Preparation and disclosure of report on remuneration paid to women and men. Report relating to 2022 is published on the web of Infraestruturas de Portugal. https://www.infraestruturasdeportugal.pt/pt-pt/sobre-nos/governo-da-sociedade/outras-divulgacoes Prevention of Corruption See point 8.12 The PGRCIC is available consultation on the Infraestruturas de Portugal. https://www.infraestruturas.deportugal.pt/pt-pt/sobre-nos/governo-da-sociedade/outras-divulgacoes Public procurement	Promotion of equal opportunities for women and men - no. 2 of CMR	18/201	4			
accordance with paragraph 2 of the Counc Ministers' resolution no. 18/2014, of 7 Ma companies in the SEE must promote, ever years, the preparation of a report, to be public internally and made available on the website the remuneration paid to women and men. X Prevention of Corruption See point 8.12 The PGRCIC is available consultation on the Infraestruturas de Portugal. Preparation and disclosure of annual report X Preparation and disclosure of annual report X Public procurement						
See point 8.12 The PGRCIC is available consultation on the Infraestruturas de Porti website: Preparation and disclosure of annual report x https://www.infraestruturasdeportugal.pt/pt-pt/sobre-nos/governo-da-sociedade/outras-divulgacoes Public procurement		x				https://www.infraestruturasdeportugal.pt/pt-pt/sobre-nos/governo-da-sociedade/outras-
Preparation and disclosure of annual report x https://www.infraestruturasdeportugal.pt/pt-pt/sobre-nos/governo-da-sociedade/outras-divulgacoes Public procurement	Prevention of Corruption	_	7 7			
	^o reparation and disclosure of annual report	x				https://www.infraestruturasdeportugal.pt/pt- pt/sobre-nos/governo-da-sociedade/outras-
Application of public procurement rules by the company	Public procurement					
Application of public programment rules by the company		,				
Application of public procurement rules by the company x	Application of public procurement rules by the company	x				See point 8.13 of the Management Report.
Contracts submitted to the prior approval of the CA x 368 contracts submitted to the prior approval of the CA x contracts submitted to the contracts submitted to the contract submitted to the contract submitted	Contracts submitted to the prior approval of the CA				sent, totalling	See point 8.13 of the Management Report. All contracts entered into by IP in 2024 comply with the Organisational and Procedure Law of the Court of Auditors, which provides that contracts with a value greater than € 750,000 must be approved by the Audit Court.
Adhesion to the National Public Procurement System	Adhesion to the National Public Procurement System					
Control and the Control of the Contr	and the second and the second th					
Company's adhesion x See point 8.14 of the Management Report.	Company's adhesion	X				See point 8.14 of the Management Report.

	C	mplian	ce	Quantif. / Identif.	
Compliance with legal guidelines 2023		II NI II WA		<u> </u>	Justification/Report Section
	Y	N	n.a.		
Operating expenses of State-owned companies					'
	,				po a constant and a c
Weight of operating expenses/turnover			Х	68.9%	Point 8.15 of the Management Report.
Total expenditure on Travel and Accommodation, Subsistence					
Allowances, Vehicle Fleet and Studies, Opinions and Consultancy Projects	х			€M 8.7	Point 8.15 of the Management Report.
Personnel Expenses	Х			€M 141	Point 8.15 of the Management Report.
				State's	Treasury Unit Principle (article 28 of DL 133/2013)
Cash and liquid assets deposited with IGCP	х			€M 260.6	See point 8.17 of the Management Report.
Cash and deposits in banks	Х			€M 24.4	See point 8.17 of the Management Report.
Interest earned following UTE non-compliance handed over to the State			x		See point 8.17 of the Management Report. No interest were earned on non Treasury applications
Audit Court Audits					
Recommendation following Audit by Audit Court	Х				See point 8.18 of the Management Report.
Preparation of the Equality Plan					
			# · · · · ·		
					See point 8.11 of the Management Report.
Preparation and Disclosure of the Equality Plan	х				https://www.infraestruturasdeportugal.pt/pt- pt/sobre-nos/compromissos/responsabilidade- social
Presentation of Non-Financial Statement					
Preparation and Disclosure of Non-Financial Statement	х				See point 8.19 of the Management Report.

9. SUBSEQUENT EVENTS

9.1 SHARE CAPITAL INCREASE

IP's share capital was increased by € 456,845 thousand, corresponding to 91,369 new shares according to Unanimous Shareholders' Resolution in Writing dated 16 February 2024.

IP's share capital was increased by € 33,950 thousand, corresponding to 6,790 new shares according to Unanimous Shareholders' Resolution in Writing dated 4 March 2024.

IP's share capital was increased by € 159,000 thousand, corresponding to 31,800 new shares according to Unanimous Shareholders' Resolution in Writing dated 26 March 2024.

9.2 MINISTERIAL ORDER 418/2023 OF 11 DECEMBER – NEW SYSTEM OF DISCOUNTS TO BE APPLIED TO TOLL RATES ENTERING INTO FORCE ON 1 JANUARY 2024

This decree regulates the reduction scheme applicable to the toll amount charged to users on the sections and sub-sections identified in Decree-Law no. 111/2011 of 28 November (A22, A23, A24 and A25), and on the sections and sub-sections of the A 4 - Marão tunnel, A 4 - Vila Real-Bragança (Quintanilha), A 13 - Atalaia (A 23) - Coimbra Sul and A 13-1 motorways.

Although toll rates will be reduced by 65 per cent, the decree determines the end of the modular system of discounts during the day (15 per cent and 35 per cent, depending on the ex-SCUT in question) and also a 15 per cent reduction in the discounts currently provided for the aforementioned sections of the A4, A13 and A13-1 (which are currently 55 per cent and will be reduced to 40 per cent) during the night, on working days, public holidays and weekends

9.3 MORATORIUM ON STATE LOANS ORIGINATING FROM THE ROAD SEGMENT

Under the terms of the Finance Minister Order dated 23 February 2024, IP was authorised to defer the payment of the debt service on the loans granted by the Directorate-General for the Treasury and Finance (DGTF) to IP, maturing on 30 November 2023, to 31 December 2024, at no additional cost.

9.4 NEW FRAMEWORK CONTRACT FOR THE 2024-2028 PERIOD

Council of Ministers Resolution 3/2024, of 5 January, authorised the payment of the compensatory allowances by the State to IP, for fulfilling the public service obligations of managing the railway infrastructure, arising from the new railway framework contract, for the period 2024-2028. Accordingly, each year, the State will pay IP the sum of € 89,426 thousand (plus VAT at the legal rate in force).

9.5 INTERNATIONAL TENDER FOR THE FIRST SECTION OF HIGH-SPEED LINE

The international tender for the first section of the High-Speed Line (LAV) linking Lisbon and Porto was launched on 12 January 2024. Phase 1 comprises the section between Porto/Soure and has an estimated capital expenditure of approx. €M 4,750+VAT; works are scheduled to begin in 2025.

9.6 CAM RING - CONTRACT FOR THE CONSTRUCTION OF NEW CAM RING

The contract for the Design, Construction, Supply, Installation, Assembly and Entry into Operation of the Submarine Fibre Optic Telecommunications Cable of the new CAM Ring (CAM - Mainland, Azores, Madeira) was signed on 13 March 2024 between IP and Alcatel Submarine Networks (ASN).

9.7 VAT PROCEEDINGS

On 31 March 2024, the Almada Administrative and Tax Court handed down first instance judgments in favour of IP for the 2013, 2015 and 2016 financial years.



ANNUAL REPORT 2023

PARTI

10.FUTURE PROSPECTS

Projections consistently point to continued economic growth and gradual convergence of the Portuguese economy with the European Union average throughout 2024 and beyond, and to a decrease in inflation, although temporary effects on the prices of foodstuffs, certain types of materials and raw materials, and energy will continue throughout the year.

However, important geopolitical risks continue to be identified, particularly as a result of the continuing war in Ukraine, the escalation of tensions in the Middle East, growing disruption to international logistics movements, as well as the positioning, in several countries, of forces that advocate policies that are not very positive for countries' economic openness and regulation. The economic evolution of economies that are among the main destinations for economic transactions by Portuguese companies will also be a factor to take into account in the outlook for the future evolution of the Portuguese economy.

in view of the potential implications for the price of energy and the price and availability of certain materials and equipment, IP cannot fail to point out an increase in uncertainty, despite a more positive outlook than in the recent past.

The strong limitations in the availability of labour in certain areas, as well as in the availability of some specialised human resources, are also important factors to take into account when estimating the increase in the investment effort for 2024.

It should also be noted that, in line with what was foreseen in the 2024-2026 Business Plan and Budget, the projection of a return to positive net results for the 2024 to 2026 financial years is maintained. The level of certainty in this projection is high, especially bearing in mind that the reason why there was a negative Net Result in 2023 was due to the absence of a shareholder decision, in a context that seems to be non-recurring.

In terms of the network intervention plan, the outlook for 2024 and the following years is again for a strong increase in investment activity, thus maintaining the annual growth trend seen consecutively since 2016, and which was particularly relevant in 2022 and 2023.

The completion of projects that had been included in the Ferrovia 2020 Investment Programme, such as the work on the Southern International Corridor, namely the new high-speed rail section between Évora and Elvas, the Beira Alta Line, as well as the continuation of the Modernisation of the Northern Line, the Western Line and the Algarve Line, are particularly important in the aforementioned increase in investment.

The financial implementation planned for 2024 under projects that had been included in the Ferrovia 2020 programme is currently around € 540 million, in this context alone a figure similar to the total value of rail investment in 2023.

In addition to the Ferrovia 2020 Programme, a significant increase in the financial implementation of the Recovery and Resilience Plan (RRP) is expected for 2024, to around € 140 million.

With regard to the road segment, within the scope of PETI 3+ we highlight the major investment in modernising and upgrading the IP3, the financial impact of which is projected for the year 2025 and the following.

The year 2024 will also be a very important year for launching initiatives, projects and developing the studies and projects needed to implement the National Investment Programme 2030 (PNI 2030), and in particular the programme for "Increasing Capacity on the Railway Network in Metropolitan Areas". As part of the High-Speed Line between Porto and Lisbon, in 2024 the

project is expected to continue with the launch of the PPP tender procedure for the section between Oiã and Soure.

As far as the high speed projects are concerned, the Porto-Lisbon and Porto-Vigo connections, as well as the Évora-Elvas section should be seen as important first steps of a high speed mobility network at national and international levels. In fact, important decisions will have to be made in 2024, namely with regard to the connection to the new Lisbon airport and therefore the third phase of the Lisbon-Porto link, the third crossing of the Tagus River and the consequent development of the Madrid link, as well as options for connections to the south of the country.

The year will also see the start of investment in electronic communications between mainland Portugal and the Autonomous Regions of the Azores and Madeira (Atlantic CAM), namely the laying of the respective submarine cable, with its SMART research component and usefulness in terms of environmental sustainability.

Alongside this level of capital expenditure, the next two years are expected to be challenging in terms of attracting EU funding under the Portugal 2030 programmes, with € 1129 million already available for rail projects, and also under the Connecting Europe Facility, both in the Cohesion and General packages.

For the next three-year period 2024-2026, there will be a significant increase in maintenance and upkeep activities on the road-rail network, with the main focus on motorways. This increase, in addition to following the priorities established by IP, is also justified by the increase in current maintenance and road safety activities, in order to comply with the legal obligations arising from the entry into force of Decree-Law 84-B/2022 of 9 December, which transposes Directive (EU) 2019/1936 on road infrastructure safety management.

With regard to the railway programme contract, with the publication of Council of Ministers Resolution 3/2024 of 5 January, the conditions were created to authorise expenditure on compensatory allowances to be paid by the state to IP for fulfilling the public service obligations of managing the railway infrastructure. The new framework contract for the management of the rail network for the period 2024-2028 is expected to be signed in 2024, as it was not signed in 2023.

Finally, the evolution of the financing and management model for the national road network should be highlighted as future prospect. Detailed internal work has already begun on this matter, with various scenarios and alternatives, which involved internal reflection, accompanied by consultation with stakeholders and experts on this subject. In view of the contextual, technological and financial challenges, IP, in conjunction with the supervisory body, proposes to develop and finalise a "Strategic Study to review the National Road Network's Financing and Management Model", which will include an in-depth characterisation of the national road network and a qualitative and quantitative assessment of the current model in its various components (financing/management, revenue/charges, IP's business plan); and, on the basis of a comparative analysis of alternative models, a proposal for a future model that responds to the main strategic assumptions and the process of transferring the concession network, in line with the timetable imposed by the expiry of the contracts.

In 2023, IP was involved in a number of innovation projects which, regardless of the importance they may have in opening up to entities in the scientific and technological system and to national and international entities specialised in certain areas, will bear fruit in terms of improving efficiency and increasing solutions and improving processes. Open innovation will therefore continue to be developed, including in the technological field and using artificial intelligence tools, whether in support areas, in the field of security and cybersecurity, or in operational activities. For reasons

of efficiency in the use of resources, and for reasons of organisational culture, there is no turning back from this path.

Just as there is no going back on the commitment to sustainability, particularly environmental sustainability, as a cross-cutting aspect of IP's operations. The creation of a directorate that takes on strategic action, promotion and evaluation in the field of sustainability as its main objective has enabled an initial effort to harmonise important results for the preparation of a Sustainability Report. This work of improving efficiency in action, giving visibility to impacts, increasing adherence to a culture of sustainability, developing training initiatives, being clearer, more transparent and assertive in measuring effects, accelerating initiatives and involving stakeholders, will also be continued and strengthened. 2024 will also be important in pursuing our commitment to energy self-sustainability at operational level.

A final word on a very important line of action, not always easily identifiable, which has to do with deepening priorities, improving efficiency, involving stakeholders and managing safety projects, both in the railway domain - essentially removing level crossings - and in the road area. Within the limits of our powers, we will continue to prioritise the reduction of accidents, increase the allocation of resources to this area and give visibility to the work done. It's true that many accidents are caused by behavioural factors - which also requires different and innovative disclosing processes and awareness-raising - but all contributions are relevant.



11.PROPOSAL FOR THE APPROPRIATION OF NET RESULTS

Under the terms of the articles of association, the Executive Board of Directors submits this Report and Accounts for 2023 to the General Meeting, proposing the following appropriation of the net losses for 2023, in the amount of € 18,774,068.07 (eighteen million, seven hundred and seventy-four thousand, sixty-eight euros and seven cents) to:

Cumulative results: € 18,774,068.07

Almada, 23 April 2024

The Executive Board of Directors

Chairman Miguel Jorge de Campos Cruz

Electronically signed document

Vice-Chairman Carlos Alberto João Fernandes

Electronically signed document

Vice-Chairman Maria Amália Freire de Almeida

Electronically signed document

Member Alexandra Sofia Vieira Nogueira Barbosa

Electronically signed document

Member Gina Maria dos Santos Pimentel

Electronically signed document



Table of Contents

ST	ATEMEN	T OF COMPLIANCE	199
SE	PARATE	FINANCIAL STATEMENTS	200
NC	OTES TO	THE SEPARATE FINANCIAL STATEMENTS	206
		PORATE INFORMATION	
		MPANY'S ACTIVITY	
		ACCOUNTING POLICIES	
	2.1. BAS	SES OF PRESENTATION	207
	2.2. SUI	MMARY OF RELEVANT ACCOUNTING POLICIES	
	2.2.1.	SEGMENTS	208
	2.2.2.	CURRENT / NON-CURRENT CLASSIFICATION	
	2.2.3.	FINANCIAL APPLICATIONS IN SUBSIDIARIES	211
	2.2.4.	FINANCIAL APPLICATIONS IN ASSOCIATED COMPANIES	212
	2.2.5.	JOINT OPERATIONS	213
	2.2.6.	INTANGIBLE ASSETS	214
	2.2.7.	TANGIBLE FIXED ASSETS	218
	2.2.8.	INCOME TAX	220
	2.2.9.	FINANCIAL ASSETS AND LIABILITIES	221
	2.2.10.	INVENTORIES	223
	2.2.11.	GRANTS/SUBSIDIES	224
	2.2.12.	PROVISIONS AND CONTINGENT LIABILITIES	224
	2.2.13.	REVENUE	225
	2.2.14.	EMPLOYMENT BENEFITS	227
	2.2.15.	IMPAIRMENT	228
	2.2.16.	RELATED PARTIES	228
	2.2.17.	SUBSEQUENT EVENTS	229
01	2.3. SIG	SNFICANT ACCOUNTING JUDGEMENTS, ESTIMATES AND ASSUMPTIONS	230
3.	SEGN	MENT REPORTING	243
4.	INVE	STMENTS IN SUBSIDIARIES	245
5.	INVE	STMENT IN ASSOCIATED COMPANIES	246
6.	INTAI	NGIBLE ASSETS	247
7.	TANG	GIBLE FIXED ASSETS	249
8.	DEFE	RRED TAX ASSETS AND LIABILITIES	251
0	INDICE	NITODIES	252

10.	GOV	ERNMENT AND OTHER PUBLIC BODIES (ASSETS AND LIABILITIES)	254
11.	DEFE	RRALS	258
		DEFERRED ASSETS	
11	.2.	DEFERRED LIABILITIES	258
9	11.2.1.	INVESTMENT SUBSIDIES - ROAD CONCESSION RIGHT	259
12.	FINA	NCIAL ASSETS AND LIABILITIES	260
12	.1. (CATEGORIES ACCORDING TO IFRS 9	260
12	.2. F	INANCIAL ASSETS	262
9	12.2.1.	GRANTOR - STATE - ACCOUNT RECEIVABLE	262
	12.2.2.	BORROWINGS GRANTED	263
	12.2.3.	TRADE RECEIVABLES	264
	12.2.4.	OTHER ACCOUNTS RECEIVABLE	265
	12.2.5.	CASH AND CASH EQUIVALENTS	266
12	.3. F	INANCIAL LIABILITIES	267
	12.3.1.	BORROWINGS	267
	12.3.2.	SHAREHOLDER FUNDING / SHAREHOLDER BORROWINGS	269
	12.3.3.	TRADE PAYABLES	272
2)	12.3.4.	OTHER ACCOUNTS PAYABLE	273
12	.4. F	INANCIAL RISK MANAGEMENT POLICIES	275
	12.4.1.	CREDIT RISK	275
9	12.4.2.	LIQUIDITY RISK	279
9	12.4.3.	INTEREST RATE RISK	280
	12.4.4.	CAPITAL RISK	281
12	.5.	CHANGES IN LIABILITIES DERIVING FROM FINANCING ACTIVITY	282
13.	SHAF	RE CAPITAL AND RESERVES	283
14.	PRO	/ISIONS	285
15.	SALE	S AND SERVICES	288
16.	COM	PENSATORY ALLOWANCES	290
17.		FOF GOODS SOLD AND MATERIALS CONSUMED	
18.		RNAL SUPPLIES AND SERVICES	
19.		OYEE BENEFITS EXPENSE	
20.		IRMENT (LOSSES) / REVERSALS	
21.		ER INCOME AND GAINS	
22.		ER EXPENSES AND LOSSES	
23.	GAIN	S/(LOSSES) ON SUBSIDIARIES AND ASSOCIATES	298

24.	FINANCIAL LOSSES AND GAINS	299
25.	INCOME TAX	300
26.	RELATED ENTITIES	303
26.	1. SUMMARY OF RELATED PARTIES	303
26.	2. SIGNIFICANT BALANCES AND TRANSACTIONS WITH PUBLIC ENTITIES	304
26.	BALANCES AND TRANSACTIONS WITH SUBSIDIARIES	306
26.	4. BALANCES AND TRANSACTIONS WITH RAILWAY OPERATORS	310
26.	5. JOINT OPERATIONS	312
26.	8. REMUNERATION OF CORPORATE OFFICERS	313
27.	STANDARDS ISSUED BUT NOT YET EFFECTIVE	317
28.	GUARANTEES AND SURETIES	322
29.	CONTINGENCIES	323
30.	COMMITMENTS	324
31.	INFORMATION REQUIRED BY LAW	326
32.	OTHER RELEVANT FACTS	329
22	EVENTS AFTER THE REPORTING REPIOR	222

II SEPARATE FINANCIAL STATEMENTS AND NOTES

(Amounts in € thousand - €th)

2023 Annual Report
II Separate Financial Statements and Notes
II 199

STATEMENT OF COMPLIANCE

Under the terms and for the purposes of Article 29 - G, no. 1, paragraph c) of the Portuguese Securities Code, each of the members of the Executive Board of Directors of Infraestruturas de Portugal, S.A., identified hereinbelow, has signed the following statement:

"I hereby declare, under the terms and for the purposes of Article 29-G, no. I hereby declare that, to the best of my knowledge, acting in the capacity and within the scope of the duties assigned to me and based on the information made available to me by the Executive Board of Directors, the Separate Financial Statements were prepared in accordance with the applicable accounting standards, giving a true and fair view of the assets and liabilities, cash flows, financial position and results of Infraestruturas de Portugal, S.A., and that the management report for the financial year 2023 faithfully sets out the important events that occurred in that period and the impact on the respective Separate Financial Statements, also containing a description of the main risks and uncertainties for the following financial year."

The Executive Board of Directors

Chairman Miguel Jorge de Campos Cruz

Vice-Chairman Carlos Alberto João Fernandes

Vice-Chairman Maria Amália Freire de Almeida

Member Alexandra Sofia Vieira Nogueira Barbosa

Member Gina Maria dos Santos Pimentel

SEPARATE FINANCIAL STATEMENTS

SEPARATE STATEMENT OF FINANCIAL POSITION AS AT 31 December 2023 AND 31 December 2022

ASSETS	Notes	2023-12-31	2022-12-31
Non-current			
Investments in subsidiaries	4.	18 551	15 902
Investment in associates	5.	1 950	9
Financial investments	-	156	132
Intangible assets	6.	21 777 796	21 362 960
Tangible fixed assets	7.	60 300	58 051
Investment properties		71	76
Borrowings granted	12.2.2	0	0
Deferred tax assets	8.	296 101	340 744
		22 154 925	21 777 874
Current			
Inventories	9.	140 257	118 324
Grantor - State - Account Receivable	12.2.1	4 907 716	4 474 940
Trade receivables	12.2.3	32 408	28 205
Current tax assets	10.	28 280	1 513
Government and other public bodies	10.	2 254 948	2 048 074
Other accounts receivable	12.2.4	262 579	185 569
Deferrals	11.1.	4 446	4 148
Cash and cash equivalents	12.2.5	260 976	236 334
Non-current assets held for sale		3	3
		7 891 614	7 097 109
Total Assets	<u>.</u>	30 046 539	28 874 983

To be read jointly with the Notes to the Separate Financial Statements Amounts expressed in € thousand.

SEPARATE STATEMENT OF FINANCIAL POSITION AS AT 31 DECEMBER 2023 AND 31 DECEMBER 2022 (CONT.'d)

EQUITY AND LIABILITIES	Notes	2023-12-31	2022-12-31
Equity			
Capital and reserves attributable to equity holders			
Issued capital	13.	12 586 670	11 152 155
Reserves		296 011	278 985
Retained earnings	13.	0	- 30 758
Net profit or loss for the period	10 10	- 18 774	47 784
Total equity		12 863 907	11 448 166
Liabilities			19
Non-current			
Provisions	14.	1 024 790	967 240
Borrowings	12.3.1	1 065 011	1 636 752
Other accounts payable	12.3.4	937 771	1 074 173
Deferrals	11.2.	10 105 899	10 116 523
		13 133 472	13 794 688
Current			
Trade payables	12.3.3	63 202	38 853
Cash advances of trade receivables		543	514
Government and other public bodies	10.	7 702	6 849
Borrowings	12.3.1	586 664	176 931
Shareholder funding/ Shareholder's borrowings	12.3.2	2 332 667	2 332 667
Other accounts payable	12.3.4	1 044 419	1 067 189
Deferrals	11.2.	13 964	9 126
		4 049 160	3 632 129
Total Liabilities		17 182 632	17 426 817
Total Equity and Liabilities		30 046 539	28 874 983

To be read jointly with the Notes to the Separate Financial Statements Amounts expressed in € thousand.

SEPARATE COMPREHENSIVE INCOME STATEMENT FROM 1 JANUARY 2023 TO 31 DECEMBER 2023 AND FROM 1 JANUARY 2022 TO 31 DECEMBER 2022

	Notes	2023	2022
Sales and services	15.	1 163 194	1 138 436
Compensatory Allowances	16.	65 405	55 055
Cost of goods sold and materials consumed	17.	- 323 027	- 280 585
External supplies and services	18.	- 382 208	- 359 550
Maintenance, Repair and Safety of the Road Network		- 144 731	- 126 583
Maintenance, Repair and Safety of the Railway Network		- 85 340	- 80 145
Other ESS		- 152 137	- 152 822
Personnel expenses	19.	- 141 012	- 132 239
Impairments (losses/reversals)	20.	110	873
Provisions (Increase/Decrease)	14.	- 56 887	- 13 376
Other Income and gains	21.	117 691	101 182
Other expenses and losses	22.	- 7 960	- 7 402
Gains/(losses) on subsidiaries and associates	23.	5 382	4 077
Earnings before depreciation, financial expenses and taxes		440 687	506 472
Expenses/reversals of depreciation and amortisation		- 234 787	- 271 573
Operating profit (before financing and tax expenses)		205 900	234 899
Interest and similar income	24.	63 351	59 216
Interest and similar costs	24.	- 245 300	- 250 416
Profit before tax		23 952	43 699
Income tax for the period	25.	-42726	4085
Net profit or loss for the year		- 18 774	47 784
Comprehensive income		- 18 774	47 784

To be read jointly with the Notes to the Separate Financial Statements Amounts expressed in € thousand.

SEPARATE STATEMENT OF CHANGES TO SHAREHOLDERS EQUITY FROM 1 JANUARY 2023 TO 31 DECEMBER 2023 AND FROM 1 JANUARY 2022 TO 31 DECEMBER 2022

	NOTE S	Paid-up capital	Reserves	Cumulativ e results	Profit/(Los s) for the period/yea r	Total
2021-12-31		9 870 180	278 985	- 44 290	13 533	10 118 407
Appropriation of net profit 2021			5	13 533	- 13 533	0
Share capital increases	13	1 281 975	-		-	1 281 975
Comprehensive income for the year		-	-	-	47 784	47 784
2022-12-31		11 152 155	278 985	- 30 758	47 784	11 448 166
Appropriation of net profit 2022		=	17 026	30 758	- 47 784	0
Share capital increases	13	1 434 515	8	-		1 434 515
Comprehensive income for the year		5	5	120	- 18 774	- 18 774
2023-12-31		12 586 670	296 011	0	- 18 774	12 863 907

To be read jointly with the Notes to the Separate Financial Statements Amounts expressed in € thousand.

SEPARATE CASH FLOW STATEMENT FROM 1 JANUARY 2023 TO 31 DECEMBER 2023 AND FROM 1 JANUARY 2022 TO 31 DECEMBER 2022

	NOTES	2023	2022
Operating Activities	130		
Cash receipts from clients	5550	1 129 038	1 147 485
Cash paid to suppliers	F441) 77	- 1 343 307	- 1 332 296
Cash paid to employees	57535	- 136 441	- 129 366
Flows generated by operations		- 350 710	- 314 177
Corporate income tax (paid)/received	55%	- 24 025	- 46 028
Other receipts / (payments) relating to operating activities		105 256	115 709
Net cash from operating activities (1)	20 2	- 269 479	- 244 496
Investing activities		÷.	
Cash receipts relating to:	1.0		
Investment subsidies	260 3	220 529	150 872
Tangible fixed assets	7.87	240	10 404
Dividends	#20 S	3 547	2 914
Interest and similar income		1	1
	### ### ###	224 317	164 191
Cash payments relating to:	- a.a		
Investment subsidies		=	- 1 727
Financial investments	5.	- 2 000	8
Tangible fixed assets	500	- 204 465	- 120 371
Intangible assets	1.00 /M	- 914 264	- 799 732
		- 1 120 728	- 921 830
Net cash from investing activities (2)	ans so	- 896 411	- 757 639
Financing activities			
Cash receipts relating to:			
Capital contribution	13.	1 434 515	1 281 975
		1 434 515	1 281 975
Cash payments relating to:			
Borrowings	12.5.	- 159 020	- 129 345
Finance leases	12.5.	- 2 195	- 2 041
Interest and similar costs	300	- 81 467	- 76 173
	HIĐI 22	- 242 682	- 207 560
Net cash from financing activities (3)	18	1 191 833	1 074 415
Variation in cash and cash equivalents (4) = (1) + (2) + (3)	N.90	25 943	72 280
Cash and cash equivalents at the end of the period	12.2.5	260 668	234 724
Cash and cash equivalents at the beginning of the year	12.2.5	234 724	162 444
Variation in cash and cash equivalents		25 943	72 280

To be read jointly with the Notes to the Separate Financial Statements Amounts expressed in € thousand.

Almada, 23 April 2024

The Executive Board of Directors

Financial Director	Maria do Carmo Almiro do Vale Duarte Ferreira	Chairman	Miguel Jorge de Campos Cruz
	,	Vice- chairman	Carlos Alberto João Fernandes
Certified Accountant	Diogo Mendonça Lopes Monteiro	Vice- chairman	Maria Amália Freire de Almeida
		Member	Alexandra Sofia Vieira Nogueira Barbosa
		Member	Gina Maria dos Santos Pimentel

NOTES TO THE SEPARATE FINANCIAL STATEMENTS

1. CORPORATE INFORMATION

Infraestruturas de Portugal, S.A., with head-office at Praça da Portagem 2809-013 Almada, is the state-owned company resulting from the merger of Rede Ferroviária Nacional – REFER, E.P.E. (REFER) into EP - Estradas de Portugal, S.A. (EP, S.A.), which gave rise to the public limited company Infraestruturas de Portugal, S.A. (hereinafter IP or the "Company"). The merger entered into force on 1 June 2015, as provided in Decree-law 91/2015 of 29 May.

The immediate consequence of the merger determined that road and railway infrastructures are to be managed by as single company, in accordance with a joint, integrated and complementary strategy.

1.1. COMPANY'S ACTIVITY

According to Decree-Law 91/2015, the corporate object of IP is "the design, construction, financing, maintenance, operation, restoration, widening and modernisation of the national road and rail networks, including the command and control of movements of traffic movements."

In order to carry out its activity IP holds the position of infrastructure manager, under the terms of the overall concession contract for the national road network (NRN) and the national railway network (NRWN) programme both concluded with the Portuguese State.

In 2022, IP's articles of association were amended by Decree-Law 63/2022 of 26 September, which extended the company's corporate purpose, giving it powers to promote the conception, design, construction, operation and maintenance of the submarine electronic communications cable system between mainland Portugal and the Azores and Madeira archipelagos.

In order to carry out its activities and guarantee a high level of efficiency and effectiveness, IP uses complementary services in business areas that are not included in its core business, but which are carried out by its subsidiary companies.

2. MAIN ACCOUNTING POLICIES

2.1. BASES OF PRESENTATION

The Financial Statements presented herein reflect IP's financial position, results of operations and cash flows for the periods ending 31 December 2023 and 2022 and constitute the Company's Separate Financial Statements.

These Financial Statements were approved by the Executive Board of Directors at a meeting held on 23 April 2024, which resolved to submit them for shareholder approval,. The Executive Board of Directors considers that these provide a true and fair view of IP's operations, as well as its financial position, results and cash flows.

IP's Financial Statements were prepared on the basis of ongoing operations, in accordance with International Financial Reporting Standards (IFRS) as adopted by the European Union (EU), issued and in force on 31 December 2023.

IFRS include accounting standards issued by the International Accounting Standards Board (IASB) and the interpretations issued by the International Financial Reporting Interpretations Committee (IFRIC) and respective bodies that preceded them.

The financial statements were prepared using mainly the historical cost measurement.

All figures are expressed in thousands of Euro (€ thousand/€th), without any rounding up or down, unless otherwise stated. Sub-totals and totals in tables presented in these Financial Statements may not be equal to the sum of the figures presented, due to rounding up or down. Additionally, initials €M are used for millions of Euro, where necessary.

The preparation of Financial Statements under IFRS requires the use of certain critical accounting estimates, assumptions, and judgements in the process of defining the accounting policies to be adopted by the company, with a significant impact on the carrying amounts of assets and liabilities, as well as of the expenses and revenues of the reporting period. Estimates and related assumptions are based on historic experience and on other factors deemed applicable and form the basis for the judgements on the values of the assets and liabilities, the valuation of which would not be possible to obtain from other sources. Issues requiring a higher degree of judgement or complexity or, for which the assumptions and estimates are considered significant, are presented in Note 2.3.

2.2. SUMMARY OF RELEVANT ACCOUNTING POLICIES

2.2.1. SEGMENTS

A business segment is a component of an entity that conducts a business activity:

- i) from which it can obtain revenue and incur expenses;
- ii) the operating results of which are regularly reviewed by the chief operational decision-maker of the entity; and
- iii) for which financial information is available.

IP identified the Executive Board of Directors as the body responsible for operational decision-making and as the body which revises the internal information prepared in order to assess the Company's performance and resource allocation. The determination of the operational segments was carried out based on information that is analysed by the Executive Board of Directors.

Accordingly, the following business segments were identified:

- Investment in Long Duration Infrastructure (LDI);
- Railway Infrastructure Management Activity;
- High Performance;
- Road Infrastructure Management Activity;
- CAM Ring

The 'Long Duration Infrastructure Investment Activity' segment includes all investments associated with new infrastructure and/or network expansion, modernisation and renovation, with the introduction of new technologies in the mode of operation and infrastructure replacement, which includes interventions that introduce improvements of a lasting nature or that are likely to increase the value and/or useful life of the asset without altering the operating conditions;

As described hereinabove, the financing required for the investments made is obtained by IP and may be in the form of loans with financial institutions and the financial market, suppliers, capital contributions and subsidies.

The 'Railway Infrastructure Management Activity' segment corresponds to the provision of a public service, including functions such as maintenance and repair of infrastructures, capacity management, management of regulatory and safety control, command and control of traffic, and including other activities supplementary to the infrastructure management.





The 'High Performance' segment corresponds to the entire activity related to Road High Performance and includes all currently managed Public-Private Partnerships (PPP), including concessions of the State and subconcessions, and the other high-performance roads currently directly managed by IP.

The 'Road Infrastructure Management Activity' segment includes management of the whole National Road Network not included in the previous segment. It comprises both the activities of building and upgrading the roads and engineering structures, and the activities of management, maintenance and improvement of network safety.

The 'CAM Ring' segment includes the design, construction, operation and maintenance of the submarine electronic communications cable system between mainland Portugal and the Azores and Madeira archipelagos.

2.2.2. CURRENT / NON-CURRENT CLASSIFICATION

IP classifies assets and liabilities as current and non-current, separately, in order of liquidity in the Statement of Financial Position, in accordance with provisions in IFRS.

Assets that do not have a defined maturity are considered current.

2.2.3. FINANCIAL APPLICATIONS IN SUBSIDIARIES

For controlling purposes, it is considered that IP controls a subsidiary if and only if it cumulatively holds:

- control over the subsidiary;
- · exposure or rights to variable results via its relationship with the subsidiary; and
- the capacity to use its control over the subsidiary to affect the value of the results for investors.

IP holds, directly or indirectly, the entire share capital of its subsidiaries and has no agreement with any external entity whereby it relinquishes its rights, so there is no need for any other considerations on the effectiveness of the existing control over the Group's subsidiaries.

IP records these investments at cost, deducted of any impairment losses.

Dividends from these entities are recognised under "Income/ (expenses) in subsidiaries" when the right to them is established.

2.2.4. FINANCIAL APPLICATIONS IN ASSOCIATED COMPANIES

An associate is an entity over which the IP has significant influence.

The considerations made in determining the possible existence of significant influence are disclosed in note 2.3.

Investments in associates are accounted for using the equity method.

Accordingly, the investment in an associate is recognised at cost on initial recognition, with the carrying amount being increased or decreased in order to recognise the evolution of the Company's share of the results of the associated entity under the heading of income / (expenses) in subsidiaries and associates, after the date of acquisition.

After applying the equity method, the Company determines whether there are any indications of the possible existence of impairment losses on investments in associates; if they exist, the Company calculates the amount of impairment as the difference between the recoverable amount of the associate and its book value, and then recognises the loss in the income statement under the heading of income/(expenses) in subsidiaries and associates.

The registration of the investment using the equity method is discontinued as soon as the Company ceases to have significant influence over the investment, and it starts to be valued at fair value from that moment onwards.

2.2.5. JOINT OPERATIONS

Holdings in AVEP – Alta Velocidade Espanha e Portugal A.E.I.E e A.E.I.E. Corredor Atlântico are considered as joint arrangements.

IP therefore recognises its interest in these joint operations:

- its assets, including its share of any assets held jointly;
- · its liabilities, including its share of any liabilities incurred jointly;
- · its revenue from the sale of its share of the output of the joint operation;
- its share of the revenue from the sale of the output by the joint operation; and
- · its expenses, including its share of any expenses incurred jointly.

Note 2.3 shows the judgements and assumptions made in considering these interests as joint operations.

2.2.6. INTANGIBLE ASSETS

Intangible assets comprise the road concession right and other intangible.

ROAD CONCESSION RIGHT

Through the application of IFRIC 12, it is considered that the asset resulting from the Road Concession Right which was assigned by the Road Concession Contract signed with the State is classified as an intangible asset.

The Road Concession Right was recognised by virtue of a business combination at the time the merging company's corporate object was changed (EP).

The Road Concession Right is increased by the management of the national road network infrastructure, which includes, namely, the construction, financing and operation of the National Road Network (including the Concessioned Network) and the Future National Road Network, namely as a result of:

(i) Provision of construction services

It is increased on completion of each significant component of the Future National Road Network by its implementation value. Construction may be done directly by the Company or through sub-concession.

Until the completion of each component, the proportion of the amount of the expected implemented work is recognised as an intangible asset in progress, using the completed percentage method calculated based on the actual physical evolution of each works.

Expenses incurred by the Company in connection to the launching of sub-concession tenders are recognised as intangible assets until they are billed to the sub-concessionaire.

(ii) Acquisition of future rights on the Concessioned Network

It is increased by cumulative payments relating to the Concessions, net of receipts, made up until the initial term of each concession, after which the Company is entitled to the underlying economic benefits of the corresponding section.

Until the initial term, they are recorded in intangible assets in progress when spending occurs.



The Concession Contract presents the following definitions for the three key components of the Concession Undertaking:

"Concessioned Network — corresponds to the roads/motorways that integrate the National Road Network and which are, on the date of signing the concession contract, subject to a state concession contract or those that the State included in a public call for tenders still pending on the same date, with a view to the respective concessioning;"

"National Road Network — corresponds to the "Itinerários Principais" (trunk roads), "Itinerários Complementares" (secondary roads), National Roads and Regional Roads included in the NRP 2000 (National Road Plan) in operation or with construction started on the date of signing the Concession Contract. "The construction of the Trunk Roads, Secondary Roads, National Roads and Regional Roads as set out in the PRN 2000, is deemed to have started upon award by the State, or by EP — Estradas de Portugal, S. A., of the contract for their construction;"

"Future National Road Network — designates the Trunk Roads, Secondary Roads, National Roads and Regional Roads foreseen in the NRP 2000 or any subsequent legislation and that come into force up to 5 (five) years prior to the term of the Concession Contract, that are not built on the date of signing the Concession Contract. The Trunk Roads, Secondary Roads, National Roads and Regional Roads envisaged in the PRN 2000 are considered as not having been built if on the date of signing the Concession Contract their construction was not yet awarded by the State or EP — Estradas de Portugal, S. A."

IP amortises the Concession Right based on its best estimate of the consumption pattern of the economic benefits associated to the asset, i.e., in accordance with the units of production method as defined in IFRIC 12.

The production unit corresponds to the best estimate of the infrastructure use measured by revenue inherent to credits directly associated with the rights already acquired by the Company, which excludes income from the toll collection activity before the initial term of the underlying concessions.

Any changes in estimates are corrected prospectively, impacting on the value of amortisation of future periods.

The depreciation value of the Concession Right, which is revised on an annual basis according to the Company's best estimates, corresponds to the total overall amount of the costs incurred and responsibilities assumed within the scope of the general concession of the national road infrastructure.

The Company capitalises the borrowing costs associated to the acquisition, construction or production of qualifying assets.



IP considers as qualifying assets those which take a period of more than 12 months to be concluded for their intended use; its most significant qualifying asset is the Concession Right to the road infrastructure network. Any component of the National Road Network or the Future National Road Network is considered a component of that same qualifying asset, provided that the estimated duration of its construction is greater than 12 months.

The components of the Concession Right qualifying for capitalisation of loan expenses are essentially the result of:

(i) Provision of construction services

The provision of construction services usually lasts more than a year, so the financial costs associated with the financing obtained for their realisation are considered eligible, regardless of whether the services are provided directly by IP or through a sub-concession.

(ii) Acquisition of future rights on the Concessioned Network

Payments made on account of the acquisition of future rights on the Concessioned Network up to the initial end of each section of the current Concessioned Network.

The financial expenses associated with the financing obtained to realise the payments are considered as a cost of the component specifically financed. Whenever there is no financing directly attributable to each component of the network in progress, a weighted average of the interest rates on financing active during the period is used, which is applied to the expenditure incurred in developing that network.

Components that have been built using subsidies or that are in a position to be put into operation, regardless of the completion of the contract, are not taken into account for the purposes of calculating the basis for capitalising the financing costs obtained.

OTHER INTANGIBLE ASSETS

The remaining intangible assets relate mainly to contractual rights over computer programmes and result from separate acquisition transactions in which their cost is reflected:

- The purchase price, including costs of intellectual rights and taxes on non-refundable purchases, after deduction of trade discounts and write-offs;
- any cost directly attributable to the preparation of the asset for its intended use.

IP values its intangible assets, after initial recognition, using the cost model, and amortises them on a systematic basis from the date they are available for use, over the estimated useful life, generally corresponding to a period of 3 years.

There are no intangible assets with indefinite useful lives.

IP assesses for impairment whenever events or circumstances may indicate that the book value of the asset exceeds its recoverable amount, any impairment being recognised in the income statement.

2.2.7. TANGIBLE FIXED ASSETS

IP's tangible fixed assets are initially recognised at cost and subsequently valued in accordance with the cost model (acquisition cost net of depreciation and any accumulated impairment losses).

The acquisition cost includes the acquisition cost of the asset, expenses directly attributable to its acquisition and any cost directly attributable to the preparation of the asset for its intended use.

Costs are recognised as tangible assets only if any future economic benefits are expected and those benefits as well as the cost of the asset can be reliably measured.

IP assesses for impairment whenever events or circumstances may indicate that the book value of the asset exceeds its recoverable amount, any impairment being recognised in the income statement.

Current repair and maintenance expenses are recorded in the income statement.

Cost of operations that can extend the useful expected life of an asset, or from which are expected higher and significant future benefits, are capitalized.

Land is not depreciated. Depreciation is calculated on a monthly basis, using the straight-line method, so that the value of the assets is depreciated until the end of their estimated useful life, with the following annual rates applied:

	Average %
Buildings and other constructions	2
Basic equipment	12.5-20
Transport equipment	25
Administrative equipment	12.5
Right of use	25
Other fixed assets	12.5

Depreciation starts as from the moment the asset is ready for its intended use. The useful lives of assets are reviewed at the end of each financial year if expectations as to the expected economic benefits and the planned technical use of the assets differ from previous estimates. Changes occurring in the depreciation charge of the year are accounted for prospectively.

Gains and losses arising from the disposal of tangible fixed assets are determined as the difference between the assets' sales value and net book value and are recognised in the statement of comprehensive income.

2023 Annual Report
II Separate Financial Statements and Notes

Infraestruturas de Portugal

Leases

IP assesses the existence of a potential right of use at the beginning of any contract, i.e, if the contract conveys the right to control the use of an identified asset for a certain period against a consideration.

The right of use is initially measured at cost, comprising the initial amount of the lease liability adjusted of any lease payments made on or prior to commencement date, plus any initial direct costs incurred, minus any incentive granted.

Right-of-use assets are subsequently evaluated at cost minus depreciation and any impairment losses.

The depreciation of right-of-use assets is determined using the straight-line methods during the period of the lease.

The liability for the lease is initially recognised by the present value of rents not yet paid at the date of the lease, minus any interest at the interest rate implicit in the lease.

Leases of IP concern vehicle lease contracts.

IP does not recognise as right of use or lease responsibility leases with a duration of less than 12 months, opting, pursuant to IFRS 16, to recognise as lease expense on a straight-line basis as rents under the external supplies and services heading until the end of the leases.

IP opted to present in the Statement of Financial Position the right of use duly segregated in caption Tangible Fixed Assets (Note 7) and liabilities for leases in Other Accounts Payable (note 11.3.4).



2.2.8. INCOME TAX

Income tax for the period includes current and deferred tax. Income tax is recorded in the Separate Income Statement, unless these are related to items that are recognised directly in equity.

The amount of current tax is determined on the basis of profit before tax, adjusted in accordance with the tax rules in force.

Deferred taxes arise from the existence of temporary differences between the book value of assets and liabilities at a given time and their value for tax purposes.

Deferred tax liabilities are recognised for all temporary tax differences. Deferred tax assets are recognised whenever there is a reasonable probability that future taxable profits will be generated or if there are deferred tax liabilities against which they can be offset.

For the purposes of calculating deferred tax, the income tax rates expected to be in force when the temporary differences are reversed will be used.

The temporary differences underlying the assets and liabilities are reviewed periodically in order to recognise or adjust them according to their expectation of future recovery, in line with the current tax law, taking into account any uncertainties in tax treatment, as provided in IFRIC 23.

In March 2014, the IP Group adopted the special tax system for groups of companies (RETGS).

For tax purposes, the IP Group comprises companies sieged in Portugal that are 75 per cent or more owned by IP (the Group's parent company) and that fulfil the conditions listed in article 69 of the IRC Code, which are presented below:

- Infraestruturas de Portugal, S.A.
- IP Património Administração e Gestão Imobiliária, S.A.
- IP Telecom Serviços de Telecomunicações, S.A.
- IP Engenharia, S.A.

The companies included in IP tax group determine and record their income tax as if they were taxed on an individual basis. However, the liabilities calculated are recognised as due to IP, which will be responsible for the overall calculation and settlement of the tax.

Any benefit arising from the application of the RETGS is received by IP and reduced to the future tax that the subsidiaries companies will incur.

2.2.9. FINANCIAL ASSETS AND LIABILITIES

Financial assets and liabilities are recognised in the Statement of Financial Position when the Company becomes a party to the respective contractual relationship.

Financial assets are initially classified as follows:

Amortised cost - If the financial asset is held within the scope of a business model whose purpose is to hold the financial asset in order to collect contractual cash flows that are established in capital repayments and interest on outstanding capital. In this category IP comprises:

- Borrowings These relate to ancillary services provided to Group entities.
- Grantor State Accounts receivable Financial asset resulting from application of IFRIC 12 (note 2.3 - Railway concessions and note 14.2.1);
- Trade and Other Receivables Includes current accounts with various entities, which are
 initially recorded at fair value and subsequently measured at amortised cost, less
 impairment losses, which when they occur have a direct impact on results (notes 14.2.2
 and 14.2.3).



Other financial assets

Cash and cash equivalents

The amounts included in the heading of cash and cash equivalents correspond to the amounts in cash, bank deposits and other treasury applications, which include cash at the Treasury and Public Debt Agency – IGCP, E.P.E. (IGCP), maturing in less than 3 months, and which can be immediately mobilized with risk of insignificant change in value.

Accounting overdrafts are presented in the Statement of Financial Position, under current liabilities, under the heading "Borrowings" and included in the balance of the Cash Flow Statement.

Regarding financial liabilities, the existing categories are:

- Amortised cost
- ii. Fair value through profit or loss.

In the Company's case, all its financial liabilities (bank and shareholder financing, suppliers and others) are considered in the "Amortised Cost" category.

Borrowings

The Company recognises non-current loans obtained as a financial liability in accordance with IFRS 9. These financial liabilities are recorded as follows:

- (i) initially at fair value less transaction costs incurred, and
- (ii) subsequently at amortised cost, based on the effective interest rate method.

IP has borrowings in the form of bilateral borrowings and bond loans to fund the construction of long-duration railway infrastructure (LDI), the railway infrastructure management activity and the road network management activity.

Trade Payables (Suppliers) and other accounts payable

Suppliers and other payables (including lease liabilities) are measured initially at fair value and subsequently at amortised cost using the effective interest rate method. Usually, the amortised cost of these liabilities does not differ from their nominal value.

2.2.10. INVENTORIES

At its warehouses IP has materials purchased for the sole specific purpose of its Long Duration Infrastructure Investment Activity.

Inventories are recorded at cost, which includes purchase costs, conversion costs and other costs incurred to place inventories in their current location and condition.

The quantities existing at the end of the period are determined from the accounting records and confirmed by physical inventory taking. Outgoing goods (consumables) are valued at weighted average cost.

Therefore, impairment is only considered when these assets are damaged or become totally or partially obsolete for use, at which point the loss is recognised in the Separate Income Statement.



2.2.11. GRANTS/SUBSIDIES

Grants/subsidies received from the Portuguese State and the European Union or equivalent bodies are recognised at fair value when there is reasonable certainty that the conditions for receiving the grant will be met, , except those relating to the LDI that are recognised only in the event of actual receipt.

Non-refundable grants/subsidies obtained for investment in tangible and intangible fixed assets are recognised as deferred income.

These subsidies are subsequently credited to the Statement of comprehensive income, under "Other income and gains", pro-rata to the depreciation/amortisation of the subsidized assets.

Subsidies obtained to finance the assets acquired/constructed in Long Duration Infrastructures are recognised in the Statement of Financial Position under the heading "Grantor- State- Account Receivable" because, as they are granted within the scope of the concessionary railway activity, they constitute reimbursement of part of the expenses incurred and are deducted from the amount receivable from the Grantor.

Subsidies obtained to finance shareholdings in associates are deducted from the shareholding itself, in compliance with Council of Ministers Resolution 99/2021 of 27 July, which determines that the subsidy received must be applied to the acquisition of the shareholding in question.

Non-refundable operating subsidies are recognized in the separate income statement under "Other income and gains" on a systematic basis and in the same period in which the associated costs are incurred.

2.2.12. PROVISIONS AND CONTINGENT LIABILITIES

Provisions are recognised by IP when there is a current obligation arising from past events and it is probable that an expenditure of future domestic resources will be required to settle that obligation and the amount of that obligation can reasonably be estimated. When any of the foregoing conditions is not met, the Company discloses these contingent liabilities.

Contingent liabilities are not recognised in the Financial Statements but are disclosed in the notes to the Financial Statements, unless the possibility of an outflow of funds affecting future economic benefits is remote, in which case they are not subject to disclosure.

Provisions are reviewed at the date of each reporting period and adjusted in accordance with the best estimate on that date.

2.2.13. REVENUE

Revenue corresponds to the fair value of the consideration received or receivable from transactions with clients during the ordinary course of business of IP. Revenue is recognised net of taxes, discounts and other costs incurred to realise them, at the fair value of the amount received or receivable.

IP's revenue comprises:

In the context of railway infrastructure management, tariffs for the use of infrastructure (minimum access package), use of stations and halts, parking of rolling stock, shunting and other services listed in the Network Directory, available on IP's website, are established in compliance with the provisions of Decree-Law no. 217/2015, republished by Decree-Law no. 124-A/2018, and the European Commission's Implementing Regulation (EU) 2015/909.

The Directory aims to provide to applicants, authorities and any interested party the general terms and conditions to acquire capacity and on the services provided by the national railway network.

In addition to describing the characteristics of the network, the Network Directory states the conditions for access, describes the services provided by IP and discloses charging principles and tariffs, including the methodology, rules and scales used to apply them.

Road revenue is derived from the road concession contract (hereinafter "Contract") which the State entered into with the former EP on 23 November 2007. The bases were approved in an annex to Decree-Law 380/2007 of 13 November, amended by Law 13/2008 of 29 February, Decree-Law 110/2009 of 18 May, and Decree-Law 44-A/2010 of 5 May.

The object of this Contract, which ends at midnight on 31 December 2082, is Concession by the Portuguese State to the former EP of the following:

- Design, construction, financing, maintenance, operation, repair and widening of the routes that integrate the National Road Network;
- Design, construction, financing, maintenance, operation, repair and widening of the routes that integrate the Future National Road Network;
- Financing, operation, maintenance, repair and widening of the roads of the national road network or
 future national Road Network, , but also integrating the concessioned network, though , these liabilities are
 subject to the initial term of the concession agreements currently in force between the State and third parties.
 The initial term also marks the end of the assumption by the Company of all payments to be made by the State
 and the receipts to be collected by it, under the aforementioned contracts.



Under the concession contract, which was entered into for a period of 75 years starting in 2008, the following, among others, are IP own revenues:

i. Road Service Consignment (RSC)

The then Road Service Contribution, created by Law 55/2007 of 31 August, is the consideration paid by users for the use of the national road network and is levied on petrol and diesel subject to and not exempt from the tax on oil and energy products (ISP). In 2014, the Road Service Contribution was extended to LPG for vehicles, which had previously been exempt.

Meanwhile, under Law 24-E/2022 of 30 December, the Road Service Contribution was abolished, while the ISP rate corresponding to the amount of the Road Service Contribution was increased and the Road Service Consignment was created. As a result, from 2023 onwards, IP's funding, which was ensured by this Contribution, will be ensured by this Consignment.

This revenue is recognised at the time of each performance obligation, regardless of its financial receipt, since there is a time lag between the date on which the fuels are released for consumption and the realisation of the financial receipts, which are transferred to IP by the Tax Authority.

ii. Other Revenue from the Concession Contract

In order to pursue its corporate object, the Company must provide construction services in connection to the development of the national road infrastructure network.

The result of the construction of each new component of the national road infrastructure network is registered in accordance with the completion percentage method.

The amount of revenue to be recognised results from the product between the percentage of completion and total value of the works. The total value of the works is the amount agreed with the grantor (the State), or, when an amount has not been agreed, the sum of the expenditure components specifically concerning the works in question, both internal and external.

The amount receivable from the provision of construction services under the concession is replaced by the Concession Right.

In the case where the total value of the work is agreed with the grantor, whenever the sum of the specific costs incurred and to be incurred exceeds the agreed revenue, the estimated loss is immediately recognised in profit or loss.

iii. The value of toll fees - Roads under the IP management or sub-concessioned

Toll collection on roads included in the network managed of the company or the sub-concessioned network is recognised in the year's profit or loss according to the real tolls in the period, in far as these tolls are charged in roads over which IP already has full rights to operate the Concession.

iv. The value of toll fees - Roads under sub-concessioned management

The activity of collecting tolls on the roads of the Concessioned Network is recognised in accordance with the actual tolls for the period, and the amount resulting from this activity is deducted from IP's investment in the acquisition of the rights over the Concessioned Network, in accordance with the provisions of the Concession Contract signed with the Portuguese State.

2.2.14. EMPLOYMENT BENEFITS

Personnel costs are recognised when the service is provided by employees, regardless of the date of payment.

The former EP granted temporary early retirement pensions and supplements to retirement pensions and survivors' benefits to a restricted and closed group of employees.

These post-employment supplements are paid by Caixa Geral de Aposentações to employees, which then charges them to IP, until those employees are in a position to retire according to General Law.

The liabilities related to the payment of these benefits are reviewed on an annual basis. The present value of the obligation is determined using the immediate lifetime rent method, by deducting future payments of the benefits that are perfectly identifiable, using the interest rate of high-rated bonds in the same currency in which the benefits will be paid and with a maturity close to the liability taken on.

Liabilities recognised in the Separate Statement of Financial Position correspond to the present value of the benefit obligation determined on the date of the Statement of Financial Position.

2.2.15. IMPAIRMENT

The assets of IP are assessed for impairment purposes when an event or change in circumstances suggest that the carrying amount may not be recoverable.

The recoverable amount of an asset corresponds to the higher of the asset's fair value less costs to sell and its value in use.

The asset's value is the present value of the future cash flows expected to be derived from the continued use of the asset and its disposal at the end of its useful life. For the determination of future cash flows, the assets are allocated to the lowest level for which there are separate identifiable cash flows (cash-generating units), when such assessment is not possible for each asset on an individual basis.

The Company recognises an impairment loss in the income statement when the carrying amount of an asset or cash-generating unit exceeds its recoverable amount.

Note 2.3 discloses the main assumptions associated with the constitution/reversal of impairments for both non-monetary and financial assets.

2.2.16. RELATED PARTIES

According to the Executive Board of Directors, relevant related parties are those entities over which IP is controlled (Portuguese State in the strict sense), regulated (AMT), in which it exercises joint control (joint operations), significant influence (associated companies), as well as the members of IP's governing bodies.

In addition, railway operators owned by the Portuguese state are also considered relevant related parties.

IP discloses balances and transactions with related entities in Note 26.

2.2.17. SUBSEQUENT EVENTS

Events occurred after the date of the Separate Statement of Financial Position and the date when the Financial Statements were approved by the Executive Board of Directors, which provide additional information on conditions that existed at the date of the Statement of Financial Position are reflected in the IP's Financial Statements.

Events occurring between the date of the Statement of Financial Position and the date of approval by the Executive Board of Directors of the Financial Statements are indicative of conditions that arose after the date of the Statement of Financial Position, if material, are disclosed in note 33.

2.3. SIGNFICANT ACCOUNTING JUDGEMENTS, ESTIMATES AND ASSUMPTIONS

In preparing the Separate Financial Statements in accordance with IFRS, the Executive Board of Directors is required make judgements, estimates and assumptions that affect the amounts of assets, liabilities, income, financial flows as well as the disclosure of contingent liabilities. Judgements, estimates and assumptions are assessed continuously and are based on past events and other factors, including expectations for future events likely to be probable given the circumstances on which the estimates are based.

The estimates were determined based on the best information available at the date of preparation of the consolidated financial statements. However, situations may occur in subsequent periods that are not foreseeable at the time and were not considered in these estimates and may result in relevant changes in the future financial position, performance and cash flows of the Company, which will be considered prospectively in the profit or loss for the year.

These uncertainties are particularly significant with regard to the valuation of the road concession right, recognised in intangible assets, with consequences also for the calculation of the profit for the period, insofar as this valuation affects the amount of amortisation to be recognised each year, as described below in the section on the Concession Right. These uncertainties stem not only from the actual behaviour of the assumptions made regarding the future evolution of traffic and associated revenues, namely tolls and CSR, and the amount of future investments to be made in the network, but also, and with a more immediate direct impact, from the form that will be agreed with the Granting State to reimburse IP for the toll revenue losses generated, either by the discounts on toll rates that have been approved in recent years, or by the postponement of the introduction of tolls on other sections that were expected to be tolled, with management understanding that such decisions by the Grantor give IP the right to financial rebalancing of the concession, in accordance with the provisions of paragraph c) of Clause 87. 1. of the Concession Contract signed between the Grantor and IP on 23 November 2007.

Therefore, when valuing the Concession Right, it was assumed that this reimbursement would take place from 2025 onwards, despite the uncertainty that such an assumption involves.

Additionally, note 12.4 discloses a set of risks to which the the Company is exposed.

The most significant accounting estimates reflected in the financial statements are:

Investments in subsidiaries

Investments in subsidiaries are recorded at cost taking into account their strategic nature within the scope of the organisation of the Group's rail and road activities.



Intangible assets - Concession right

IP amortises its Road Concession Right by the equivalent production unit method. This amortisation is based on: i) the estimate of total income generated by the concession until its end and on ii) the recovery of total investments to be made by the Group.

These two parameters are defined in accordance with the best judgement of the Executive Board of Directors for the assets and businesses in question, also considering practices adopted by companies of the sector at international level.

Estimated Revenue Pattern

The amount and timing of future earnings are essential to determine the equivalent unit method on which the calculation of the amortisation of the Road Concession Right is based.

IP draws up a multi-annual financial model which is reviewed annually, its assumptions being maintained or adjusted on the basis of recent history and the best prospects of IP's Executive Board of Directors for the future. This model serves as the basis for calculating the Estimated Revenue Pattern which supports the calculation of the annual amortisation of the intangible asset related to the road concession right.

The annual revenue estimate was calculated according to the main base assumptions:

- RSC, until 2024, assumes management's best estimate for those years. From 2025 onwards, RSC evolves based on an assumption of 0% annual growth in petrol and diesel consumption and an increase in unit values per litre consumed, in line with the CPI (2%/year);
- Toll revenues from ex-SCUT concessions and sub-concessions are based on the base cases, or on the most recent traffic studies carried out by specialised consultants, available at the time of the review and approval of the economic and financial flows for the Concession period. Following the reverting to IP, the growth rate is considered in line with the CPI, based on the latest year of these studies and baseline cases:
- However, the effect of the reduction in toll rates in various concessions (ex-SCUT), and discounts on other motorways in IP's own network, determined by articles 425 and 426 of Law 75-B/2020, regulated by Ministerial Order 418/2023, and which came into force at the beginning of the second half of 2021, as an assumption, were considered until the end of 2024, as it is understood that, in view of the provisions of paragraph c) of Clause 87.1. of the Concession Contract signed between the Grantor and ex-EP on 23 November 2007, a mechanism will be considered by the end of 2024, in conjunction between the Grantor and IP, to ensure compensation for the loss of revenue associated with the aforementioned toll discounts;
- In the State Concessions with a real toll regime, it was considered that, from 2025 onwards, for the sections where IP already has the right under the toll collection regime set out in its Concession Contract, this regime would be applied, with the recognition of the resulting revenues After the reversion of the State Concessions to IP, the latter will be c holder of all the respective toll revenues, considering their growth in accordance with the CPI, based on the last year of the respective base cases, when applicable, or on traffic studies carried out by specialised technicians from IP;
- In general, the remaining operating revenues (revenues from service areas, telematics and others) were estimated in 2023, as part of the review of the economic and financial model for the period of the Concession.



The company also made a sensitivity analysis of the evolution of revenues over the Contract's life and their impact on the amortisation for the year. The analyses carried out were based on the following scenarios, drawn up on the basis of the base scenario mentioned above:

- a) It was assumed that the real growth in toll revenues after the initial expiry of the Concession Contracts would be 1 per cent until 2039 and 0 per cent from 2040 onwards and that the real growth in the RSC would be in accordance with the Base assumptions until 2025 and after 2025, 0.5 per cent, with growth remaining in line with the CPI.
- b) It was considered that the real growth in toll revenues after the initial expiry of the Concession Contracts would be 1% and the real growth in the RSC would be in accordance with the Base assumptions until 2025 and after 2025, 1%, with growth remaining in line with the CPI.
- c) It was considered that the real growth in toll revenues after the initial expiry of the Concession Contracts would be 0% and the real growth in the RSC would be in accordance with the Base assumptions until 2025 and after 2025, 0%, with growth remaining in line with the CPI. It was also considered that the new discount regime introduced by articles 425 and 426 of the 2021 State Budget Law would be in force until the end of the Concession Contract without any compensatory measure.
- d) It was assumed that the real growth in toll revenues after the initial expiry of the Concession Contracts would be 0% and the real growth in the RSC would be in accordance with the Base assumptions until 2025 and, after 2025, 0%, with growth remaining in line with the CPI. It was also considered that the new discount regime introduced by articles 425 and 426 of the 2021 State Budget Law would be in force until the end of the Concession Contract without any compensatory measures and that no revenue-boosting measures envisaged in the base scenario will be implemented in 2025.

In the first two scenarios, the universal discount in force since July 2021 on the ex-SCUTs was considered, without any compensatory measure until 2024. In the last two scenarios, it was considered that the discount system would be maintained throughout the Concession, without any compensatory measure on the part of the State

The impact in result of these different scenarios for 2023 is shown in the table below:

Considerate and raise of according to DCC and and according	Dana Casusuia	Casusuis al	Casmania h)	Cassassia a)	€M
Sensitivity analysis of growth of RSC and roll revenue	Base Scenario	Scenario a)	Scenario b)	Scenario c)	Scenario di
Amortisation for the year	-229	-208	-168	-274	-279
Amortisation of grants	60	55	47	67	67
	-169	-152	-121	-207	-211
Difference		17	48	-38	-42



Amortisable value of Concession Right

The amount to be considered as the amortisable value of the Concession Right implies the assumption of amounts for the execution of works and scheduled maintenance until the end of the Concession.

The estimated total investment of the Concession was based on the main assumptions:

- The annual charges for the ex-SCUT concessions are effective until 2032, and represent the best estimate based on the results obtained from the contracts renegotiated between the Negotiating Committee and the Concessionaires;
- The construction costs included in the Subconcession Contracts in force, valued at the cost of each base case:
- The costs of modernising and maintaining IP's own network;
- The remaining investments consist of installation and improvement of assets and studies, projects, supervision and assistance;
- Expenses with regular maintenance reflect the revision of study made in 2019, based in the implementation of the business plan;
- The National Road Plan 2000 is implemented until 2052.

Changes in planned, contracted and executed values may vary due to factors outside the Company's control, impacting the depreciation value to be recorded in the future.

Regular maintenance of roads and engineering structures

Based on technical surveys of repair needs and monitoring of the average quality index of the roads and engineering structures, an annualised cost is calculated for the scheduled maintenance to be carried out which, in accordance with the stipulations of IP's Concession Contract, allows the average quality index of the network to be maintained at the values at which it was received.

Construction by means of Sub-Concessions

Construction through Sub-Concessions is recognised to reflect the effective evolution of the works, based on percentage of completion data obtained from the sub-concessionaires and validated by IP.



Grantor - State - Account Receivable

Following the spin-off of the railway activity in Portugal in 1997, IP (formerly REFER) was assigned the responsibility of building and renovating long-duration railway infrastructures. This activity is carried out according to the Government directives; its financing is guaranteed through the share capital, by State and European grants and loans. The majority of the loans are secured by the State, and IP plays the role of "agent".

Applying this understanding, the effects of this activity are recognised and measured in accordance with IFRIC 12 - Concession Arrangements.

Thus, for the purposes of applying IFRIC 12, the Long Duration Infrastructure Investment Activity (LDI) is considered to be the existence of a concession between the State (Public Entity) and IP (assimilated to a Private Entity even though the sole shareholder is the State), with IP assuming the role of "Concessionaire" in this activity.

IFRIC 12 applies to public service concession contracts in which the grantor (State) controls (regulates):

- The services to be provided by the concession holder (through the use of infrastructure), to whom and at what price; and
- Any residual interests over the infrastructure at the end of the contract.

IFRIC 12 applies to infrastructures:

- built or acquired by the operator from third parties; and
- that already exist and to which the operator is given access.

In this way, and given the above described, it is IP's understanding that the existing railway concession is included within the scope of this IFRIC for the following reasons:

- IP is a for-profit entity and subject to the application of the Companies Code, although its shareholder is the State, it is incorporated under the regime provided for in the legislation applicable to the public business sector (Decree-Law 133/2013 of 3 October) and has asset and financial independence from its shareholder, thus excluding the application of IFRIC 12 in accordance with its §4;
- The decree-law which created IP, in substance, can be considered a concession agreement, since the State, as Grantor, controls and regulates the public services provided by IP, as Concessionaire, with the infrastructures that are part of or will become part of the national railway public domain, also defining to whom the services are provided and at what price; and
- Through ownership, the state controls the infrastructure, as it belongs to the state's public domain, giving IP the right to access it so that it can provide a public service by charging a tariff to passenger and freight transport operators.



This interpretation establishes the generic principles for the recognition and measurement of rights and obligations under the concession contracts with the above-mentioned characteristics.

Taking into account the types of existing models, the model which best translates IP's railway activity is the Financial Asset model, since according to the law in force, the State (public entity) will fully bear the costs of the investments in national railway infrastructures, whereas IP has an unconditional right to receive funds from the State for its investments in LDI. This right is granted either by article 11 of the General Land Transportation Law for rail transport (IARC), by Decree-Law 141/2008 of 22 July, or by the 2011-2015 Strategic Transport Plan (PET) and finally, in 2014, by the Strategic Plan for Transport and Infrastructures (2014-2020) (PETI3+).

As there is no formal concession agreement for the Long Duration Infrastructure Investment Activity, only a Programme Contract for the Railway Infrastructure Management activity, IP makes the following assumptions to determine the value of the concession, in accordance with the financial asset model, based on the principle of substance over form and existing legislation, namely:

- The General Land Transportation Law Infrastructure Maintenance and Supervision Law 10/90 which establishes in number 3 of article 11 the compensation payable by the State for shouldering
 in full the infrastructure construction, maintenance and supervision costs, in accordance with rules
 to be approved by the Government.
- In the The Strategic Transport Plan (RCM 45/2011):

"The investment necessary for the construction of transport infrastructure, as goods and assets in the public domain, is the responsibility of the State as set out in the General Land Transportation Law. Nevertheless, over the past decades, state-owned enterprises operating in the land transport and railway sectors have carried the burden of having to register in their Financial Statements - via the issuing of debt - the costs of this investment made on behalf of the State"; and

"The historic debt of state-owned enterprises operating in the public railway transport and infrastructures sector, results in part from the development of investment projects which are the State's responsibility, (...)".

PETI3+ - Strategic Plan for Transports and Infrastructures (2014-2020).

PETI3+ "...is a revision of PET 2011-2015, including a second phase of structural reforms to be made in this sector, as well as a set of investments in transport to be carried out until the end of this decade. It is estimated that 61% of priority railway projects can be financed through community funds and 39% through public funds. Where any assets are withdrawn from the public railway domain, the profit or loss will be allocated to this activity, as established in each withdrawal order".

As a result of the above, a financial asset has been recognised in the Statement of Financial Position, called "Grantor - State - Account receivable"



This asset derives from the investment in concession assets (ILD) plus interest charged, less the monetisation of assets, subsidies received, receipts and impairments.

- i) Investment in concession assets (Long Duration Infrastructure LDI) These are properties in the public railway domain to which IP only has access in order to provide "Infrastructure Management" services. These assets, in addition to acquisitions and constructions following the split of CP Comboios de Portugal, E.P.E.'s assets through the publication of Decree-Law no. 104/97 of 29 April, also include the assets of the extinct offices (Lisbon Railway Node Office, Oporto Railway Node Office and Office for the Management of Railway Installation Works on the Tagus Bridge) and assets transferred from that company, which constitute assets in the public railway domain.
- ii) Interest debited As there is no defined maturity, due to the lack of a formalised concession contract, it is assumed that the amounts receivable fall due when they are debited. Consequently, from that date, the interest on the outstanding amount is deemed to be payable to the concessionaire (IP). The way this interest is calculated is based on the same conditions as the financing obtained to finance this activity directly. Interest and other financial expenses incurred with borrowings for financing the concession are therefore debited.
- iii) Return on assets results from the obligation, expressed in the joint orders of the Ministries of Sectoral and Financial Affairs, to authorise the transfer of railway public domain and for the respective disposal proceeds to be deducted from the amounts owed to the Grantor;
- iv) Subsidies received note 2.2.11

The financial asset is presented as a current balance in the Statement of Financial Position because it has no defined maturity, due to the lack of a formal concession contract.

Tangible, intangible assets and investment properties - Useful lives

The determination of useful lives of the assets as well as the depreciation/amortisation method to be applied is essential to determine the amount of depreciation/amortisation to be recognised in the Separate Profit and Loss Statement for each year.

These two parameters are defined in accordance with the best estimate of the Executive Board of Directors for the assets and businesses in question, while also considering the practices adopted by the companies of the sector.

Financial applications in associates

Financial investments in associated companies are included in the Financial Statements using the equity method, from the date on which the Company acquires significant influence until the moment it ends.

The existence of significant influence on the part of the Company is normally demonstrated in one or more of the following ways:

- Representation on the Executive Board of Directors or equivalent management body;
- Equity holding of 20% to 50%;



- Material transactions between the Company and the associated entity;
- · Participation in policy-making processes;
- · Exchange of staff for influencer management; and
- Provision of essential technical information.

Joint operations

The two European Groupings of Economic Interest of which IP is member are considered joint arrangements as provided in IFRS 11.

The determination of the typology of agreement is based on the judgement made by the entities involved, taking into account the rights and obligations arising from the agreements, taking into account:

- Structure and legal form of the agreement Both agreements in question were structured by means of a separate vehicle, and in these circumstances we are dealing with a joint operation, since the legal form of the said instrument does not confer separation between the parties and the separate vehicle. The statutes of both groups mention the existence of unlimited and joint and several liability on the part of those involved in the grouping, which makes them responsible for the claims made by third parties, as well as the fact that in the event of losses, the Assembly has the right to ask those involved to contribute proportionally, according to the percentages of participation of each member, to the settlement of the grouping's debts, which indicates that the parties are given obligations for the liabilities arising from the agreement.
- The terms agreed by the parties both agreements provide that the projects will be deemed as undivided assets of members.



Provisions

IP regularly analyses any obligations arising from past events and which must be recognised or disclosed.

The subjectivity associated with determining the likelihood and amount of future internal resources required for the payment of the obligations may lead to significant adjustments, either due to changes in the assumptions used or the future recognition of provisions previously disclosed as contingent liabilities.

Provisions resulting from lawsuits in progress are periodically assessed by IP's internal and external lawyers in charge of those proceedings.

As regards the provision for disqualified roads, IP makes a comprehensive survey of the disqualified roads still under its responsibility and checks, on the basis of technical analyses of the cost of preparing them for hand over to the municipalities, if the recorded value of this provision is appropriate.

As a result of the developments in the VAT proceedings described in Note 10, a provision in the amount corresponding to the estimated impact of an unfavourable decision to former EP (the entire VAT deducted by EP in activities financed by the RSC) has been set up.

Impairment of non-monetary assets

Tangible and intangible assets with a defined useful life - it is checked whether there are signs of impairment losses, namely through the discontinuation/non-utilisation of assets.

Inventories held to be used in production - they will not be reduced below cost as since they are integrated in the infrastructure, they will be debited to the Grantor at acquisition price. The only exception to this concerns materials that are obsolete or technically depreciated and which cannot be used for the activity, which will notwithstanding be adjusted taking into account their recoverable value from their sale as waste.

Investments in and subsidiaries associates - the existence of possible restrictions on the recovery of the investment is verified, and it is the Company's policy, with regard to financial holdings, to recognise impairment whenever the value of the investment exceeds the net assets of the investees from a standpoint of liquidation of the latter. This is deemed to be the more adequate model for these entities, which exist from a standpoint of segmentation of service rendering activities of the Group (Note 23).



Impairment of financial assets

Loans granted - any need to recognise impairment is verified taking into consideration the subsidiaries' capacity to generate future cash flows, by analysing their budget projects as well as their business plans.

Grantor State - Accounts receivable - When REFER was set up, the statutory capital was paid up in kind with the delivery of the railway infrastructure valued at € 62,350 thousand. From 1998 to 2001, the Portuguese State increased the statutory capital of REFER in the total of € 242,850 thousand. These increases were intended, as set out in each joint approval package, to finance investments in long-duration infrastructure forming the public railway domain. At the time of incorporation, the public domain assets were listed as REFER's fixed assets (tangible fixed assets under the then accounting standards - POC), so the counterpart to the capital contribution was the recognition of these assets. With the adoption of IFRIC 12, these amounts take the form of reimbursement made in due course for the investments made in the long-term infrastructure by the REFER Concessionaire, totalling € 305 million (initial contribution in kind, plus the capital increases between 1998 and 2001). Consequently, this amount will no longer be reimbursed by the State/Grantor, and impairment has been recognised on these amounts.

Sundry debtors - based on the evaluation by the Executive Board of Directors of the probability of recovering such receivables, the seniority of the balances, cancellation of debts and other factors. Other circumstances and facts are also considered that may alter estimated impairment losses of receivables in the face of considered assumptions, including changes in the economic climate and sector trends, the creditor position of main clients and significant defaults.

Customer debts in the Railway Infrastructure Management and High-Performance segments - in general, these have not been subject to impairment due to the specific characteristics of the customers (railway operators and toll customers).

This evaluation process is subject to various estimates and judgements. Changes in these estimates may imply different levels of impairment; consequently, they may have different impacts on income.



Income tax

Deferred tax assets are only recognised to the extent that it is probable that future taxable profits will be available against which these assets can be utilised.

The correct recognition of deferred taxes requires significant judgements on the part of the Executive Board of Directors, particularly with regard to:

· Forecasts of future profits

IP and respective Group have a history of taxable profits. As a result of the entry into force of Law 24-D/2022, of 30 December (State Budget 2023), the introduction of article 43 D - Tax Incentive Scheme for the Capitalisation of Companies, hereinafter ICE, was approved in the Tax Benefits Statute.

Taking this benefit into account for IP meant that the IP's once positive tax result became a tax loss.

According to the legislation in question, this benefit must be calculated by reference to the sum of the amounts calculated in the financial year itself and in each of the nine previous tax periods beginning in 2023. With SB 2024 (Law 82/2023 of 29 December), the number of periods was changed to six years.

Analysing IP's forecast management instruments and the aforementioned legislation, and in line with the company's financing policy based on capital increases, it can be seen that IP is unlikely to make a taxable profit in the next six financial years.

Analysis of the tax legislation in force and in accordance with the specifics applicable to IP.

Law 24-D/2022 of 30 December (State Budget for 2023) changed the tax loss deduction system provided for in article 52 of the CIRC, and there is no longer a time limit for recovering tax losses generated from 2023 onwards, which has an obvious impact on the bases of the calculated temporary differences.

Quantification of the amount of tax assets recoverable in future periods.

IP's tax estimate includes temporary differences whose recovery is limited in time by tax legislation, namely the temporary differences resulting from the limited deduction of financing costs provided for in article 67 of the CIRC.

In order to quantify the amounts that can be recovered in future periods, IP's forecast instruments are analysed, using the most up-to-date assumptions. Note 20 shows the tax assets generated, the recovery periods and the estimated reversal of temporary differences in future periods.

Estimated reversal rate of temporary differences.

For the purposes of calculating deferred tax, the income tax rates expected to be in force when the temporary differences are reversed will be used.

It was therefore necessary to analyse the bases of existing temporary differences and assess how these differences would be reversed, given the nature of the underlying transactions, which meant segmenting the expected tax reversal rates into different rates, as shown below:

- Temporary differences during the period in force of the ICE Rates to be applied to the bases of temporary differences of operations whose reversal is expected to occur in the next six financial years (expected duration of the ICE);
- Temporary differences after the period in which the ICE is in force Rates to be applied to the bases of temporary differences in operations whose reversal is expected to occur from the period in which the ICE is finalised (when IP is expected to generate taxable profits again); and
- Temporary differences arising from tax losses.

Note 8 discloses the bases and assumptions inherent in the previous types and Note 25 presents the rates considered for the expected reversals.

Temporary differences whose reversal is not expected, therefore not generating deferred taxes.

There are temporary differences which are not expected to reverse in future financial years and therefore do not give rise to deferred tax assets. Of particular note are the impairments on subsidiaries, other receivables and inventories.



3. SEGMENT REPORTING

See accounting policy 2.2.1.

The information relating to the results from 1 January 2023 to 31 December 2023 and from 1 January 2022 to 31 December 2022, assets and liabilities for the periods ended 31 December 2023 and 31 December 2022 of the identified segments is as follows:

2023	Railway Infrast	Railway Infrast.	High	Road Infrast	CAM Ring	Total
2020	Inv. Act.	ct. Manag. Act. Performanc Manag. Act. Act.		CAMINING	I A CASSIAN	
Sales and services	30 630	86 739	339 228	706 597	12	1 163 194
Impairment	62	110	125	=	725	110
Provisions	· ·	- 26 005	~	- 30 882	940	- 56 887
Other income	5=	94 820	9 320	84 338	854	188 477
Other expenses	- 29 703	- 242 929	- 345 855	- 235 721	9.50	854 207
EBITDA	927	- 87 265	2 693	524 332	0	440 687
Amortisation and depreciation	- 927	- 3 190	- 230	670	241	- 234 787
EBIT	0	- 90 455	296 355		0	205 900
Financial expenses	- 63 350	- 340	- 181 610		S.T.s.	- 245 300
Financial income	63 350	14	1		(4)	63 351
EBT	0	- 90 795	114	746	0	23 952
Income tax for the period		- 42 726			- 42 726	
Net Income	0		- 18 77	4		- 18 774

2022	Railway Infrast.	Railway Infrast.	High Performance	Road Infrast. Manag.	CAM Ring	Total
	Inv. Act.	Manag. Act.		Act.		
Sales and services	32 199	91 687	305 726	708 824	-	1 138 436
Impairment	10	873		Ŧ.	5-	873
Provisions		6 180		- 19 556	0.50	- 13 376
Other income	2	76 333	9 294	74 688	100	160 315
Other expenses	- 31 283	- 230 680	- 316 880	- 200 933	9=	- 779 775
EBITDA	916	- 55 607	- 1 860	563 023	0	506 472
Amortisation and depreciation	- 916	- 3 121	- 267	537		- 271 573
EBIT	0	- 58 727	293	627	0	234 899
Financial expenses	- 59 214	- 368	- 190	833	121	- 250 416
Financial income	59 214	æ	1		100	59 216
EBT	0	- 59 095	102	794	0	43 699
Income tax for the period	-		4 08	5		4 085
Net Income	0		47 78	34		47 784



2023-12-31	Rail Infrast. Inv. Act.	Rail Infrast. Manag. Act.	High Performance	Road Infrast. Manag. Act.	CAM Ring	Total
Assets						
Concession right	~	ne:	21 7	73 390	2	21 773 390
Grantor	4 907 716	(SE)	ie:	≅	8	4 907 716
Other assets	102 105	270 335	27 671	2 953 172	12 150	3 365 433
Total assets	5 009 820	270 335	24 754 233		12 150	30 046 539
Liabilities	<u>.</u>				-	
Borrowings	1 451 611	155	2 532 731	3	3	3 984 342
Grants/Subsidies	*	溫	9 85	0 914	12 150	9 863 064
Other liabilities	4 658	169 430	1 706 883	1 454 255	=	3 335 226
Total Liabilities	1 456 269	169 430	15 5	44 783	12 150	17 182 632

2022-12-31	Rail Infrast. Inv. Act	Rail Infrast. Manag. Act.	High Performance	Road Infrast. Manag. Act	CAM Ring	Total
Assets						
Tradition of the section			24.2	50,020		24 250 020
Concession right		98	21 3	59 029	=	21 359 029
Grantor	4 474 940	7.F	570	70	=	4 474 940
Other assets	69 788	204 589	42 133	2 724 504	5	3 041 013
Total assets	4 544 728	204 589	24 1	25 666	0	28 874 983
Liabilities						
Borrowings	1 599 235	626	2 547 115	ĕ	≅	4 146 350
Grants/Subsidies	_	(se	9 86	4 495	-	9 864 495
Other liabilities	3 287	140 350	1 872 071	1 400 264	=	3 415 972
Total Liabilities	1 602 521	140 350	15 6	83 945	0	17 426 817

4. INVESTMENTS IN SUBSIDIARIES

See accounting policy 2.2.3.

At 31 December 2023 and 31 December 2022 changes in this caption were as follows:

	2023-12-31	2022-12-31
Opening balance		
Acquisition cost	44 952	44 952
Cumulative impairment	- 29 050	- 29 449
Net value	15 902	15 503
Change for the year		
Impairment	2 649	399
Total	2 649	399
Closing Balance		
Acquisition cost	44 952	44 952
Cumulative impairment	- 26 401	- 29 050
Net value	18 551	15 902

The change in impairments is due to the reversal of the adjustment of the stake in IP Património, totalling €2,649 thousand (2022: € 399 thousand), as a result of the positive result recorded in 2023 (note 23).

Investments in subsidiaries are as follows:

	2	023-12-31	2022-12-31		
Companies	% holding	Value of equity holding	% holding	Value of equity holding	
IP Engenharia, S.A. Rua José da Costa Pedreira nº11 - Lisboa	98,43	2 589	98,43	2 589	
IP Património - Administração e Gestão imobiliária, S.A. Av. de Ceuta - Estação de Alcântara Terra - Lisboa	99,9968	14 962	99,9968	12 313	
IP Telecom – Serviços de Telecomunicações, S.A. Rua José da Costa Pedreira nº11 - Lisboa	100,00	1 000	100,00	1 000	
	100	18 551		15 902	



5. INVESTMENT IN ASSOCIATED COMPANIES

See accounting policy 2.2.4.

On September 23, 2021, a non-profit association was created under private law, called "Associação Centro de Competências Ferroviário, (CCF)", with headquarters at Parque Oficinal de Guifões, Rua do Ferroviário, Gatões, 4460-020 Guifões.

IP holds a 31.65% stake in CCF, whose purpose is to promote and carry out technical training, research, development and innovation (R&D) initiatives and activities in technology, particularly in the area of railways and railway equipment, promoting and encouraging specialised training, cooperation and technology transfer between companies, universities, organisations and other public and private entities.

In 2021, through IP was mandated by Council of Ministers Resolution no. 99/2021 of 27 July to make the necessary expenditure for the financial participation, for which it received a subsidy in 2021 of the entire amount to be subscribed (€ 2,000 thousand).

In the current financial year, CCF was reclassified as a public entity under the general regime, which will entail an internal structural reorganisation to meet the Association's strategic requirements, in particular the refurbishment of the buildings in the Guifões Workshop Park, work which has been strongly conditioned by the economic context of recent years due to strong inflation, particularly in the construction industry. In this context, authorisation was requested and obtained from the Government, by means of Council of Ministers Resolution 124/2023 of 10 October, to increase the founding partners' stake in CCF's capital, which in the case of the IP amounted to € 2,000 thousand.

The following table summarises CCF's financial information (*).

	2023-12-31	2022-12-31
Non-current assets	17	9
Current assets	7 056	6 362
Current liabilities	- 912	- 22
Total equity	6 161	6 349
IP Equity Holding	3 950	2 009
Grants/Subsidies	- 2 000	- 2 000
Value of equity holding (31.65%)	1 950	9

^(*) The figures for assets and liabilities included above are not final as the CCF does not have final financial statements at the date of these financial statements.

In terms of assets, the weight of cash and cash equivalents stands out (90%).

6. INTANGIBLE ASSETS

See accounting policy 2.2.6.

In the years ended 31 December 2023 and 31 December 2022, the movement in the value of intangible assets, as well as in accumulated amortisation, was as follows:

	Concession Right	Other	Total
Gross assets			
2021-12-31	24 414 032	32 209	24 446 241
Acquisitions	551 608	18	551 626
Other changes		- 707	- 707
2022-12-31	24 965 640	31 520	24 997 160
Acquisitions	643 191	509	643 700
2023-12-31	25 608 831	32 029	25 640 860
Amortization and Impairment	30		
2021-12-31	- 3 340 717	- 27 554	- 3 368 271
Amortisation for the year	- 265 893	- 36	- 265 929
2022-12-31	- 3 606 611	- 27 589	- 3 634 200
Amortisation for the year	- 228 830	- 34	- 228 864
2023-12-31	- 3 835 441	- 27 623	- 3 863 064
Net value	8		
2022-12-31	21 359 029	3 931	21 362 960
2023-12-31	21 773 390	4 406	21 777 796

The figure for intangible assets refers essentially to the right resulting from the Road Concession Contract.

Assets are calculated according to the percentage of completion of each works, regardless of whether this construction is directly carried out by IP or under Public-Private Partnerships (PPP).

The investments recorded in the financial year are essentially the result of:

- Net payments of tolls received from State concessions of € 568,228 thousand (2022: € 500,998 thousand), including capitalised financial charges of around € 10,359 thousand (2022: € 10,658 thousand), as per note 15;
- Investment in own works of € 74,957 thousand (2022: € 50,594 thousand), of which € 61,435 thousand (2022: € 40,289 thousand) in direct investment (note 17) and € 13,522 thousand (2022: € 10,305 thousand), relating to VAT deducted on the acquisition or construction of assets (note 14).





Amortisation for the year is calculated under IFRIC 12 by the equivalent unit method and refers to the value of the total investment that has already been made or will be made in the future, in the context of the concession between IP and the State, based on the economic and financial flows for the concession period. These figures are based on IP's multi-annual financial model, the main assumptions of which are described in note 2.3.

Based on these assumptions, the amortisation recorded amounted to € 228,830 thousand (2022: € 265,893 thousand). As mentioned in the sensitivity analysis presented in point 2.3, in a pessimistic scenario in which there is no mechanism to ensure compensation for the loss of revenue associated with toll discounts, the value of the annual amortisation recorded would increase by around € 38 million, a situation that would be repeated throughout the Concession.

The remaining intangible assets concern, mostly, contractual rights on computer software (licences).



7. TANGIBLE FIXED ASSETS

See accounting policy 2.2.7.

	Land and Natural Resources	Buildings and Other Construction	Basic Equipment	Transport Equipment	Administrative Equipment	Other Tangible Fixed Assets	Work in Progress	Right of Use	Total
Gross assets									
2021-12-31	5 935	74 042	41 063	12 127	19 769	6 244	7 846	8 187	169 915
Acquisitions	×		1 198	103	633	ж	6 276		8 209
Transfers	x	2 489	1		1	1	- 2 489	1	0
Disposals /Corrections	e ac		- 301	î a	- 32	i a	1		- 333
2022-12-31	5 935	76 530	41 961	12 230	20 370	6 244	11 633	8 187	183 090
Acquisitions			1 047	8	443		6 668	,	8 167
Transfers		11 157	982	1 084	-	83	- 13 307		0
Disposals /Corrections			- 39		- 54			,	- 93
2023-12-31	5 935	289 28	43 951	13 322	20 760	6 328	4 995	8 187	191 164
Depreciation and Impairment									
2021-12-31	0	- 43 990	- 35 739	- 11 626	-18865	- 6 095	0	- 3 495	- 119 809
Depreciation of the year	E	- 1 559	- 1279	- 154	- 512	ω,		-2 050	- 5 562
Depreciation - Write-downs/Corrections	10		301	1.	32	1		·	333
2022-12-31	0	- 45 549	- 36 717	- 11 780	- 19 344	- 6 103	0	-5 546	- 125 039
Depreciation of the year		-1751	- 1 249	- 413	- 447	00		-2 050	- 5 917
Depreciation - Write-downs/Corrections	ı		39		54	1			93
2023-12-31	0	- 47 299	- 37 927	- 12 193	- 19 737	- 6 111	0	-7,596	- 130 864
Net value				10					
2022-12-31	5 935	30 982	5 243	450	1 026	141	11 633	2 641	58 051
2022-12-21	5 025	AO 388	ACO 3	1 130	1 022	216	4 000	701	000



IP owns several plots of lands resulting from land expropriations in connection to the construction of the National Road Network (NRN). Since the possibility of using or commercialising them is dependent on various legal and/or commercial contingencies, the Company considers that these leftover parcels represent contingent assets and does not record or disclose them until it is probable that they will generate an inflow of economic benefits for the Company.



8. DEFERRED TAX ASSETS AND LIABILITIES

See accounting policy 2.2.8.

The balances recognised on deferred taxes are presented in the Statement of Financial Position at their gross value, at 31 December 2023 and 31 December 2022.

The Executive Board of Directors believes that the tax results generated in the future will allow the reversal of all the deferred tax assets recognised.

The impact on the profit/loss of movements in deferred tax items in the financial years was as follows:

	Notes	2023-12-31	2022-12-31
Impact on the comprehensive income statement	2000		
Deferred tax assets	11 GEP - F-220	- 44 643	36 178
	25	- 44 643	36 178

Changes occurred in deferred tax assets during the years are as follows:

DEFERRED TAX ASSETS

	Financing costs	Provision for disqualified roads	Tax losses	VAT Provision	Regular maintenance	Pensions	Amortisation of concession right	Other Adjustments	Total
2021-12-31	13 482	1 951	0	91 683	107 842	299	88 518	790	304 565
Set-up / (Reversal)	24 121		9	7 232	3 187	- 85	1 724	95	36 178
2022-12-31	37 603	1 951	0	98 915	111 029	214	90 242	790	340 744
Set-up / (Reversal)	8 162	=	2 603	6 554	- 240	52	- 7 272	- 790	9 069
Changes in tax rate	- 12 334		æ	3 199	- 117	- 38	- 29 599	in the	- 38 889
Revision of estimate	- 14 823	191	-	20	~	=		tie:	- 14 823
2023-12-31	18 608	1 951	2 603	108 668	110 672	229	53 371	0	296 101

The table above highlights:

- i) The amounts relating to the change in the tax rate resulting from the consideration of the ICE Benefit (-€ 38,889 thousand, note 25), and its implications for IP's future taxable profits, which can be seen in note 2.3 - Income tax, and;
- ii) The revision of the estimate of the basis of financing costs (-€14,823 thousand, note 25), due to the updating of the basis of financing costs accrued in previous periods that can be recovered, in relation to the Company's forecast instruments.

Temporary differences after the period in force of the ICE - Reversal rate of temporary differences 31.25%

The bases of temporary differences whose reversal is estimated to occur in the event of the existence of taxable profits in the Company are included, as follows:

Provisions for Declassified Roads - According to the history of implementation, their reversal is not expected in the near future.

Provision for VAT proceedings - As various legal proceedings are pending resolution, it is estimated that these will not be finalised in the next few years.

Periodic road maintenance - historically the basis of this temporary difference has increased every year, with the exception of 2023, due to actual execution being lower than the amounts considered as an accounting expense. It is assumed that this trend will only change significantly after the increase in financial availability resulting from the reversal of the concession contracts for IP.

Temporary differences after the period in force of the ICE - Reversal rate of temporary differences 21%

Included are the bases of the remaining temporary differences where the rate has been changed because it is understood that the triggering event for the reversal of deferred taxes will occur in this period, where it is expected that there will be no taxable profits. This situation will imply the recycling of these bases by the constitution of deferred tax for tax losses generated in these periods.

The reconciliation of the tax rate is shown in note 25. The reconciliation of the income tax rate is shown on note 26.

9. INVENTORIES

See accounting policy 2.2.10.

At 31 December 2023 and 31 December 2022 the Group has registered the following balances under deferrals:

	2023-12-31	2022-12-31
Raw-material, subsidiary materials & consumables	139 962	117 843
Advances on account of purchases	440	645
**	140 402	118 487
Cumulative impairment	- 145	- 164
	140 257	118 324

The raw materials and consumables item refers to the various types of materials that are incorporated into the maintenance and construction of railway infrastructure.

With reference to the date the accounts were reported, a physical inventory was made in order to quantify the inventory loss adjustment. Therefore, impairment concerns materials that are obsolete and technically depreciated and cannot be used for IP's activities, and which might be sold should an interested buyer emerge;

In line with the current investment effort which, given the type of goods involved, implies ensuring their timely supply, the raw materials item saw a significant increase compared to the same period last year.

Expenses with railway material consumption totalled € 23,168 thousand (2022: € 21,178 thousand), (note 17).

GOVERNMENT AND OTHER PUBLIC BODIES (ASSETS AND LIABILITIES)

At 31 December 2023 and 31 December 2022 this item is detailed as follows:

	2023-12-31	2022-12-31
Debit balances		
CIT	28 280	1 513
Current tax assets	28 280	1 513
VAT	2 254 948	2 048 074
Government and other public bodies	2 254 948	2 048 074
Credit balance		
Contributions to SS, CGA and ADSE health systems	6 090	5 250
Personal Income Tax – Withholdings	1 597	1 584
Other taxes and levies	15	15
Government and other public bodies	7 702	6 849

For the periods presented, the CIT debit balance is broken down as follows:

	2023-12-31	2022-12-31
СІТ		
Advance tax payment	26,680	32,502
RETGS Benefit	1,689	498
Withholdings	65	36
Tax estimate	-153	-31,524
Current tax assets	28,280	1,513

Payments to SS, CGA and ADSE (social security systems), include liabilities with holiday pay and holiday bonuses to be settled in 2024 to Social Security, as well as the amounts processed in December 2023 and settled in 2024, to Social Security, Caixa Geral de Aposentações and ADSE.

The balance of IRS- Withholdings corresponds to the processing of December 2023 salaries, already settled in January 2024.

The balance of VAT receivable comprises the amount of € 2,254,948 thousand to be received by IP, where an amount of € 227,562 thousand was already claimed in 2009, relating to the period of January 2008 to October 2009. This balance to be recovered is fundamentally the result of VAT deducted in its road activity by the now defunct EP and IP, because IP considers that it is entitled to this deduction due to the state having collected VAT on IP's own revenue - the Road Service Consignment - which, according to the legally established mechanisms for its settlement and collection, was handed over to it, albeit indirectly, by the fuel distributors.

IP has eleven lawsuits in progress, the first of which relates to the VAT refund request up to June 2009, the second to the VAT refund request from July to September and the October 2009 deduction, and the others to inspection proceedings from 2011 to 2018.

The first case, relating to the VAT refund request up to June 2009, was rejected by the Tax and Customs Authority (TA), which issued notifications of additional VAT assessments and interest totalling €277,124 thousand and €11,697 thousand, respectively.

Disagreeing with those assessments as undue, on 30 November 2010, the now defunct EP filed a judicial challenge to the rejection of the hierarchical appeal at the Administrative and Fiscal Court of Almada, and the request by the now defunct EP was deemed unfounded at first instance in January 2013. Not agreeing with the decision, the former EP filed an appeal on 6 March 2013.

In the second case, which is at a more advanced stage in the courts and was rejected by the TA, additional VAT and interest assessments were issued, totalling €64,506 thousand and €763 thousand, respectively. On 29 July 2011, the now defunct EP filed a judicial challenge to the rejection of the Hierarchical Appeal with the Administrative and Tax Court of Almada, and the request by the now defunct EP was deemed unfounded at first instance in January 2013. The now defunct EP, not agreeing with the decision, appealed against it on 11 March 2013.

In this second case, the appeal was upheld, and IP was notified on 17 October 2017 of the ruling that repeals the appealed decision and considers EP's legal challenge to be fully upheld, annulling in its entirety the additional assessments issued by the TA. About this Decision:

- Various nullities were alleged by the Treasury, all of which were deemed unfounded on 26 January 2018;
- An appeal was filed by the Tax Authority on 1 March 2018, to the Supreme Administrative Court, and the appeal was accepted for consideration. This is an appeal for review, of an exceptional nature, which provides that the decision handed down by the Central Administrative Court of the South (TCAS) can be reviewed whenever it concerns the assessment of an issue that, due to its legal or social relevance, is of fundamental importance or when admission is necessary for a better application of the law. This appeal was rejected by the TCAS on 18 October 2018, and
- An appeal filed by the Treasury was also admitted by the Supreme Administrative Court (SAC). On 9 December 2021, the SAC decided, as there were no new closing arguments after the hearing of witnesses in the court of second instance, to annul the Judgement and send the case back to the Administrative and Fiscal Court of Almada in order to remedy this nullity by performing the omitted act. IP submitted new allegations on 25 February 2022 and the case is awaiting a decision.



In the course of the usual annual tax inspection proceedings, the TA has been making corrections on the same basis as those described for the above proceedings, and IP has followed the complaint proceedings, maintaining its position also in the terms described above, with the status of the proceedings for each year inspected being as follows:

Year	Proceedings phase	Phase date	Additional tax settlements	Compens atory interest
01/2008 to 06/2009	Appeal by EP against first instance decision in favour of TA	2013-03-06	277,124	9,003
07/2009 to 10/2009	A new decision from the Almada TAC is awaited after the case file has been cancelled.	2022-02-25	64,507	763
2011	Appeal by AT against first instance decision in favour of EP	2023-12-04	195,514	29,412
2012	Appeal by AT against first instance decision in favour of EP	2023-04-03	188,756	2,867
2013	First instance decision in favour of EP	2024-03-31	171,213	13,300
2014	Appeal by AT against first instance decision in favour of EP	2023-05-17	248,308	12,475
2015 (January to May) ^{a)}	First instance decision in favour of EP	2024-03-31	121,043	4,164
2015 (June to December)b)	First instance decision in favour of IP	2024-03-31	139,415	9,484
2016	First instance decision in favour of IP	2024-03-31	286,873	10,349
2017	Judicial challenge of the rejection of the hierarchical appeal	2023-04-01	287,993	32,495
2018	Judicial challenge of the rejection of the hierarchical appeal	2023-04-01	283,926	34,756
2019	Hierarchical Appeal	2024-02-02	270,358	15,176
2020	Tax Inspection Report Draft	2024-01-22	-	-

- a) Regarding the period prior to the merger (NIF, formerly EP)
- b) Regarding the post-merger period

As a result of the described evolution of the VAT case, IP increased the provision in 2020 by € 31,207 thousand, taking its cumulative value at 31 December 2023 to € 527,429 thousand, which corresponds to the VAT which IP estimates it will cease to receive from the Tax Authority if it is considered that the RSC is not income liable for VAT (note 14).

In addition, it should be , it noted that the amounts corrected by the TA and not provisioned for by IP concern mainly deducted VAT relating to the State Concession Network, therefore, if the TA thesis should be accepted in Court, the additional consideration payable by IP will always be an increase in its Intangible Assets, with no direct impact on the results for the year, and impact only in the results of future years, via an increase in the depreciation and amortisation of such assets.

11. DEFERRALS

11.1. DEFERRED ASSETS

At 31 December 2023 and 31 December 2022 the Group has registered the following balances under deferrals:

	2023-12-31	2022-12-31
Current expenses to recognise		
Other services	4 446	4 148
	4 446	4 148

11.2. DEFERRED LIABILITIES

At 31 December 2023 and 31 December 2022 the Group has registered the following balances under deferrals:

	Notes	2023-12-31	2022-12-31
Non-current income to recognise			
Investment Subsidies - Road Concession Right	11.2.1	9 787 895	9 847 532
Term Sale - Brisa Concession		152 300	152 300
Douro Litoral Concession Fee		76 874	84 562
RRP	3	62 679	16 963
Greater Lisbon Concession Fee	TE.	14 000	15 166
CAM Ring subsidy	70.	12 150	3.7
	÷.	10 105 899	10 116 523
Current income to recognise	¥2	1 42	
Douro Litoral Concession Fee	報	7 687	7 687
Other income	767	5 110	272
Greater Lisbon Concession Fee		1 167	1 167
	AS.	13 964	9 126

11.2.1. INVESTMENT SUBSIDIES - ROAD CONCESSION RIGHT

See accounting policy 2.2.11.

This caption includes investment subsidies received by IP to finance the intangible asset relating to the Road Concession Right and not yet recognised via results. Changes occurred during the periods ending on 31 December 2023 and 31 December 2022 are as follows:

	Notes	Investment grants
2021-12-31		9 913 880
Imputation to income	21.	- 66 349
2022-12-31		9 847 532
Increases	C36 58	23
Imputation to income	21.	- 59 660
2023-12-31		9 787 895



12. FINANCIAL ASSETS AND LIABILITIES

See accounting policy 2.2.9.

12.1. CATEGORIES ACCORDING TO IFRS 9

The breakdown of financial assets and liabilities by category according to IFRS 9 for the years ended at 31 December 2023 and 31 December 2022 is as follows:

2023-12-31	Notes	Amortised cost	Fair value through profit or loss.	Fair value through other comprehensive income	Non- financial assets and liabilities	Total
Assets					£0	
Financial investments		529	124	32		156
Grantor - State - Account Receivable	12.2.1	4 907 716	52	-	2	4 907 716
Trade receivables	12.2.3	32 408	841		-	32 408
Other accounts receivable	12.2.4	221 213	()=:	-	41 366	262 579
		5 161 337	124	32	41 366	5 202 859
Liabilities						
Trade payables	12.3.3	63 202	1/2/		-	63 202
Borrowing	12.3.1	1 651 367	-		309	1 651 675
Shareholder funding/ borrowings	12.3.2	2 332 667	7727	==	<u> </u>	2 332 667
Other accounts payable	12.3.4	1 873 607	3743	-	108 584	1 982 190
		5 920 843	0	0	108 892	6 029 735

2022-12-31	Notes	Amortised cost	Fair value through profit or loss.	Fair value through other comprehensive income	Non financial assets and liabilities	Total
Assets	- A					
Financial investments		(=)	100	32	-	132
Grantor - State - Account Receivable	12.2.1	4 474 940		-		4 474 940
Trade receivables	12.2.3	28 205				28 205
Other accounts receivable	12.2.4	142 942			42 627	185 569
		4 646 087	100	32	42 627	4 688 846
Liabilities					-	
Trade payables	12.3.3	38 853	-		=	38 853
Borrowing	12.3.1	1 812 073			1 610	1 813 683
Shareholder funding/ borrowing	12.3.2	2 332 667			-	2 332 667
Other accounts payable	12.3.4	2 037 544	8 3 5 8,		103 818	2 141 362
		6 221 137	0	0	105 428	6 326 564

Non-financial assets mainly relate to:

- Surety bonds services in the amount of € 31,105 thousand (2022: € 31,105 thousand) note 12.3.4;
- Trade receivables of € 7.952 thousand (2022: € 7.651 thousand) note 12.2.4;
- VAT on credit notes pending deduction and reversal of the taxable person totalling € 1,111 thousand
 (2022: € 1,967 thousand) note.12.2.4, and;
- Shareholder debts (RETGS, Dividends and debit balances) totalling €1,037 thousand (2022: € 1,737 thousand) note12.2.4.

Non-financial liabilities include:

- Accounting overdrafts of € 309 thousand (2022: € 1,610 thousand) note 12.2.5;
- Receipts relating to the RRP whose investment has not yet been made in the amount of € 43,044 thousand (2022: € 39,521 thousand) – note 12.3.4;
- Advances on account of sales of approximately € 25,583 thousand (2022: € 25,699 thousand);
- Surety bonds in the amount of € 20,057 thousand (2022: € 18,939 thousand) note 12.3.4;
- Liabilities with employment benefits (remuneration and other debts) of € 14,284 thousand (2022: € 13,620 thousand);
- Advances on subsidies of € 2,733 thousand (2022: € 2,653 thousand), and
- Liability with RETGS in the amount of € 1,552 thousand (2022: € 1,945 thousand).

12.2. FINANCIAL ASSETS

12.2.1. GRANTOR - STATE - ACCOUNT RECEIVABLE

The breakdown of the financial asset underlying the rail concession at 31 December 2023 and 31 December 2022 is as follows:

	2023-12-31	2022-12-31
Concessioned assets (LDI)	10 976 862	10 399 099
Interest charged	1 944 768	1 881 418
Grants/Subsidies	- 5 066 249	- 4 857 911
Receipts	- 2 623 854	- 2 623 854
Return on assets	- 18 612	- 18 612
Impairment	- 305 200	- 305 200
	4 907 716	4 474 940

Of the increase in concession assets (LDI), € 577,763 thousand, we should mention the implementation of Ferrovia 2020 investments, which totalled around € 466,200 thousand, of which investment in the Northern International Corridor (around € 170,000 thousand) stands out, with the largest share relating to the Beira Alta Line, and in the Southern International Corridor (around € 141,200 thousand), with emphasis on the ongoing construction of the new line between Évora Norte - Elvas and the Sines, Ermidas - Grândola General Undertaking.

Of particular note is the increase in subsidies directly attributed to IP for the development of the railway infrastructure, which totalled € 208,338 thousand. These subsidies come from the European Structural and Investment Funds (€ 16, 923 thousand from the ERDF, €100,169 thousand from the Cohesion Fund, €65,823 thousand from the CEF-Cohesion and €25,464 thousand from the CEF-General) and correspond to reinforcements of advances and reimbursements of applications approved in the 2014-2020 programming period (COMPETE 2020, POSEUR and CEF programmes).

In the current financial year, interest totalling € 63,350 thousand was debited to the Grantor (2022: € 59,214 thousand), with the corresponding entry reflected under Financial Gains - interest earned - Grantor - State (note 24)

12.2.2. BORROWINGS GRANTED

The breakdown of borrowings granted to subsidiaries for the periods ended 31 December 2023 and 31 December 2022 is as follows:

	2023-12-31	2022-12-31
Borrowings granted		
Opening balance	10 805	10 805
Closing Balance	10 805	10 805
Cumulative impairment		
Opening balance	- 10 805	- 10 805
Closing Balance	- 10 805	- 10 805
Opening book value	0	0
Closing book value	0	0

All the borrowings granted are in favour of IP Património.

These borrowings reflect the ancillary services provided when the Gare Intermodal de Lisboa, S.A. (GIL) merger project was completed, which was incorporated into IP Património, and were intended to guarantee the neutrality of IP Património's equity after the integration of GIL's assets and liabilities into IP Património.

The set up of the said accessory contributions was carried out against the conversion of accessory capital recorded as impairment.

12.2.3. TRADE RECEIVABLES

The breakdown of this caption at 31 December 2023 and 31 December 2022 is as follows:

	Notes	2023-12-31	2022-12-31
Sundry		21 717	16 157
Tolls	80	5 143	7 993
Railway operator - related party	26.4	4 138	3 330
Subsidiaries	26.3	2 486	1 817
	107	33 484	29 297
Cumulative impairment		- 1 076	- 1 093
		32 408	28 205

This item is made up of current balances, which is why it approximates their fair value.

Exposure of these balances to credit risk is shown in note 12.4.1.

12.2.4. OTHER ACCOUNTS RECEIVABLE

At 31 December 2023 and 31 December 2022 this item is broken down as follows:

	Notes	2023-12-31	2022-12-31
Accounts receivable for accrued income			
Compensatory Allowances	26.2	96 954	31 549
Road Service Consignment	26.2	93 938	80 092
Railway operator - related party	26.4	7 427	8 679
Subsidiaries	26.3	1 031	3 100
Other		1 261	870
		200 611	124 290
Surety deposits	12.1	31 105	31 105
Other accounts receivable	*		
Sundry		38 124	36 867
Subsidiaries	12.1 / 26.3	1 037	1 737
		39 161	38 604
Cumulative impairment		- 8 298	- 8 429
		262 579	185 569

Debtors for accrued income include, among others:

- Amounts receivable relating to outstanding compensation indemnities, in accordance with Council of Ministers Resolution no. 3/2024 of 5 January (note 16);
- Amounts receivable from the Directorate-General for the Budget (DGO) relating to the Road Service Consignment;
- Under the heading Railway operator Related party, we highlight the traction energy of the substations to be invoiced in the amount of € 3,196 thousand (2022: € 5,497 thousand) and the use of railway infrastructure in the amount of € 4,000 thousand (2022: € 3,182 thousand); and
- In the subsidiaries, we would highlight the concession rent for December and the re-invoicing for human surveillance owed by IP Património and the maintenance of the Lumiar building owed by IP Engenharia.

Surety deposits essentially relate to the provision of a suitable guarantee for the VAT proceedings, totalling e 28,126 thousand; and

Other accounts receivable- sundry, net of impairments, include, among others, protocols with various municipalities relating to the construction and upgrading of various infrastructures, in particular the municipalities of Fundão, Cascais, Lisboa, Águeda and Sintra, totalling around € 9,657 thousand (2022: € 10,000 thousand), balances owed to suppliers in of amount of € 7,952 thousand (2022: € 7,651 thousand), the

concession of a plot of land, in the amount of € 4,935 thousand, toll revenues in the amount of € 2,102 thousand, and VAT to be recovered from credit notes and VAT reversal of the taxable person in the amount of around € 1,111 thousand (2022: € 1,967 thousand), as per note 12.1.

Exposure of these balances to credit risk is shown in note 12.41.

12.2.5. CASH AND CASH EQUIVALENTS

The cash and cash equivalents shown in the Cash Flow statement for the financial years ending on 31 December 2023 and 31 December 2022 are reconciled with the amounts shown in the Statement of Financial Position, as follows:

Description	Notes	2023-12-31	2022-12-31
Other investments		198 200	161 248
Bank deposits		62 724	75 034
Cash	<u> </u>	52	51
Cash and cash equivalent in the Statement of Financial Position		260 976	236 334
Accounting overdrafts	12.3.1	- 309	- 1 610
Cash and cash equivalent in the Cash Flow Statement	7.	260 668	234 724

Accounting overdrafts in the Statement of Financial Position, are recorded under in liabilities, under caption "Borrowings".

According to information from the DGO dated 20 December 2021, the funds received under the PRR and not used (€ 43,044 thousand - note 12.3.4) were converted into off-budget operations and can only be used to pay expenses related to the RRP in future years, so as at 31 December 2023, the operation of these amounts is limited.

Exposure of these balances to credit risk is shown in note 12.4.1.

12.3. FINANCIAL LIABILITIES

12.3.1. BORROWINGS

The breakdown of current and non-current borrowings as of 31 December 2023 and 31 December 2022 is as follows:

	2023-12-31	2022-12-31
Non-current loans		
Borrowings	1 065 011	1 636 752
Current loans		
Borrowings	586 664	176 931
	1 651 675	1 813 683

The terms and repayment periods for these loans are detailed below:

10.0000	1.	W 75 C W	Contracted			Repayment		Interest rate		URST WEST
		Date of signature	amount	Principal due	Opening date	Closing date		scheme		
Railway	Suburban	28/10/2004	100,000	28,571	15/06/2009	15/06/2024	Annual	EIB variable, cannot ex ceed 3M-	4.055%	15/mar 15/jun 15/set
								Euribor+0,15%		15/dez
Railway	Suburban B	14/12/2005	100,000	33,333	15/09/2010	15/09/2025	Annual	Revisable rate	3.615%	15/set
Railway	Suburban C	12/10/2006	55,000	20,952	15/03/2011	15/03/2026	Annual	Revisable rate	4.247%	15/mar
Railway	CP III 2 Linha do Norte-C	11/12/2006	100,000	65,000	15/06/2017	15/06/2026	Annual	Revisable rate	1.100%	15/jun
Railway	CP III Linha do Norte-D	12/07/2007	100,000	65,000	15/12/2017	15/12/2026	Annual	3-M Euribor 0. 096%	3.829%	15/mar 15/jun 15/set
										15/dez
Road	EIB- Roads 2009-2019	17/12/2009	200,659	73,575	15/06/2014	15/06/2029	Half-year	Fixed	2.189%	15/jun 15/dez
Railway	Refer V	04/08/2008	160,000	80,000	15/03/2014	15/03/2033	Annual	3-M Euribor 0. 053%	3.872%	15/mar 15/jun 15/set 15/dez
Railway	Refer VI	10/09/2009	110,000	49,500	15/09/2013	15/09/2032	Annual	Revisable rate	2.271%	15/set
Railway	Eurobond 06/26	10/11/2006	600,000	599,542	16/11/	2026	Bullet	Fix ed	4.047%	16/nov
Railway	Eurobond 09/24	16/10/2009	500,000	499,348	16/10	2024	Bullet	Fixed	4.675%	16/out
Road	Eurobond 10/30	09/07/2010	125,000	122,367	13/07/	2030	Bullet	Fixed	6.450%	13/jul
	External Loans			1,637,189						
	Accrued interest			14,177	9					
	Accounting overdrafts			309						
	TOTAL			1,651,675						

Interest associated with these borrowings is paid in arrears, on a quarterly, half-yearly or annual basis.

For EIB borrowings, the capital is amortised periodically after the grace period. The remaining borrowings (Eurobonds) are repaid in full at maturity (bullet).

As at 31 December 2023, the borrowings backed by the State's guarantee totalled €1,515,932 thousand in nominal value (2022: € 1.674,952 thousand).

Exposure of these balances to Liquidity risk is shown in note 12.4.2.

12.3.2. SHAREHOLDER FUNDING / SHAREHOLDER BORROWINGS

As at 31 December 2023 and 31 December 2022, the item shareholder Borrowings/supplementary capital was broken down as follows:

	2023-12-31	2022-12-31	
Current Borrowings		0	
State Loan	2 332 667	2 332 667	
	2 332 667	2 332 667	

These shareholder's borrowings viewed to meet the borrowing requirements of former EP between 2011 and 2013.

The DGTF granted a new moratorium on state loans allocated to the motorway in the amount of € 2,332,667 thousand (€ 2,215,578 thousand in amortisation and € 117,089 thousand in interest), sliding their maturity to 31 December 2024. Deferrals granted in this context are not subject to the payment of interest.

These loans pay interest at various fixed annual nominal rates, as agreed with the DGTF according to the amount and dates of the disbursements. The breakdown is as follows:



Activity	Name	Date of signature	Contracted amount	Principal due		Repayment		Interest rate	Interest rate	Periodicity
	144110				Opening date	Closing date	Periodicity	scheme	mior cor rato	
Road	State Loan	30/12/2011	1 705 000	852 500	31/05/2013	30/11/2016	Half-y ear	Fixed	2.770%	31/mai 30/nov
Road	State Loan	27/01/2012	204 000	153 000	31/05/2014	30/11/2017	Half-y ear	Fixed	3.690%	31/mai 30/nov
Road	State Loan	27/01/2012	230 000	172 500	31/05/2014	30/11/2017	Half-y ear	Fixed	3.440%	31/mai 30/nov
Road	State Loan	27/01/2012	75 000	56 250	31/05/2014	30/11/2017	Half-y ear	Fixed	2.930%	31/mai 30/nov
Road	State Loan	27/01/2012	28 000	21 000	31/05/2014	30/11/2017	Half-y ear	Fixed	2.690%	31/mai 30/nov
Road	State Loan	30/05/2012	44 000	33 000	31/05/2014	30/11/2017	Half-y ear	Fixed	2.690%	31/mai 30/nov
Road	State Loan	30/05/2012	80 000	60 000	31/05/2014	30/11/2017	Half-y ear	Fixed	2.700%	31/mai 30/nov
Road	State Loan	30/05/2012	33 500	25 125	31/05/2014	30/11/2017	Half-y ear	Fixed	1.980%	31/mai 30/nov
Road	State Loan	26/09/2012	156 800	117 600	31/05/2014	30/11/2017	Half-y ear	Fixed	1.810%	31/mai 30/nov
Road	State Loan	29/10/2012	16 000	12 000	31/05/2014	30/11/2017	Half-y ear	Fixed	1.710%	31/mai 30/nov
Road	State Loan	29/10/2012	13 300	9 975	31/05/2014	30/11/2017	Half-y ear	Fixed	1.590%	31/mai 30/nov
Road	State Loan	29/01/2013	85 000	85 000	31/05/2015	30/11/2020	Half-y ear	Fixed	2.750%	31/mai 30/nov
Road	State Loan	29/01/2013	135 600	135 600	31/05/2015	30/11/2020	Half-y ear	Fixed	2.420%	31/mai 30/nov
Road	State Loan	29/01/2013	17 400	17 400	31/05/2015	30/11/2020	Half-y ear	Fixed	2.150%	31/mai 30/nov
Road	State Loan	08/03/2013	25 654	25 654	31/05/2015	30/11/2020	Half-y ear	Fixed	2.150%	31/mai 30/nov
Road	State Loan	08/03/2013	266 405	266 405	31/05/2015	30/11/2020	Half-y ear	Fixed	2.180%	31/mai 30/nov
Road	State Loan	08/03/2013	28 042	28 042	31/05/2015	30/11/2020	Half-y ear	Fixed	2.610%	31/mai 30/nov
Road	State Loan	04/09/2013	26 202	26 202	31/05/2015	30/11/2020	Half-y ear	Fixed	2.190%	31/mai 30/nov
Road	State Loan	04/09/2013	25 000	25 000	31/05/2015	30/11/2020	Half-y ear	Fixed	2.180%	31/mai 30/nov
Road	State Loan	04/09/2013	17 943	17 943	31/05/2015	30/11/2020	Half-y ear	Fixed	2.070%	31/mai 30/nov
Road	State Loan	09/10/2013	3 688	3 688	31/05/2015	30/11/2020	Half-y ear	Fixed	2.100%	31/mai 30/nov
Road	State Loan	09/10/2013	21 805	21 805	31/05/2015	30/11/2020	Half-y ear	Fixed	1.870%	31/mai 30/nov
Road	State Loan	09/10/2013	49 891	49 891	31/05/2015	30/11/2020	Half-y ear	Fixed	1.970%	31/mai
	Total shareholde	r financing		2,215,578						30/nov
	Accrued interest			117,089						



Flat-rate financing

As of 31 December 2023, the fair value of the fixed rate debt was as follows:

Exposure of these balances to Liquidity risk is shown in note 12.4.2.

		Principal du		
Name	Nominal Value	Nominal Value	Fair value	Interest rate
EIB - Suburbans B	100 000	33 333	33 828	3.615 %
EIB - Suburbans C	55 000	20 952	21 740	4.247 %
EIB - REFER VI	110 000	49 500	47 198	2.271 %
EIB - CPIII2 Northern Line C	100 000	65 000	63 560	1.100 %
EIB- Roads 2009-2019	200 659	73 575	73 529	2.189 %
Eurobond 06/26	600 000	600 000	630 903	4.047 %
Eurobond 09/24	500 000	500 000	508 255	4.675 %
Eurobond 10/30	125 000	125 000	129 704	6.450 %
State Loan	1 705 000	852 500	866 796	2.770 %
State Loan	204 000	153 000	160 133	3.690 %
State Loan	230 000	172 500	179 790	3.440 %
State Loan	75 000	56 250	58 127	2.930 %
State Loan	28 000	21 000	21 613	2.690 %
State Loan	44 000	33 000	33 963	2.690 %
State Loan	80 000	60 000	61 761	2.700 %
State Loan	33 500	25 125	25 547	1.980 %
State Loan	156 800	117 600	119 227	1.810 %
State Loan	16 000	12 000	12 145	1.710 %
State Loan	13 300	9 975	10 075	1.590 %
State Loan	85 000	85 000	91 063	2.750 %
State Loan	135 600	135 600	143 823	2.420 %
State Loan	17 400	17 400	18 303	2.150 %
State Loan	25 654	25 654	26 985	2.150 %
State Loan	266 405	266 405	280 490	2.180 %
State Loan	28 042	28 042	29 915	2.610 %
State Loan	26 202	26 202	27 595	2.190 %
State Loan	25 000	25 000	26 322	2.180 %
State Loan	17 943	17 943	18 827	2.070 %
State Loan	3 688	3 688	3 873	2.100 %
State Loan	21 805	21 805	22 739	1.870 %
State Loan	49 891	49 891	52 190	1.970 %
TOTAL	5 078 887	3 682 939	3 800 019	

12.3.3. TRADE PAYABLES

At 31 December 2023 and 31 December 2022 this caption was made up as follows:

	Notes	2023-12-31	2022-12-31
General suppliers		58 847	35 094
Subsidiaries	26.3	2 807	1 338
Railway operator - related party	26.4	1 548	2 421
		63 202	38 853

Exposure of these balances to Liquidity risk is shown in note 12.4.2.

12.3.4. OTHER ACCOUNTS PAYABLE

At 31 December 2023 and 2020, details of this item are as follows:

	Notes	2023-12-31	2022-12-31
Non-current			
Accounts payable for accrued expenses	\$5		
Sub-concessions	#.S &	937 771	1 073 431
		937 771	1 073 431
Leases			742
	19.7	937 771	1 074 173
Current			
Accounts payable for accrued expenses	-		
Sub-concessions	3.5	472 343	495 155
Regular road maintenance		354 151	355 293
Other Accounts payable for accrued expenses		35 788	47 212
Subsidiaries	26.3	1 808	2 998
Railway operator- related party	26.4	155	238
		864 245	900 895
Investment Suppliers	2200	65 828	58 633
Sundry		64 489	58 633
Railway operator- related party	26.4	1 339	0
RRP	12.1/12.2.5	43 044	39 521
Advances to be forwarded to Sales	12.1	25 583	25 699
Surety bonds	12.1	20 057	18 939
Sundry		20 003	18 890
Railway operator- related party	26.4	54	49
Remuneration payable	11.00	14 284	13 620
Other creditors	197	9 068	5 733
Sundry		8 700	5 466
Subsidiaries	26.3	368	267
Leases	1125	757	2 204
RETGS - Subsidiaries	12.1 / 26.3	1 552	1 945
	100	1 044 419	1 067 189



Accounts payable for accrued expenses include the following:

- The amount of IP's liabilities to sub-concessionaires for construction, operation and maintenance services already carried out by them and pending invoicing, remunerated in the accounts at rates of between 5% and 11%.
 - This liability is assessed annually and represents the best estimate of the Executive Board of Directors of the valuation of the services already rendered by sub-concessionaires determined based on the estimate of future financial flows from these contracts, regardless of their nature, including those resulting from contingencies and legal proceedings;
- The periodic maintenance of roads resulting from IP's responsibility to maintain or restore the road infrastructure to certain levels of service, which is established over the period that elapses until the scheduled date of execution of the works;
 - The change in the Periodic Maintenance of Roads item is due to the increase in the theoretical annual cost for scheduled maintenance totalling around € 55,665 thousand (note 18), less the execution of maintenance work for the year of around € 56,807 thousand; and
- Other accrued liabilities include the amounts payable by IP under the Concession Contract with the State, totalling € 24,000 thousand (2022: € 24,000 thousand) and traction power and other in the amount of € 9,743 thousand (2022: € 13,105 thousand) and the contract for the provision of data services and information and communication technologies totalling € 1,808 thousand (2022: € 1,614 thousand).

Item Investment suppliers refers mainly to the amounts billed for the performance of own works.

With regard to the Recovery and Resilience Plan (RRP), € 105,724 thousand have been received to date, of which € 49,239 thousand during this financial year. In terms of financial execution, € 62,679 thousand have already been paid out, of which € 45,716 thousand during the 2023 financial year.

Exposure of these balances to Liquidity risk is shown in note 12.4.2.

12.4. FINANCIAL RISK MANAGEMENT POLICIES

IP's activity is exposed to financial risk factors such as currency risk, credit risk, liquidity risk, interest rate risk associated with cash flows arising from borrowings and capital risk.

Decree-law 133/2013 of 3 October introduced changes to the autonomy of reclassified public companies (EPR) in what concerns access to funding with the financial system, and the use of derivative financial instruments for risk management purposes.

In fact, article 29 makes it impossible for the EPRs to access financing from credit institutions, with the exception of those of a multilateral nature (e.g. the European Investment Bank. Article 72 also establishes the transfer of the management of their financial derivatives portfolios to IGCP.

These risks are managed by the Finance Department, within the framework of the risk mitigation policies defined by the Executive Board of Directors.

12.4.1. CREDIT RISK

Credit risk is associated with the risk of another party failing to comply with its contractual obligations resulting in a financial loss for IP.

Credit risk is mainly associated with the likelihood of recovering trade receivables from clients, as well as other accounts receivable, and deposits and applications with financial institutions and the IGCP.

In order to minimise its exposure to this risk, the Company obtains credit guarantees from clients in the form of collateral, surety bonds or bank guarantees. Note 12.1 details the maximum exposure of the company to credit risk.

Table below provides a brief characterisation of accounts receivable (clients), according to invoicing intervals:

2023-12-31	[> €th 1000 [[€th 999 m€ <€th 10 [[€ 10th>0]	Total
Number of clients	7	28	181	216
Railway	7	-	19	26
Non tolled roads		28	162	190
Tolls			Various	
Debt	26 409	1 679	5 396	33 484
Railway	26 409	÷	7	26 416
Non tolled roads	<u></u>	1 679	246	1 925
Tolls	848	(8)	5 143	5 143

2022-12-31	[> €th 1000 [[€th 999 m€ <€th 10 [[€ 10th>0]	Total
Number of clients	6	25	186	217
Railway	6		20	26
Non tolled roads	2	25	166	191
Tolls			Various	(#)
Debt	19 495	1 562	8 240	29 297
Railway	19 495		7	19 501
Non tolled roads	-	1 562	240	1 802
Tolls	-		7 993	7 993

At 31 December 2023 IP had a portfolio of 216 clients (2022: 217 clients), of which 7 (2022: 6) have balances above € 1000 thousand accounting for approximately 79% (2022: 67%) of amounts due.

When analysing debt, we highlight the increase in the railway operators' debt (+35% compared to 2022), given the decrease in fare invoicing in the period under review of around 2%.

The weight of toll debts in relation to the total customer balance was 15% (2022: 27%)



The seniority of balances of trade receivables (clients) is shown in table below.

2023-12-31]0-30[[30-60[[60-90[[90-360[[360[Total
Tolls	5 143	-	_	-	2	5 143
Intra group entities	2 486	W <u>2</u> 1	14	·	9	2 486
Railway operators	4 430	3 771	4 370	8 566	2 783	23 921
Public entities	(#)	7F		-	25	25
Other debtors	172	2	26	46	1 664	1 909
	12 231	3 773	4 396	8 611	4 472	33 484
Impairment	-	92	4	145	- 1 076	- 1 076
	12 231	3 773	4 396	8 611	3 396	32 408
	0.00 %	0.00 %	0.00 %	0.00 %	24.05 %	3.21 %

2022-12-31]0-30[[30-60[[60-90[[90-360[[360[Total
Tolls	7 993	-	-	-	-	7 993
Intra group entities	353	52	635	785	43	1 817
Railway operators	8 058	3 448	104	384	5 684	17 678
Public entities	34	(#	2	(a)	25	59
Other debtors	49	0.00	39	332	1 329	1 750
	16 488	3 448	778	1 502	7 081	29 297
Impairment		0%	# (#	- 323	- 770	- 1 093
	16 488	3 448	778	1 179	6 311	28 205
	0.00 %	0.00 %	0.00 %	21.50 %	10.87 %	3.73 %

The credit risk associated with debts of IP clients has the following characteristics:

Road Activity - accounts receivable (clients) concern mainly tolls which have a diversified customer base and comprises low-value transactions and are collected by the Tax Authority if not paid, so they do not have significant associated credit risk.

Railway Activity - This risk is essentially related to non-compliance with the responsibilities assumed by the railway operators. CP - Comboios de Portugal, E.P.E. is the main counterparty and was the one with the most significant defaults during the year. This year has seen difficulties on the part of private operators settling their debts on time, a situation that has been duly monitored by the services.

In relation to intra group entities and public entities there is no relevant credit risk in sight.



With regard to other clients, referred to for this purpose as "other debtors", a number of balances with reduced values are included (2023: 208 clients and 2022: 214 clients), with insignificant weight in the client portfolio, which have been subject to impairment on a case-by-case basis according to the risk analysis carried out, and the Executive Board of Directors is convinced that the impairments considered are appropriate.

With regard to the credit risk associated with other accounts receivable, the main highlights are the weight of the Road Service Consignment (RSC), which is collected by the Tax Authority (TA) and delivered to IP by the DGO, the compensatory indemnities provided for in RCM 3/2024, of 5 January, and the debts of municipalities for which, given their public nature, the associated credit risk is not considered relevant, since it is considered that, despite any delays, the probability of recovery is 100%. In remaining cases, impairments are recognised when the balances are due for more than 720 days.

As for credit risk associated with financial activity, IP is exposed to the national banking sector on account of its its demand deposits balances and to the international banking sector with which it has contracted derivative financial instruments. This exposure is reduced due to the application of the legislation on the Principle of State Treasury Unity, which provides for the concentration of cash and financial investments with IGCP. Currently, IP holds 99% of its cash assets with IGCP.

To date, IP did not incur into any impairment resulting from non-compliance of contractual obligations by banks.

The following table shows a summary of the credit rating of IP's deposits, by entity, as attributed by Standard and Poor's at the reporting dates:

	2023-12-31		2022	2-12-31
	Rating	Balances	Rating	Balances
IGCP(*)	BBB+	262 709	BBB+	236 200
BBVA	A+	14	Α	32
BANCO BPI	BBB+	12	BBB+	40
BANCO SANTANDER	A+	2	A+	5
CGD	(-)	1	(-)	3
ВСР	BBB-	1	BB+	
Novo Banco	(-)	**	(-)	1
		262 738		236 283

^(*) In 2023 it comprised € 198,200 thousand (2022: € 161,248 thousand) of CEDIC applications.

12.4.2. LIQUIDITY RISK

This type of risk is measured by the ability to raise financial resources to meet the liabilities with the different economic agents that interact with the Company, such as suppliers, banks, the capital market, etc. This risk is measured by the liquidity available to the company to meet the assumed liabilities as well as the capacity to generate cash flow in the course of its business.

IP seeks to minimise the likelihood of non-compliance with its commitments through rigorous and planned management of its business. Prudent liquidity risk management implies maintaining an adequate level of cash and cash equivalents to meet the liabilities assumed. Since IP is financially loss-making, it is the shareholder, i.e. the Portuguese state, which covers the Company's financing requirements through capital increases. The liquidity risk is therefore considerably low.

Table below shows the liabilities of IP by intervals of contracted maturity. The amounts presented represent non discounted future cash flows as of 31 December 2023 and 31 December 2022.

2023-12-31	Less than 1 year	1 to 5 years	+ than 5 years
Borrowings			
- Repayment of borrowings	572 830	894 602	173 500
- interest on borrowings	72 999	113 768	10 607
- Repayment of shareholder funding / Shareholder's borrowings	2 215 578	(4)	:=
- interest on shareholder funding / Shareholder's borrowings	117 089		:=
- Surety	2 992	4 114	196
Trade payable and other accounts payable	999 228	937 771	=
	3 980 715	1 950 256	184 303

Less than 1 year	1 to 5 years	+ than 5 years
159 020	1 447 243	193 689
69 068	165 310	20 631
2 215 578	*	:=
117 089		:=
3 347	7 054	357
1 002 393	1 074 024	-5n
3 566 494	2 693 632	214 676
	159 020 69 068 2 215 578 117 089 3 347 1 002 393	159 020 1 447 243 69 068 165 310 2 215 578 - 117 089 - 3 347 7 054 1 002 393 1 074 024

12.4.3. INTEREST RATE RISK

IP is subject to interest rate risk as long as it holds loans contracted with the (national and international) financial system and the State to finance its activity.

The main objective of interest rate risk management is to protect against movements in rising interest rates, since IP's revenues are immune to this variable and a natural hedge is therefore impossible.

Currently, no financial instruments are used to hedge interest rate risk.

At present, the aim of the interest rate risk management policy is essentially to monitor the interest rates that influence the financial liabilities contracted on the basis of Euribor.

Sensitivity test to change in interest rate

IP uses sensitivity analysis on a regular basis to measure the extent to which results would be influenced by the impact of interest rate variations on the fair value of its loans. These analyses have helped decision-making in interest rate risk management. The sensitivity test is based on the following assumptions:

- i. As of 31 December 2023 IP had not recognised any borrowing obtained at fair value;
- ii. Changes in the fair value of financial loans and liabilities are estimated discounting future cash flows using market rates at the time of reporting;
- iii. On the basis of these assumptions, at 31 December 2023, a 0.5% increase or decrease in the Euro interest rate curves would result in the following changes in the fair value of loans with potential impact on profit and loss:

	Change in the Interest rate curve	
	-0.50 %	0.50 %
Impact on the fair value of borrowings	28 140	-12 317
Potential impact on results	-28 140	12 317

12.4.4. CAPITAL RISK

IP's goal in terms of capital risk management, which is a broader concept than the capital shown on the Statement of Financial Position, is to safeguard the ongoing business operation.

The basic instrument for managing this risk is IP's financing plan (or financial plan), which identifies and monitors the sources of funding, in particular the policy of strengthening the share capital promoted by the shareholder and embodied in operations to increase cash capital.

IP was set up with a share capital of €2,555,835 thousand, represented by 511,167 shares with a nominal value of €5 thousand each. At 31 December 2023, the share capital amounted to € 12,580,670 thousand represented by 2,517,334 shares, with a nominal value of € 5000 each.

In 2023 capital increases were made in cash, totalling € 1,434,515 thousand (note 13) to cover financing requirements, as shown in the table below:

	2023-12-31	2022-12-31
Share capital increases	1 434 515	1 281 975
PPP investment	807 946	748 258
Railway Investment	365 263	333 980
Debt Service	234 970	199 736
Railway maintenance	19 996	
Bank guarantees	6 340) =

12.5. CHANGES IN LIABILITIES DERIVING FROM FINANCING ACTIVITY

The reconciliation of liabilities whose flows affect financing activities is as follows:

	Loans	Shareholder's Ioans	Leases
31 December 2022 (1)	1 813 683	2 332 667	2 946
Cash	C-12	- 58	91
Interest	- 71 974	2	- 103
Amortisation (2)	- 159 020	¥	- 2 195
Other financial expenses	- 3 748	-	
Non-Cash		1.5	
Effective Rate (3)	438	¥ .	(4)
Specialised interest (4)	- 1 964	-	
Other financial expenses (5)	- 160	× ×	(#
Other changes (6)	- 1 301	-	7
31 December 2023 (1) + (2) + (3) + (4) + (5) + (6)	1 651 675	2 332 667	757

	Loans	Shareholder's Ioans	Leases
31 December 2021 (1)	1 947 023	2 332 667	5 000
Cash	708 S		
Interest	- 66 488	-	- 207
Amortisation (2)	- 129 345		- 2 041
Other financial expenses	- 3 796		(a)
Non-Cash	1515	50	10
Effective Rate (3)	417		121
Specialised interest (4)	- 505	141	=======================================
Other financial expenses (5)	- 37	140	=
Other changes (6)	- 3 869	120	- 13
31 December 2022 (1) + (2) + (3) + (4) + (5) + (6)	1 813 683	2 332 667	2 946

13. SHARE CAPITAL AND RESERVES

i) SHARE CAPITAL

The share capital is represented by nominative shares in book-entered form, owned by the Portuguese State and held by the Directorate-General for Treasury and Finance.

At 31 December 2022 the share capital was € 11,152,155 thousand fully subscribed and paid up by its shareholder, corresponding to 2,230,431 shares with a nominal value of € 5,000 each.

During 2023 the share capital was increased as follows:

	2023-12-31		
Months	(No. of shares)	Amount	
February	84 526	422 630	
March	17 700	88 500	
May	38 000	190 000	
June	46 900	234 500	
August	25 249	126 245	
September	25 480	127 400	
December	49 048	245 240	
	286 903	1 434 515	

As of 31 December 2023, this amounted to € 12,586,670 thousand, corresponding to 2,517,334 fully subscribed and paid-up shares.

The basic/diluted earnings per share are as follows:

	2023-12-31	2022-12-31
Profit allocated to shareholders (in Euro)	- 18 774 068	47 783 531
Average number of shares in the period	2 398 456	2 120 861
Average number of diluted shares in the period	2 398 456	2 120 861
Basic earnings per share (in Euro)	-7.83	22.53
Diluted earnings per share (in Euro)	-7.83	22.53

The basic and diluted earnings per share is -€7.83 as there are no dilution factors.



IP calculates its basic and diluted earnings per share using the weighted average number of shares outstanding during the reporting period, on the following basis:

	2023-12-31
January	2 230 431
February	2 314 957
March	2 332 657
April	2 332 657
May	2 370 657
June	2 417 557
July	2 417 557
August	2 442 806
September	2 468 286
October	2 468 286
November	2 468 286
December	2 517 334
erage number of outstanding shares	2 398 456

ii) RESERVES

Reserves are made up as follows:

	2023-12-31	2022-12-31
Legal reserve	296 007	278 981
Merger reserves	4	4
	296 011	278 985

With regard to legal reserves, commercial legislation establishes that at least 5 per cent of the annual net profit is set aside to reinforce the legal reserve, until it represents at least 20 per cent of the share capital. This reserve is not available for distribution, except upon liquidation of the Company, but can be used to absorb losses once the other reserves have been used up, or to increase capital.

III) RETAINED EARNINGS

At the General Meeting held on 7 July 2023, it was decided to apply the results for 2022 to fully cover the negative cumulative results (€ 30,758 thousand), with the remainder being used to set up the legal reserve (€ 17,026 thousand), as per point ii) of this note.

14. PROVISIONS

See accounting policy 2.2.12

The evolution of provisions for other risks and charges as of 31 December 2023 and 31 December 2022 was as follows:

	General risks	Land Expropria tions	Contract works	Employee benefits	Disqualifi ed roads	VAT proceedin gs	Total
2021-12-31	33 573	19 115	47 885	957	405 789	449 251	956 570
Increases / (Decreases) through profit or loss	- 9 651	S T	.=	- 116	T.	23 143	13 376
Use of provisions	(50)	=	18	- 157	- 4 155		- 4 312
Increases / (Reductions) via road concession	(9 17)	- 656	- 8 044	ST		10 305	1 605
2022-12-31	23 923	18 459	39 841	684	401 634	482 700	967 240
Increases / (Decreases) through profit or loss	25 285	·		395	E.	31 207	56 887
Use of provisions		-	(#	- 145	- 13 021	-	- 13 166
Increases / (Reductions) via road concession	S=0.0	- 1 267	1 574	in the second	i=1	13 522	13 829
2023-12-31	49 208	17 192	41 415	934	388 613	527 429	1 024 790

PROVISIONS FOR ONGOING LEGAL PROCEEDINGS

GENERAL RISKS:

According to the analysis carried out by the Legal Affairs and Compliance Department, this provision relates to potential liabilities from general litigation without a connection to works contracts.

The increase in this provision is mainly due to the lawsuit relating to the railway accident in Soure in 2020, for which the provisioned amount is € 18,619 thousand.

LAND EXPROPRIATIONS:

This provision was set up to deal with the risk of IP having to make additional payments in connection to land expropriation proceedings in litigation. Its calculation is the result of consultations carried out by the Legal Affairs Department with the external and internal lawyers involved in the cases

2023 Annual Report II Separate Financial Statements and Notes Infraestruturas de Portugal

CONTRACTS:

Provision set up relating to general litigation proceedings arising from road contract works.

VAT PROCEEDINGS:

For conservative reasons, and in light of the developments in the VAT proceedings described in Note 10, it was decided to set up a provision for the estimated impact of an unfavourable decision concerning these proceedings.

Since the issue giving rise to the dispute between the former EP and the Tax Authority was the acceptance or not of the RSC as income liable for VAT, a provision was set up which is equivalent to the amount of VAT deducted by the former EP and by IP in activities financed by the RSC. It should also be noted that the counterpart of this provision was made on the basis of the accounting classification of the expense that gave rise to the deductible VAT, i.e. for VAT deducted in relation to expenses for the year, the counterpart was expenses and for VAT deducted in relation to the acquisition or construction of assets, the counterpart of the provision made was intangible assets - Concession Right.

PROVISIONS FOR OTHER NON-LITIGATION SITUATIONS

EMPLOYEE BENEFITS:

IP grants temporary early retirement benefits and retirement and survival pension benefits to its employees.

The complementary retirement and survival pension benefits attributed to the employees constitute a defined benefit plan under which IP pays early retirement pensions to a closed group of employees covered by the plan until such time as they retire under the Caixa Geral de Aposentações system.

This provision refers to liabilities for benefits attributed to an already small group of 23 beneficiaries (2022: 27), for a limited period of time, so it was the opinion of the Executive Board of Directors that an annual assessment of these liabilities by a specialised company was not necessary and was carried out internally.

The change during the year corresponded to the revision of the estimate of the provision to be paid in subsequent periods, with a direct impact on the profit and loss for the year, and the utilisation of the provision in accordance with payments made during the period.



PROVISION FOR DISQUALIFIED ROADS:

IP is required to transfer disqualified roads within the National Road Plan to the responsibility of municipalities, having set up a provision which reflects the best estimate to fulfil the obligations of renovating disqualified roads still under the company's responsibility. The entering of the transfer protocols with the Municipalities led to the utilisation of this provision.

15. SALES AND SERVICES

See accounting policy 2.2.13

From 1 January 2023 to 31 December 2023 and from 1 January 2022 to 31 December 2022, sales and services are detailed as follows:

	Notes	2023	2022
Road Service Consignment (*)	26.2	641 731	665 501
Tolls		328 409	294 646
Use of slots (fees)	*	66 243	67 582
Construction contracts		71 794	50 947
Construction of new infrastructures	6, 17	61 435	40 289
Capitalized financial expenses	6, 17	10 359	10 658
State Grantor - Revenue LDI	26.2	30 630	32 199
Other		24 386	27 562
		1 163 194	1 138 436

^{(*) 2022} Road Service Contribution

The unit values of the Road Service Consignment (consideration paid by users for use of the road network) for 2023 remained unchanged from the unit values of the Road Service Contribution for 2022, standing at €87/1,000 litres for petrol, €111/1,000 litres for road diesel and €63/1,000 litres for auto LPG.

Compared to the same period last year, there was a decrease in RSC of € 23,770 thousand, which translates into a variation of -3.6%.

The increase in tolls compared to the same period last year (€ 33,763 thousand) was fundamentally due to the increase in road traffic to levels slightly above the pre-COVID-19 era. It should be borne in mind that the beginning of 2022 was influenced by the weight of teleworking and the restrictions associated with the pandemic situation, which no longer apply in 2023.

The largest portion of toll income results from the use of the State Concessions network, where IP is the holder of the revenue from toll collection, totalling around € 255,775 thousand (2022: € 233,894 thousand).

The use of slots (Tariffs) item refers mainly to income from the Infrastructure Use Tariffs (IUT). Passenger fares totalled € 58,354 thousand and freight fares € 7,337 thousand, a decrease of 3.66% and an increase of 0.01% respectively compared to the same period last year.

Construction contracts reflect IP's income from its NRN construction activity, as established in the Concession Contract. This includes all IP's construction activities, whether carried out directly or sub-concessioned.

2023 Annual Report II Separate Financial Statements and Notes



The amounts corresponding to the construction of New Infrastructure concern construction activities under IP's direct management and are calculated based on monthly monitoring reports stating the state of progress of the works and the expenses directly attributable to preparing the asset for its intended use.

Capitalised financial expenses correspond to the financial expenses incurred by IP during the road construction phase and consist of the financial expenses used to finance the acquisition of the State Concession Network.

The heading State Grantor – LDI Revenue, corresponds to the repayment of expenses incurred with Long-Term Infrastructure to the Grantor, namely, materials and labour for Investment and the respective structural expenses, under the terms of IFRIC12.

Summing up, in the 2023 financial year, we highlight the decrease in Services Rendered, with a direct impact on results, of around -€18,050 thousand compared to December 2022, relating to RSC (-€23,769 thousand), IP Road Tolls (+€7,059 thousand) and Railway Tariffs (-€1,340 thousand).

Additionally, although with no impact on the result, there were variations in toll revenues from State Concessions (+€ 26,705 thousand), own construction contracts (+€ 21,146 thousand), traction energy (-€ 3,117 thousand) and the capitalisation of construction finance costs (-€ 299 thousand), the effects of which are offset by the cost of goods sold and materials consumed (-€ 40,452 thousand), external supplies and services (-€ 4,236 thousand) and financial costs (-€ 293 thousand);

16. COMPENSATORY ALLOWANCES

See accounting policy 2.2.13

In compliance with Decree-Law 217/2015 of 7 October, which transposed Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 into national law, and through Council of Ministers Resolution 10-A/2016 of 11 March 2016 (retroactive to 1 January 2016), the Framework Contract between the Portuguese State and IP was signed for the first time on 11 March 2016 (retroactive to 1 January 2016), which defines and regulates the terms and conditions of IP's provision of the public service obligations of managing the infrastructure of the National Railway Network, including the setting of compensatory allowances to be paid by the State during the 2016-2020 period.

The granting of financial compensation by the State is sustained by IP's activity of provision of services in the public interest, which, by nature, is different from business activities which the Company would develop if it took into consideration its business interests, and which is aimed to ensure the coverage of specific costs resulting from its obligations of public service.

Council of Ministers Resolution no. 3/2024 of 5 January stipulated the amounts to be paid by the State to IP as compensation for the years 2022, up to € 27,528 thousand, and 2023, up to € 69,426 thousand, plus VAT.

In view of the above, the amount recorded in 2023, as part of the regularisation of the Framework Contract and the aforementioned RCM, was € 65,405 thousand. The payment of €96,954 thousand is pending. (note 12.2.4).

17. COST OF GOODS SOLD AND MATERIALS CONSUMED

From 1 January 2023 to 31 December 2023 and in the same period of 2022, the detail of this item is as follows:

	NOTES	2023	2022
Capitalization Concession Tolls		238 424	219 118
Construction of new infrastructures	6, 15	61 435	40 289
Railway equipment	9	23 168	21 178
	.	323 027	280 585

As mentioned in note 2.2.13 (revenue), the amounts received relating to tolls on state concessions (net of collection costs) are deducted from IP's investment in the acquisition of the rights over this same Concessioned network. This deduction is offset in this item. The change in this item is the result of the increase in toll revenues from state concessions net of toll collection costs (€ 19,306 thousand).

The amounts corresponding to the construction of New Road Infrastructures concern construction activities under IP's direct management and are calculated based on monthly monitoring reports stating the state of progress of the works. The change this year is essentially due to the construction contract for the section of the EN 14 bypass between Maia and Trofa, totalling € 26,870 thousand (2022: € 14,794 thousand).

Expenses with railway materials essentially refers to the various types of materials used in the investment and maintenance of railway infrastructure.

18. EXTERNAL SUPPLIES AND SERVICES

From 1 January 2023 to 31 December 2023 and from 1 January 2022 to 31 December 2022, external supplies and services are detailed as follows:

	Notes	2023	2022
Current Maintenance and Road Safety		89 066	70 918
Railway maintenance	**	85 340	80 145
Operation and Maintenance Sub-concessions		61 413	53 125
Regular road maintenance	12.3.4	55 665	55 665
Electricity		29 675	33 337
Toll collection costs	2 2	25 229	17 896
Cleaning, hygiene and comfort		8 525	7 348
Surveillance and safety		7 398	6 808
Specialised works	* · · · · · · · · · · · · · · · · · · ·	4 112	4 615
Software licences		3 995	3 517
Insurance		3 531	3 486
Fuel		2 236	2 582
Maintenance and repair		1 694	2 365
Other	90 99 20 20	4 330	17 743
		382 208	359 550

Under Current Maintenance and Road Safety, the following stand out:

- i) current maintenance of roads and engineering structures totalling € 76,589 thousand (2022:
 € 59.515 thousand);
- ii) road safety in the amount of € 10.710 thousand (2022: € 10.335 thousand); and
- iii) road telematics bonds in the amount of € 1,767 thousand (2022: € 1,068 thousand).

Expenses with railway maintenance relate, essentially, to the outsourcing of maintenance services:

- i) carriageway in the amount of € 35,329 thousand (2022: € 33.785 thousand);
- ii) signalling in the amount of € 13,445 thousand (2022: € 13,024 thousand);
- iii) railway telematics amounting to € 9,410 thousand (2022: € 8.818 thousand);
- iv) deforestation in the amount of € 7,278 thousand (2022: € 5.960 thousand);
- v) catenary totalling € 6,013 thousand (2022: € 5.508 thousand);
- vi) civil construction works in the amount of € 5,388 thousand (2022: € 5.946 thousand);
- vii) low tension amounting to € 2,607 thousand (2022: € 2.322 thousand);
- viii) use of rescue trains to the value of € 1,670 thousand (2022: € 1.590 thousand); and
- ix) telecommunications totalling €1,446 thousand.





Operating costs and maintenance of sub-concessions result from the accounting recognition of the operation and maintenance carried out by sub-concessionaires under the sub-concession contracts in force.

Regular Road Maintenance corresponds to the recognition of the increase in the responsibility of the IP Group with the costs needed to maintain the service level of the routes and road engineering structures which is imposed on it by the Concession Contract. This figure does not correspond to the need for investment in conservation in the period itself, but rather to the average annual investment needed to maintain the network's level of service.

Electricity costs fell compared to the previous year, reflecting the variation in market prices in 2023 compared to 2022.

Toll collection costs increased compared to 2022 as a result of the increase in toll activity.

Finally, the variation in the other item is largely the result of the approval of Law 24-E/2022, which dictated that the RSC is now incorporated into the ISP, having repealed article 5 of Law 55/2007, of 31 August, which mentioned that the settlement and collection costs incurred by the Directorate-General for Customs and Excise Duties would be compensated by withholding 2% of the RSC proceeds. In 2022, these expenses totalled around € 13,310 thousand.

19. EMPLOYEE BENEFITS EXPENSE

See accounting policy 2.2.14

From 1 January 2023 to 31 December 2023 and from 1 January 2022 to 31 December 2022, personnel expenses are detailed as follows:

	2023	2022
Wages	110 484	103 307
Wage expenses	24 912	23 365
Other Personnel Expenses	3 631	3 721
Occupational accidents insurance	823	799
Social security expenses	623	514
Remuneration of members of governing bodies	539	533
	141 012	132 239

In 2023, IP's staff costs totalled € 141,012 thousand, reflecting an increase of around € 8,773 thousand or +6.63% compared to 2022 (€ 132,239 thousand).

The company's average workforce remained almost unchanged at 3,415, compared to 3,414 in 2022.

Remuneration and Staff Costs increased by € 8,724 thousand (+6.89%), influenced by the application of the Collective Labour Agreement, which translates into salary increases provided for in the Career System and in pecuniary clauses linked to the different forms of work provided.



20. IMPAIRMENT (LOSSES) / REVERSALS

See accounting policy 2.2.15

The evolution of impairment for the years ended at 31 December 2023 and 31 December 2022 is as follows:

	Inventories	Grantor	Trade receivables (Clients)	Other accounts receivable	Total
Notes	9.	2012-02-01	12.2.3	12.2.4	
Balance as at 31 December 2021	673	305 200	1 542	10 880	318 295
Increase / (Reversal)	- 509	(-	- 449	86	- 873
Used	** ***	-		- 2 536	- 2 536
Balance as at 31 December 2022	164	305 200	1 093	8 429	314 886
Increase / (Reversal)	-19	.0.52	-17	-75	- 110
Used	5,,	U.S.	-	- 57	- 57
Balance as at 31 December 2023	145	305 200	1 076	8 298	314 719

21. OTHER INCOME AND GAINS

Other income and gains from 1 January 2023 to 31 December 2023 and from 1 January 2022 to 31 December 2022 are broken down as follows:

	Notes	2023	2022
Allocation of investment grants	11.2.1	59 660	66 349
Operating subsidies		20 527	1 396
Concessions signature fees	35 36	8 854	8 854
Concessions for use and licences	2	8 670	7 860
Gains on the sale of waste/used materials		8 187	3 011
Telecommunications		5 828	5 285
Other	· · · · · · · · · · · · · · · · · · ·	5 965	8 428
	32 32	117 691	101 182

The income recognised under Imputation of Investment Subsidies is calculated according to the period of the Road Concession, at the same amortisation rate as the related asset.

Operating subsidies derive fundamentally from the allocation to profit and loss of subsidies received under the Council of Ministers Resolution of 12 January 2023, relating to bad weather.

The Concessions Signature Fees item refers to the amount recognised in 2023 of the fees awarded when the contracts for the Greater Lisbon and Douro Litoral Concessions were signed, which are deferred over the term of these concessions.

Under the heading Concessions of use and licences, the rent relating to the Concession Contract for the Operation of Assets in the Public Railway Domain and the Management of Assets in IP's Private Domain signed with IP Património stands out, amounting to € 7,512 thousand (€ 6,011 thousand in 2022).

With regard to gains on the sale of waste/used materials, the most significant figure relates to the sale of ferrous waste totalling € 7,039 thousand (2022: € 2,871 thousand).

The Telecommunications item includes the value of the Sub-concession Contract for the Operation of the Telecommunications Infrastructure integrated in the Public Road and Railway Domain, entered into with IP Telecom, which includes the current sub-concession for the operation of the telecommunications infrastructure as well as the exploitation of the Road Technical Channel built or to be built under the administration and management of IP.

22. OTHER EXPENSES AND LOSSES

From 1 January 2023 to 31 December 2023 and from 1 January 2022 to 31 December 2022, other expenses and losses are detailed as follows:

	Notes	2023	2022
Road Activity Regulatory Fees	26.2.	3 177	2 929
Indirect and other taxes		1 227	1 280
Other indemnities		521	760
Donations and contributions		652	643
Losses on inventories		649	569
Compensation for material damages		482	378
Irrecoverable debt		622	239
Other		631	603
Other expenses and losses		7 960	7 402

The amount recorded under the Road Activity Regulation Fees relates to the Road Infrastructure Regulation Fee, which is due to the AMT – Autoridade da Mobilidade e dos Transportes, I.P (note 26.2).

Indirect taxes and other fees include, among others, the fee for the land mobile service, fees paid to the Portuguese Environment Agency, municipal property tax, stamp duty on civil liability, motor vehicle, health and labour accident insurance.

23. GAINS/(LOSSES) ON SUBSIDIARIES AND ASSOCIATES

See accounting policies 2.2.3 and 2.2.4.

The breakdown of income/(expenses) with subsidiaries for the periods ended 31 December 2023 and 31 December 2022 is as follows:

	Notes	2023	2022
Dividends from subsidiaries	26.3	2 792	3 669
(Increase) / Reversal of impairments	4	2 649	399
Gains / (Losses) from applying MEP* in subsidiaries		- 60	9
V		5 382	4 077

^{*} Equity method



24. FINANCIAL LOSSES AND GAINS

From 1 January 2023 to 31 December 2023 and from 1 January 2022 to 31 December 2022, financial losses and gains are detailed as follows:

	Notes	2023	2022
Financial losses		245 300	250 416
Interest paid:		235 686	240 619
Borrowings	18 <u>18 1</u>	70 010	65 983
Sub-concessions	1921 35.11	165 569	174 407
Leases	24 4 27 55 A 2	103	208
Other interest paid	1979 - 1946 	4	21
Other financial losses		9 614	9 797
Financial gains	57.2	63 351	59 216
Other interest earned	11 3 H	1	1
Interest earned - State Grantor	12.2.1	63 350	59 214
Financial results		- 181 949	- 191 200

Interest on borrowings increased due to the rise in interest rates associated with variable rate loans (3-month Euribor). This item includes the interest incurred on debt relating to the High-Performance Road, Rail Infrastructure Investment and Rail Infrastructure Management business segments.

The reduction in financial results compared to 2022 is essentially due to the decrease in interest on subconcessions, as a result of the reduction in debt to sub-concessionaires.

Other financial losses, in addition to bank commissions, also include the costs incurred with the guarantee fee provided by the Portuguese state, and specialisation of the costs associated with bond issues.

The policy of refinancing the debt stock through capital increase operations is maintained.

The interest earned item, which includes the interest charged to the grantor State (note 12.2.1.), which is calculated on the basis of the same financing conditions as the long-term infrastructure investment activity, increased due to the rise in interest rates associated with variable rate loans (3-month Euribor).

25. INCOME TAX

See accounting policy 2.2.8.

The breakdown of the tax amount for the year recognised in the Separate Comprehensive Income Statement at 31 December 2023 and 2022 is as follows:

	Notes	2023-12-31	2022-12-31
Impact on the comprehensive income statement	# 5	4.0	2
Current income tax	105 SEC.	1 917	- 32 094
Deferred income tax	8	- 44 643	36 178
		- 42 726	4 085

The tax rate used to determine the amount of tax for the year in the financial statements is as follows:

	2023	2022
Nominal tax rate	21.00 %	21.00 %
Municipal surcharge		1.25 %
State surcharge (1)	(2)	7.51 %
Income tax	21.00 %	29.76 %
Deductible temporary differences in the period	21.00 %	31.25 %
Temporary differences during the period in force of the ICE	21.00 %	
Temporary differences post period in force of the ICE (1)	31.25 %	:21
Tax losses	21.00 %	

^{(1) 3%} on taxable income between € 1.5 million and € 7.5 million / 5% son taxable income between € 7,5 million and € 35 million / 9% when taxable income exceeds € 35 million.



The reconciliation of the effective tax rate for the periods under review is shown below:

	Notes	%	2023	%	2022
Profit before tax			23 952		43 699
CIT - Nominal rate + Municipal state surcharge + State surcharge		-21.00	- 5 030	-31.25	- 13 656
State surcharge - Amount to be deducted / added		≦	82	3.65	1 595
Tax losses and RETGS benefits		7.05	1 689	1.14	498
Corrections of previous years estimates		-0.25	- 60	-0.24	- 105
Deductible permanent differences		65.04	15 579	3.39	1 482
Deductible permanent tax differences		-2.88	- 691	-2.24	- 981
Subcapitalisation	8	-61.89	- 14 823	36.34	15 882
Tax rate difference	8	-162.36	- 38 889	560 Se	37
SIFIDE		0.68	163		12
Autonomous taxation		-2.78	- 665	-1.44	- 630
CIT – Effective Rate		-178.38	- 42 726	9.35	4 085

The table above highlights the effects of the ICE benefit, both because of the benefit itself (-€ 14,414 thousand included in deductible permanent differences) and because of the effect of regularising the bases of tax differences arising from the prospect of tax losses during the ICE period, as explained in notes 2.3 and 8, which amounted to € 38,889 thousand.

With regard to Undercapitalisation, in both years the variation is fundamentally explained by the impact of the non-acceptance of net financing costs for tax purposes.

Since 2021, these net financing costs have been considered a temporary difference, and the expected future deduction of these costs is estimated in accordance with Company's Business Plan and Budget, when this estimate is updated and revised.

The evolution of these costs reflects the expectation that the weight of the Company's financial results will decrease in the future, either by maintaining the policy of financing debt service (interest and capital) through capital increases, or by the expected decreases in interest on sub-concessions.

The amounts of net financing costs accrued in previous periods, respective expiry periods and expected recovery amounts are presented below.

Accrued year	Last year of deduction	Accrued amounts	Amounts to deduct
2018	2023	23 245	
2019	2024	40 985	***************************************
2020	2025	97 664	3 781
2021	2026	55 785	19 597
2022	2027	26 364	26 364
2023	2028	38 864	38 864
		282 907	88 606

26. RELATED ENTITIES

See accounting policy 2.2.16

26.1. SUMMARY OF RELATED PARTIES

Entities identified as related parties of IP eat 31 December 2023 and 2022, under the provisions of IAS 24 – Related parties, are as follows:

	Relationship	% holding (2023):	% holding (2022):
Subsidiaries			
IP Engenharia	Field	98.4300%	98.4300 %
IP Património	Field	99.9968%	99.9968 %
IP Telecom	Field	100.0000%	100.0000 %
Associate companies			
CCF (Centro de Competências Ferroviário)	Significant influence	31.6500 %	31.6500 %
Joint operations			
AVEP	101	50.0000 %	50.0000 %
AEIE CFM4	5.₹a	25.0000 %	25.0000 %
Public entities			
AMT	Regulatory entity) =	1-
Portuguese State (*)	Shareholder / Grantor))=:	14
CP	Control relationship - State (Railway operator)	13=1	E-
Members of governing bodies			

^(*) Strictly speaking

26.2. SIGNIFICANT BALANCES AND TRANSACTIONS WITH PUBLIC ENTITIES

IP is wholly owned by the Portuguese State, the shareholder function being carried out by the Directorate-General for Treasury and Finance and jointly supervised by the Ministry of Infrastructure and the Ministry of Finance.

The balances with the State and Public Entities for the years ended 31 December 2023 and 31 December 2022 are detailed as follows:

	Notes	2023-12-31	2022-12-31
BALANCES RECEIVABLE			
Grantor State - Account Receivable	12.2.1	4 907 716	4 474 940
Other accounts receivable		190 892	111 641
Accounts receivable for accrued income	*	190 892	111 641
Compensatory Allowances	12.2.4	96 954	31 549
RSC	12.2.4	93 938	80 092
		5 098 608	4 586 581
BALANCES PAYABLE		<i>y</i>	
Loans		2 332 667	2 332 667
Segments - Shareholder	12.3.2	2 332 667	2 332 667
Other accounts payable		0	1 602
Creditors for accruals	ži.	0	1 602
RSC			1 602
		2 332 667	2 334 269



Below are the transactions carried out with the State and Public Entities from 1 January 2023 to 31 December 2023 and from 1 January 2022 to 31 December 2022:

	Notes	2023	2022
Rendered services		672 361	697 700
RSC	15.	641 731	665 501
State Grantor - Revenue LDI	15.	30 630	32 199
Compensatory Allowances	16.	65 405	55 055
State		65 405	55 055
Financial income		63 350	59 214
Interest earned - State Grantor	24.	63 350	59 214
External supplies and services		0	13 310
Collection expenses - RSC			13 310
Other expenses		3 177	2 929
TRIR	22.	3 177	2 929

26.3. BALANCES AND TRANSACTIONS WITH SUBSIDIARIES

At 31 December 2023 and 31 December 2022, balances with subsidiaries were made up as follows:

	Notes	2023-12-31	2022-12-31
BALANCES RECEIVABLE			
Borrowings granted	12.2.2	10 805	10 805
IP Património		10 805	10 805
Trade receivables	12.2.3	2 486	1 817
IP Património		2 484	1 816
IP Telecom	91	2	1
Other accounts receivable	29	2 067	4 836
Shareholders	12.2.4	1 037	1 737
IP Telecom	bř	894	761
IP Engenharia		143	975
Accounts receivable for accrued income	12.2.4	1 031	3 100
IP Património		914	1 659
IP Engenharia		90	103
IP Telecom		27	1 337
	_	15 358	17 458



	Notes	2023-12-31	2022-12-31
BALANCES PAYABLE			
Trade payables	12.3.3	2 807	1 338
IP Património		2 029	584
IP Engenharia	89	390	5
IP Telecom	<u></u>	389	754
Other accounts payable	12.3.4	4 270	5 392
Suppliers of investment	8	542	181
IP Engenharia	*	537	181
IP Telecom		4	3.5
Shareholders		1 552	1 945
IP Património		1 552	1 945
Creditors for accruals	12.3.4	1 808	2 998
IP Engenharia	\$s	#	230
IP Património		TA 107	1 155
IP Telecom		1 808	1 614
Other accounts payable	**	368	267
IP Telecom		361	267
IP Engenharia	72	7	8+
Deferred liabilities		0	72
IP Telecom		*	72
		7 077	6 801



The transactions carried out with subsidiaries from 1 January 2023 to 31 December 2023 and from 1 January 2022 to 31 December 2022 are shown below:

	Notes	2023	2022
Investments		3 500	2 796
IP Engenharia	0.0	3 107	2 796
IP Telecom		393	5
Rendered services		143	165
IP Património	· · · · · · · · · · · · · · · · · · ·	97	85
IP Engenharia	2.0	46	(1 7)
IP Telecom			79
Other income	20	14 581	12 477
IP Património	10.00	8 425	6 856
IP Telecom		6 120	5 563
IP Engenharia	22	36	58
Dividends received	23	2 792	3 669
IP Telecom	**	1 800	1 300
IP Património		500	1 308
IP Engenharia		492	1 061
External supplies and services		6 839	7 427
IP Telecom		6 472	6 170
IP Engenharia	3.0	346	157
IP Património	597	21	1 101
Personnel expenses		0	11
IP Telecom			11
Other expenses		- 62	66
IP Engenharia		- 66	65
IP Telecom		5	1

Significant transactions occurred intra group concern mainly the following services rendered / received:

Investments / IP Engenharia - Development of studies and projects, management, coordination and supervision and consultancy services.

2023 Annual Report II Separate Financial Statements and Notes



Other income / IP Património - concession contract between IP and IP Património, whereby IP Património is entrusted the responsibility to manage and exploit the assets on the railway public domain not allocated to the railway operation and assets of the Private Domain.

Other income / IP Telecom - Shared services protocol and concession contract for telecommunications infrastructure, equipment, networks and related and support systems in force.

Supplies and services / IP Telecom - maintenance services, within the framework of the sub-concession, for the maintenance and availability of communication services and use of the optical fibre on public railway and road domain.

26.4. BALANCES AND TRANSACTIONS WITH RAILWAY OPERATORS

The balances with the railway operator as at 31 December 2023 and 31 December 2022 are detailed below:

	Notes	2023-12-31	2022-12-31
BALANCES RECEIVABLE			
Trade receivables	12.2.3	4 138	3 330
Other accounts receivable	12.2.4	7 427	8 679
Accounts receivable for accrued income		7 427	8 679
	*	11 565	12 009
BALANCES PAYABLE	*		
Suppliers	12.3.3	1 548	2 421
Other accounts payable	=======================================	1 548	287
Creditors for accruals	12.3.4	155	238
Surety bonds		54	49
Investment Suppliers	SE.	1 339	15
		3 096	2 707

Below is a breakdown of transactions with railway i operators for the periods 1 January 2023 to 31 December 2023 and 1 January 2022 to 31 December 2022:

	2023	2022
Investment	4 563	3 638
	4 563	3 638
Rendered Services	63 787	70 711
Other income	4	240
	63 791	70 951
Supplies and services	2 441	2 136
Personnel expenses	1 191	1 249
Other expenses	24	252
	3 656	3 637

Significant transactions with the railway operator concern mainly the following services rendered / received:

The amounts under the investment heading are the result of road overflows following various works/repairs/refurbishments on the railway line, rendering it unusable.

The majority of services provided relate to the use of the railway infrastructure, traction power for substations, parking for rolling stock, the use of stations and aprons and utilities consumption.

Supplies and services essentially include the supply of electricity, maintenance of railway vehicles and equipment and the provision of services relating to the Relief Train under the CP/IP Protocol.

The amount shown in personnel expenses relates to the transport concessions invoiced pursuant to the "Use of CP transport by former REFER workers and beneficiaries" agreement;

26.5. JOINT OPERATIONS

The following are the impacts of jointly controlled ventures on IP's Financial Statements at 31 December 2023 and 31 December 2022:

	2023-12-31	2022-12-31
Assets	122	130
Liabilities	-	7

	2023	2022
Rendered services	-	
Profit/(Loss) for the period/year	- 2	26

26.6. REMUNERATION OF CORPORATE OFFICERS

GENERAL ASSEMBLY BOARD

Chairman: (*)

Vice-Chairman: (**) Paulo Miguel Garcês Ventura

Secretary: Maria Isabel Louro Caria Alcobia

(*) The former Chairman of the Board of the General Meeting resigned on 24 January 2020 and was not yet replaced.

(**) The Vice-Chairman of the Board of the General Meeting resigned on 19 December 2022.

The members of the Board of the General Meeting were elected for the three-year period 2018-2020 and hold their respective positions without remuneration.

EXECUTIVE BOARD OF DIRECTORS

EBD's composition for the period 1 January to 31 July 2023

Chairman: Miguel Jorge de Campos Cruz

Vice-Chairman: Carlos Alberto João Fernandes e Maria Amália Freire de Almeida

Members: Vanda Cristina Loureiro Soares Nogueira (**), Alexandra Sofia Vieira Nogueira Barbosa and Isabel Mota da Silva Coelho (*)

(*) Ana Isabel Mota da Silva Coelho resigned as a member of the Executive Board of Directors and left office on 31 March 2023.

(**) Vanda Cristina Loureiro Soares Nogueira resigned as a member of the Executive Board of Directors and left office on 31 July 2023.

The terms of the mandate and the remuneration scheme associated with the exercise of the positions were established at the general meeting of 26 August 2022.

2023 Annual Report
II Separate Financial Statements and Notes
II 314

EBD's composition for the period 1 August to 31 December 2023

Chairman: Miguel Jorge de Campos Cruz.

Vice-Chairman: Carlos Alberto João Fernandes and Maria Amália Freire de Almeida.

Members: Alexandra Sofia Vieira Nogueira Barbosa and Gina Maria dos Santos Pimentel (*)

(***) Gina Maria dos Santos Pimentel was elected financial officer by unanimous written decision of 1 August 2023, with effect from 1 August 2023, replacing Ana Isabel Mota da Silva Coelho, who left office on 31 March 2023.

The terms of office and the remuneration status associated with holding office were established at the General Meeting held on 26 August 2022 (Minutes of General Meeting no. 06/2022) and, in the case of the member of the EBD, Gina Maria dos Santos Pimentel, are set out in the Unanimous Written Corporate Resolution of 1 August 2023, referring, with regard to the remuneration status, to the Minutes of General Meeting no. 06/2022.

As the remuneration status has been defined, the 5% reduction provided for in article 12 of Law 12-A/2010, of 30 June, was applied to the gross amounts calculated for the year 2023.

IP did not pay any variable performance bonus to its managers.

The accumulation of functions by the Chairman of the Executive Board of Directors, Miguel Jorge de Campos Cruz, is authorised under the terms and pursuant to the provisions of article 20(3)(c) of the EGP, for the exercise of teaching activity in public higher education establishments or in the public interest.



The annual remuneration of the members is as follows:

(Figures in Euro)

	2023		200	22
	Remuneration	Employer's Welfare Contributions	Remuneration	Employer's Welfare Contributions
Miguel Jorge de Campos Cruz	108 509	25 308	36 506	8 556
Maria Amália Freire de Almeida	97 979	22 777	34 341	8 036
Carlos Alberto João Fernandes	97 810	22 777	94 188	21 943
Alexandra Sofia Vieira Nogueira Barbosa	87 238	20 247	83 861	19 504
Vanda Cristina Loureiro Soares Nogueira	70 457	16 437	83 793	19 504
Gina Maria dos Santos Pimentel	34 365	7 990	5.4	S#5
Ana Isabel Mota da Silva Coelho	23 442	5 409	29 331	6 845
José Saturnino Sul Serrano Gordo	S=0) II	78 121	18 248
Alberto Manuel de Almeida Diogo	374	T.	53 560	12 584
António Carlos Laranjo da Silva		: : ::::::::::::::::::::::::::::::::::	28 413	6 714
	519 799	120 945	522 114	121 935

GENERAL AND SUPERVISORY BOARD

The remuneration of the members of the General and Supervisory Board, which comprises a Committee for Financial Matters, was defined at the General Meeting of 28 August 2015.

Thus, following a request to this effect, Duarte Manuel Ivens Pita Ferraz has been in office without pay due to his retirement since July 2017.

José Emílio Coutinho Garrido Castel-Branco did not receive any remuneration until October 2022, the date on which he ceased to be a public manager of another Public Business Sector entity, and the payment of his remuneration is therefore resumed from that date.

Since 26 October 2022, José Emílio Coutinho Garrido Castel-Branco has held the remunerated position of Chairman of the Financial Matters Committee of the General and Supervisory Board, earning 30% of the monthly remuneration of the Chairman of the Executive Board of Directors currently in office.

(Figures in Euro)

	2023		2022	
	Remuneration	Employer's Welfare Contributions	Remuneration	Employer's Welfare Contributions
José Emílio Coutinho Garrido Castel-Branco	25 007	-/-	5 502	
	25 007	0	5 502	0

In accordance with article 391, no. 4 of the Commercial Companies Code, approved by Decree-Law no. 262/86, of 2 September, by reference to article 435, no. 2 of the same Code, the members of the General and Supervisory Board remain in office until they are reappointed, so since there was no reappointment when the members of the other statutory bodies were elected, there was no change to the elected members of the General and Supervisory Board.

STATUTORY AUDITOR

With regard to the Statutory Auditor, the general meeting of 19 March 2019 (Minutes of the General Meeting 03/2019) set the maximum limit for the fees to be awarded for this position at 35% of the overall remuneration of the Chairman of the Executive Board of Directors, plus VAT at the legal rate in force.

(Figures in Euro)

	2023	2022		
Vítor Almeida & Associados, SROC, Lda.	35 773	35 773		

27. STANDARDS ISSUED BUT NOT YET EFFECTIVE

New standards, interpretations and amendments, effective from 1st January 2023

IFRS 17: Insurance Contracts (Commission Regulation 2021/2036 of 19 November 2021)

IFRS 17 solves the comparison issue created by IFRS 4 requiring all insurance contracts to be accounted for in a consistent manner, thus benefiting both investors and insurance companies. Insurance obligations are now accounted for using current values instead of historic cost. Information is updated on a regular basis, providing useful information to users of the financial statements.

The amendments are effective from 1 January 2023.

This change had no impact on the Company.

Amendments to IAS 12- Income tax: International tax reform - Pillar 2 Model Rules (Commission Regulation 2023/2468 of 8 November 2023)

The amendments to IAS 12 give entities temporary relief in accounting for deferred taxes arising from the OECD's new international tax reform, introducing:

- a temporary exemption from accounting for deferred taxes arising in jurisdictions that implement global tax rules. This will help ensure consistency in the financial statements while facilitating the implementation of these same rules; and
- specific disclosure requirements to help investors better understand the entity's exposure to the income taxes that will result from this reform, especially before the legislation implementing these rules comes into force.

Entities will be able to benefit from this temporary exemption immediately, but are required to provide disclosures to investors for annual reporting periods beginning on or after 1 January 2023.

This change had no impact on the Company.

Amendments to IAS 1 and to IAS 8 (Commission Regulation 2022/357 of 02 March 2022)

- The changes to IAS 1 require entities to disclose their material accounting policy information instead
 of its significant accounting policies.
- The changes to IAS 8 clarify how entities should distinguish between accounting policies and accounting estimates. This distinction is important because changes in accounting estimates are applied prospectively only to future transactions and other events, but changes in accounting policies are generally applied retrospectively to past transactions and other events.

Applicable to financial years beginning on or after 1 January 2023, with early adoption permitted.

The amendment to IAS 1 was applied to the Company and its effects can be seen in notes 2.2 and 2.3.

Amendments to IAS 12: Deferred taxes related to assets and liabilities arising from a single transaction (Commission Regulation 2022/1392 of 11 August 2022)

IAS 12 grants an exemption to entities from recognising deferred taxes when they result from the initial recognition of assets and liabilities. However, there was some uncertainty as to whether this exemption would apply to transactions such as lease contracts and decommissioning obligations in which entities simultaneously recognise both an asset and a liability. This amendment clarifies that the exemption from initial recognition does not apply to these transactions in which equal amounts of taxable and deductible differences result from initial recognition and, therefore, entities must recognise the deferred tax associated with such transactions.

Applicable to financial years beginning on or after 1 January 2023, with early adoption permitted.

This change had no impact on the Company.

Amendments to IFRS 17: Initial application of IFRS 17 and IFRS 9 - Comparative information (Commission Regulation 2022/1491 of 8 September 2022)

IFRS 17 and IFRS 9 have different transition requirements. For some insurers, these differences may cause accounting mismatches between the financial assets and liabilities of insurance contracts in the comparative information that is presented in their financial statements when IFRS 9 and IFRS 17 are applied for the first time. This amendment, by introducing an option for the presentation of comparative information about financial assets, helps insurers to avoid these temporary accounting mismatches and thus increase the usefulness of comparative information for investors.

2023 Annual Report II Separate Financial Statements and Notes Infraestruturas de Portugal

Applicable to financial years beginning on or after 1 January 2023, this amendment may only be applied when IFRS 17 Insurance Contracts and IFRS 9 Financial Instruments are initially applied.

This change had no impact on the Company.

New standards, interpretations and amendments effective as of or following 01 January 2024

Amendments to IAS 1 - Classification of liabilities as current or non-current and non-current liabilities with covenants (Commission Regulation 2023/2822 of 19 December 2023)

These amendments to IAS 1 - Presentation of Financial Statements, clarify the requirements that an entity applies to determine whether a liability is classified as current or non-current. These amendments, in nature, are only intended to be a reduction in scope, clarifying the requirements of IAS 1, and not a modification of the underlying principles.

Applicable to financial years beginning on or after 1 January 2024 retrospectively, in accordance with IAS 8.

This amendment will have no material impact on the Company.

Amendments to IFRS 16 - Lease liabilities in a sale and leaseback (Commission Regulation 2023/2579 of 20 November 2023)

The IASB issued a limited scope amendment to the requirements for sale and leaseback transactions included in IFRS 16 Leases, adding to the existing requirements explanations on how an entity accounts for the sale and leaseback transaction after the date of the respective transaction.

IFRS 16 includes requirements on how an entity should account for a sale and leaseback transaction on the date the transaction takes place. However, IFRS 16 did not specify how such a transaction should be measured after that date.

The amendments now issued add to the sale and leaseback requirements of IFRS 16, thus supporting a consistent application of this accounting standard.

These amendments do not change the accounting for other leases that do not result from a sale and leaseback transaction.

The amendments are effective from 1 January 2024.

This change will be analysed by the Company.



Standards (new or revised) issued by the IASB and interpretations issued by the IFRIC and not yet endorsed by the European Union

Additionally, as of the date of approval of these financial statements the following standards and interpretations were issued by IASB, though they are not yet endorsed by the European Union:

Amendments to IAS 7 and IFRS 7 - Financing Arrangements with Suppliers (issued by the IASB on 25 May 2023)

The amendments to IAS 7 and IFRS 7 introduce new disclosure requirements to increase the transparency of financing arrangements with suppliers and their effects on an entity's liabilities, cash flows and exposure to liquidity risk, complementing the requirements already in the IFRS and requiring an entity to disclose:

- the respective terms and conditions;
- the amount of the liabilities that form part of the agreements, itemising the amounts for which suppliers have already received payment from lenders and indicating where these liabilities appear on the balance sheet;
- payment due date ranges; and
- information on liquidity risk.

Supplier financing arrangements are often referred to as supply chain financing, accounts payable financing or reverse factoring arrangements.

Applicable to financial years beginning on or after 1 January 2024, these changes are still subject to the endorsement process by the European Union.

This change will be analysed by the Company.

Amendments to IAS 21 - Lack of interchangeability (issued by the IASB on 15 August 2023)

On 15 August, the IASB issued an amendment to IAS 21 entitled "Lack of Exchangeability". This amendment resulted from the fact that IAS 21, until now, did not include any explicit requirements for determining the exchange rate to be applied when a given foreign currency cannot be exchanged for other currencies, leading to a diversity in the practical treatment that was applied in these situations.



The amendments now introduced essentially include the following:

- The requirements for assessing when a currency is exchangeable into other currencies and when it is not exchangeable;
- The requirements for determining the spot exchange rate when a given currency is not exchangeable in other currencies;
- The additional disclosure requirements applicable when an entity makes estimates about the spot exchange rate because the currency is not exchangeable in other currencies;
- Application guides to assist entities in assessing whether or not a currency is exchangeable in other currencies and estimating the spot exchange rate when it is not exchangeable;
- · Illustrative examples; and
- Amendments to IFRS 1 First-time adoption of International Financial Reporting Standards to align the requirements related to severe hyperinflation with those of the current amendments to IAS 21.

Applicable to financial years beginning on or after 1 January 2025, these changes are still subject to the endorsement process by the European Union.

This change will be analysed by the company and no significant impacts are expected from its implementation.

28. GUARANTEES AND SURETIES

As of 31 December 2023 the liabilities for bank guarantees totalled € 1,518,657 thousand (2022: € 1,365,746 thousand), broken down as follows:

- Guarantees in the amount of € 1,513,905 thousand (2022: € 1,360,994 thousand) provided in favour of the Tax Authority arising from the VAT procedure (note 10);
- Guarantees in the amount of € 4,752 thousand (2022: € 4,752 thousand) provided in favour of courts as part of litigation proceedings and to other entities.



29. CONTINGENCIES

See accounting policy 2.2.12.

According to current legislation, tax returns are subject to review and correction by the tax authorities for a period of four years (five years for Social Security) except when there have been tax losses, tax benefits have been granted or inspections, claims or challenges are in progress, in which case, depending on the circumstances, the deadlines are extended or suspended. The Executive Board of Directors, based on information from its tax advisers, believes that any tax contingencies will not have a material impact on the Financial Statements as at 31 December 2023, taking into account the provisions set up and existing expectations as of this date, including the judicial claim relating to the VAT dispute.

PENDING LAWSUITS

As of 31 December 2023 pending lawsuits concerning railway expropriations totalled € 32,324thousand (2022: € 51,741 thousand). This amount has no impact on the Statement of Financial Position. In these cases, but only when figures are established by the court, deposits are made in the name of the court where the proceedings are being heard. The deposits are equivalent to the value of the case and are in the custody of the Caixa Geral de Depósitos bank. Their resolution does not result in an expense for the Company, rather for the Grantor of the railway infrastructures.

The Company has pending lawsuits relating to railway accidents occurred on the railway infrastructures under management and for damages caused to third-party property. These lawsuits are covered by IP's activity insurance.

SUBSIDIES/GRANTS

The subsidies allocated to the (road) concession were awarded in accordance with the eligibility conditions applicable to the respective applications, although they are subject to audits and possible correction by the competent authorities. In the case of applications for Community grants, these corrections may occur over a period of five years from payment of the balance.

n the case of subsidies allocated to railway investment activity on behalf of the Grantor, the refund is only reflected in the Grantor's account - State - account receivable.

30. COMMITMENTS

IP's commitments are primarily the responsibility of its obligation to meet the commitments made in the Road Sub-concession Contracts and the substitution of the State in its payments and receipts of the concessioned road network.

IP's net costs with State Road Concessions and Subconcessions, including toll revenues after the end of the State Concession Contracts with the private partners, which are IP's revenues, in accordance with the Concession Contract, at constant prices and including VAT, according to the figures sent to the Directorate-General for the Treasury and Finance, which served as the basis for the figures presented in the corresponding table in the 2024 State Budget Report, are summarised in the following table:

Concessions and Sub-concessions expenses (€M)	2024	2025	2026	2027	2028	2029	2030	2031	2032
Gross expenses	1 396	1 174	1 062	981	881	781	648	574	405
Revenues	- 394	- 545	- 413	- 819	- 554	- 512	- 408	- 299	- 239
Net expenses	1 002	630	649	162	328	269	240	276	166

Concessions and Sub-concessions expenses (€M)	2033	2034	2035	2036	2037	2038	2039	2040	2041
Gross expenses	318	306	249	174	148	168	42	13	0
Revenues	- 205	- 207	- 209	- 200	- 167	- 179	- 25	- 8	0
Net expenses	112	100	40	- 26	- 19	- 11	17	5	0

Source: 2024 State Budget Report

According to the 2024 State Budget Report:

"With regard to the figures for the road partnerships shown in the table above, the budget forecasts were based on the contracts in force, and do not take into account expectations of the results of ongoing negotiation proceedings or pending litigation.

With regard to the Douro Interior, Litoral Oeste and Baixo Tejo sub-concession contracts, the forecasts for the respective net costs do not include, as in previous budget years, the so-called contingent compensation - which will not be paid, in line with the position expressed by the Court of Auditors in this regard.

Compared to the forecast in the State Budget Report for 2023, there has been an increase in the estimated net costs, which is the result of an increase in gross costs, partially mitigated by an increase in revenue. The

2023 Annual Report II Separate Financial Statements and Notes II.325



increase in gross charges can be seen (i) in payments for availability and service - with the growth in the inflation rates considered and road traffic contributing to this increase (the latter only impacts payments for service) -, (ii) in the cost of major repairs - with an estimated multi-year investment higher than in the previous year - and (iii) in the cost of the toll collection service - a consequence of the increase in inflation and traffic, as well as renegotiations in the Algarve and Norte Litoral concessions, the aim of which was to reduce IP's operating risk."



31. INFORMATION REQUIRED BY LAW

- a) Under article 21(1) of Decree-Law 411/91 of 17 October, the Company confirms that it does not have any Social Security payments in arrears. or overdue debts to the Tax Administration.
- b) Impact of IP's activity on the National Accounts and Public Accounts (Basis 12, number 3, paragraph
 c) of Decree-Law no. 110/2009 of 18 May).

National accounts:

After consulting with the National Statistics Institute ("INE"), it is considered that all IP's accounting items have a direct impact on the national accounts. All flows between IP and units outside the General Government perimeter shall have a direct impact on general government aggregates (deficit and/or debt), such impact and the magnitude thereof depending on the operations in question. By way of example, when IP earns interest from financial applications outside the public administration perimeter, it contributes positively to the balance of public administrations. When IP pays for services provided by entities outside the public administration perimeter, it is increasing public expenditure, and consequently the deficit; if IP borrows from the financial sector or the Rest of the World, it is increasing public debt.

Due to the nature of the national accounts system, the estimate of the impact of a single unit should only be taken as indicative. In so far as this is an integrated system, in order to demonstrate the underlying economic relations in a more explicit way, the national accounts methodology establishes that the operations of a unit or set of units are sometimes subject to transformations and the analytical effect of which only makes sense within the broader scope of the accounts.

ii. Public accounts:

Financial reporting on a public accounts basis uses the so-called cash basis where financial flows - payments and receipts - are registered

IP is included in the Reclassified Public Entities on an equal standing with the Autonomous Services and Funds, thus becoming integrated in the State Budget universe.

FORWARD-LOOKING INFORMATION

Table I shows IP's forecast financial flows as at 31 December 2023, bearing in mind the commitments already made by the Company. Note that compliance with the PRN 2000 requires making investments during the period of EP's Concession Contract, the financial inflows and outflows of which are not taken into account in the following table. Annual net income, annual borrowing requirements, dividends payable and income tax (IRC) were all forecast.



FORWARD-LOOKING INFORMATION

Figures at current prices eth															
		2024	2025	8	2035	-	2045	1	2055	-	2065	:	2075	â	2082
NetIncome	1	45847	72 447	11	733 652	1111	2 009 018	101	2 768 7 43		3830794	1111	5 091 544	1	6 254 187
Annual borrowing requirements	ļ,	1 57 1 388	783 072	18	1	100	i	[3]	1	18	£	100	1	- 1 :	1
Dividends payable (a	(3)	1	1	1	640 527	100	1943369		2 678 252	18	3711247	1	4 940 532	1/2	6 076 331
Corporate Income tax (CIT) (b	() ()	(27 680)	(936 66)	3	(293 157)		(793 590)	3	(1 089 767)		(1 499 479)	3	(1982750)	3	(2 428 176)
Financial flows with the State (c	(i)	647.770	649 678		(286 646)		(1 948 223)		(2 806 555)	()	(4 038 707)		(5 494 597)	3	(6863397)

FORWARD-LOOKING INFORMATION

Figures at current prices, eth														
		2024	2025	:	2035		2045	:	2055		2065	i	2075	2082
NetIncome	Į.	44948	69 634		578 480	30	1299511	3	1 469 187		1 667 561	100	1818196	1 944 288
Annual borrowing requirements	17 18	1 540 577	752 664	3	1		1		1	8	1	8 3	1	1
Dividends payable (8	(a)	1	ter.	3	505 051		1 257 047	8	1 421 170	3	1615521	8	1 764 269	1 888 997
Corporate Income tax (CIT) (t	(q)	(27 137)	(38 405)		(231 152)		(513325)		(578.266)		(652 729)		(708 042)	(754 866)
Financial flows with the State (c	(0)	635 069	624 450	8	(226 019)	360	(1 260 187)	1 5	(1 489 251)	8	(1 758 066)	1 8	(1 962 128)	(2 133 679)

- For these activities only, and since the equity restriction exercise was not carried out, it is assumed that the cash flow available following repayment of debt may be distributed as dividends, though not for a higher amount than the year's net income. (a)
- (b) From a cash flow standpoint
- (c) From IP's standpoint, Includes outflows: CIT, Concession Rent and Dividends; and inflows Consignment of ISP (oil tax) (through creation of the RSC), from a cash flow standpoint.



32. OTHER RELEVANT FACTS

COMPENSATION, RESERVE OF RIGHTS,

REQUESTS FOR REINSTATEMENT OF FINANCIAL EQUILIBRIUM (REF) AND APPEALS OF FINES IN SUB-CONCESSIONS AND SERVICE CONTRACTS

has to formulate what is known as a "reservation of right", i.e. it has to inform IP that it believes that a certain fact is eligible for REF. It is after this reservation Under the terms of the Subconcession Contracts, even before any specific request for restoration of financial equilibrium (REF) is submitted, IP's counterparty that REF applications are or can be submitted. It should also be noted that if the reservation of entitlement is not made within 30 days of the event occurring, the putative and possible right to REF lapses.

The following REF requests were submitted up to 31 December 2023:

Sub-concession	Type of request made	Fact generating request	Stock of the situation
Auto-Estrada Transmontana (AEXXI)	Interest on late payment of remuneration	Interest on arrears due to late payment of remuneration	IPS EBD suspended payments, at least until the Court of Auditors' decision on AL's CSA appeal; payments resumed after the Court of Auditors' decision (non-submission decision following resubmission).
Auto-Estrada Transmontana (AEXXI)	Auto-Estrada Transmontana (AEXXI) Interest on late payment of remuneration	Interest on arrears due to late payment of remuneration	IPfailed to pay the remuneration due, the deadline for which was 31 August 2021; On 7 and 10 September 2021 the situation was fully regularised.
Baixo Alentejo	Interest on late payment of remuneration	Interest on arrears due to late payment of remuneration	IP failed to pay the remuneration due, the deadline for which was 31 August 2021; On 7 and 10 September 2021 the situation was fully regularised.
Balxo Tejo (AEBT)	Reinstatement of financial balance	Legal and administrative measures taken to contain/mitigate the spread of the pandemic and its related-economic effects, they In progress qualify as specific legislative changes	u progress
Douro Interior (Ascendi DI)	Reinstatement of financial balance	Pandemb and measures taken to contain its spread	In progress

Unilateral change in Reformed SCC, IP decision There is consensus



IP accepted the experses presented as eligible, and these will be approved or rejected on a case-by-case basis.	Specific change in the law: Amendment to Law no. 25/2006 pursuant to approval of Law 64-B/2011, of 30 December	Reinstatement of financial balance:	Vialivre - Norte Litoral
Stock of the situation	Fact generating request	Type of request made	Service Provider Agreement
		£.	
Arbitral decision: IP ordered to pay €30,007,923: 12, plus a monthly amount until the final decision is handed down, of at least €1,62,805.95, and €1,262,805.95 after 45 days of the arbitration decision; IP asked for partial annulment of the decision (on the decision that the Arbitration Court has jurisdiction)	Injunction within the scope of proceedings for the rescission of the reformed Sub-Concession Contract	Injunction within the scope of proceedings for the resclasion of the reformed Sub-Concession Contract	Algarve Litoral
The case is ongoing but has been halted due to inertia on the part of the Arbitral Tribunal, which is why IP has requested the removal of the President of the Arbitral Tribunal (decision awaited); TA has dismissed the exceptions invoked by IP.	Termination of Reformed Sub-Concession Contract, for reason attributable to IP	Termination of Reformed Sub-Concession Contract	Algarve Litoral
In progress	Lawsuit proposed by financing banks	Compensation lawsuit	Algarve Litoral
IP's EBD suspended payments, at least until the Court of Auditors' decision on AL's CSA appeal; payments resumed after the Court of Auditors' decision (non-submission decision following resubmission).	Interest on arrears due to late payment of remuneration	Interest on late payment of remuneration	Pinhal Interior (Ascendi PI)
In progress	Legal and administrative measures taken to contair/mitigate the spread of the pandemic and its related-economic effects; they qualify as specific legislative changes	Reinstatement of financial balance	Litoral Oeste (AELO)
IPfalled to pay the remuneration due, the deadline for which was 31 August 2021; On 7 and 10 September 2021 the situation was fully regularised.	Interest on arrears due to late payment of remuneration	Interest on late payment of remuneration	Litoral Oeste (AELO)
between IP/AELO about the REF and amount required, IP triggered proceedings provided in DL 111/2012, of 23 May, letter SET dated 24.10.2019, pending Government decision (regarding the setting up of negatiation committee).	IC9-AlburiteI/Carregueiros e IC9 - Carregueiros/Tomar stretches; repair of pathologies in slopes transferred to AELO	Reinstatement of financial equilibrium (based on unilateral change in Reformed SCC)	Litoral Oeste (AELO)

COMPENSATIONS, RESERVATION OF RIGHTS AND REQUESTS FOR THE REINSTATEMENT OF THE FINANCIAL BALANCE IN STATE CONCESSIONS

In respect of State concessions that are negotiated by the State with the Concessionaires, IP is not a party in the contracts, it is only aware of these situations through the representative of the State, the IMT As part of its Concession Contract with the State, the IP Group may possibly be called upon to pay the reinstatement of financial balance if the Grantor so decides.

In the 2023 financial year, IP recorded charges totalling € 64,757 thousand in co-payments, compensation and rebalancing, of which the following stand out:

- Compensation to AUTO ESTRADA DO MARÃO S A, totalling € 46,943 thousand, under the terms of the Extra-Judicial Settlement Agreement relating to the Marão Tunnel Concession;
- ii. Compensation to the concessionaire BRISAL-Auto-Estradas do Litoral, in the amount of € 15,743 thousand, relating to 2022 and 2023, under the terms of the Arbitration Court's ruling of 15 April 2015;
- iii. Compensation to the concessionaire AEDL Auto-Estradas do Douro Litoral, in the amount of €
 9,460 thousand, under the terms of the Arbitration Court's ruling of 7 February 2017;
- iv. Implementation of Financial Rebalancing Agreement with Lusoponte, resulting in a balance of €
 8,162 thousand favour of IP.
- v. Reimbursement of the Road Infrastructure Regulation Fee (TRIR) and Electronic Transaction Fee to the various concessionaires, totalling € 772 thousand.

33. EVENTS AFTER THE REPORTING PERIOD

See accounting policy 2.2.17

i) Share capital increase

According to Unanimous Shareholders' Resolution in Writing, dated 16 February 2024, it was decided to increase IP's share capital by € 456,845 thousand, corresponding to 91,369 new shares.

According to Unanimous Shareholders' Resolution in Writing, dated 4 March 2024, it was decided to increase IP's share capital by € 33,950 thousand, corresponding to 6,790 new shares.

According to Unanimous Shareholders' Resolution in Writing, dated 26 March 2024, it was decided to increase IP's share capital by € 159,000 thousand, corresponding to 31,800 new shares..

Ministerial order no. 418/2023, of 11 December - New system of discounts to be applied to toll rates that comes into force on 1 January 2024

This decree regulates the reduction scheme applicable to the amount of tolls charged to users on the sections and sub-sections identified in Decree-Law no. 111/2011, of 28 November (A22, A23, A24 and A25), and on the sections and sub-sections of the A 4 - Marão tunnel, A 4 - Vila Real-Bragança (Quintanilha), A 13 - Atalaia (A 23)-Coimbra Sul and A 13-1 motorways.

Although toll rates will be reduced by 65 per cent, the decree published here determines the end of the modular system of discounts during the day (15 per cent and 35 per cent, depending on the ex-SCUT in question) and also a 15 per cent reduction in the discounts currently provided for the aforementioned sections of the A4, A13 and A13-1 (which are currently 55 per cent and will be reduced to 40 per cent) during the night, on working days, public holidays and weekends

iii) Moratorium on state loans originating from the motorway

Under the terms of the Order of the Minister of Finance of 23 February 2024, IP was authorised to defer the payment of the debt service on the loans granted by the Directorate-General for the Treasury and Finance (DGTF) to IP, maturing on 30 November 2023, to 31 December 2024, at no additional cost.

iv) New framework contract for the period 2024-2028

Council of Ministers Resolution no. 3/2024, of 5 January, authorises expenditure on the compensatory allowances to be paid by the State to IP, for fulfilling the public service obligations of managing the railway infrastructure, arising from the new railway programme contract, for the period 2024-2028. Each year, the state will pay IP the sum of € 89,426 thousand (plus VAT at the legal rate in force).

v) International tender for the first section of the High-Speed Line

The international tender for the first section of the High-Speed Line (LAV) linking Lisbon and Porto was launched on 12 January 2024. Phase 1 comprises the section between Porto/Soure and has an estimated investment of around 4,750 M€+VAT, with work scheduled to begin in 2025.

vi) CAM Ring - Concession Contract

The contract for the Design, Construction, Supply, Installation, Assembly and Entry into Operation of the Submarine Fibre Optic Telecommunications Cable of the new CAM Ring (CAM - Mainland, Azores, Madeira) was signed on 13 March 2024 between IP and Alcatel Submarine Networks (ASN).

vii) VAT proceedings

On 31 March 2024, the Almada Administrative and Tax Court handed down first instance judgements in favour of IP for the 2013, 2015 and 2016 financial years.

Almada, 23 April 2024

The Executive Board of Directors

		Chairman	Miguel Jorge de Campos Cruz
Financial Director	Maria do Carmo Almiro do Vale Duarte Ferreira	Vice- chairman	Carlos Alberto João Fernandes
		Vice- chairman	Maria Amália Freire de Almeida
		Member	Alexandra Sofia Vieira Nogueira Barbosa
Certified Accountant	Diogo Mendonça Lopes Monteiro	Member	Gina Maria dos Santos Pimentel

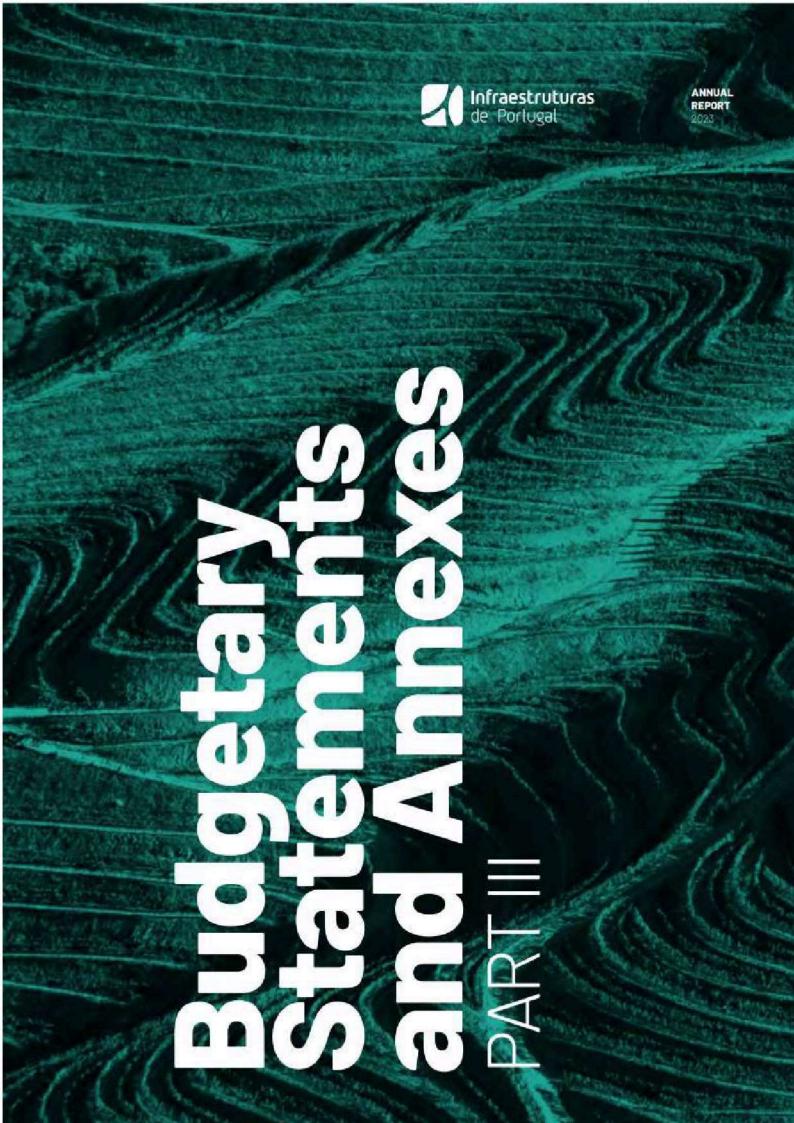


TABLE OF CONTENTS

BUDG	GETARY STATEMENTS	339
NOTE	ES TO THE BUDGETARY STATEMENTS	347
1.	Revenue budget changes	347
2.	Expenditure budget changes	348
3.	Treasury operations	349
4.	Administrative Procurement	350
4.1.	. Situation of contracts	350
4.2.	Awards by type of procedure	441
5.	Transfers and Subsidies/Grants	442
5.1.	. Transfers and Subsidies granted	442
5.2.	. Transfers and Subsidies obtained	445



BUDGETARY STATEMENTS AND ATTACHED ANNEXES

(Amounts in € thousand - €th)



BUDGETARY STATEMENTS

BUDGETARY PERFORMANCE STATEMENT AS AT 31 DECEMBER 2023 AND 31 DECEMBER 2022

		FU	INDING SC	URCES	(n)		
ITEMS RECEIVABLES	RP	RG	EU	LOANS	EXTERN AL FUNDS	TOTAL	n-1
Current Revenue	542 871	95 969	0 589	0 000	0 000	639 429	564 112
R1 Tax revenue	0 000	0 000	0 000	0 000	0 000	0 000	0 000
R1.1 Direct taxes	0 000	0 000	0 000	0 000	0 000	0 000	0 000
R1.2 Indirect taxes	0 000	0 000	0 000	0 000	0 000	0 000	0 000
R2 Contributions to Social security, CGA and ADSE	0 000	0 000	0 000	0 000	0 000	0 000	0 000
R3 Fees, fines and other penalties	399 648	0 000	0 000	0 000	0 000	399 648	367 384
R4 Property income	5 341	0 000	0 000	0.000	0 000	5 341	5 257
R5 Current Transfers and Subsidies	0 000	95 969	0 589	0 000	0 000	96 558	34 397
R5.1 Current Transfers	0 000	95 969	0 589	0.000	0 000	96 558	34 397
R5.1.1 General Government	0 000	95 969	0 000	0 000	0 000	95 969	33 859
R5.1.1.1 Central Government - State	0 000	95 969	0 000	0 000	0 000	95 969	33 859
R5.1.1.2 Central Government - other entities	0 000	0 000	0 000	0.000	0 000	0 000	0 000
R5.1.1.3 Social security	0 000	0 000	0 000	0 000	0 000	0 000	0 000
R5.1.1.4 Regional Administration	0 000	0 000	0 000	0.000	0 000	0 000	0 000
R5.1.1.5 Local Government	0 000	0 000	0 000	0 000	0 000	0 000	0 000
R5.1.2 External - EU	0 000	0 000	0 589	0.000	0 000	0 589	0 538
R5.1.3 Other	0.000	0 000	0 000	0.000	0 000	0 000	0 000
R5.2 Current Subsidies	0 000	0 000	0 000	0 000	0 000	0 000	0 000
R6 Sale of goods and services	132 852	0 000	0 000	0.000	0 000	132 852	153 161
Capital Revenue	8 805	587 362	266 245	0 000	0 000	862 413	837 373
R8 Sale of investment goods	0 240	0 000	0 000	0.000	0 000	0 240	10 404
R9 Capital transfers and subsidies	0 000	587 362	266 245	0.000	0 000	853 608	818 653
R9.1 Capital transfers	0 000	587 362	266 245	0 000	0 000	853 608	818 653
R9.1.1 General Government	0 000	587 362	0 000	0.000	0 000	587 362	650 817
R9.1.1.1 Central Government - State	0 000	587 362	0 000	0 000	0 000	587 362	650 817
R9.1.1.2 Central Administration - other entities	0 000	0 000	0 000	0.000	0 000	0 000	0 000
R9.1.1.3 Social security	0 000	0 000	0.000	0 000	0 000	0 000	0 000
R9.1.1.4 Regional Administration	0 000	0 000	0 000	0 000	0 000	0 000	0 000
R9.1.1.5 Local Government	0 000	0 000	0 000	0 000	0 000	0 000	0 000
R9.1.2 External - EU	0 000	0 000	266 245	0 000	0 000	266 245	167 836
R9.1.3 Other	0 000	0 000	0 000	0 000	0 000	0 000	0 000
R9.2 Capital subsidies	0 000	0 000	0 000	0 000	0 000	0 000	0 000
Effective Revenue [2]	551 676	683 332	266 834	0 000	0 000	1 501 842	1 401 485
Non effective revenue [3]	1 595 763	0 000	0 000	0 000	0 000	1 595 763	1 439 237
R12 Revenue from financial assets	161 248	0 000	0 000	0 000	0 000	161 248	157 262
R13 Revenue from financial liabilities	1 434 515	0 000	0 000	0 000	0 000	1 434 515	1 281 975
Total [4]=[1]+[2]+[3]	2 176 742	712 200	267 573	0 000	0 000	3 156 515	2 875 748
Treasury operations [B]	0 000	0 000	0 000	0 000	4 604	4 604	45 103
and the property of the proper	Zaman Zalilla	1000		2001/2000			



BUDGETARY PERFORMANCE STATEMENT AS AT 31 DECEMBER 2023 AND 31 DECEMBER 2022 (CONT'D)

			FU	INDING S	OURCE	S (n)	i i	
	ITEMS PAYMENTS	RP	RG	EU	LOANS	EXTERN AL FUNDS	TOTAL	n-1
Current E	Expenditure	553 867	86 162	0 000	0 000	0 000	640 029	561 949
D1	Personnel expenditure	102 390	35 030	0 000	0 000	0 000	137 420	129 366
D1.1	Fixed and permanent remuneration	74 755	25 435	0 000	0 000	0 000	100 190	93 441
D1.2	Variable or contingent bonuses	7 351	2 501	0 000	0 000	0 000	9 852	8 485
D1.3	Social security	20 284	7 094	0 000	0 000	0 000	27 378	27 440
D2	Purchase of goods and services	341 586	25 995	0 000	0 000	0 000	367 581	306 113
D3	Interest and other charges	81 366	0 000	0 000	0 000	0 000	81 366	75 942
D4	Current transfers	1 928	0 000	0 000	0 000	0 000	1 928	2 099
D4.1	General Government	0 270	0 000	0 000	0 000	0 000	0 270	0 260
D4.1.1	Central Government - State	0 000	0 000	0 000	0 000	0 000	0 000	0 000
D4.1.2	Central Government - other entitiess	0 270	0 000	0 000	0 000	0 000	0 270	0 260
D4.1.3	Social security	0 000	0 000	0 000	0 000	0 000	0 000	0 000
D4.1.4	Regional Administration	0 000	0 000	0 000	0 000	0 000	0 000	0 000
D4.1.4	Regional Administration	0 000	0 000	0 000	0 000	0 000	0 000	0 000
D4.1.3	Non-profit institutions	0 247	0 000	0 000	0 000	0 000	0 247	0 127
		10000000	-					
D4.3	Families	0 024	0 000	0 000	0 000	0 000	0 024	0 038
D4.4	Other	1 386	0 000	0 000	0 000	0 000	1 386	1 674
D5	Grants/Subsidies	0 008	25 137	0 000	0 000	0 000	25 145	0 008
D6	Other current expenditure	26 588	0 000	0 000	0 000	0 000	26 588	48 421
	xpenditure	1 269 570	588 913	255 024	0 000	0 000	2 113 507	1 964 296
D7	Capital expenditure	1 269 470	588 913	255 024	0 000	0 000	2 113 407	1 962 569
D8	Capital transfers	0 100	0 000	0 000	0 000	0 000	0 100	1 727
D8.1	General Government	0 000	0 000	0 000	0 000	0 000	0 000	0 000
D8.1.1	Central Government - State	0 000	0 000	0 000	0 000	0 000	0 000	0 000
D8.1.2	Central Administration - other entities	0 000	0 000	0 000	0 000	0 000	0 000	0 000
D8.1.3	Social security	0 000	0 000	0 000	0 000	0 000	0 000	0 000
D8.1.4	Regional Administration	0 000	0 000	0 000	0 000	0 000	0 000	0 000
D8.1.5	Local Administration	0 000	0 000	0 000	0 000	0 000	0 000	0 000
D8.2	Non-profit institutions	0 000	0 000	0 000	0 000	0 000	0 000	0 000
D8.3	HousFamilieseholds	0 000	0 000	0 000	0 000	0 000	0 000	0 000
D8.4	Other	0 100	0 000	0 000	0 000	0 000	0 100	1 727
D9	Other capital expenditure	0 000	0 000	0 000	0 000	0 000	0 000	0 000
Effective l	Expense [5]	1 823 437	675 075	255 024	0 000	0 000	2 753 536	2 526 244
effect	tive expenditure [6]	359 220	0 000	0 000	0 000	0 000	359 220	290 594
D10	Expenses with financial assets	200 200	0 000	0 000	0 000	0 000	200 200	161 248
D11	Expenses with financial liabilities	159 020	0 000	0 000	0 000	0 000	159 020	129 345
Total [7]=	[5]+[2]+[6]	2 182 658	675 075	255 024	0 000	0 000	3 112 756	2 816 838
	operations [C]	0 000	0 000	0 000	0 000	0 462	0 462	0 693
	to be forwarded	-5 915	37 125	12 549	0 000	18 709	62 468	73 476
	ry operations [8]=[4]-[7]	-5 915	37 125	12 549	0 000	0 000	43 759	58 910
	/ operations [D] = [A]+[B]-[C]	0 000	0 000	0 000	0 000	18 709	18 709	14 566
	Il Balance [2] - [5]	-1 271 762	8 257	11 810	0 000	0 000	-1 251 694	-1 124 760
1-200	ry expenditure	1 742 071	675 075	255 024	0 000	0 000	2 672 170	2 450 302
	nt balance	-10 997	9 808	0 589	0 000	0 000	-0 600	2 163
	al balance	-1 260 765	-1 550	11 222	0 000	0 000	-1 251 094	-1 126 923
	ary balance	-1 190 395	8 257		0 000	0 000	-1 170 328	
				267 573				-1 048 818 2 875 748
	Revenue [1] + [2] + [3]	2 176 742	712 200	267 573	0 000	0 000	3 156 515	2 875 748
Overall	Expenditure [5] + [6]	2 182 658	675 075	255 024	0 000	0 000	3 112 756	2 816 838

The overall balance for 2023 shows a deterioration of € 126.6 million over the same period of 2022 and translates an implementation rate of 84% in relation to the 2023SB.

Public-Private Partnerships (PPPs), financial expenses and investments were the main expenditure components responsible for a deficit of € 1,251.7 million which, when added to debt repayments, led



to borrowing requirements of € 1,433 million, which were met through capital appropriations totalling € 1.434.5 million.

IP ended the year with a €22 million increase in the management balance, justified by the receipt of the €12.2 million pre-funding concerning the application to the CEF Digital programme relating to the replacement of the submarine cable system between the Mainland and the Autonomous Regions of Madeira and the Azores (CAM Ring) and also around €8.2 million relating to the remainder of the €25 million subsidy received in 2023 to cover the damage caused by the storms of December 2022 and January 2023.

As far as REVENUE is concerned, the positive deviation of € 280.8 million compared to the same period last year stands out, essentially due to the € 152.5 million increase in capital appropriations, but also as a result of the following impacts:

CURRENT REVENUE

- 1. An increase of € 32.3 million in toll revenue as a result of the growth in traffic;
- Receipt of tax revenue totalling € 25 million, relating to Order 136/2023/SET of 3 April 2023, intended to restore traffic and safety conditions on roads and railways following the damage caused by the storms of December 2022 and January 2023;
- 3. Receipt of tax revenue totalling € 32.1 million, under Decree-Law 87-A/2022, which established an exceptional regime for updating toll tariffs and fees, as well as the allocation of support to be given to concessionaires in addition to the payment of toll tariffs and fees by users. Due to delays in the transfer of funds to IP, which acts as an intermediary between the state and the concessionaires, the delivery of support for the 1st, 2nd and 3rd quarters of 2023 occurred beyond the deadlines established by law, and was fully completed on 31 December 2023;
- Decrease in the value of own revenues, especially sales and services rendered (-€ 20.3 million), since the railway operators kept outstanding invoices issued throughout 2023;
- 5. Decrease in the value of tax revenue, particularly Compensatory Allowances (-€ 33.8 million).

CAPITAL REVENUE

- 6. increase in the amount of EU funds received (+€ 98.8 million), due to the greater implementation of rail investments, namely Ferrovia 2020, whose PT2020 programme ended on 31/12/2023, and the receipt of € 12.2 million from the CEF Digital programme to finance the investment project to replace the submarine cables that connect the Autonomous Regions to each other and the mainland (CAM Ring);
- 7. Decrease in the amount of tax revenue, particularly RSC (-€ 24.5 million).

With regard to CURRENT EXPENDITURE, the amount implemented of € 640 million is above the level seen in the same period of 2022, the main reasons for which are related to:

- An increase in the implementation of road maintenance, justified by the interventions carried out to deal with the damage caused by the storms in December 2022 and January 2023, as well as the increase in the costs of materials and labour;
- Increased expenditure in facilities expenses, in particular those related to energy (the decommissioning authorised in the 1st quarter, amounting to € 53 million, made it possible to settle invoices received in 2023 relating to the previous year); and
- The rise in interest rates on loans indexed to floating interest rates (3-month Euribor).

Regarding CAPITAL EXPENDITURE, the amount implemented of € 2,113.5 million is above that seen in the same period of 2022, the main reasons for which are:

- 1. Increase in the implementation of road investments related to the RRP, which are 100% financed by RRP funds;
- 2. Increase in the implementation of railway investments, particularly in the last quarter of 2023, where the payment of invoices before their due date using the capital appropriations was decisive

2023 Annual Report III Budgetary Statements and Attached Annexes



so that this expenditure could be fully presented for reimbursement by the end of 2023, the date of completion of the Portugal 2020 programme.



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BUDGETARY IMPLEMENTATION OF REVENUE STATEMENT FROM 1 JANUARY 2023 TO 31 DECEMBER

		Outstanding	Revenue to be collected from	Settled	Cancolled		Refunds and reimburs one mt	- A	Netreve	Net revenue collected	Deferred		atilito at out			The state of		
	formers	forcasts	previous periods		the state of the s	policino de constante de consta	pansal		Previous Cr periods p	Current	Total	#	end of the period			Sements to find its person	spousd s	
								_						1	(11+2) (11+3)	(944)	Following periods	100
Current Revenue	000000000	0.00	0.000.000	0.000														ì
R1 Tax revenue	0000	0 00 0	0000	0000	0000	0 000	0 000 0	0000	0 000 0			8 3					0000	î
R1.1 Direct taxes	0000	0 00 0	0000	0000	0000	0000	0000	0000	0000			0000			100		0000	ñ
R1.2 Indirect taxes	0 00 0	0 000	0000	0000	0000	0 000 0	0 000 0	0000	0000			0000					0000	i i
R2 Contributions to Social security, CGA and ADSE	0000	0 00 0	0000	0000	0000	0000	0000	0000							0000 0000		0000	1
R3 Fees, fines and other penalties	410 127	4151	3 9 9 7	433 392	31 413	399 648	0000	0000	1989 3	397 659 39	399 648 0	0000	6 328 0	0000		1	0000	1
R4 Property income	6 527	0 027	0.245	6358	0 103	5341	0000	0000	0 195	3		3		0000			0000	i
R5 Current Transfers and Subsidies	105 946	9 388	0.047	97 735	1224	96 558	0000	0000						13			0000	i
R5.1 Current Transfers	105 946	9 388	0.047	97 735	1224	96 558	0000	0000			96 558 0	0000	i	1	0000 0000		0000	i
R5.1.1 General Government	103 391	7 422	0000	97 193	1 223	696 96	0 000 0	0000	0000	696 36				0 000 0	0000 0000	000 0 000	0000	i
R5.1.1.1 Central Government - State	103 391	7 422	0000	97 193	1 2 2 3	696 96	0 000 0	0000		696 96							0000	1
R5.1.1.2 Central Government - other entities	0000	0 00 0	0000	0000	0000	0000	ુ	0000	0000		0 000		- 1		0000 0000	000 0 000	0000	
R5.1.1.3 Social security	0000	0 00 0	0000	0000	0000	0000		0000	0000			0 000 0			0 000 0		0000	i
R5.1.1.4 Regional Administration	0000	0 00 0	0000	0000	0000	0000	0 000 0	0000	0000	0000			0 000 0	0 000 0			0000	7
R5.1.1.5 Local Government	0000	0000	0000	0000	0000	0000	0000	0000	0000			0000		0000	0000 0000		0000	ř
R5.1.2 External - EU	2 555	1 966	0.047	0.542	0 0 0 1	0.589	0000	0000	0.047	0 542	0 283 0	16		1	0000 0000		0000	ı
R5.1.3 Other	0000	0 00 0	0000	0000	0000	0000	0000	0000	0000			0000	0 000 0	0000	000 000	000 0 000	0000	
R5.2 Current Subsidies	0000	0 00 0	0000	0000	0000	0000	0 000 0	0000	0000					0000			0000	112
R6 Sale of goods and services	254 561	998 28	56 889	142 953	2647	132 852	0 000 0		4431 1								0000	
R7 Other current revenues	1510	4 085	0.784	4901	0.091	5 030	0 000 0	0000	998 0	4 663	5 030 0	0 000 0	0 292 0	0000	0000 0000	000 0 000	0000	85
Capital Revenue		3						9		Į.	2	- 5	1	i	- 4	4	Jo	i
R8 Sale of investment goods	6890	0 304	0.180	0.564	0.359	0.240	0 000 0	0000	1			1/2	1	24	0000 0000		0000	63
R9 Capital transfers and subsidies	1 017 950	127 685	7917	890 170	7 8 22	823 608	0 000 0	0000		- 2		100					0000	ï
ී	1 017 950	127 685	7917	890 170	7 8 22	823 608	0000	0000		1			Ī				0000	1
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	594 708	7 345	0000	587 362	0000	587 362	0000	880		ł			- 1	i	i	i	0000	î
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2	0000	0000	0000	0000	0000	0 000	0000	0000	0 000						0000 0000		0000	ì
R9.1.2 External - EU	423 243	120 340	7917	302 807	7 822	266 245	0 000 0	0000		1				i			0000	1
1.3	0.000	0 000	0000	0000	0000	0000	0000	0000	0000			804					0000	08
_	0000	0 000 0	0000	0000	0000	0000	0 000 0	0000	0000			O S					0000	1
R10 Other capital revenues	0000	-16 025	7 454	8617	0.046	8 565	0000	0000	0 039	8 527	8 565 0				0000 0000	000	0000	1
	0000	0 000 0	0000	0000	0000	0000	0000	0000		H			i	i		i	0000	1
	161 248	0 00 0	0000	161 248	0000	161 248	0 000 0	0000		- 1							0000	1
R13 Revenue from financial liabilities	1 668 925	234 410	0000	1 434 515	0000	1 434 515		0000									0000	9
Balance from previous year - budget operations		0 000	0000	58 910	0000	58 910	ျ	-	- 1	58 910 5			i	0000	0000 0000	000 0 000	0000	1
THE STREET STREE	Total 3 686 393	443 222	47.512	3 239 364	43 704	3 156 515	0 00 0	0000	20 852 3 1	- 1	3 156 515 0	0 000 0	86 657 0	ı	1	ı	0000	i



Infraestruturas
de Portugal III. 344

BUDGETARY IMPLEMENTATION OF EXPENSES STATEMENT FROM 1 JANUARY 2023 TO 31 DECEMBER

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Commitments for Leurs per ods				0 2 9 9	0 0 0	0 0 0 0	0.299	212 7 49	0.000	0000	0000	0000	0000	0000	0000	0000	0000	0.00	0000	0.000	6000	2,3	840 908	00.00	0000	0000	0000	0 0 0 0	0.000	0000	0000	0000	0.000	0000	0000		1053966
ō				2 293	0 00 0	0 00 0	2 293	206 839	0 00 0	0.000	0 00 0	0 00 0	0 00 0	0 00 0	0 00 0	0 00 0	0 00 0	0 00 0	0 00 0	0 00 0	0.234	3.00	2 482 235	0 00 0	0 00 0	0 00 0	0 00 0	0 00 0	0.00 0	0 00 0	0 00 0	0 00 0	0 00 0	0 00 0	0 00 0		2691601
the state of the s		(41)-Ed-lo1		4 502	2 213	0 000	2 288	54 092	0 028	0 032	0.00	0.00	0.00	000 0	000 0	000 0	0 000	000 0	0.032	0 000	0.028	(3)	67 587 2	000 0	0 000	0000	0 000	0 000	0.00	0 000	0 000	0 000	0.00	0 000	000 0		126 270 2
Commitments 0				0.743	0.471	0 000	0.272	23 367	0 000	0.251	0 000	0 000	0 000	0 000	0 000	0 000	0000	900 0	0 251	0 000	0 0 0 0		49 636	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	74 096
	Total			137 420	100 190	9.852	27 378	367 581	81.366	1 928	0.270	0.000	0.270	0 00 0	0 00 0	0 00 0	0.247	0.024	1 386	25 145	26 588		2 113 407	0.100	0 00 0	0.000	0 00 0	0.00.0	0.000	0 00 0	0 000	0 00 0	0.180	0 00 0	200 200	159 020	3 112 756
Not expenses paid	Current			133 896	205 86	9 852	25 536	339 686	81 345	1 925	0.270	0 000	0.270	0 000	0 000	0 000	0.244	0.024	1 386	25 145	26 580	33	2 0 52 014	0 100	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 100	0 000	2 00 200	159 020	30 19 911
2	Previous perfods			3 524	1 683	0 000	1 842	27 895	0 022	0 003	0 000	0 000	0 000	0.00	0.000	0.00	0 003	0 000	0000	0 000	800 0		61 393	0 000	0 000	0 000	0 000	0 000	0 000	0000	0 000	0 000	0 000	0 000	0 000	0 000	92 846
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O Common a c	pad			137 420	100 190	9 852	27 378	367 581	81 366	1 928	0.270	0 000	0.270	000 0	0000	000 0	0 247	0 024	1 386	25 145	26 588		2 1 13 407	0 100	0 000	0 000	0 000	0000	0 000	0000	0 000	0 000	0 100	0 000	200 200	159 020	3112756
o block o				141 922	102 403	9 852	29.666	421 673	81 395	1 960	0.270	0.00	0.270	0 000	0 000	0 000	0.247	0 024	1 418	25 145	26 616		2 188 994	0.100	0 000	0.000	0 000	0 000	0 000	0 0 0 0	0 000	0 000	0 100	0 000	200 200	159 020	3 239 026
Commitments				142 685	102874	9852	29 938	445 0 40	81395	2212	0.270	0000	8.270	0000	0.000	0000	0.247	0.024	1689	25145	26706		2 230 629	0.100	0000	0000	0000	0.000	0000	0000	0000	0000	0100	0000	200200	159 020	3313112
Inclin bro				142 684	102 874	9.852	29 958	446 809	81 395	2 212	0.270	0 000	0.270	0 000	0 000	0 000	0 247	0.024	1 669	25 145	26 706		2 2 45 658	0 100	0 000	0 000	0 000	0 000	0 000	0 000	0 000	000 0	0 100	0 000	200 200	159 020	3329 930
Aveileb to appropriate bin				2 870	2 074	0 001	9 5 8 8	26 788	3 869	3 01 5	2 065	0 00 0	2 065	0 000	0 000	0 000	0.015	0 051	0 884	0 000	4 450		224 60 7	0.434	0 000	0 000 0	0 000	0 00 0	0.000	0 00 0	0 000	0 00 0	0 434	0 000	0 00 0	0 00 0	266 033
Unbecined				0 00 0	0 000	0 00 0	0 00 0	67 036	0 00 0	0 00 0	0 00 0	0 00 0	0.000	0 00 0	0.000	0 00 0	0 00 0	0 000	0 00 0	0 00 0	0 00 0		0 00 0	0 00 0	0 00 0	0 00 0	0 00 0	0 00 0	0 00 0	0 00 0	0.000	0 00 0	0 00 0	0 00 0	0 00 0	0 00 0	67 036
Booled Unbods				0.000	0.000	0 0 0 0	0.000	78217	0.000	0.000	0.000	0.000	0.000	0 00 0	0.000	0 00 0	0.000	0.000	0 00 0	0.000	59 291		0 00 0	0.000	0 00 0	0 000	0000	0 00 0	0.000	0.000	0.000	0 00 0	0.000	0 00 0	0.000	0 00 0	137509
Corrected				145 555	184948	9853	30 753	48 4 7 79	85264	5.226	2336	0.000	2 3 3 6	0 0 0 0	0.000	0 0 0 0	0.282	0.075	2 553	25145	90447		2 470 265	0.534	0000	0000	0.000	0000	0.000	0.000	0.000	0.000	0.534	0 0 0 0	200.200	159 020	3 666436
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			Current Expend iture	D1 Personnel expenses	D1.1 Roed and permanent remuneration	D1.2 Variable or confingent bonuses	D1.3 Social security	D2 Acquisition of goods and services	D3 Interest and other charges	D4 Current transfers	D4,1 Central Government	D4.1.1 Central Government - State	D4.1.2 Central Go rerument - other entities	D4.1.3 Social security	D4.1.4 Regional Administration	D4.1.5 Local Government	D4.2 Non-profit institutions	D4.3 Families	D4.4 Other	DS Grants/Subsidies	D6 Other current expenditure	Capital Expenditure	D? Capital expenditure	D8 Capital transfers	D8:1 General Government	D8.1.1 Central Go vernment - State	٥	D8.1.3 Social security	D8:1.4 Regional Administration	D8.1.5 Local Gobernment	D8.2 Non-proff hattutions	D8.3 Families	D8.4 Other	D9 Other capital expenditure	Dt 0 Expenses with financial assets	D11 Expenses with financial labilities	Total

2023 Annual Report

III Budgetary Statements and Attached Notes

STATEMENT OF IMPLEMENTATION OF THE MULTIANNUAL CAPITAL EXPENDITURE PLAN FROM 1 III. 345 JANUARY 2023 TO 31 DECEMBER 2023

Tannelal		0 m_ch d+(nb)/2 d - 5-d	100%	8	100%				100%			%96	100%	100%				100%		100%	96001	76001	83	100%						800		30	6.00				100%	
		Delin British a bid		9696		960			100		1	9666			83%	-	ı						94%		9698	51%	%0	75%	67%		960	40%			37%	67%	100%	
	Total		0 032	32.137	0.584	0000	-0.001	0.219	0 908	4 796	1 296	34909	7 116	0 004	9 0 2 9	0.120	0 103	0.579	0.016	1.385	1000	0.821	11 717 175	202 533	285 749	1.791	0000	272 395	12832	9.621	0.00	63.919	0.460	284.780	58 474	129 208	1 550	
		ā	0 000	0.070			0 000	0 000	0 000	0 000	0 000	1 863	0 000	0 000	1 152	0 000	0 000	0 000		0 000		000 0	1 446 038	0 000	57 085	1 791	0 000	75 377	12 832	0 000	0 000	6 692	0 000	0 000	1 479	13 993	1 550	
	Pre viens years	£	0 032	32 067	0.534	0000	0.001	0.219	0 808	4 796	1 296	33 056	7116	0.004	7 927	0.120	0.103	6250	0.016	1 385	0.001	0.821	10 271 137	202 533	228 664	0 000	0000	197 019	0 000	9.621	0.000	57 227	0.460	284 780	986 99	115216	0 000	
		B) + - (*) = (8)	0.000	18 673	0000	0.750	0 000	0 000	0.000	0.000	0.000	3.487	0.000	0.000	4204	0.000	0.000	0000	0.000	0.000	0.000	0 000	3 888 014	0 000	187167	3 540	1000	251 115	19.247	0 000	32 289	82 880	0.000	0.000	15 835	137.391	1 550	
	Pallow Ing years	5	0 000	0 000	0.000	0000	0.000	0.000	0 000	0.000	0.000	0 000	0.000	0.000	0.000	0.00	0.000	0 000	0.000	0 000	0.000	0.000	0 000	0.000	0000	0 000	0 000	0.000	0000	0.000	0 000	0 000	0.000	0.000	0.000	0.000	0 000	
	Year N+4	2	0.000	0000	0.000	0000	0000	0 000	0000	0000	0 0 0 0	0.000	0000	0 0 0 0	0 000	0 000	0 000	0 000	0 000	0 0 0 0	0.000	0 000	0.000	0 000	0000	0 000	0 000	0000	0 000	0 000	0 000	0 0 0 0	0000	0 000	0 000	0 0 0 0	0.000	
	Year Nea	5	0 000	0 000	0 000	0 000	0 000	0.000	0 000	0 000	0.000	0 000	0 000	0 000	0 000	0 000	0.000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	0 000	
		2	0 000	5 624	0000	0.370	0 000	0 000	0000	0.000	0 0 0	988 0	0 000	0 000	1 097	0 000	0000	0 000	0 000	0 0 0 0	0 000	0 000	1 110 128	0 000	57 126	0000	0 000	72 400	0000	0.000	6 491	13 470	0 000	0 000	2 801	960 09	0 000	
			0.000	12.975	0000	0.370	0.000	0.00	0.000	0.000	0.00	1 2 28	0.000	0.00	1718	0000	0.00	0000	0 0 0 0	0.000	0000	0000	238 6 31	0 0 0 0	63 5 08	0.00	0000	77 726	0.00	0000	21 910	52 540	0 0 0 0	0000	9.017	55 587	0.000	
			0000	0.073	0000	0.010	0 000	0000	0 000	0 000	0 000	1 873	0 000	0 000	1 382	0000	0 000	0000	0000	0 000	0000	0000	539 255 1	0000	66 533	3 540	1000	100 989	19 247	0 000	3 899	16871	0000	0 000	4.017	20 910	1 550	
natument		E	*		•	*	9	9	2	9	9	4	8	+	4	4	s	ys.	9	9		9	+	4	ę	62		.4			. 4		. 4	- 9	4			
	Goring	D)	31.12.2026	31,12,2026	31,12,2026	31.12.2026	31,12,2026	31.12.2026	31.12.2026	31.12.2026	31.12.2026	31.12.2026	31,12,2026	31.12.2026	31, 12,2026	31.12.2026	31,12,2026	31, 12,2626	31,12,2026	31,12,2026	31,12,2026	31, 12,2026	31,12,2026	31,12,2026	31.12.2026	31.12.2026	31, 12,2026	31, 12,2026	31,12,2026	31, 12,2026	31, 12,2026	31, 12,2026	31,12,2026	31.12.2026	31,12,2026	31,12,2026	31, 12,2026	
			.01.2012 3		01.01.2012 3	01.01.2012 3	01.01.2012 3		01.01.2012 3		01.01.2012 3	01.01.2012 3	01.01.2012 3		01.01.2012 3	01.01.2012 3	01.01.2012 3	01.01.2012 3	01.01.2012 3	01.01.2012 3	J.V	01.01.2012 3					- 1	8	8.5	01.01.2012 3	01.01.2012 3	01.01.2012 3	01.01.2012 3	01.01.2012 3	01.01.2012 3	01,01,2012 3	01.01.2012 3	
		(8)	0 000 0	0 000	0 000 0	0 000	0 000	0 000 0	0 000 0	0 000 01	0 000 01	0 000 0	0 000 01	0 000	0 000 0	0 000 01	0 000	0 000 0	0 000 01	0 000 0	0 000	0 000 01	8.3		~		i	m;	0 000 0	0.000	0 000 01	0 000	0 000 0	0 000	0 000 01	0 000 0	0 000 01	
	SE VOI	10.	0.000		0000		0000	1	0.000	i	1	0000	0000			0 000		0000		0 000		0 000	i i	ı	‴i	0 000	i i	0000	i		0000	1	0 000	0 000	0.000		0.000	
		5.	0.000	8202	0000	0.000	0000	0000	0.000	0 0 0 0	0.00	0.000	0 0 0 0	0.00	0 0 0 0	0000	0.00	0000	0000	0.00	0000	0 0 0 0	164399	0 0 0 0	0000	0000	0000	0000	0000	9.621	0000	38 114	0.480	16 1 93	0000	10 2 40	0.000	
		8	0 000	23 838	0.000	0.750	-0 001	0.219	8000	4 796	1 296	8.615	7116	0.004	9 3 2 9	0000	900.0	0000	9000	0.177	1000	0.045	9 206 464	77 051	375 033	0000	1000	446 647	0000	0.000	32 298	101 599	0 000	268 582	72 830	242.367	0.000	
			0.032	19 823	0.584	0000	0000	0000	0000	0000	0000	27 928	0000	0000	2 8 0 2	0.119	860.0	825 0	0.011	1 208	0000	922 0		125 482	40 799	3 540	000	1 487	19.247	0 000	0000	0.395	0000	0 000	0000	0000	1 558	
	Logd in address in the design market	-	D.07. 01.10.B0.B0	0.07.01.13.80.90	D.07.03.03.00.00	D.03,09,01,00,00	D.02.02.01.00.00	D.07,03.01,00,00	D.07.03, 02.00,00	D.07.03.03.00.00	D.08,03,06,59,03	0.07, 01.13,80,80	D.07, 01, 13, B0, B0	0.07.01.13.80.80	D.07.01.13, B0.C0	D.07, 01,15,B0,B0	0.07.01.03.80.80	D.07.01.06.B0.A0	D.07.01.07.B0.B0	D.07, 01,10,B0,B0	D.07.01.11.B0.B0	D.07.01.15.B0.B0		D.02,02.63.00,00	D.02.02.03.RP.00	D.02.02.03.RP.00	D.07.01.13.B0.C0	D.02.02.03.R0.00	D.02.02.03.R0.00	D.07.01.13.B0.A0	D.07.03.02.00.00	D.07.03.03.00.00	D.08.09.01.00.00	0.02.02.03.00.00	D.07.03.02.00.00	D.07.03.03.00.00	0,07.03.03.00,00	
		3	ш	ш	ш	ш	9	ш	ш	Э	(B)	0	0	0	0	0	0	0	0	0	0	0	0	ш	ш	ш	ш	В	ш	ш		Е	- E		E .	-	ш	
		5.	Road Construction and Reno varion	Road Construction and Reno vation	Road Constructorn and Reno vation	Road Constructon and Reno vation	Minimum investment programme for the rall network	Millimum Investment programme for the rall network	Minimum investment programme for the rall network	Minimum Investment programme for the rall network	Millimum Investment programme for the rall network	Land expropriations	Land expropriations	Road Shidle s, Projects and Technical Assistance	Road Studies, Projects and Terdinical Assistance	Road Studies, Projects and Technical Assistance	Installing and Improving Road Equipment	Road Concessions	Road Network Maintenance	Road Network Maintenance	Road Network Maintenance	Road Network Mantenance	Road Network Maintenance	Road Network Maintenance	Marão Tumel	Ralway Construction and Renovation	Ralway Construction and Renovation	Ratway Construction and Renovation	Ralway Network Mahtenance	Ralway Network Mantenance	Rahvay Network Mahtenance	Ratway Network Mantenance						
		E	08212	08212	08212	08212	08259	08259	08259	08259	08259	08378	88378	08379	08379	98379	08380	08380	08380	08380	08380	08380	08381	08463	08463	08463	08463	08463	08463	09617	78960	29960	59960	69960	69968	69960	69960	
		=	450	480	450	450	450	450	450	450	480	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	



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STATEMENT OF IMPLEMENTATION OF THE MULTIANNUAL CAPITAL EXPENDITURE PLAN FROM 1 JANUARY 2023 TO 31 DECEMBER 2023 (Continued)

														THE PROPERTY.	int						Le vei or annual	
A PROPERTY OF														Buned FILE								
							LCANE n.m.						Year Ne.2	Vear N+3		Following		Pre vious		Total	Im plam and ton	
			5	5			5			2	198		9	64			E11 + 14 (#) 40		ā	521 - U-21 - ECS	00HP 13/6HB # 18-80	DON (D. C. COCK) CC = Dr.C.
0	09674 Rallway Studles, Pojects and Technical Assistance	0	D.07.03.03.00.00	0000	80 176	31 373	0 000 0 000	0 01.01.2012	2 31.12.2026	4	12 342	8 552	4.613	0 000	0.000	0 000	25 587	86.841	5 023	71 065	4196	78%
6	09874 Rallway Studles, Projects and Technical Assistance	0	D.08.09.02.00.00	0 000	0.155	0.000	0000 0000	0 01.01.2012	2 31.12.2026	9 4	0 100	0.000	0 0 0	0.000	0 0 0 0	0 000	0.100	0.055	0 100	0.155	100%	100%
0	09675 Instailing and Improving of Ralway Equipment	0	D,07.03.82.00.00	0.000	0.493	0.296	0 000 0 000 0	0 01.01.2012	2 31.12.2026	9	0000	0.000	0 0 0	0 000	0.000	0000	0.000	0 789	0 000	0 789		100%
٦	09675 Installing and Improving of Ralway Equipment	0	D.07.03.03.00.00	0000	3 3 6 6	4.622	0 000 0 000	0 01.01.2012	2 31.12.2026	9	0000	0000	0 000	0000	0.000	0000	0 000	7 987	0 000	7 987		100%
٦	09676 Rafway expropriations	0	D.07,03,01,00,00	0 000	9 274	0.743	0 000 0 000	0 01.01.2012	2 31.12.2026	4	1041	1383	0 325	0 000	0 0 0 0	0000	2 749	7 268	0.074	7 342	786	73%
ĺ	18364 PETL3+ E PVAE - CONSTRUCTION AND RENOVATION	3	D.02.02.03.RP.00	0.00	6.189	0.000	0 000 0 0000	0 01.01.2012	2 31.12.2026		0.051	0005	0.050	0 000	0.000	0 000	5 101	1 988	0 051	1 139	100%	18%
ĺ	10364 PETL3+ E-PVAE - CONSTRUCTION AND RENOVATION	9	D.07.01.13.B0.A0	0.000	281 058	0000	0 000 0 0000	0 01.01.2012	2 31.12.2026	3	7 660	93 833	110 725	0 000	0 000	0000	212 219	68.840	6 388	75 228	83%	27%
٦	10364 PETL3+ E PVAE - CONSTRUCTION AND RENOVATION	i de	0.07.01.13.86.80	0.000	19.503	1	0 000 0 000	0 01.01.2012	2 31.12.2026		0.749	4423	1 668	0 000	0.000	0000	6839	12.664	0.745	13 488	100%	9689
ŕ	10364 PETL3+ E PVAE - CONSTRUCTION AND RENOVATION	ш	D.07.01.13, B0.C0	0.000	3.640	0.000	0000 0000	0 01.01.2012	2 31,12,2026		0.344	0.590	0.386	0 000	0.000	0000	1 329	2.310	0 296	2 607	9698	72%
ĺ	10366 FERROVIA 2020 - CONSTRUCTION AND RENOVATION	9	D.07.03.01.00.00	0.000	24117	1396	0 000 0 000 0	0 01:01,2012	2 31.12.2026	3	3379	2847	198.0	0000	0 000	0000	6 592	18 920	3 259	22.179	9696	81%
٦	10366 FERROVIA 2020 - CONSTRUCTION AND RENOVATION	ш	D.07,03.02.00.00	0000	14814	0000	0 000 0 000	0 01.01.2012	2 31.12.2026		1 356	8318	4 636	0000	0 0 0 0	0000	14808	9000	0 000	900 0	96.0	%60
Ť	10386 FERROVIA 2020 - CONSTRUCTION AND RENOVATION	ш	D.07.03.02.00.00	0.000	0000	1156	0 000 0 000 0	0 01.01.2012	2 31,12,2026	6	1156	0.000	0.000	0 000	0.000	0 000	1156	0 000	0 000	800 0	1%)	138
-	10386 FERROVIA 2020 - CONSTRUCTION AND RENOVATION	9	D.07.03.03.00.00	0000	834 034		0 000 0 000 0	0 01.01,2012	2 31,12,2026	3	887 653	410.938	117 391	0000	0 000	0000	1 216 024	948 107	528 413	1 476 520	77%	9689
٦	18366 FERROVIA 2020 - CONSTRUCTION AND RENOVATION	ш	D.07,03,03,00,00	0 000	0.000	60 2 93	0 000 0 000 0	0 01.01.2012	2 31.12.2026	6 9	60 293	0.00	0 0 0	0 000	0 0 0	0000	60 293	0000	27 373	27.373	45%	4636
-	10366 FERROVIA 2020 - CONSTRUCTION AND RENOVATION	ш	D.03.09.01.00.00	0.000	0000	3691	0 000 0 000 0	0 01.01.2012	2 31,12,2026	3	0 424	0.424	0.424	0 000	0.000	0 000	1 273	2417	0 000	2417	95.0	9659
-	11661 2030 FERROVIA - CONSTRUCTION, RENOVATION AND MAINTEN M.	9 V	D.07.03.01.00.00	0.000	1 027	0000	0 000 0 0000	0 01.11.2020	0 31,12,2026	3	0 397	0.480	0.150	0000	0 0 0	0000	1 027	0000	0 000	0000	%0	%0
-	11881 2030 FERROVIA - CONSTRUCTION, RENOVATION AND MAINTEN AN	9 V	D.07.03.03.00.00	0 000	912 403	0000	0 000 0 0000	0 01.11.2020	0 31,12,2026	3	20 924	228 510	623 038	0 000	0.000	0 000	902 473	9 9 2 9	13 069	22 999	62%	396
-	11662 30 ROAD SECTOR - CONSTRUCTION, RENOVATION AND MAINTEN		D.02.02.03,RP.00	889 0	2 720		0 000 0 000 0	0 01.11.2020	0 31,12,2026	3	0000	1800	0.920	0 000	0 0 0 0	0000	2 720	0.688	0 000	0 688	02	20%
	11662 30 ROAD SECTOR - CONSTRUCTION, RENOVATION AND MAINTEN	9 1	D.07.01.13.B0.A0	4.878	24 999		0 000 0 000 0	0 01.11.2020	0 31.12.2026	1 3	0 004	4114	20 881	0 000	0 000	0.000	24 999	4 878	0 004	4 882	100%	76.91
Ī	11662 30 ROAD SECTOR - CONSTRUCTION, RENOVATION AND MAINTEN	3 7	D.07.01.13.B0.B0	0.014	0000	0000	0 000 0 0000	0 01.11.2020	0 31.12.2026	3	0000	0000	0000	0000	0 0 0 0	0000	0.000	0.014	0 000	0.014		100%
-	11662 30 ROAD SECTOR -CONSTRUCTION, RENOVATION AND MAINTEN		D.07.01.13.B0.C0	099.0	1881	18	0 000 0 0000	0 01.11.2020	0 31,12,2026	. 3	1 760	3237	1 482	0000	0000	0000	6 480	2 031	1 615	3.646	92%	43%
	11705 RRP-Missing this and increasing network capacity	B	D.02.02.03.RP.00	0 000	0000	9140	0 000 0 000	0 01.01.2021	1 31.12.2028		1 040	8100	0 000	0 000	0 000	0000	9 140	0.00	0 000	0.00	960	%0
_	1170s RRP-Missing Inks and Increasing network capacity	9	D.07.01.13.B0.A0	0000	0000	260184	0 000 0 0000	0 01.01.2021	1 31.12.2028	6 9	36 261	97.998	110 020	0000	0 0 0 0	0000	244 279	15 905	32 713	48.618	9606	18%
-	11706 RRP-Missing links and increasing network capacity	9	D.07.01.13.B0.C0	0000	0000	11128	0 000 0 000 0	0 01.01.2821	1 31,12,2026	6 1	2.687	2 2 08	5.923	0 000	0.000	0000	10.818	0.310	1317	1 626	49%	9691
-	12832 NATIONAL PLAN FOR INTEGRATED RUBAL HRE MAN AGEMENT	В	D.02.02.03.F0.00	0000	32.071	0000	0.000 0.000	0 01.01.2021	1 31.12.2028		10 201	8106	7 801	0 000	0.000	0000	26 107	5 964	6 890	12.954	9669	9600
+	12032 NATION AL PLAN FOR INTEGRATED RURAL FIRE MANAGEMENT	E	D.02.02.03.R0.00	0 000	28 104	0000	0 00 0 0000	0 01.01.2021	1 31.12.2026	. 3	2 688	10 556	6.450	0000	0 0 0	0 000	24 693	3411	4 098	7 509	933%	27%
	11005 RRP - (AAE) - Road accessibility	4	D.07, 01.13.B0.Au	0000	0000	92 284	0.000 0.000	0 01.01.2021	1 31,12,2026		24 991	29 9 55	36 600	0 000	0.000	0 000	91 546	0 748	11 526	12.274	46%	1396
-	11805 RRP - (AAE) - Road accessibility		0.07.01.13.80.00	0 000	0 000	189	0.000 0.000	0 01.81.2021	1 31.12.2026	6 9	1014	0.583	0.232	0 000	0.000	0 000	1.810	0.00	0 000	0.000	960	960
-	11884 RRP - Crossborder connections		D.07.01.13.B0.A0	0000	0.000	27.900	0.000 0.000	0		6 1	0000	0.930	26.978	0 000	0.000	0 000	27 900	0.000	0000	0.000		%0
-	11804 RRP - Crossborder connections	<u></u>	D.07.01.13.B0.C0	0000	0000	6184	0 000 0 000	0 01.01.2621	1 31,12,2026	6 1	2 949	0.425	2811	0 000	0 000	0 000	6184	0000	0 200	0.800	17%	968
			Total	4 441661 14 274 (14 274 040	2088418	0000 0000	0			2 772 499	2562584	2539206	0 000	0 000	0 000	7 874 289	12 929 820	2343 237	15 273 056	%88	Nex.

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NOTES TO THE BUDGETARY STATEMENTS

1. Revenue budget changes

This statement shows the budgetary changes that occurred during the reporting period; the breakdown of revenue items is similar to that of the budget, integrating the effect of the changes occurred in the meantime.

			Bud	getary Amendm	ents		
	Туре	Initials Forecasts	Enrolment	Decreases/ cancellations	Special credits	Corrected Forecasts	Observation
	(2)		(4)	(5)		(7)=(3)+(4)- (5)+(6)	(8)
Current Revenue		61					
R1 Tax revenue		0 000	0.000	0 000	0 000	0 000	
R1.1 Direct taxation		0 000	0 000	0.000	0 000	0 000	
R1.2 Indirect taxes		0.000	0 000	0.000	0.000	0.000	: ::
R2 Contributions to Social security, CGA and ADSE	- 12	0 000	0 000	0.000	0 000	0 000	ů.
R3 Fees, fines and other penalties	Р	355 154	60 179	5 206	0 000	410 127	
R4 Property income		6 527	0 000	0 000	0 000	6 527	13 or
R5 Current Transfers and Subsidies	Р	153 842	32 233	112 178	32 049	105 946	
R5.1 Current Transfers	Р	153 842	32 233	112 178	32 049	105 946	7- 1V
R5.1.1 General government	Р	150 862	30 868	110 387	32 049	103 391	
R5.1.1.1 Central Government - State	Р	150 862	30 868	110 387	32 049	103 391	·
R5.1.1.2 Central Government - other entities	- 10	0 000	0 000	0.000	0 000	0 000	
R5.1.1.3 Social security		0 000	0.000	0 000	0 000	0 000	
R5.1.1.4 Regional Administration	- 55	0 000	0 000	0 000	0 000	0 000	ė
R5.1.1.5 Local Government		0.000	0 000	0 000	0 000	0 000	
R5.1.2 External - EU	P	2 980	1 366	1 791	0 000	2 555	
R5.1.3 Other		0 000	0.000	0 000	0 000	0 000	
R5.2 Current Subsidies		0 000	0.000	0 000	0 000	0 000	
R6 Sale of goods and services	Р	164 832	122 711	32 983	0 000	254 561	8
R7 Other current revenue	Р	1 510	0 000	0.000	0.000	1.510	5
Capital Revenue							
R8 Sale of investment goods		0 689	0 000	0 000	0 000	0 689	8
R9 Capital transfers and subsidies	Р	1 105 563	85 185	172 798	0 000	1 017 950	6
R9.1 Capital transfers	P	1 105 563	85 185	172 798	0 000	1 017 950	
R9.1.1 General Government	P P	634 465	0 000	39 757	0 000	594 708	
R9.1.1.1 Central Government - State R9.1.1.2 Central Government - other entities		634 465 0 000	0.000	39 757	0 000	594 708 0 000	i i
TO BOOK TO THE PROPERTY OF THE			-	·			-
R9.1.1.3 Social security		0 000	0 000	0.000	0.000	0.000	
R9.1.1.4 Regional Administration		0 000	0 000	0.000	0 000	0 000	
R9.1.1.5 Local Government	-	0 000	0 000	0 000	0 000	0 000	
R9.1.2 External - EU	Р_	471 098	85 185	133 040	0 000	423 243	28
R9.1.3 Other		0 000	0 000	0 000	0 000	0 000	-
R9.2 Capital subsidies		0 000	0.000	0 000	0 000	0 000	3
R10 Other capital revenue		0 000	0 000	0 000	0 000	0 000	
R11 Recovery not deducted from payments	- 2	0 000	0 000	0.000	0.000	0.000	¥
R12 Revenue from financial assets	M	0.000	0 000	0.000	161 248	161 248	
R13 Revenue from financial liabilities	P	1 646 070	63 851	40 995	0 000	1 668 925	
Balance from previous year - budget operations	M	0 000	0.000	0 000	58 910	58 910	-
Te	otal	3 434 186	364 160	364 160	252 207	3 686 393	



2. Expenditure budget changes

This statement shows the budgetary changes that occurred during the reporting period; the breakdown of expenditure items is similar to that of the budget, integrating the effect of the changes occurred in the meantime.

		Expenndi	ture				
		Inicial		Budget changes		Comments	
ITEMS	Туре	Allocations	Enroment	Decreases/ cancellations	Special credits	- Corrected allocations	Observation
(1)	(2)	(3)	(4)	(5)	(6)	(7)=(3)+(4)-(5)+(6)	(8)
Current Expenditure							
D1 Personnel Expenditure	Р	145 555	155 488	155 488	0 000	145 555	2
D1.1 Fixed and permanent remuneration	Р	104 393	111 284	110 729	0 000	104 948	
D1.2 Variable or contingent bonuses	Р	9 489	10 835	10 471	0 000	9 853	
D1.3 Social security	Р	31 673	33 368	34 288	0 000	30 753	
D2 Purchase of goods and services	Р	424 878	251 484	191 584	0 000	484 779	
D3 Interest and other charges	Р	85 264	12 445	12 445	0 000	85 264	
D4 Current transfers	Р	5 226	0 565	0 565	0 000	5 226	
D4.1 General Government	Р	2 336	0.000	0 000	0.000	2 336	
D4.1.1 Central Government - State		0 000	0 000	0 000	0 000	0 000	
D4.1.2 Central Government - other entities	P	2 336	0 000	0 000	0 000	2 336	
D4.1.3 Social security		0 000	0 000	0 000	0 000	0 000	
D4.1.4 Regional Administration		0 000	0 000	0 000	0 000	0 000	
D4.1.5 Local Government		0 000	0 000	0 000	0 000	0 000	
D4.2 Non-profit institutions	Р	0 270	0 000	0 008	0 000	0 262	
D4.3 Families	Р	0 075	0.000	0 000	0 000	0 075	
D4.4 Other	Р	2 545	0 565	0 557	0 000	2 553	
D5 Grants/Subsidies		0 008	0 000	6 912	32 049	25 145	
D6 Other current expenditure	Р	91 447	26 564	27 564	0 000	90 447	
Capital Expenditure				- 32 - 79			
D7 Capital expenditure	Р	2 521 993	232 131	283 860	0 000	2 470 265	
D8 Capital transfers	Р	0 794	0 100	0 360	0.000	0 534	
D8.1 General Government		0 000	0 000	0 000	0 000	0 000	
D8.1.1 Central Government - State		0 000	0 000	0 000	0 000	0 000	
D8.1.2 Central Government - other entities		0 000	0 000	0 000	0 000	0 000	
D8.1.3 Social security		0 000	0 000	0 000	0.000	0 000	
D8.1.4 Regional Administration		0 000	0 000	0 000	0 000	0 000	
D8.1.5 Local Government		0 000	0 000	0 000	0 000	0 000	
D8.2 Non-profit institutions		0 000	0 000	0 000	0 000	0 000	
D8.3 Families		0 000	0 000	0 000	0 000	0 000	
D8.4 Other	Р	0 794	0 100	0 360	0 000	0 534	
D9 Other capital expenditure		0 000	0 000	0 000	0 000	0 000	
D10 Expenses on financial assets	M	0 000	0 000	0 000	200 200	200 200	
D11 Expenses on financial liabilities		159 020	0 000	0 000	0 000	159 020	
Tot	al	3 434 186	678 777	678 777	232 249	3 666 435	

(1) Headings - corresponds to the headings of the initial budget plus those which, as a result of the entries, are now shown in the statement of budgetary changes

- 3) Opening estimates corresponds to the credit of the "021 -Opening appropriations" account
- (4) Increases corresponds to the credit balance of account "02311- Reinforcements to corrected appropriations"
- (5) Decreases/ cancellations corresponds to the debit balance of account "02321— Cancellations in corrected appropriations"
- (6) Special credits corresponds to the credit balance of account "02331— Special credits to corrected appropriations"
- (7) Corrected appropriations corresponds to the debit balance of account "022 Corrected appropriations", and can also be obtained by formula applied in the statement of budgetary changes
- (8) Notes this is intended to accommodate any clarifications the organisation may wish to make

²⁾ Type - field identifying the type of change, tick (P) in the case of a permutative change or (M) in the case of a amendment

III Budgetary Statements and Attached Notes

III. 349



3. Treasury operations

Account Code	Name	Opening balance	Receipts	Payments	Closing Balance
071100000	Receipts Intermediation of fund	44 074 685	4 604 270	0	48 678 954
O72100000	Payments Intermediation of fund	29 508 453	0	461 793	29 970 246



2023 Annual Report III Budgetary Statements and Attached Notes

4. Administrative Procurement

4.1. Situation of contracts

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Ö			3

	Oller work,	#orn	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0,0	0,0	0'0	0'0	0,0	0'0	0'0	0,0	0'0	0,0	0'0	0'0	0'0	0'0	0,0	0'0	0,0	0'0	0'0	0.0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	00	0'0	0'0	0'0	0.0	0'0
America	W6 III 90 08 77 803	errore and ornissions	0,0	0,0	0'0	0,0	0'0	0,0	0,0	0'0	0'0	0'0	0,0	0'0	0,0	0,0	0'0	00	0'0	0,0	0'0	0,0	0'0	0'0	0,0	0'0	0'0	00	0,0	0,0	0,0	0'0	0'0	0'0	000	0'0	0,0	0'0	0'0	00	0'0	0'0	0'0	0'0	0,0	0'0	0'0	00	0'0	0'0	0'0	0'0	0'0
STATISTICAL DE	Edmontina	ry works	0'0	00	0'0	00	0'0	0'0	000	0'0	0,0	0,0	00	0'0	0'0	0'0	000	00	0'0	0,0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	00	0'0	000	0'0	000	0'0	0,0	00	0'0	0'0	0'0	0'0	0,0	0'0	0'0	00	0'0	000	0'0	00	0,0
	Price	=	215,5	Ļ	Ц	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	28,8	00	0'0	0,0	1,1-	0,0	0'0	0,0	00	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	000	0'0	00	0,0	0,0	000	0'0	0,0	0'0	0,0	0,0	0'0	0'0	00	0'0	0'0	000	00	0'0
	Normal		1477,1			1949	127,3				00						742.7		46,6	776.0	83.7	1	38.9	25,4	82,3	00		00		00	00	00	00	00	00			00	00	00	00	ļ	266,3		368.6		1186,4	21.6			69 5		
	Calhar Worls	Wo Th	0'0	0,0	0'0	0'0	0'0	0'0	00	0'0	0,0	0,0	000	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0.0	0,0	0'0	0'0	0'0	0,0	0,0	000	0'0	0'0	0'0	0'0	0,0	0'0	0,0	0'0	0'0	00	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0,0	0.0	00
period	Work to	omballone omballone	0'0	000	0'0	0'0	0'0	0'0	00	0'0	0,0	0'0	00	0'0	0,0	0'0	0'0	00	0'0	0'0	0'0	0'0	00	0'0	0,0	0,0	0'0	0'0	0'0	000	0'0	0'0	00	0'0	0.0	0'0	000	0'0	0,0	000	0'0	0'0	000	0'0	0'0	0'0	0'0	0.0	0'0	0'0	000	00	0,0
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	Morring	_		0.0				Ш			67.9 956.8		443		3,8		ľ	1212		0,0	Ш	381,6			0,0			03		0 0	0,1	00	0,1	1,0	00 00	1,2	2,7	0.2	0.8	2 50	17		30.5	808	27.5			23.3	Ш	П	41.7		Ш
	Date of 1st		28-02-2022	11-03-2021	30-09-2022	31-03-2021	30-07-2021	30-04-2021	13-11-2023	31-08-2023	09-03-2023	31-08-2023	10-11-2023	31-03-2022	21-10-2022	30-10-2020	12-03-2021	02-06-2023	30-06-2021	30.04.2021	30-07-2021	09-03-2023	26-11-2020	20-05-2021	29-01-2021	31-03-2023	31-03-2023	31-03-2023	31-03-2023	31-03-2023	31-03-2023	31-03-2023	31-03-2023	31-03-2023	31-03-2023	31-03-2023	31-03-2023	25-05-2023	31-05-2023	25-05-2023	25-05-2023	25-05-2023	30-06-2021	26-11-2020	12-11-2020	11-03-2021	30-09-2022	04-03-2021	23-06-2022	31-12-2021	21-12-2021	19-11-2020	07-09-2021
THE PARTY SECTION AND PARTY IN	1		121 22-10-2021							75.00	22 16-08-2022 22 16-08-2022	2 16-08	ZZ 10-00-Z0ZZ			25-02				02 02 02 2024	02-02																								150		22 30-05-2022			-2021 01-09-2021			
Aporo			1924/2021	-	9		7				798	798/202	1		9	3 2946,2020	- i			3401.202			2 9		واو												0 0		0			0	0 0		0 2733.00	6	3 639/20		6	1355			
	Construct no						555				1358,3		ļ	184	25,	750,3	745,	0	105	1340	160	0 0	0007	34	110,6	0	o	00	00	o c	0	00		00	00	0	00	0	0		00	00	296.9	524	147,3	25	403	24	119	8.489	139.0	79	116
	Contracted	mericanne	2868,8	135,1	111,0	297,0	109,5	104,6	0,000	0'0	1104,3	0'0	3763	149,8	20,9	2,092	745,9	0'0	0'98	129,8	160,9	0,0	33,0	25,8	89,9	0'0	0'0	00	0'0	0,0	0'0	0'0	0'0	0'0	0.0	0'0	000	0'0	0'0	0.0	0'0	0'0	296,9	426,0	119,7	21,0	403,3	20,0	97,5	373,4	113,0	64,9	0'56
	ž		25-08-2021	09-09-2020	16-11-2020	24-09-2020	19-02-2021	08-10-2020	30-12-2020	30-12-2020	23-05-2022	23-05-2022	27-05-2022	19-01-2022	12-08-2021	15-09-2020	22-10-2020	06-08-2021	02-12-2020	12-10-2020	13-11-2020	06-11-2020	16-07-2020		28-08-2020	25-03-2022		25-03-2022	25-03-2022	25-03-2022	25-03-2022	25-03-2022	25-03-2022	25-03-2022	25-03-2022	25-03-2022	27-06-2022	03-10-2022	03-10-2022	03-10-2022	03-10-2022	03-10-2022	16-03-2021	02-10-2020	23-07-2021	26-10-2020	04-03-2022	02-12-2020	14-04-2021	24-06-2021	27-11-2020	22-09-2020	16-04-2021
3000			foundations of the Tagus Bridge	ad-Rativey Networks 2020		RM 2021-2023	Dam, ER381, Km 037+300, Bridge	A. REPLACEMENT OF THEEN	LISBON AND PORT O	LISBON AND PORT O	ILANTE IP	LANTE IP	LANTE IP F DA ARRÁBIDA (A20 - KM8+8	PORTO DISTRICT (LOT 2019)	CIONAMENTO E BENEFICIAÇÃ 3801 E LIMITE DISTRITO BE.L	SMTOS - 6 LOTES	MENTOS2020 - BEJA-3 LOTES	MENTACÃO L. SINTRA, SUL EAL	HE PORTO DISTRICT (LOT 2019)	SOUINHATA - REFORMULAÇÃO	1-2023	1-2023	PK 2 930	0N1.5C	RODUARTE PACHECO	200											erica erica					8100000	SAS DE COMANDO DA ESTAÇÃO I	O PK69,474 E PK84,031	00) ETORRES VEDRAS (KM 66,41 FRACIONAIS - REDE DE ALTA PR	ONAMENTO	IRE O PK 113+500 E116+002	COUE DE ESTACIONAMIENTO AS SUPERIORES DE PEÕES SOBRI	STAÇÃO DE ALGUEIRÃO - MEM I	SAD	200.0	OBILIARIO URBANO. ELABORAÇÃ	JAÇÃO E TRATAMENTO DO ESPA
			£	2	1	19	7/5	161	0 0	0	리리	8	3 5	出	⊴ =	151	21-			2012	12	-16	010	ısl	~ l~	424	1.1	No	Late	2412	4 4	2 12	22 6	21	22	52	361	1		1	1 1	- 15	5103	1		191		\$1B	tion!	űÖ	a I	12	42
	politica		PT980427568 10002870-Beira Baixa Line - Reinforcement/protection of the foundations of the Tagus Bridge DT630409440 40000976 Complementary CSM D Complementary CSM D		FT513432442 10002884-GSM-R, CALL LOG SYST EM	1000 2003- Perior of Linde 2020 bottles. 1000 2902- MAINTENANCE SERVICES - DRIVE PLATFORM 2021-2023	10002904-ER381, Km 036+100, Sapatoa bridge on Vigia Dam. ER381, Km 037+300, Bridge 19-02-202 nonnogn, Expan MM 1844/59, print Elbas TBES Entranda e DEMANATION 19-07-309	10002992-EN559, KM 121+190, PONTÃO DA MADALENA, REPLACEMENT OF THEEN: 08-10-202	10003006-GSM-R. DISPAICHER REPLACEMENI CCO 10003006-GSM-R. DISPATCHER REPLACEMENT CCO	PT510484514 10003006-GSM-R. DISPATCHER REPLACEMENT CCO		PT510484514 10003007-GSM-R, TERMINAIS PARA MATERIAL CIR CULANTE IP	Т	10002826-IMPROVING SECURITY CONDITIONS IN THE PORTO DISTRICT (LOT 2019) 19-01-202	10003139-L. NORTE. Cascais Station PARQUE DE ESTA 10003149-ER266 INTERSECCÃO PARA SAROIA (KM17	10003199-1 - CONSERVAÇÃO CORRETIVA DE PAMMENTOS - 6 LOT ES 15-09-2020	10003210-2 - INTERVENÇÃO PREVENTIVA EM PAVIM	10003225-A1-ENE - RENOVAÇÃO SISTEMAS DE ALT 10003225-AT-ENE - RENOVAÇÃO SISTEMAS DE ALT	10002826-IMPROVING SECURITY CONDITIONS IN T	10003273-EN211 - VARIANTE ENTRE QUINT AE MESQUII 10003497-Soutro Automotol Emb para o Tribnio 2021-2023		PT500918880 10003427-Seguro Automóvel Frota para o Triênio 202	Beira Baixa Line – geotechnical survey Ponte do Teio.		PT502298800 10003461-IC15, KM 0004000, VIADUT O ENGENHEIR O DUARTE PACHECO PT50988031 10003472, Beddid Fronteedd Mirti. I dds 2 - Marco 22		10003472-Pedido Broomenda furri - Lote 2 - Março 22	10003472-Pedido Encomenda furri - Lote 2 - Março 22 10003472-Pedido Encomenda furri - Lote 2 - Marco 22	10003472-Pedido Encomenda furri - Lote 2 - Março 22	10003472-Pedido Encomenda furri - Lote 2 - Março 22 10003472-Pedido Encomenda furri - Lote 2 - Marco 22	10003472-Pedido Encomenda furri - Lote 2 - Março 22	10003472-Pedido Encomenda Iluri - Lote 2 - Marco 2	10003472-Pedido Encomenda Nuri - Lote 2 - Março 23	10003472-Pedido Encomenda furri - Lote 2 - Março 22	10003472-Pedido Encomenda furri - Lote 2 - Março 22 10003472-Pedido Encomenda furri - Lote 2 - Marco 22	10003472-Pedido Encornenda furri - Lote 2 - Março 22	10003472-Pedido Encomenda furri - Lote 2 - Margo 22 10003472-Encomenda Maio 2022 - Luvas Protecão Bétrica	10003472-Encomenda Botas Verão - Outubro 2022	10003472-Encomenda Botas Verão - Outubro 2022	10003472-Encomenda botas verão - Outubro 2022 10003472-Encomenda Botas Verão - Outubro 2022	10003472-Encomenda Botas Verão - Outubro 2022	10003472-Encomenda Botas Verão - Outubro 2022	10003511-L ALENTEJO - MODERNIZAÇÃO DAS ME	10003525-L.NORT E - SUPRESSÃO DE PN'S ENTRE	10003544-EN9 - SAO PEDRO DA CADEIRA (KM 53 800) E TORRES VEDRAS (KM 66.41 23-07-2021 10003562-EXPLORAÇÃO DA RED E EM MINIMOS OPERACIONAIS - REDE DE ALTA PR. 24-08-2021	10003572-LN - VALE SANTAREM, PAR QUE EST ACI	10003620-LS - BLOCOS TÉCNICOS E AT ERROS EM	10003653-LN, APEADEIRO DE FORMOSELHA, PARQUE DE ESLACIONAMENI O 15-11-2020 10003659-L, NORTE - GARE ORIENT E - PASSAGENS SUPERIORES DE PEÕES SOBRI 02-12-2020	10003671-L. SINTRA - BENEFICIAÇÃO GERAL DA ESTAÇÃO DE ALGUEIRÃO - MEM 1 14.04202	10003722-LBA-MANGUAL DE-GUARD A-FISCALIZA	10003750-EVORA-EVORA NORTE-LINEC 27.11-2020	10003769-SMM - ABRIGOS DE PASSAGEIROS E M	PT506782328 10003775-EQUIPAMENTOS SEMAFÖRICOS, ILUMI

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	Contract				Approv	al of the Audit			-	de in de anne	e perilod				Curridative pey	mends	
			100000				1	1			WOTE	Office y more	3		The same of the sa	a wow	Think mark
	Object	å	Contracted	Conferred perior	Regist. n	# T	payarank payarank	Morrinal	Price revision	Edmondina ry works	SOF MOT BY TO M		Morrad works	Price	Extraordina ry works	arrore and	Moring under
70-L MELECAS-CALDAS (7	10000020-L MELECAS-CALDAS (TORRES-CALDAS) - MODERNISATION - CONSTRU	26-11-2021	15355,3	15355,3	2384/2021	21 02-04-2022	30-09-2022	489.2	112.2	0.0	0.0	0'0	1142.1	146,8	00	0'0	0'0
20-L MELEÇAS-CALDAS (10000020-L MELEÇAS-CALDAS (TORRES-CALDAS) - MODERNISATION - CONSTRU 26-11-2021	26-11-2021	7,77.97	7,577,7	2384/2021		ш	5036,4	1212,3	0,0	0,0	0'0	571,1	73,4	0'0	0'0	0'0
20-L MELEÇAS-CALDAS 21-ENH383- CANHEST POS	10000020-L MELEÇAS-CALDAS (TORRES-CALDAS) - MODERNISATION - CONSTRU 26-11-202 10000031-EN4383 - CANHEST BOS (C CRUZ EN193) (KMA3-4080) A MONTES VELHOS 13-07-202	13.07.2021	15355,3	15355,3	2384.2021	28	16.09.2022	5281,0	1202,2	00	00	0'0	1142,1	146,8	00	00	00
47-ER228. SLOPE STABIL	10000047-ER228. SLOPE STABILISATION BETWEEN KMS 28+000 AND 36+000	18-12-2020	163,6	201,2	. 58 5		08-09-2020	32,5	00	00	00	0'0	149,3	0'0	0'0	0'0	0'0
87-L. LEIXÕES E CONCO	10000087-L. LEIXÕES E CONCORD ÁNCIA S.GEMIL - SLOPE STABILISATION	03-05-2021	1964,0	1964,0	947/2021	1 15-05-2021	29-10-2021	1051,6	234,1	00	0,0	000	2808,4	569,5	0'0	0,0	0'0
10000100-ELECI RIC MOBILITY - SUPPLY, ASSEMBLY	C COMMISSIONING, MAIN ENA	05-08-2020	2000	7,850			30 00 3034	801	3 3	8	n'n	0,0	342,6	000	00	000	00
14. EC VEDIEICATION P	SP CAIA	28.05.2021	104 5	030 3	ļ.		34.49.2024	000	3 8	000	00	000	020	3 6	000	000	000
35-Lodding for Hotel Gan		07-02-2020	0.0	0.0	500		10-03-2020	14	00	00	0.0	0.0	22	00	0.0	0'0	0.0
12-Lodging for Hotel Gan		07-02-2020	0.0	0.0			18-02-2020	12	0.0	00	0.0	0.0	22	0.0	0.0	0.0	0.0
73-EN115, KM77+550	AND ROAD PLATFORM ST	30-03-2020	45,0	55,3			09-06-2020	00	8	00	00	0.0	46,3	0'0	0,0	0'0	0'0
30-SMM_PORTAGEN	10000280-SMM_PORTAGEM-ALTO S. JOÃO, BOA VISTA SUPPLY AND RAIN DRAIN, 04-08-202	04-08-2021	18352,0	18352,0	1625.2021	21 11-10-2021	31-01-2022	4294,7	1188,6	00	0,0	0'0	2529,7	488,9	0'0	0,0	0'0
33-L'NORT E-ORIENTE	10000283-L.NORT E-ORIENTE - SADI RENOVATION PROJECT	21-09-2020	19,6	24,1			31-12-2020	2.5	0'0	0'0	0'0	0'0	21,6	0'0	0'0	0'0	0'0
97-ER209, KM8+430,	10000297-ER209; KM8+430, STABILISATION AND REINFORCEMENT OF THE RELIAIN 07-05-2020	07-05-2020	18,0	22,1			11-08-2020	2,9	00	00	0,0	0'0	17.7	0'0	0'0	0'0	0'0
16-ER348, KM87+69	10000316-ER348, KM 87+690, BRID GE OVER RIVER Z ÉZERE. RENOVATION AND STF 15-07-2020	15-07-2020	0'02	86,1			15-12-2020	3,7	0'0	000	0'0	0'0	682	0'0	0'0	0'0	0'0
100 00328- Data circuits for road telematics		04-01-2021	62,6	77,0	3.35		21-09-2021	11,8	0'0	0'0	0,0	0'0	33.2	-0,2	0'0	0'0	0'0
89-IP8 (EN259) - A2	10002489-IP8 (ENZ59) - AZ6 (KM27,500) / FERREIRA DO ALENTEJO (KM42,655) (ROI 19-05-202	19-05-2021	226,3	278,4			09-12-2021	38.9	8	000	000	000	206,1	000	000	000	000
SO-IPO (ENIZ I) - FE	CERTEINA D'ALENI EU (RIMBI 200) (NOUNDABOUT ON ET	13-02-5071	2000	1,000			202-21-12	0071		3	000	00	000	000	00	000	000
05-MONITORING-7	WAS AND PORTOL	46 69 994	12,0	9(99	7000 000		26-11-2020	255	0,0	8	n o	0,0	44,3	000	0,0	00	0,0
11-CONSTRUCTIO	10.002511-CONSTRUCTION OF BUILDINGS OF PRAGAL CAMPUS 10.42-2021 10.002548. BEIDA BAIYA LINE DLATFORM HEIGHTENING AND ACCESSIBILITY DROLE 03.43.3030	10-02-2021	1949,2	1949,2	286/202	1 03-03-2021	13-05-2021	337.70	1/1/	00	00	00	703	6,41	000	000	0'0
32-Lodoing for Hotel	1000252-10-daing for Hotel (Smeins - 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 1.0	17.02.2020	0.0	0.0			31.03.2020	-	00	00	0.0	000	37	0.0	0'0	000	0.0
74-Oustody and Pro-	Technical Archive.	01-02-2021	84,0	103,3			31-05-2021	33.9	00	00	00	0'0	49,3	4.0	00	000	00
83-SMM_FISCP	10002583-SMM_FISCPORTAGEM-ALTODESÃOJOÃO STRETCH-ALTODESÃC 04-08-202	04-08-2021	828,3	1018,8	1624/202	1 02-10-2021	31-12-2021	484,0	0'0	0'0	0'0	0'0	534,8	0'0	0'0	0'0	0'0
34-LNORTE - KM	E EXCAVATION SEC	04-05-2021	1974,9	1974,9	981/2021	1 25-05-2021	30-11-2021	0'0	5'02	0'0	0,0	0'0	1925,3	329,4	0'0	0'0	0'0
85-MAINTENANCE	8	24-09-2020	52,2	64,2			26-02-2021	19,6	0'0	00	00	0,0	410	00	0,0	000	0'0
07-Acquistion of cor	10002607-Acquisition of consultancy services for SIFIDE applications	22-05-2020	75,0	92,2			19-11-2021	4,5	000	00	00	000	5,4	00	000	0,0	0'0
16-SMM PORTAC	10002616-SMM PORTAGEM - COMBRA Band RENOVATION OF COMBRA STATION 20-05-2022	20-05-2022	397,8	397,8	788/2022	S 12	- 1	0.000	100	00	00	0'0	00	000	000	000	000
D-SMM PORTAG	TOUGED SMINE FOR AGEN - COMBINED RENOVATION OF COMBINES STATION 20-05-202	20-02-2022	3002,1	3002,1	700,000	8 8	21-03-2023	390,0	0,00	a s	000	000	3	000	0,0	000	0'0
16 SMM PORTAG	10002616-SMM PORTAGEM - COIMBRA BAND KENOVALION OF COIMBRA STATION 20-03-2022	20-02-2022	2580,1	3380,1	788/2022	2 15-07-2022	- 1	3540.3	0,8	80	00	000	3 3	000	000	00	00
TO LO MELECAS	100026 DE SMINE FOX FASEM - COMMENT BRIDGE FOR SMINE STATEMENT SMINE STATEMENT STATEME	14.19.2020	248.6	200 4	100/202	4	00 13 2023	0.00	0.0	00	00	00	000	0.0	000	00	000
72-Purchase of creo	10002672-Purchase of creosoled oak and apple wooden seepers	28-08-2020	469.6	577.6	557		17-03-2022	27.1	00	00	0.0	0'0	2810	0.0	0.0	00	0.0
72-Purchase of cred		28-08-2020	0'0	0'0	565		31-05-2022	10.8	0'0	0'0	0,0	0'0	35,8	0'0	0'0	0'0	0'0
72-Purchase of creo	10002672-Purchase of creosoted oak and azobé wooden sleepers	28-08-2020	0'0	0'0			30-06-2022	2,7	0'0	0'0	0,0	0'0	13,7	0'0	0'0	0'0	0'0
72-Purchase of creo	00000	28-08-2020	0′0	0'0			30-06-2022	1,4	0'0	0'0	00	0'0	15,3	0'0	0'0	0′0	0,0
72-Purchase of creo	50.0	28-08-2020	0'0	00			30-06-2022	0.2	00	00	00	0'0	15,6	0'0	0,0	0'0	000
72-Purchase of creo		28-08-2020	00	00			07-11-2022	1,0	00	00	000	0,0	8,3	00	000	000	000
80-L. OEST E - MEL	10	13-11-2020	484,0	595,3	100	- 12	30-04-2021	178,6	000	00	000	000	297.7	00	00	000	0'0
US-L. BEIKAALIA	2	23-10-2020	4,000,4	5355,4	3045/2020	70 No-U4-2021	21-09-2021	1/4/ 8	000	3	n'n	000	1,010,1	0'0	0,0	0'0	n'n
NO AT ADM ACCES	1002/09-AL-VUM ACCESS CONTROL - LECHNICAL BUILDINGS LOT A	20-08-2021	100,3	7,622			09-03-2023	20.4	3	80	00	000	0.04	000	0,0	000	0,0
O AT A DIM ACCES		20-00-202	000	0,0	30		46 49 9093	200	8	3 3	000	000	000	000	000	000	000
11-AT-TEL - 1 LERG	J BRAGA L	18-10-2021	190.5	190.5			31.01.2022	0.0	0.0	00	0.0	0'0	1840	0.0	0'0	0'0	0'0
76-CONSTILTANCY	1000276. CONSTITANCY AND SPECIALISED TECHNICAL SUPPORT TO BE ASSIGNED 17.06.2020	17.06-2020	286.1	360.7			19-11-2020	87.7	00	00	0.0	00	0830	0.0	0.0	0.0	0.0
31-Lodoing for Hotel	10002551 Lodning for Hobbl Camping 25 02 2020 to 06 03 2020	04.03.2020	0.0	0.0	ļ		31.03.2020	0.7	0.0	0.0	0.0	0.0	20	0.0	0.0	0.0	0.0
73-Lodging for Hotel (04-03-2020	00	0.0	-		28-02-2023	0.5	8 8	00	00	0.0	00	0.0	0.0	0.0	00
M-LINHA DO SUL	ADUCT &SOPORCEL LII	05-02-2021	100,8	124,0	\$		16-09-2021	00	00	00	0.0	0'0	108.7	000	000	000	00
25-SMM_LH_AEMIR	10002825-SMM_LH_AEMINIUM - HOSPITAL PEDIÁTRICO	24-03-2022	12999,3	12999,3	680/2022	2 03-05-2022	24-10-2022	1636,5	164,0	00	0,0	0'0	535,4	54,9	0'0	0'0	0'0
26-IMPROVING SEC	10002826-IMPROVING SECURITY CONDITIONS IN THE PORTO DISTRICT (LOT 2019) 19-01-2022	19-01-2022	234,2	288,1	3.53		ΙI	12,6	0'0	0'0	0,0	0'0	25.2	0'0	0'0	0'0	0'0
50-SMM_FISC. POF	10002850-SMM_FISC. PORTAGEM - COIMBRA B SECTION, INCLUDING INFERVENTI 28-04-2022	28-04-2022	2509,9	3087,1	694/2022	2 08-06-2022	24-11-2022	0/298	0'0	0'0	0,0	0'0	151.5	0'0	0'0	0'0	0'0
51-SMM_FISC_LF	4_ AEMINIUM-HOSPITAL PEDIATRICO	18-04-2022	9'898	1068,4	657/202			492 8	0'0	00	00	0'0	198 6	0'0	000	00	00

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	Starwork inding under	0	0.0	0'0	0'0	0,0	0,0	0'0	0'0	000	0'0	0'0	0'0	0'0	0,0	000	0.0	0'0	0,0	0'0	0,0	000	0,0	0'0	0'0	0'0	0'0	0'0	0/0	0.0	0'0	0'0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0,0	0'0	0'0	0,0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0.0
yments	Soff Soft	ombalore	0.0	0'0	0'0	0,0	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	0,0	000	0'0	0'0	0'0	0'0	0,0	000	000	0'0	0'0	0'0	0'0	0'0	0/0	0'0	0,0	0'0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0,0	0'0	0'0	0,0	0,0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0.0
armed ablve per	Eldraordhia ry worte	0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	000	000	0.0	0'0	0'0	0,0	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	000	0.0	0'0	0'0	0'0	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	00	0'0	0'0	0'0	0'0	0'0	000	0'0	0.0
	P-rice revision	0.0	46.6	0'0	0'0	00	18,2	42,4	60,4	62.5	48,7	46,2	29,6	63,6	40,4	0.0	48.6	6'99	37,0	32,6	105,5	0,0	988	104,1	10,8	32,5	67,1	112,9	177	17.8	92,3	8,9	42,2	45,5	55,7	37,7	40.2	98,2	55,8	38,0	0,0	0'0	0.0	71,9	107,8	0,0	21,2	0'0	0'0	0,0	0,0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	94.3
	Horman	4	168.5	74,4	155,4	0,0	6,69	604,3	639,5	562.3	677.1	384,6	506,2	458,1	417,6	59.5	424.3	672,3	335,1	324,7	7,896	83,8	388.1	1071,8	111,9	265,6	594,1	1180,0	62,8	130.8	941,3	107,8	446,7	325,9	9,585,6	303,9	0.698	988,8	490,3	385,1	981,3	35.8	0'0	427,2	946,9	64,9	354,9	0,4	4,3	163,4	0'0	71,3	26,4	0,0	107,6	48,2	81,9	780,2	94,5	0,0	33,4	668.5
İ	Other work, notating unde	0.0	0.0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0.0	0'0	0.0	0'0	0'0	0'0	0,0	00	000	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	00	0.0	0'0	0'0	0,0	0'0	0'0	0'0	0,0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0
popol	ormoternore and	omissions	0.0	0,0	0'0	0,0	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	0,0	000	0.0	0'0	0'0	0'0	0,0	000	0.0	0'0	0,0	0'0	0,0	0'0	0'0	0.0	0,0	0,0	0'0	0'0	0'0	0,0	0.0	0'0	0,0	0'0	0,0	0.0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0,0	0,0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0
months in the	Streonding on y works	0.0	0.0	0,0	0'0	0,0	0,0	0'0	0,0	0,0	0'0	0'0	0'0	0'0	0'0	000	0.0	0'0	0'0	0'0	0,0	000	0.0	0,0	0'0	0'0	0,0	0,0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	000	0,0	0,0	0'0	0,0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0,0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0.0
Pay	Prince mylaton	0.00	3.0	00	ďο	00	421.0	17	86,3	94.9	212,5	84,2	25.7	35.5	19.6	0,00	86.3	73.9	40,9	87.3	72,1	40.4	73.0	334,1	13,1	0'89	132,8	2742	900	69.4	299,8	19.7	2'19	1,08	2'99	63,7	9.00	283	79.2	1,151,1	00	00	126.3	9,3	13,9	0,0	1,3	0.0	0'0	00	000	0.0	0.0	00	00	0.0	00	0,0	0,0	00	00	28.6
	Horman	0 0	0.0	00	83.7	160,4	1,507,1	0'0	1422,1	1712.5	1411.9	1394,7	444,7	1190,3	386.9	96.5	1014.6	452.2	839,1	794,7	796.9	0000	247.1	1946,7	07.0	1047.8	773,1	1562/	1300.0	538.3	1528,3	137,6	813.6	1506,7	920 8	1297,4	1176.5	0,500	1301,0	1172,3	33,3	1530,1	1800.1	68,3	1,06	0.00	00	ďθ	0'0	137,3	0,1	20,3	0.5	42	43,1	0'0	0,0	1,77	99,6	30,8	23.7	150,4
	Date of 1st payment	0.4 0.0 0004	31-12-2021	18-02-2022	30-09-2022	09-03-2023	30-12-2022	16-09-2021	31-08-2022	31-08-2022	07-11-2022	31-08-2022	30-09-2022	31-08-2022	29-07-2022	30-01-2022	31-08-2022	29-07-2022	31-08-2022	30-12-2022	31-08-2022	16-08-2022	07-11-2022	31-08-2022	30-09-2022	31-08-2022	30-09-2022	31-08-2022	29-07-2022	30-09-2022	29-07-2022	29-07-2022	29-07-2022	31-08-2022	29-07-2022	31-08-2022	31-08-2022	29-07-2022	31-08-2022	08-09-2022	31-05-2021	18-09-2021	21-06-2023	09-12-2021	30-11-2021	29-01-2021	07-05-2021	12-10-2021	31-12-2021	08-02-2022	13-03-2023	31-01-2022	31-01-2022	29-11-2023	24-11-2022	29-01-2021	19-11-2021	26-02-2021	31-12-2021	13-12-2023	30-09-2021	30-09-2022
ne Audit	Disto				000000	01.00	05-07-2022		1-04-2022	1-04-2022	21-04-2022	1-04-2022	1-04-2022	1-04-2022	1-04-2022	2-04-2022	5-04-2022	5-04-2022	1-04-2022	1-04-2022	1-04-2022	1-04-2022	5-04-2022	1-04-2022	1-04-2022	1-04-2022	1-04-2022	1-04-2022	1-04-2022	5-04-2022	1-04-2022	1-04-2022	1-04-2022	1-04-2022	1-04-2022	1-04-2022	1-04-2022	1-04-2022	9-04-2022	29-04-2022	10000	17-12-2021	4-07-2022	06-08-2021	7-08-2021	44 44 9000	7707		0.000	0.10		2000		-00				00 100 100	(A364)			3-07-2022
Approval of	Seglist, no.						2006/2021 0		493/2021 2	493/2021 2	499/2021 2	2499/2021 2	499/2021 2	12/2022 2	12/2022 2	5007007 2	504/2021 2	504/2021 2	502/2021 2	502/2021 2	2501/2021 2	2007/2021 2	503/2021 2	504/2021 2	2504/2021 2	505/2021 2	505/2021 2	506/2021 2	14,20021 2	11/2022 2	2507/2021 2	2507/2021 2	250772021 2	508/2021 2	508/2021 2	2510/2021 2	611.62.021 2	511,52021 2	513/2021 2	2513/2021 2		2027/2021	679.2022 0	1-1		100000000	1														900	785,2022 1
	orithict price	0	168.9	80'8	399,5	0,0	i	637,8	5765,2	5814.1	2656,3	4863,5	1673,5	3701,6	1131,4	544.2	4520.9	1920,0	3382,9	2070,7	3821,7	303,2	13728	6270,7	523,8	4018,4	2119,4	4421,9	324,7	1988.9	4235,4	644,6	2650,9	3868,4	2678,9	3946,6	4085.1	1782,6 2	4380,0	1897,8	i	122.8	3378,0	1794,8	ii	76,3	429,9	1,5	163,3	402,7	0,1	122,6	0'0	0,0	215,3	49,2	94,7	921,6	287,8	307,5	77,5	818,9
	Contracted	9	168.9	85.8	324,8	000	2399.0	637.8	5765,2	16242	2656,3	4863,5	1673,5	3701,6	1131/4	544.2	4520.9	1920,0	3382,9	2070,7	3821,7	3532	1372.8	5270,7	623 B	4018.4	2119,4	4421,9	324,7	1988.9	4236A	644,6	2650,9	3868.4	2578,9	3946,6	4085 1	1782.6	4380,0	1897,8	874.6	4627 /2	3378.0	1794,8	54,1	620	429.9	12	132,8	327.A	0,1	98.6	ď0	0,0	176.0	40.0	77.0	749,3	234,0	250 p	0.69	818.9
Ì	S Date	000 40 0000	19-08-2021	11-06-2021	21-02-2022	21-02-2022	29-09-2021	19-05-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	27-12-2021	27-12-2021	27-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	23-12-2021	12-10-2019	15-08-2021	22-04-2022	15-06-2021	15-06-2021	06-10-2020	04-03-2021	26-06-2020	29-10-2021	07-07-2021	13-07-2020	17-11-2021	17-11-2021	17-11-2021	22-10-2021	30-10-2020	14-12-2020	15-02-2021	22-10-2021	11-07-2023	24-05-2021	17-05-2022
		o le contra	White VILA		TRONCAN 2	TRONGAN	T	AA ER310																	1000		OTES						OTES							8 LOTES 2	SINESEA	O CKM 13+	MZONASI	LASVITIM	L AS VITIM 1	ON CACANO	OF DIMONS		NCAMENT: 2	PRESSOE: 0	THE NAME OF THE PARTY OF THE PA	anga e L. Nr.	ença e L Nr.	shça e L N(3UL - 2021	AÇÃO FEF		A, FEEDEF (A AFETA 3	O-CERT IF	RTE (01.0: 2	SAGEM HII
Southard		0.000	- Replacement of Engineering	RTE	NI AREMEN	NTAREM-EN	10003823-EN347-KMI 7+275- CAVEZ BRIDGE OVER RIVER Mondego, RENOVATION	AMENTO CO	8 CONTRAC	8 CONTRAC	8 CONTRAC	18 CONTRAC	18 CONTRAC	18 CONTRAC	8 CONTRAC	18 CONTRACT	18 CONTRAC	8 CONTRAC	18 CONTRAC	18 CONTRAC	18 CONTRAC	S CON RAC	S CONTRAC	18 CONTRA	18 CONTRA	18 CONTRA	021-2024-1	18 CONTRA	18 CONI RA	18 CONTRA	18 CONTRA	18 CONTRA	2021-2024 - 1	18 CONTRA	18 CONTRA	18 CONTRA	18 CONTRA	18 CONTRA	18 CONTRA	9021-2024 - 1	ARIA ENT RE	MOTOS IL	SIMENT OS E	O MEMORIA	O MEMORIA	AVADO END	0		0) EENTRO	FACES ESU	nat	JHO Nine/vale	HO Nne/vale	HO Nine/Alle	DE-ZONA	10004007-L. SINES - ESTUDOS DE AMBIENT E DA MODERNIZAÇÃO DA LIGAÇÃO FEF	ESTRUTUR	CAT ENAR!	ECIALIZADO	NOTIFICAD PACATRA	4 - ZONA NO	33+403, PAS
		O DEPT DO	A PONI E DA	- ADAPTAÇÃO E CONCLUSÃO DAS OBRAS DE ARTE	A-VALE SA	10003811-AT-VDM VIDEOMONITORIZAÇÃO LOTE A-VALE SANTAREM-EN	R RIVER M	/ ENTRONG	2021-2024 - 1	2021-2024-	2021-2024-	2021-2024-1	2021-2024-1	2021-2024-1	2021-2024 - 1	2021-2024-	2021-2024-1	2021-2024 - 1	2021-2024-1	2021-2024-1	2021-2024-7	2021-2024 -	2021-2024-	2021-2024-	2021-2024-	2021-2024-	CONTRATO	2021-2024	2021-2024	2021-2024	2021-2024-	2021-2024-	CONTRATION	2021-2024-	2021-2024-	2021-2024	2021-2024	2021-2024-	2021-2024-	CONTRAT 02	O FERROW	MOSTKM 0+6	CONSTRANC	STRUÇÃO D	STRUÇÃO D	SRE URIO C	DEATERRO		263 (KM3,40	OES, INTER	LNEC- Max	ARIO - L MIR	ÁRIO - L MIR	ARIO - L MIN	VIARIAARE	MODERNE/	E REFORÇO	PROJETODI	ECNICO ESP	ORGANISMO	A - RODOW	CA A23, KM
ı		0 00100 10	Chossing - F	LUSÃO DAS	AÇÃO LOTE	AÇAO LOTE	BRIDGE OVE	(KM22+320)	CE UNDER	CE UNDER	CE UNDER	CE UNDER	CE UNDER	OE UNDER	CE UNDER	OF UNDER	CE UNDER	CE UNDER	CE UNDER	CE UNDER	OE UNDER	CE UNDER	OF UNDER	NCE UNDER	NCE UNDER	NCE UNDER	SENTE POR	NCE UNDER	NCE UNDER	NOE UNDER	NCE UNDER	NCE UNDER	SENTE POR	NCE UNDER	NCE UNDER	NCE UNDER	NOF UNDER	NOE UNDER	NCE UNDER	RENTE POR	DALIGAÇÃ	ENT RE FAV	INACÃO DE	7+700 - CON	V+700 - CON	DE FAO SOI	ABILIZAÇÃO	N Villa Franca	O COM A EN	AO-ESTAC	adulpamentos	NISMO HOR	NISMO HOR	ANISMO HOR	ANÇA RODO	MBIENT EDA	PROJETOD	CASCAIS -	DE APOIO T	SA-GUARDA	CAEMOBR	MHIDRAULI
ı		000000000000000000000000000000000000000	60 Hodraulic	AO E CONC	MONIT ORIZ	MONITORIZ	275- CAVEZ	FAMALICÃO	MAINTENAN	MAINTENAN	MAINTENAN	MAINTENAN	MAINTENAN	MAINTENAN	MAINT ENAN	MAINTENAN	MAINTENAN	MAINTENAN	MAINTENAN	MAINTENAN	MAINTENAN	MAINI ENAN	MAINTENAN	MAINTENA	MAINTENA	MAINTENA	AÇAO COR	MAINI ENA	MAINI ENA	MAINTENA	MAINTENA	MAINTENA	AÇÃO CORF	MAINTENA	MAINTENA	MAINTENA	MAINTENA	MAINTENA	MAINTENA	AÇÃO CORF	DERNIZAÇÃO	FFICIACAG	SAT AO-ELIM	7+500 A.K.M.	7+500 A.KM	166, PONTE	230 LD. EST	egurança - P	ONCAMENT	40DERNIZA	Aquisição de	EMA SINORG	EMA SINCRO	EMA SINCRO	S DE SEGUR	UDOS DE A	PTAÇÃO DO	AOLINHA DE	SERVIÇOS	PAMPILHOS	O SEGURAN	5, PASSAGE
ı		OTERAN DE	10003786-ENA KM 092+550	3 - ADAPTAG	-VDM VIDE	-VDM VIDE	B47-KM17+	206 - V.N.	CURRENT	CURRENT	CURRENT	CURRENT	CURRENT	CURRENT	CURRENT	CURRENT	CURRENT	CURRENT	CURRENT	CURRENT	OURRENT	CURREN	CHRRENT	- CURRENT	- CURRENT	- CURRENT	- CONSERV	2- CURRENT	CONRENT	- CURRENT	- CURRENT	F CURRENT	- CONSERV	- CURRENT	- CURRENT	- CURRENT	C CURRENT	- CURRENT	F CURRENT	- CONSERV	SINES - MOI	ALGARVE- 1322-3 - REN	£29-MSEU/	£36-1 - KM	£36-1 - KM	H 3, KM 0424	#16, KM17+	mpanha de s	123 - ENTR	CASCAIS - N	20190386 - v	TEA-SIST	TEA-SIST	TEA- SIST	INSPEÇÕE	SINES - EST	MINHO-ADA	DDERNIZAÇ	UISIÇÃO DE	BEIRA ALTA	OORDENAÇA	3, KM21+20
		10000304	10003781-31S1 EMA DE PROI EÇAO CALODICA DA PONTE DA AMILADE ENTRE VILA 10003786-EMA KM 0924660 : Hadraullo Cossino — Replacement of Endineerina Work	10003790-IPB	10003811-AT-VDM VIDEOMONITORIZAÇÃO LOTE A - VALE SANTAREMENTRONCAN 21-02-302	10003811-A	10003823-Eh	10003834-ER.206 - V.N. FAMALICÃO (KM22+320) / ENTRONCAMENTO COMA ER310 19-05-202	10003836- 1- CURRENT MAINTENANCE UNDER 2021-2024 - 18 CONTRACT	10003838-1- CURRENT MAINTENANCE UNDER 2021-2024-18 CONTRACT 10003838-2- CURRENT MAINTENANCE LINDER 2021-2024-18 CONTRACT	10003836- 2-	10003836- 3-	10003836-3	10003836- 4- CURRENT MAINTENANCE UNDER 2021-2024-18 CONTRAC	10003836- 4- CURRENT MAINTENANCE UNDER 2021-2024-18 CONTRAC	10003836- 5- CORRENT MAINTENANCE UNDER 2021-2024- 18 CONTRACT	10003836- 6- CURRENT MAINTENANCE UNDER 2021-2024-18 CONTRAC	10003836- 6- CURRENT MAINTENANCE UNDER 2021-2024-18 CONTRACT	10003836-7- CURRENT MAINTENANCE UNDER 2021-2024 - 18 CONFRACT	10003836- 7- CURRENT MAINTENANCE UNDER 2021-2024 - 18 CONTRACT	10003838-8- CURRENT MAINTENANCE UNDER 2021-2024 - 18 CONTRACT	10003836-8	10003836- 9-	10003836- 10- CURRENT MAINTENANCE UNDER 2021-2024- 18 CONFRACT	10003836- 10	10003836- 1	10003836-11 - CONSERVAÇÃO CORRENTE POR CONTRAT 02021-2024 - 18 LOTES	10003836-12- CURRENT MAINTENANCE UNDER 2021-2024-18 CONTRACT	10003836-12- CURRENT MAINTENANCE UNDER 2021-2024-18 CONTRACT	10003836- 13	10003836- 14- CURRENT MAINTENANCE UNDER 2021-2024- 18 CONTRACT	10003836- 14	10003836-14 - CONSERVAÇÃO CÓRRENTE POR CONTRAT 0 2021-2024 - 18 L	10003836- 1	10003836- 1:	10003838-16- CURRENT MAINTENANCE UNDER 2021-2024- 18 CONTRAC	10003838-17- CURRENT MAINTENANCE CINDER 2021-2024-18 CONTRACT	10003836- 17- CURRENT MAINTENANCE UNDER, 2021-2024- 18 CONTRACT	10003836-18- CURRENT MAINTENANCE UNDER 2021-2024-18 CONFRACT	10003836-18 - CONSERVAÇÃO CORRENTE POR CONTRAT 02021-2024-18 LOTES	10003844-L.	10003889-1, ALGARYEE FAXOLYRSAN LINES-LAGOS+SSI OLINOCASI TONESHSIN 23-08-202 10003880-FB322-3 - BENIFFICIADÃO ENTRE FAXAIOS (KM 0+000) e PINHÃO (KM 13+* 15-06-302	10003889-EA	10003901-Eh	10003301-EN236-1 - KM7+500 A KM7+700 - CONSTRUÇÃO DO MEMORIAL ÁS VÍTIM 15-06-202	10003909-EI	10003930-EN116, KM17+230 LD. ESTABILIZAÇÃO DE ATERRO	10003836-Campanha de segurança - PN Ma Franca	10003939-EF	10003953-L, CASCAIS - MODERNIZAÇÃO - ESTAÇÕES, INTERFACES ESUPRESSOE: 07-07-202	10003972-AL	10004001-LOTEA - SISTEMA SINCRONISMO HORARIO - L MINHO NI eAsiença e L Nr. 17-11-202	10004001-LC	10004001-L(10004004-1 - INSPEÇÕES DE SEGURANÇA RODOVIANA A REDE - 2 ONA SOL - 2021 - 29-10-202 10004004-2 - INSPEÇÕES DE SEGURANÇA RODOVIANA A REDE - ZONA SUL - 2021 - 22-10-202	10004007-L	10004053-L, MINHO-ADAPTAÇÃO DO PI	10004103-FDR - VARANI E DAZA ALAM. 10004103-MODERNIZAÇÃO LINHA DE CASCAIS - PROJET O DE CATENÁRIA, FEEDEF 05-02-202	10004105-AQUISIÇÃO DE SERVIÇOS DE APOIO TÉCNICO ESPECIALIZADO A AFETAF 22-10-202	10004142-L. BERA ALTA-PAMPILHOSA-GUARDA-ORGANISMO NOTIFICAD O-CERTIF 11-07-202 10004440-ENES - KM604200 - MATERIA IZ ACÃO DE ILHELI DARA O ATRAVESSAMEN 08-10-202	10004149-EN13 - KM001200 - MM EKMLEZAÇAD DE ILHED 1743A OAT IXMES SAMEL 10-10-202 10004150-COORDENAÇÃO SEGURANÇA EM OBRA - RODOVIA - ZONA NORT E (01.0: 24-05-202	10004172-A2
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	Normal	Works	4,9	20,3	20,3	171.4	171,4	171,4	0.0	114,8	2,9	0,1	1166,3	200	20.5	0.0	28.2	9,0	2,2	0'0	87,4	1,7	27,6	98,4	1,00	000	000	000	1740.3	214,0	4347,2	8,969	199,1	0,2	0,2	6,2	5,0	5,1	90	90	90	4.4	0.2	0,2	0,2	2,6	0,2	6,0	7'7	7'7	0.4	0,2	0,4	1,0	2'0	3,3	63,5	80.4	44,5	0'0	8,0	67,9	0,0	0,0	147,2	0'0
	Defe of 18		21-02-2022	30-09-2021	30-09-2021	17-11-2023	17-11-2023	17-11-2023	31-12-2021	31-03-2021	18-02-2022	30-09-2020	46 00 2023	30-00-505	31-03-2021	21-07-2022	12-03-2021	30-07-2021	27-06-2021	30-07-2021	30-09-2022	20-07-2021	13-09-2021	20-07-2021	30-12-2022	34.49.2024	16 00 00 34	12-10-2021	29-11-2022	29-11-2022	15-09-2022	21-10-2021	21-10-2021	28-02-2023	28-02-2023	28-02-2023	28-02-2023	26-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28.02.2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	31-03-2021	30-06-2022	08-06-2022	19-11-2021	11-03-2021	30-04-2021	26-02-2021	30-11-2020	30-12-2022	21-07-2022
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		Confi		2 2	0'1		0'0	0,0			8,1	2	8 9		1.4	9'9	5.4	65	5,5	618	80,	872	100			7 7			3 3	62	8,6		0,0	23,9	00	9	0.0	0,0		0.0	0.0	1 8		00	0'0	0,0	0'0	0,0	0,0	000	0.0	98	00	0,0	0′0	00	6,5	14.1		03	32,0	6'0	6,0	4,0	533	
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Contint	04180-Aquisição de carril 60E1 em barras de 108 metros	10004186-1 - LOTE 3-SUL-COORDENAÇÃO SEG OBRA EMPREITADAS DRR - ZONA C. 26-07-2021	04795. Aquisição de travessas de betão monobisco potvalentes	100047.95-Aquisição de travessas de betão monobloco polvalentes 1	04795. Aquisição de trave seas de betão monobloco pofvalentes	194795- Aquisição de trave seas de beta o monobloco potivalentes 1. Aquisição de trave seas de beta o monobloco potivalentes	10004806-1 - Coordenação Segurança em Obra para as Empreidadas DRR Zona Norte do 19-07-20	10004806-2 - Coordenação Segurança em Obra para as Empreitadas DRR Zona Norts do 19-07-2021	04806-3 - Coordenação Segurança em Obra para as Empreitadas DRR Zona Norte do 1	04825-L, DO OESTE - TROÇO MELEÇAS/CALDAS DA RAINHA - CONCEÇAO/CONS 2	04836-EN344 - KM 086+144, PONTE DA AMOREIRA SOBRE O RIO UNHAIS 0	04850-EN206, KM 051+290, PH RIBELRA CALVELOS. EN206, KM 052+430, PH RIBE 2	10004996-Linha do Ceste - Estação da Fonteia - Substituíção da caixilhana do EP 03-03-20.2 40004446-000FM - OFMITTO 4040 FMTOT ACCTIONA VM 65-000 F EPTIPE 644-44-44-44-000	048 10-10 ZECNI - DENEFICIAÇÃO ENTRE ABBEICEIRA (RM 03-200) E FRENCES (RM 048-00) E FREN	04826-L.NORIE - KM 323+139 - ESTABILIZAÇÃO DE TALODEDE ALERRO 104032 ENHA VIA DIACONAL INTERPEACE RODOCERRO DA TROCA - 3ª EASE E V -	04832-CATHALOND DISCONDENTATION SOCIETATIONS BETTIMANOSES & EDITIONAL DISCONDENTATIONS DELL'AMINOSES & EDITIONS DE VI	DAGGS ENION CLECT AND DE OLITED BENEFICION DE EXECUCION	049 22. SIP - Assessoria e Annio Técnico a Gestion de Contratos	04973-1 NORTE - ALFARELOS - ALTERAÇÃO DA SINALIZAÇÃO DA ESTAÇÃO DE 1	04974 Aquisição de aparelhos de via para a obra Linha da Beira Alta - Subtroco - Cerdo 2	04974 Agusicão de aparelhos de via para a obra Linha da Beira Alta - Subtroco - Cerdo 2	04974. Aquisido de aparelhos de via para a obra l'inha da Beira Alta - Subtroco - Cerde 2	04986 FORNECIMENTO E MONTAGEM DE SECRETARIAS PARA INSTAURAR, NA: 1	DAGGE FORMEDIMENTO E MONTAGEM DE SECRETARIAS PARA INSTALIRAR NA 1	10004886-FORNECIMENTO E MONTAGEM DE SECRETARIAS PARA INSTALIRAR. NA. 19-04-2022	04008 FORMECIMENTO E MONTROCEM DE SECRETARIDADES DADA INSTALIDADEN NATA	100004890-1-0104ECIMENTO E MONTROCKIN DE SECRE LANAS PARA INSTRUMENTALIA DE LA TRANSPORTA D	05043 IC3 Vita 400 a000 ESTABILIZAÇÃO DE TALLIDE DE ESSAVAÇÃO (LD)	05013-10-2, NN 100-1900, ES LABILIZAÇÃO DE TALODE DE ESCARAÇÃO (LD)	00044FL NOTICE CAMINED DE CABOSINATES L'ENTROPOSAMENTO E TALCOURS U	COUNTY, SUL - ESTACAUDU PRAGAL REPARAÇÃO E REPUSIÇÃO DO REVESTIM 2	10005051-EKZ55 - KMU31+004, PONTE DO MINHO TO - STAICLARA 14-09-20.	100050353-ENZ KWI 723-1000 FONT AC DRINGO TA NEED IN 6-7EMED NEVES". DEEC 03-703-00-	05108-EN342 - KM27+450 (I D) - TRABAI HOS DE PROTECAD CONTRA A CHEDA - 2	10005109-LOTE A S&T - ORGANISMO NOTIFICADO - TESTES E CERTIFICACÕES 16-06-2021	05111. A1. KM 302+500. PONTE DA ARRABIDA SOBRE O RIODOURO - REABILITAL 3	05125-IP2 - VARIANTE NASCENTE DE ÉVORA	05132-IC8 - ACESSO AO PARQUE EMPRESARIAL DO CAMPORES (ANSIÃO) 3	10005145-IP8 - RELVAS VERDES - GRANDOLA - A UMENTO DA CAPACIDADE	05147-Renovação dos Certificados Digitais utilizados na emissão de Faturas Eletrônicas 1	05157-L. ALENTEJO - DUPLICAÇÃO POCEIRÃO - BOMBEL	05160-ER267 - KM029+900 - PONTE - REABILITAÇÃO E REFORÇO DA OBRA DE A 0	10005165-INSPEÇÃO DE CARRIL EM CONTÍNUO, COM RECURSO Á VEICULO DE INS 21-04-2021	05177-IC8 - KM 114+925 A 115+070, KM 116+060 A 116+200, ESTABILIZAÇÃO DOS 2	05184 Aquisição de AV para a Linha da Beira Alta - Subtroço - Mangualde/Celorico da E 1	05184 Aquisição de A∀para a Linha da Beira Abbi⊹ Subbroço - Mangualde/Celorico da E 1	05184 Âquisição de A.V. para a Linha da Beira Alta - Subtroço - Mangualde/Celorico da E 1	05184 Aquisição de A.V.para a Linha da Beira Alta - Subtroço - Mangualde/Celorico da E. 1	05184. Aquisição de A.V. para a Linha da Beira Alta - Subtrogo - Mangualde/Celorico da E. 1	10005184 Aquisição de AV para a Linha da Beira Alta - Subtropo - Mangualde/Celorico da E. 16-08-202 10005194 April: 2014 AV 2014 AV 2014 A December 2014 Celorico - Mangualde/Celorico da E. 16-08-202	03164 Aquisição de A Vipara a Lima da Betra Air - Subtrom - Managalate/Celorizo da E. 1	10005184 Aquisição de AV para a Linha da Bera Alta - Subtroco - Manqualde/Celorico da E 1	05184 Aquisição de AV para a Linha da Beira Alta - Subtroço - Mangualde/Celorico da E 1	05184-Aquísição de AV para a Linha da Beira Alta - Subtroço - Mangualde/Celorico da E 1	05184-Aquisição de A⊻para a Linha da Beira Alba - Subtroço - Mangualde/Celorico da E 1	05187-ER243 - A CESSIBILID ADES A ZONA IND USTRIAL DE RIACHOS	05199-EN10, KM 119 +498, PONTE MARECHAL CARMONA - SUBSTITUIÇA O ILUMII 2	05200-LN - SANTAREM - BENEF GERAL DA ESTAÇÃO, INCLUINDO COBERTURAS 1	05203-Aquisição de aparelhos de via para a obra Linha da Beira Alta - Subtoço - Celor II	10005203-Aquisição de aparelhos de via para a obra Linha da Beira Alta - Subtroço - Celor 101-20.	05203. Aquísição de aparelhos de via para a obra Linha da Beira Alfa - Subtoço - Celor I 0	02203-Aquisigao de aparemos de wa para a obra Linha da Beira Ata - Subtece - Celor III	05203-Aquisição de aparemos de via para a obra Limba da Betra Ata - Subtroço - Celor. O 05203-áquisição de aparembos de via para a obra Limba da Beira Ata - Subtroco - Celor. O	10005203- Aquisição de aparelhos de via para a obra Linha da Beira Alta - Subtoco - Celor 0	05203-Aquisição de aparelhos de via para a obra Linha da Beira Atta - Subtroco - Celor 0	10 00 520 3-Aquisição de aparelhos de vía para a obra Linha da Beira Alta - Subtroço - Cetor 01-10-20 2	10005203-Aquísição de aparelhos de via para a obra Linha da Beira Alfa - Subtroço - Celor 🏻 0	10005203. Aquisição de aparelhos de via para a obra Linha da Beira Alta - Subtoço - Celor 0	052.03. Aquisição de aparelhos de via para a obra Linha da Beira Alfa - Subtuço - Celor To 06003, douisidos de espandhos de via para a obra Linha da Beira éta - Subtono - Celor To	USC UOT PALIBIGAD LIE APPRIORITION DE VIOLENTINO NE LITTURA LE LITTURA COMPANION NA CANADA
Company	ESA81046856 100	ы	P 1506528286 10	1	ш	- 1							P.1506378527 100		4.			PT513770267 100	PT507775597 101	PT503038113 100	PT503038113 100	400	PT500077622 10t	PT500077622 100	PT500077622 100	DT500077829 400	ole:		P 1502 (57.946 100			PT505455249 400	111	ь.			PT501945733 100								PT980448492 100		PT980448492 100			PT980448492 100		PT980448492 100			200			PT513959343 100			P T980 448 492 100		P T980 448 492 100		PT980448492 100			P T980 448 492 100		

Other wash, notating under work	0'0	0'0	0,0	0'0	000	0'0	0'0	0'0	0'0	0'0	n'n	0.0	00	0'0	0'0	0.0	0.0	0.0	0.0	0.0	00	0'0	0.0	0'0	0.0	0.0	0'0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	000	0.0	00	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	0'0	0,0	00	0,0
s projection to Work t	0'0	0'0	0'0	0'0	0'0	0.0	0'0	0'0 0	0'0 0	0,0	000	000	000	000	000	00	0.0	000	0.0	0.0	0.0	0'0 0	0.0	00	0.0	0'0 0	0'0 0	0,0	0'0	0,0 0	0,0	0'0 0	0'0 0	0'0 0	0'0 0	0.0	0,0	0,0	000	0.0	00	0'0 0	0'0 0	0'0 0	000	0,0	00	0.0	0'0 0	0'0 0	0'0 0	0'0	000	0'0 0	0'0 0	0'0 0	0'0	0.0	0'0 0	0'0 0	0'0 0		000		0'0 0'0
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orks ravib	0,0	0,0	00	0'0	00	0.0	00	0,0		1143,5 28	200	000	000	00	200	00	0.0	00	0.0	0.0	0.0	60.1	0.0	00	0.0	0.0	0.0	0.0	0.0	0,0	0,0	0,0	0'0	0.0	0,0	00	0,0	000	00	00	00	0,0	L	0,0	ا	235,3 4		550.0		8,8	33.6	139,3	52.2	4 A	2	2 201	205.8	5.5	238.2	0,0	0.0	0.0	00	00	51,3
oding under	0'0	0'0	000	0'0	000	0.0	0'0	0'0	3 0'0	0,0	00	00	00	00	0.0	00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0'0	0.0	0.0	0,0	0'0	0'0	0,0	0'0	0'0	00	0'0	0,0	00	000	0.0	0,0	0'0	0'0	0'0	000	0.0	0.0	0'0	0'0	0'0	0'0	000	0,0	0,0	99 0'0	0'0	0.0	0'0	0'0	0'0	0'0	000	0.0	0'0
Work to Control of Con	0,0	0'0	0'0	0'0	0'0	0'0	00	0'0	0'0	000	0,0	000	000	0.0	000	00	0.0	0.0	0.0	0.0	00	0'0	0.0	00	0.0	0.0	0'0	0.0	0'0	0'0	0,0	0'0	0,0	0'0	0'0	00	0'0	000	000	000	0.0	0'0	0.0	0'0	00	0,0	0'0	0'0	0'0	0'0	0'0	00	000	0.0	0'0	0'0	0'0	0.0	00	0'0	0'0	000	000	00	0'0
Extraortins ry works	0,0	0'0	00	0.0	00	0.0	00	00	0'0	00	n'n	000	000	000	000	00	00	0.0	0.0	0.0	00	0.0	0.0	00	0.0	00	00	00	0.0	0'0	00	00	00	00	00	00	00	000	000	00	00	00	0'0	0'0	00	00	00	00	0'0	0'0	0'0	00	00	00	0'0	0'0	00	00	0'0	0.0	0'0	000	00	0.0	0,0
P H ce rw/sion	0'0	0'0	00	0'0	000	0.0	0'0	0'0	0'0	253,1	0,0	000	000	000	000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0,0	0'0	0.0	000	0'0	0'0	0'0	0'0	6,7	0'0	14,3	0'0	0'0	0'0	00	00	2,9	2,4	2,5	0,0	0.0	4,7	0'0	0'0	0'0	00	0.0	0'0
Mormal Works	145,5	109,4	159,4	320,1	150.1	166.2	2,95	23,8	1443,6	6.40,8	40,2	8,04	2,24 2,04	46,0	162 8	2052	163.3	338,6	151.4	155.2	155.2	0.0	0.1	126.7	190.5	118,1	223,2	223,5	118,1	118,1	123,0	118,1	117,8	118,1	126,7	209,1	140,7	246,6	100.1	118.1	139.5	118,1	139,1	222,1	222,1	0,0	0'0	00	6,1	6,2	0'0	0,0	000	9'6	272	8,3	34,7	7.7	0'0	318,7	138,5	196,6	196,6	339.1	52,7
Date of 1st payment	28-09-2023	28-09-2023	09-06-2023	09-06-2023	22-08-2023	31-08-2023	22-12-2023	12-10-2023	18-02-2022	31-03-2022	28-04-2023	20-04-2023	20-04-2023	30.03.2023	09-03-5050	21.07.2023	28-09-2023	28-04-2023	29-12-2023	22-12-2023	22-12-2023	31-12-2021	31-03-2023	30-11-2023	30-11-2023	30-11-2023	30-11-2023	31-08-2023	30-11-2023	24-08-2023	31-08-2023	30-03-2023	23-05-2023	23-05-2023	29-12-2023	29-12-2023	20-12-2023	30-11-2023	30.03.5023	23-05-2023	21-07-2023	05-10-2023	23-05-2023	30-05-2023	31-08-2023	08-06-2022	18.03.2021	23-11-2021	30-04-2021	23-12-2021	31-12-2021	31-05-2021	16.09.2021	07-12-2021	21-02-2022	17-05-2022	12-10-2021	07-09-2021	07-05-2021	28-04-2023	22-12-2023	21-11-2023	28-12-2023	09-03-2023	30-09-2021
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Contracted	0'0	0'0	0'0	0'0	000	0.0	00	55,5	2990,7	2096,4	147,7	0.0	0'0	61019	8,1010	0.0	0.0	0:0	0.0	0.0	0,0	60,1	0.0	0.0	0.0	0'0	0'0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0,0	0,0	0'0	0.0	0.0	0'0	0'0	0'0	0'0	244,4	6,61	0,066	96,2	17,3	31,7	419,9	29,0	10316,5	0'0	0'0	198,5	18.9	248,7	2798,8	0'0	0'0	0.0	267.6	229,5
at a	01-10-2021	01-10-2021	01-10-2021	01-10-2021	01-10-2021	01-10-2021	15	05-01-2023		18-05-2021	21-06-2021	20-04-2023	20 04 2023	20-04-2023		29-09-2021	29-09-2021	29-09-2021	29-09-2021	29-09-2021	29-09-2021	06-10-2021	11-12-2020	27-07-2022	27-07-2022	27-07-2022	27-07-2022	27-07-2022	27-07-2022	27-07-2022	27-07-2022	27-07-2022	27-07-2022	27-07-2022	27-07-2022	27-07-2022	27-07-2022	27-07-2022	27 07 2022	27-07-10-12	27-07-2022	27-07-2022	27-07-2022	27-07-2022	27-07-2022	03-11-2021	05-01-2021	23-07-2021	05-04-2021	04-05-2021	02-06-2021	11-05-2021	12-05-2021	24-08-2021	24-08-2021	24-08-2021	15-03-2021	23-07-2021	25-02-2021	10-01-2022	10-01-2022	10-01-2022	10-01-2022	11-08-2021	20-07-2021
Confinct	- Subtroço - Celor	- Subtroço - Celor	1000 520 3-Aquisição de aparelhos de via para a obra Linha da Beira Ata - Subtroço - Celor 101-10-202 1000 520 3-Aquisição de aparelhos de via para a obra Linha da Beira Ata - Subtroço - Celor 101-10-202	10005203-Aquisição de aparelhos de via para a obra Linha da Beira Ata - Subtroço - Celor	0203-Aquisiga de aparelhos de via para a obra. Emba da Berra Ata - Subtrogo - Celor. 2003-Aquisiga de aparelhos de via para a obra. Emba de Berra Ath. Subtrogo - Celor.	5203-Aquisição de aparelhos de via para a obra Linha da Beira Ata - Subtroco - Celor	5203-Aquisição de aparelhos de via para a obra Linha da Beira Alta - Subtroço - Celor	5204-L. NORTE - KM72,655 A72,900 (LE) - ESTABILIZAÇÃO DO TALUDE DE ESC	10005219-PF-65 MODERNIZAÇÃO DO TROÇO CASA BRANCA-BEJA DA LINHA DO SU 02	EABILIT AÇAO		A207443.4C2	A207A43AC2	Subtrace Stor		Sta	1000 5265-Aquisicão de aparelhos de via para a obra Linha da Beira Atta - Subtroco - Sta (29-09-202	2265-Aquisição de aparelhos de via para a obra Linha da Beira Ata - Subtroco - Sta C	2265-Aquisição de aparelhos de via para a obra Linha da Beira Ala - Subtroco - Sta C	10005265-Aquisicão de aparelhos de via para a obra Linha da Beira Ata - Subtroco - Sta C 29-09-2021	5265-Aquisição de aparelhos de via para a obra Linha da Beira Alta - Subtroco - Sta C	3303-IC2, KM192+447, MAD UTO, REABILITAÇÃO E REFORCO DO ENCONTRO S	10005313-Aloiamento para Hotel Ma Norte de 11.11 a 25.11.2020	3328-Aquisição de aparelhos de via para a obra Linha da Beira Alta - Estação da Parm	1000 5328-Aquisicão de aparelhos de via para a obra Linha da Beira Alta - Estacão da Parm 27-07-20 22	1000 5328-Aquisição de aparelhos de via para a obra Linha da Beira Ata - Estação da Parri 27-07-2022	3328-Aquisição de aparelhos de via para a obra Linha da Beira Alta - Estação da Parri	3328-Aquisicão de aparelhos de ∨ia para a obra Linha da Beira Alta - Estacão da Parm	5328-Aquisição de aparelhos de via para a obra Linha da Beira Atta - Estação da Parm	3328-Aquisição de aparelhos de via para a obra Linha da Beira Ala - Estação da Pam	1000 5328-Aquisição de aparelhos de via para a obra Linha da Beira Alta - Estação da Pam; 27-07-20 22	1000 5328-Aquisição de aparelhos de via para a obra Linha da Beira Alba - Esbação da Pam; 27-07-20 2	1000 5328-Aquisição de aparelhos de via para a obra Linha da Beira Alta - Estação da Pam; 27-07-20 22	1000 5328-Aquisição de aparelhos de via para a obra Linha da Beira Alta - Estação da Parm, 27-07-202?	1000 5328-Aquisição de aparelhos de via para a obra Linha da Beira Alta - Estação da Pam	5328-Aquisição de aparelhos de via para a obra Linha da Beira Aba - Estação da Parn; 27-07-2022	5328-Aquisição de aparelhos de via para a obra Linha da Beira Alta - Estação da Pam	10005328-Aquisição de aparelhos de via para a obra Linha da Beira Ata - Estação da Familia de Canada de Ca	Estação da Parre	- February da Parm	10005328-Aquisigio de aparelhos de via para a obra Linha da Beira Alfa - Estacido da Parre 27-07-202	1000 5328-Aquisição de aparelhos de via para a obra Linha da Beira Alta - Estação da Parrr 27-07-20 22	5328-Aquisição de aparelhos de via para a obra Linha da Beira Alta - Estação da Pam	1000 5328-Aquisição de aparelhos de via para a obra Linha da Beira Aba - Estação da Pam; 27-07-20 22	5328-Aqusição de aparelhos de via para a obra Linha da Beira Ata - Estação da Pam	5335-ER2 – KM305-000, ER344 – KM87+500 – ESTABILZ AÇAO DE TALUD ES DE L 886 - Bodo de de markon de participio individo e accomenta no dimbito de Decembro	1000 55335 Transporte Enversedas 2021	3379-LBEIRA BAIXA - REABILIT ACAO DE ALVENARIAS EM PH'S	5387-Prestação de serviços de Vigilância e Segurança - Granja Sul PN km 3194902 -	3391-EN923 PONT E METÁLICA DO PINHÃO (KMB1) (MONITORIZAÇÃO ESTRUTL	3393-EN234 - PASSAGENS HIDRÁULICAS AO KM10+343 E 13+820	5396-ESTAÇAO DA PAMPILHOSA - MODER NIZAÇAO - 2º FASE	1000 540 F. L. NOKLE - PASSAGEM SUPERIOR PR.2234439 ALI UALL'ACAO PROJELO E 17-05-2021 100 540 7, DEPARACÃO DE FOLIDAMENTOS DE CONTAGEME CLASSIEIDACÃO DE V. 12-05-3024	5434-Aquisição de carril 60E1 - LBA	10005434-Aquisição de carril 60E1 - LBA	10005434-Aquisição de carril 60E1 - LBA	3449-PF 101 (PNZ030) LINHA DONORTE - PK 110 308 A PK 223,990 - PROJETO 460 1. NODTE DEFORM II 40 40 DO BOLITO DA DASSACIA MEEDIOD DON	5479-Prestación de Servicos de Qustadia Física e de Digitalización de Documentos de R	3484-ENI16, KM17+015 A KM17+140 - EXECUÇÃO DE CONTENÇÃO PROVISÓRI.	10005493-Aquisição de aparelhos de via para a Linha do Norte - Adaptação do layout de N 10-01-2022	3493-Aquisição de aparelhos de via para a Linha do Norte — Adaptação dolayout de No	1000 5493-Aquisição de aparelhos de via para a Linha do Norte - Adaptação do layout de 1v 10-01-2022	2483-Aquisição de aparelhos de via para a Linha do Norte — Adaptação do layout de fv 5483-Aquisição de aparelhos de via para a Tinha do Norte — Adaptação do layout de N	5494-Austria de aparelhos de via para a Linha Sul - Grândola-Norte/Emidas-Sado	10005496-Aquisição de Serviços de Manutenção Preventiva e Corretiva dos Sistemas AVAL 20-07-2021
Company	PT980448492 100052			PT980448492 100052	3448492 10005	1448492 10005	PT980448492 10005		ш		P1501344608 10005	344608 10005	344609 10005					3038113 10005	3038113 10005	PT503038113 10005	3038113 10005.	3576689 10005.	3500540 10005	3038113 10005	PT503038113 10005	PT503038113 100052	3038113 10005.	PT503038113 10005	3038113 10005.	PT503038113 10005	3038113 10005.		PT503038113 100053	PT503038113 100053	038113 10005	038113 10005	038113 10005	038113 10005	030113 10003	038113 10005				038113 10005	038113 10005	PT502737948 100050	PT-60-36-29-39-4 1000-57	PT506155218 10005	807266 10005.	717520 10005.	668490 10005	1655501 10005	PT980163358 10005	046856 10005	046856 10005	ES/4810/46856 10005/	003328 10005	067064 10005	564090 10005	PT503038113 100054	038113 10005		PT503038113 10005-	038113 10005-	PT513246002 10005

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200	0 1100	arrors and	0,0	0,0	0,0	0,0	0'0	000	0.0	0'0	0'0	0'0	0,0	0'0	0,0	0,0	000	0,0	0.0	0,0	0'0	0,0	0,0	0,0	0,0	000	0,0	0'0	0'0	0,0	0,0	0,0	0'0	0,0	0'0	0,0	0'0	0'0	0.0	000	000	0.0	0'0	0,0	0'0	0,0	0'0	0.0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0,0	000	0.0	0'0	0'0	0.0	0'0	0,0	0'0	0,0	0'0
THE PERSON NAMED IN		ry worth	0,0	0'0	000	0'0	0'0	000	00	0'0	0'0	00	0,0	00	0'0	000	0.0	0.0	0.0	0'0	0'0	0,0	0,0	0'0	000	0'0	00	0,0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0,0	0/0	0'0	000	00	0.0	00	0'0	0'0	0'0	000	00	0'0	0'0	0'0	00	0'0	00	0'0	0'0	00	000	0.0	0'0	0'0	000	0'0	0'0	0'0	0'0	n'n
c		revision	0'0	0'0	0'0	0'0	0'0	000	000	0'0	0'0	0'0	0,0	00	0,0	00	000	0.0	0.0	0'0	0'0	0'0	0,0	000	000	0.0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	00	0'0	0'0	000	000	0.0	000	0'0	0'0	102,3	000	00	0.0	0'0	0'0	000	000	0.0	0'0	0'0	000	00	0.0	0'0	0'0	000	-3,0	-0,2	0'0	0'0	0,0
		Warhis	139,1	0'0	96,4	33,7	11,0	0,0	000	1577,4	0'0	183,9	0'0	143,8	33,4	0,0	11	36.3	94.7	16,7	0'0	0'0	0'0	0,0	0,741	0.00		0'0	0'0	0'0	112,4	36,3	139,0	0'0	22,7	3,2	000	0'0	000	900	726.3	40.0	78,0	83,2	2062,5	206,2	20,3	20.7	6,5	6'26	0'0	000	0.0	49,2	8,0	0'0	0,01	1007	10,2	0'0	0,0	1344,1	100,8	0'0	65,1	17.7
	Other work.	Including under	00	0'0	0,0	0'0	0'0	0,0	000	0'0	0'0	0'0	0'0	00	00	000	00	0.0	0.0	0'0	0'0	0'0	0'0	0.0	000	00	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	00	0'0	000	0.0	0.0	0'0	0'0	0'0	0'0	0,0	000	0'0	0'0	0,0	n'n	000	0'0	0'0	0'0	000	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0/0
and the	WOTHER	and artor	0.0	00	00	0.0	0.0	000	800	00	00	00	00	00	n'n	00	0.0	0.0	0.0	0'0	0.0	000	00	000	3 6	0.0	0.0	0'0	0'0	0,0	0,0	00	00	00	00	00	n n	n'n	000	000	00	00	00	0'0	00	g o	00	00	0'0	0,0	00	80	00	0.0	00	00	n o	00	00	00	00	00	0,0	00	00	ďn
The second		ry worth	0.0	0'0	800	00	0,0	80	00	0'0	0,0	000	00	00	n'n	000	0.0	00	0.0	00	0'0	0'0	0,0	000		00	0.0	00	0'0	0'0	0'0	00	00	00	00	00	n n	n'n	000	00	0.0	00	0'0	0'0	0'0	000	00	0.0	0'0	00	00	n o	00	0.0	0'0	000	200	00	00	0'0	00	0'0	0,0	0'0	0.0	0.70
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		Worths	109,3	361,0	154.1	4,4	25,9	37,0	1842.8	2920,8	180,6	167,1	312,4	29,4	0'0	1771	0.0	6.9	378.8	39,7	125,5	125,5	172,4	6,812	000	284.4	0.4	156,8	141,8	176,9	0'9	84,8	116,7	731,9	0,0	0,0	18,5	34,3	12,0	10	0.0	3.7	0'09	6,8	0'0	000	0,4	0'0	0'0	0'0	27.4	1,030,1	295.8	6,2	0'0	4191,8	21816	0.0	0'0	7'826	3139,9	1146,6	0'98	44,8	0,0	2,17
11	Date or let	payment	08-07-2021	20-12-2023	31-12-2021	29-11-2022	24-11-2022	04-11-2022	21-04-2023	29-07-2022	09-03-2023	31-01-2022	25-05-2023	11-11-2021	07-09-2021	46 00 0000	31-01-2022	30-06-2022	14-07-2022	31-12-2021	09-06-2023	12-09-2023	25-05-2023	25-05-2023	24 03 2022	14-09-2023	20-05-2021	27-07-2023	22-08-2023	22-08-2023	31-01-2022	19-11-2021	30-11-2021	31-03-2023	19-11-2021	31-01-2022	28-02-2023	29-11-2023	19 07 3033	30.09.2022	30-03-2022	31-05-2022	18-02-2022	31-01-2022	31-12-2021	19-11-2021	27-07-2021	31-12-2021	31-05-2022	31-01-2022	28-02-2023	15-08-2023	25-12-2023	25-05-2021	23-12-2021	23-05-2023	31-05-2022	07-04-2022	22-07-2021	28-04-2023	09-03-2023	11-04-2022	11-04-2022	09-03-2023	21-10-2021	30-09-2022
Series affile Audio		egint no. Dela						30320029 44.40.2029	т.	27-04			273/2022 06-10-2022															764/2022 05-07-2022	764/2022 05-07-2022	764/2022 05-07-2022											21562021				1589-2021 01-09-2021						- 1.	819/2022 15-03-2023	689/2023	Carte		197 4/2022 05-01-2023	770,5022 04-03,5023		200000000000000000000000000000000000000	318/2022 24-11-2022	398/2022 03-09-2022	15/2022 00-01-2022				
		Contract price R	248,5	0'0	199,2	77.7	58,3	1	ľ	1	361,1	516,0	1469,2 1	521,2	38,5	0,770	12	369.0	7.127	64,1	251,4	0'0	392,5	0,0	2600.1	0.0	1,8	1194,6		0'0	118,4	121,2	350,1	737,5	168,3	3,2	36,9	40,4	64.9	2,00	8152	i	216,1	Ĺ	2083,4 1	295,1	24,5	29.5	12,9	0'66	-i	2060,3	i.	Li	H	i	92,6	ŀ	24,1	988,4	3990,0	4292,1	321,1	44,8	7,78	120,0
		Gordinated	202.0	0'0	162.0	63.2	47.4	47.4	15795.0	143252	293,6	419.5	11945	423,7	212	1,100	60	300.0	616.0	52,1	204,4	0,0	319,1	400.0	24242	0.0	4.4	9712	0'0	0,0	118,4	98.5	284,7	737.5	136,8	2.6	30,0	2/5	0.00	0.0	815.2	35.6	175.7	469.5	2083.4	239,9	20.0	240	10,5	80.5	81.6	16/50	3641.1	45,0	65,0	14498.0	34,6	227.7	19.6	988,4	3990,0	4292,1	321,1	36.5	79.4	4101
			19-04-2021	05-08-2022	07-05-2021	29-08-2022	29-08-2022	29-08-2022	23-08-2022	05-01-2022	01-10-2021	28-06-2021	28-07-2022	04-08-2021	19-05-5021	20 00 00 0000	11-02-2021	27-04-2022	10-08-2021	20-07-2021	15-09-2021	15-09-2021	16-08-2021	16-08-2021	14-03-2022	14-10-2021	10-02-2021	13-05-2022	13-05-2022	13-05-2022	24-09-2021	18-05-2021	15-09-2021	11-08-2022	07-09-2021	11-02-2021	10-08-2021	20-02-2023	16 19 2021	16-12-2021	30-09-2021	12-10-2021	29-10-2021	31-08-2021	08-07-2021	26-08-2021	09-06-2021	19-07-2021	04-01-2022	18-10-2021	06-05-2022	22-05-2022	10-04-2023			16-11-2022	29-09-2021	13-09-2021	13-05-2021	14-06-2022	24-06-2022	23-11-2021	23-11-2021	27-04-2022	17-05-2021	17-09-2022
in the second	The state of the s		EÇÃO DINÁMICA DE CAT ENAR!	EL ECOMANDO	-23 - (CONFINUIDADE DOS2 CI	PK 113+500 E 116+000	PK 113+500 E 116+000	PK 113+500 E 116+000	3.9	ve PIPC	E MONITORIZ AÇÃO, DETEÇÃO	ARIAS E PEDONAIS (BARCELOS	Produção Logistica no CLE 2021-	MS/ETCS	CIMENI ODE DOIS PORTOS	ESTAU, FISCALE ACAUE CSUI	Name and address of the party o	EMEIRINHAS (KM136,700), 10	ido - ponte 25 de abril	RRO AO KM9+080 LD, KM17+00	nais com curso de 600 mm para a	nais com curso de 600 mm para a	Oeste - froço Torres Vedras (incl.)	Cests - Togo Torres Vedras (incl.)	III ORIZAÇAD SISI EIMAS SERIA	ivalentes para aplicação na Empre fivalentes para aplicação na Empre	scarga de sinafização e diversos r	WAS-TELECOMANDO	VAS-TELECOMANDO	.VAS-TELECOMANDO	>A (renovação RTE)	SBOA		/ALA DO CARREGADO); EN3 - K	JÇA:NO DISTRITO DE LEIRIA (L≀	Z	- 10	S 1	FTASE IF LOESI E (LOGRIÇAL)	E TELEFONICA DE EXPLORAÇÃO	S E ESTOBES DO EDIE 2 DO P	S E ESTORES DO ED IF. 2 DO P	ÃO DE PROJET OS PARA IMPLE	CAMPUS PRAGAL	E JOGOS E PORTARIA SUL DO	RIA	GA E PROTEÇÃO DO PILAR PS	MIRODE SIPORTEDE ATER	ÇÃO DE RUIDO EM VIAS DO BA	E JOGOS E PORTARIA SUL DO	123+250. Passagens de Peões.	MOSO - LNEC	AVERMIDAS-SADO E TROCO ER	Financeira e Administrativa para a p	GANISMO NOTIFICADO	JORTE - SINALIZAÇÃO	TRE OS KMS 28 +000 F 36 +000	SETUBAL LISBOA-CAJA - ESTU		ALUDES EM RODOVIAS NO DIST	Projected and initiality controlled	UKALIDU LUNELIDE BMAMAAT		ALT ERAÇÕES CLIMATICAS EIX	(8.08)	AÇAO DE TALODES DE ESCAVA
			LISES DINÁMICAS E SIST EMA DE INSP	10005582-AT-ENE - L. OESTE - MELEÇAS: CALD AS:TELECOMANDO 05-08-2022	NII ORIZAÇÃO GEOLECNICA RENZOZI. SENVOLVIMENTO SGOA - GESTÃO DE C	COSTÉCNICOS E ATERROS ENTRE O	ICOS TÉCNICOS E ATERROS ENTRE O	ASCAIS - MA E CATERABIA - EVEC IO	10005611-L. CASCAIS - VIA E CATENARIA - EXECUÇÃO	10005628-Assistência Técnica para as Tecnologias ESTW/e PIPC	10005646-RSE-PLATAFORMA PARA SISTEMAS OT, DE MONITORIZAÇÃO, DETEÇÃO 01-10-2021	IINHO - SUPRESSÃO DE PN'S RODOMA	en volvimento das Afvidades Associadas a	SESSORIA TECNICA EM SISTEMAS ERT	ESTE-PF98-ALTERAÇÃO RESTABELE	100095690-L. NORI E - ALFARELOS E COO LISBOA - GEST AU, FISCALE AÇÃO E CSO	10005683-Substitución de mesus = MAN = 47-C/231 - CI	10005685-LC2 (EM1) - BOAVISTA NORTE (KM131,000) E MEIRINHAS (KM136,700), 1C 27-04-202	scão de jurtas de expansão de carril divid	10005698-EN17 - ESTABILIZAÇÃO DE TALUDES; ATERRO AO KM9+080 LD, KM17+00	sição de aparelhos de diatação unidirecion	10005708-Aquisição de aparelhos de diatação unidrecionais com curso de 600 mm para a 15-09-2021	sição de aparelhos de via para a unha do	sigao de aparelhos de via para a Linha do	10003741 - 2 - DESENVOLVINIENTO CONVANDO E MONT ORIZAÇÃO SISTEMAS SENVAL 14-03-202. 10005748 Asujúsista do transcenso do hodio monochicos policidantes som colino são na Emine. 14-10-303	10005746-Aquiskaa de ta veses de beta monobloco potvalentes para aplicação na Empre 14-10-202.	14210032 - Prestação de Servicos para de	ENE - VENDAS NOVAS-EVORA CAIA-EL	10005771-AT-ENE - VENDAS NOVAS-EVORA CAIA EL VAS-TELECOMANDO 13-05-2022	ENE - VENDAS NOVAS-ÈVORA CAIA EL	I EL - LOTE A - L.MINHO - NINEAALENÇ	UDO DE PROCURA DO EIXO PORTO LI	10005793-RSE-APOIO TECNICO ESPECIALIZADO	10005794-EN1 - KM 45+300 (OTA); EN1 - KM80+500 (VALA DO CARREGADO); EN3 - K	10005804-MELHORIA DAS CONDIÇÕES DE SEGURANÇA NO DISTRITO DE LEIRIA (L≐ 07-09-202	10005805-Substituição de pneus MECO 94-T U-40 - CLN	S EIXO PORT O - LISBOA	10005846-LOTE A SISTEMA SINCRONISMO HORARIO-FASE IF LOEST E (LOURIÇAL	E A SISI EINA SINCHONISMO HORANIC	FELL NORTE - RENOVAÇÃO DA RED	SELECTION OF MUROS F CAIXII HAR IN	10008873-SUBSTITUIÇÃO DE VIDROS E CAIXILHARIAS E ESTORES DO EDIF. 2 DO P. 12-10-2021	10005876-APOIOTECNICO ESPECIALIZADO DE GESTÃO DE PROJETOS PARA IMPLE 29-10-202	REMODELAÇÃO DO EDIFICIO 4 E 5 D O	10005879-IPP- NOVO SILO ALITOMÓVEL E CAMPOS DE JOGOS E PORTARIA SUL DO 08-07-202	M_AUDITORIA SEGURANÇA RODOMAF	REGULARIZAÇÃO DA RIBEIRA DA SEL	12 - KM 15 +530 LD - STIBST IT LII CÂO DE	10005927-ELABORAÇÃO DE MER E DE PLANOS DE AÇÃO DE RUÍD O EMVIAS DO BA 04-01-2022	10005953-IPP-NOVO SILO AUTOMÓVELE CAMPOS DE JOGOS E PORTARIA SUL DO 18-10-202	10005962-IP4, Km 0+467, A28, Km 004+200, EN104, Km 23+250. Passagens de Peões	10005974-L. BEIKA ALI A - PAMPILHOSA VILAR FORMOSO -	O SUL E DE SINES - TROCO GRÂNDOL	10006025-Aquispão de Serviços de Assessoria Técnico-Financeira e Administrativa para a j	ORTE – ESTAÇÃO STA APOLONIA - OR	10006049-L. SINES + L. SUL - ER MID AS GRANDOLA NORTE - SINALIZAÇÃO	10006050-L. SUL - ESTAÇÃO DA FUNCHEIRA - REABILITAÇÃO DO INTERTOR DO EP. 23-09-202 10006073-ER228 - ESTABILIZAÇÃO DE TALTIDES ENTRE OS KIAS 28-400 E 38-4000 - 27-04-202	10000002-CORREDORINT ERNACIONAL SUL: SINES SETUBAL LISBOA-CAIA- ESTL 13-09-2021	tratação Dra. Clara Silva	18, KM154+150. EST ABILIZAÇÃO DE TA	L GARVE - FAR O-VRSA - SINALIZAÇÃO	10006117-LINHA DO DOURO - RENOVAÇÃO ESTROL URAL DO LONEL DE BASADST 1 04-05-2022 10006118-Seguro de Saúde para o Triênio 2022-2024	10006118-Seguro de Saúde para o Triénio 2022-2024	SILIÉNCIA DAS INFRAESTRUTURAS AS	10006122 - AT-ENE-Contrato manufanção TLC/STI (3 meses) 17-05-2021	30 KM 132+000.a 142+300.bst.Abiuz.
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Cumulative		ny worth	0'0		0'0	0'0	0.0	0'0	0'0	000	00	00	0'0	0'0	0,0	00	0.0	0'0	0,0	000	0.0	0'0	0'0	0'0	000	0'0	00	0'0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	0.0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	00		0'0
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			AÇÃO RODO	AÇÃO RODO	AÇÃO RODO ACÃO RODO	ERVAÇÃO CO	ERVAÇÃO CO	RANDE LISB	de aparelhos	de aparelhos	14 DE CASCA	a SAP	ão evolutiva da	PLICAÇÃO D,	- WARIANTE	- PONT ES D	R - PROTECA	JUGA - PLAO	T - Trabalhos	CACAU DE S	de aparelhos	dicenciamento	SISTEMADE	de equipamen	de equipamen	de equipamen	de equipamen	de equipamen	de equipamen	de equipamen	de equipamen	de equipamen	de equipamen	de equipamen	de equipamen	de equipamen	20 - LOTE LIS	- SISTEMAS	NORTE - RE	LOT E.A R	LOT E.A R.A	VENCÃO PR	VENÇÃO PR	VE - T UNES-	VE - TUNES	io Miranda &	de Serviços d	ACAO DE VII	RAFIA A ESC	SAÇÃO A RAN	M49+400, EST	LATAFORM	RIATECNIC	- COORDEN	- BAIÃO A PO	M 17+015 A1	MEGAT CIAIN	NI 2030 - LA	- KM2,150 /
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Dock	07-03-2022	07-03-2022	30-12-2021	28-12-2021	10-03-2022	23-03-2022	21-12-2022		06-05-2022	18-04-2022	12-12-2022	11-07-2023	29-05-2023		23-11-2023	14-03-2022	21-07-2022	24-06-2022	14-12-2021	05-12-2022	05-12-2022	17-01-2022	17-01-2022	24-40-2022	21-10-2022	18-04-2023	18-04-2022	18-04-2022	12-05-2022	12-05-2022	12-05-2022	03-08-2022	03-08-2022	14-01-2022		13-09-2022	25-01-2022	10-01-2021	23-03-2022	24-11-2023	10-05-2022	23.05.2022	03-01-2022	12-07-2022	23-12-2021	04-02-2022	12-01-2022	12-11-2021	12-11-2021	12-11-2021
Confinct	110008004-Aquaspao de Gasoleo a Ganel 2022-24 110008004-Aquaspao de Gasoleo a Ganel 2022-24 10008004-Aquaspao de Gasoleo a Gamel 2022-24	1008004-Aquisido de Gasóleo a Ganel 2022-24 1008004-Aquisido de Gasóleo a Ganel 2022-24 07-3022	10008014-EP209, KM 8+430, STABILISATION AND REINFOR CEMENT OF THE RETAIN 27-04-2023 10008042-MONITOR ZACAO PARA A DURABILIDADE DA PONTE DO PEDROGÃO - TR. 30-12-202	10008044 - SIP - Reposição Servidor Regional São Bento	ASSAGEM HIDRAULICA: REABILITAÇÃO E REFORÇO	10008063-IC1 - KM567+571, PONTE SOBRE O RIO SADO - REABILITAÇÃO 10008077-1. BEIRA ALTA - SIP		10008087-SMM. TROÇO PORTAGEM - ALTO DE SÃO JOÃO. ASSISTENCIA TĒCNICA I	10008088-L.NORT E - PROJETOS COMPLEMENTARES AO PROJETO PARA A MODERI	100 08 125Aquisição de Serviços para a Manuemção de l'assagens de Nivel Automatzada: 100 08 125Aquisição de firante aferro fhamento regula vel - AMV 2º geração	10008128-L. DOURO - CAIDE-MARCO - EDIFICIOS SALAS TECNICAS DE SINALIZAÇA 12-12-2022	10008131-L. NOKLE - GARE DO OKIENLE - KEPARAGAO DE PASSAGENS SOFEKTOL 10008133-CONC. LN-LBA+ EST., PAMPILHOSA - FASE2 - CCO PORT OE INTERFACE	100.08134-2- EN206 - MELHORIA DAS CONDIÇÕES DE SEGURANÇA (2.LOT ES)	10008153-L. NORLE - CASLANHEIKA - AZAMBUMA 10008163-L. BEIRA ALTA VD MVIDEOMONITORIZAÇÃO - PAMPILHOSA - VILAR FORT	100.08166-AT-VDM VIDEOMONITORIZAÇÃO CORREDOR INTERNACIONAL SUL TROÇ 23-11-2023	100 08192. Prestação de serviços de fomecimento de refeições e aquisição de bens para o Ir 14-03-2022 anocesos	VERDES / GRANDOLA NORTE (ICI). AUMENTO DE CAF		100.08219-Aquisção de Serviço de Cipping e Relationo de Analise de Notidas - 2022 100.08223 EVID OPACÃO DA PEDE EM MINIMOS OPEDACIONAIS - DEDE DE ALTA DE	100.08226.47T-ENE - LB ALT A PAMPILHOSA-VILAR FORMOSO-T ELECOMANDO 05-12-202	10008226-AT-ENE - LB ALT A PAMPILHOSA VILAR FORMOSO-T ELECOMANDO	10008238-APOIO I ECIVICO ESPECIALIZADO AS ALIVIDADEDE GESTAO E ACOMPAN. 10008232-Seguro de Acidentes Pessoais do Grupo IPpara 2022-2024.	100 08 232 - Seguro de Acidentes Pessoais do Grupo IP para 2022-2024 17-01-2022	NA REDE NACION	10008247-AT-ENE - FARO-VRSAT UNES-LAGOS-T ELECOMANDO		100 08 256 - L. ALGARVE - SIP 100 08 266 - Aquisção de trave seas potvalentes para a Linha da Bera Atta	10008266Aquisição de travessas potvalentes para a Linha da Beira Ata	100 08 269 -Aquisição de trave seas polivalentes com fixação para cardi 60 E1 100 08 280 utunistico de trave ceas en instralentes com fixação para cardi 60 E1	100 08 269 -Aquisição de trave sea s potvalentes com fixação para carril 60 E1	100 08 209 - Aquisição de trave seas potivalentes com fixação para carril 60 E1	10006271 - SUDSMILIÇÃO DE PREUS DA MAUTA OF TRAFO. 10008327 - L. NORTE - ADECUAÇÃO DO LAYOUT MATO MIRANDA, DESLOCALIZAÇÃO. 03-08-2022	10008327-L. NORTE - ADEQUAÇÃO DO LAYOUT MATO MIRANDA, DESLOCALZAÇÃO	100.08323-74 - VDM VIDEOMONI ORIZAÇÃO CORREDOR INI EKNACIONAL SUL MODI 100.08333-7Pestação de serviços para o ano 2022 de patrochio judidário e assessoria pela	10008359-1 - RRN-MANUTENÇÃO TELEMÁTICA LOTE 2 2022	100 08371 - EDIFICIO 1 DO PRAGAL EPARQUE DE ESTACIONAMENTO DO CCO P - INT	10008372-Cal Center IP 2022	10008373Aquiergão de pás e vassouras CLN 10008374Aquiergão de servicos de natrochio indiciário na área laboral para o ano de 2022	10008380-ENI8 - KM876+660 E KM876+670 PH - SUBSTITUIÇÃO 23-03-2022	100.08388-AT-VDM VIDEOMONITORIZAÇÃO CORREDOR COMPLEMENTAR LINHA DC 19-10-2023 100.08388-AT-VDM VIDEOMONITORIZAÇÃO CORREDOR COMPLEMENTAR LINHA DC 24-11-2023	10008396-L. MINHO - NINE-VALENÇA - ENSAIO CAMINHO DE CABOS, ADAPT AÇÃO A	100 08396-L. MINHO - NINEVALENÇA - ENSAJO CAMINHO DE CABOS, ADAPTAÇÃO A 100 08498 DE SALEZO DEL 1047 - MA	10008416-102 - Kivir va to THI X-4vio Etvi KADA E SADA, 102 - Kivisa va to TH, 1017 - Kiv 10008459-Digitaliza ção de faturas	10008462-L. NORTE - KM74,574 A74,873 - REABILITAÇÃO DE MURO DE CONTENÇA 12-07-2022 40008473 ETY INTEDI IOACÓES FÍSICAS E LÓCICAS DAS PENES PONCEEDES MADERA 14 08-2022	10008475-Prestação de serviços para o ano 2022 de patrocínio judiciário pela sociedade de	2022 de patrochio judiciario e assessoria pela	100008489-Prestação de serviços para o ano 2022 de patrochio judiciário pela sociedade de 12-01-2022	10008407 - AGUISIÇÃO DE SPARES PARA EQUIPAMENT OS SEMAFORICOS		
Сощини	PT508306000 PT508306000	PT508306000 PT508306000	PT505360381 PT502027258	PT507775597	PT502668490	PT502299800 PT507775597	PT507775597	PT503120928	PT505198290	PT501201572	L L .	PT514750901	l., l.		PT508083877	PT501426230	PT507826507	PT503470120		4 1-		PT980609089		PT508655501	PT504040847	PT507775597	PT506528286	PT506528286	PT506528286 PT506528286	PT506528286	PT506528286	PT501378375	PT503156000	PT507410653	PT980163358		PT514333839	PT218712561	11	PT503577600	PT501378375	PT502156392	PT514014032	PT503231100	PT50.4902385	PT502101210		PT505194350	PT505194350	PT505194350

ne rollogal	Other warls, reliating under	0'0	00	00	00	00	000	0,0	0.0	00	00	00	0.0	0'0	00	000	00	0'0	0.0	0'0	00	000	00	0'0	0.0	0'0	000	000	00	0'0	0.0	0.0	00	000	00	0'0	0.0	00	00	0'0	0.0	0'0	00	00	0.0	000	00	0,0	0'0	00	00	0,0	00	00	00	00	0'0	n'n	0,0	0.0	0.0
	Wath to correct	0'0	0,0	0'0	0'0	0'0	000	0'0	0'0	0,0	0.0	00	0'0	0,0	0,0	0,0	0.0	0,0	0'0	0,0	000	0.0	0,0	0'0	0'0	0,0	0,0	0.0	0.0	0,0	0'0	0,0	0,0	0,0	0.0	0'0	0'0	0,0	0.0	0'0	0'0	000	0.0	0'0	0'0	0'0	0'0	0'0	0'0	000	0'0	0'0	0.0	0,0	0,0	0'0	0,0	0.0	0,0	0'0	0'0
Andready in Admirals	Elstrackfirm ry works	Ø0	00	00	000	0.0	000	00	0'0	00	3 8	00	00	0'0	000	000	0.0	00	0'0	0'0	00	300	000	0'0	0'0	00	n'n	000	0.0	0'0	0'0	0'0	000	800	0.0	0'0	0,0	00	00	00	0,0	000	000	00	0,0	00	00	00	0,0	00	00	00	800	0'0	000	00	g o	00	00	0,0	g 0
	Prince	0'0	0,0	0'0	000	0,0	000	0'0	0'0	00	00	000	0'0	0'0	000	000	0.0	0'0	0'0	0,0	000	00	0,0	0'0	0'0	0'0	000	000	0.0	0'0	0'0	0'0	0,0	n'o	0.0	0'0	0'0	000	000	0'0	0'0	0'0	000	00	0'0	0'0	00	0'0	0'0	00	0'0	0'0	00	0'0	000	00	0,0	0'0	0'0	0'0	0'0
	Morral	689	0'0	000	9'0	9'0	0,8	00	0'0	0,0	0.0	0'0	0'0	0'0	0,0	0,0	0.0	0'0	0'0	0,0	0,0	00	0'0	0'0	0'0	0,0	0,0	000	0.0	0'0	0'0	0'0	0,0	63,7	26.8	0'0	77,3	3,4	548	0,0	11,6	1,5	4,2	0'0	0'0	35,0	1,5	0'0	0'0	166,1	36,6	0'0	0'0	466,8	2780,2	1518,9	1355,0	218.3	0,2	18,5	0'0
	Offer wark.	0'0	0,0	0'0	000	0'0	0,0	0'0	0'0	00	00	0'0	0'0	0'0	0'0	000	0.0	0'0	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	0,0	000	0.0	0'0	0'0	0'0	0,0	000	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	00	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0
	Work to	0,0	0,0	0'0	0,0	0,0	0,0	00	0'0	00	3 8	000	0'0	0'0	000	000	0.0	0'0	0'0	0'0	000	000	0'0	0'0	0'0	0'0	000	0'0	0.0	0'0	0'0	0'0	0,0	000	0.0	0'0	0'0	000	3	0'0	0'0	0'0	000	00	0'0	000	0.0	0'0	0'0	0,0	0'0	0'0	000	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0
Security Structure (con-	Extraordina ry worth	0'0	0,0	0'0	0.0	0'0	0,0	0'0	0'0	0.0	000	0.0	0'0	0'0	000	0'0	0.0	0'0	0'0	0,0	000	000	0'0	0'0	0'0	0'0	000	000	0.0	0,0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0.0	0'0	0,0	0'0	0'0	0'0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0
	P-rice revision	0'0	0,0	0'0	0,0	0,0	0,0	0'0	0'0	000		00	0'0	0'0	0,0	000	0.0	0'0	0'0	0'0	0,0	00	0'0	0'0	0'0	000	000	000	0.0	0'0	0'0	0'0	0'0	0,0	0.0	4,3	0'0	0'0	000	0'0	0'0	00	000	00	0'0	000	0.0	0'0	0'0	19,9	0'0	0'0	0.0	42,7	290,1	259,9	289,4	182,8	0'0	0'0	0,0
	Normal	0'0	24,2	0,2		Ш	1,0	0,2	9'0	60	20	0,5	6'0	1,2	0,2	000	1.2	0,2	9'0	6'0	24.0	200	6'0	1,2	0,2	9'0	R'O	2,0	0.5	6'0	1,2	0,3	0,4	1,86	40.2	403,0	0'0	1,1	0.0	48,6	40,7	0,2	0,0	436,0	125,6	9,4	4,6	121,9	6,0	187,9	12,2	126,6	126,6	181,9	525,3	1751,2	3312,8	1766,5	0'0	13,8	5,8
	Date of 1st payment	07-11-2022	20-12-2023	24-04-2023	30-06-2022	07-11-2022	30-12-2022	2404-2023	28-02-2023	16-03-2023	28-02-2023	28-04-2023	31-05-2023	24-04-2023	28-04-2023	31-03-2023	24-04-2023	25-05-2023	21-07-2023	21-07-2023	28-04-2023	21.07.2023	21-07-2023	31-05-2023	21-07-2023	21-07-2023	21-07-2023	31.07.2023	31-07-2023	24-08-2023	21-07-2023	27-01-2023	27-01-2023	30-09-2022	30-09-2022	21-04-2023	31-05-2022	31-05-2022	31-05-2023	09-03-2023	28-11-2022	07-11-2022	28.02-2022	10-08-2023	21-11-2023	31-08-2022	31-08-2022	22-12-2023	28-04-2023	30-09-2022	29-03-2022	22-08-2023	28-04-2023	09-12-2022	09-12-2022	07-11-2022	09-12-2022	30-12-2022	18-02-2022	14-04-2022	25-05-2023
The second secon	\$ Q																																			22-11-2022								14-06-2023	10-03-2023			06-11-2023													
	Ragint no.		SIXO	2.50																					80											1615,2022								585/2023	2033.2022			1880,2022					10.50		100			XID <u>E</u> ST			
		0'0	0,0	0'0	0,0	0,0	0,0	0'0	0'0	0,0	000	0'0	0'0	0'0	0,0	0,0	0.0	0,0	0'0	0,0	0,0	000	0,0	0'0	0'0	0,0	0,0	0,0	0.0	0'0	0'0	0,3	40.4	191,5	79.8	1996,7	6'06	4,70 4	61.5	145,9	116,2	2,1	9,4,6	1805,7	2415,4	47,7	40,2	1756,2	6'0	253.9	48,8	253,1	0,0	3961,8	0,0	0'0	0,0	0'0	6,0	55,4	5,8
	Contracted	00	0.0	000	000	0,0	000	0,0	00	00	00	00	0'0	0,0	00	000	00	0'0	0,0	0,0	00	0.0	0'0	0.0	0'0	00	000	0.0	00	0'0	0.0	0,2	0.3	000	643	19867	73.9	3,8	50.0	1187	94,5	1,7	37	1468,1	2415,4	38.7	32.6	1427.0	0.2	354,0	39.7	205,8	030.0	3961,8	00	00	0,0	00	0,3	45,0	4,8
	ŧ	20-06-2022	20-06-2022	09-02-2022	09-02-2022	09-02-2022	09-02-2022	09-02-2022	09-02-2022	09-02-2022	09-02-2022	09-02-2022	09-02-2022	09-02-2022	09-02-2022	00.02-2020	09-02-2022	09-02-2022	09-02-2022	09-02-2022	09-02-2022	09-02-2025	09-02-2022	09-02-2022	09-02-2022	09-02-2022	00 03 3033	00-07-2022	09-02-2022	09-02-2022	09-02-2022	15-11-2021	15-11-2021	100-02-2022	22-07-2022	12-10-2022	07-02-2022	16-11-2021	17-01-2022	21-01-2022	18-08-2022	22-11-2021	24.04.2021	31-03-2023	29-11-2022	24-02-2022	01-02-2022	09-11-2022	19-11-2021	28-07-2022	18-02-2022	29-08-2022	18-04-2022	18-04-2022	18-04-2022	06-06-2022	06-06-2022	06-06-2022	25-11-2021	10-01-2022	26-11-2021
	Object	10008510-AT-VDM VIDE OMONIT ORZ AÇÃO LOT EA ESPINHO-GAJA	10008510-AT-VDMVIDEOMONIT ORZ AÇÃO LOTEA ESPINIHO GAIA	10008511-AQUISIÇÃO E TRANSPORT E DE MIST URAS BET UMINOSAS AFRIO PARAT 10008511-AQUISIÇÃO E TRANSPORT E DE MIST URAS BET UMINOSAS AFRIO PARAT	10008511-AQUISIÇAO ETRANSPORTE DE MISTURAS BETUMINOSAS AFRIO PARAT 09-02-202 10008511-AQUISICAO ETRANSPORTE DE MISTURAS RETUMINOSAS A FRIO PARAT 09-02-202	10008511-AQUISIÇÃO ETRANSPORTE DE MISTURAS BETUMINOSAS A FRIO PARAT 09-02-202	10008511-AQUISIÇÃO ETRANSPORTE DE MIST URAS BETUMINOSAS AFRIO PARAT 09-02-2022 10008511-AQUISIÇÃO ETRANSPORTE DE MIST IRAS BETUMINOSAS AFRIO PARAT 09-02-2020	10008511-AQUISIÇÃO E TRANSPORT E DE MIST URAS BETUMINOSAS AFRIO PARAT 09-02-202	10008511-AQUISIÇÃO E TRANSPORT E DE MIST URAS BETUMINOSAS A FRIO PARA 1 09-02-2022	SIÇA O ETRANSPORTE DE MISTURAS BETUMINOSAS AFRIO PARATI	SIÇA CETRANSPORTE DEMISTURAS BELUMINOSAS AFRIO PARATISICA CETRANSPORTE DEMISTURAS BETUMINOSAS AFRIO PARAT	SIÇÃO E TRANSPORT E DE MIST URAS BETUMINOSAS A FRIO PARAT	10008511-AGUISIÇAGE TRANSPORTE DE MIST URAS BETUMINOSAS AFRIO PARAT 09-02-2022	SIÇÃO E TRANSPORT E DE MIST URAS BET UMINOSAS A FRIO PARAT	10008511-AGUISIÇAO ETRANSPORTE DE MISTURAS BETUMINOSAS AFRIO PARAT 09-02-2022	SIÇÃO E TRANSPORTE DE MISTURAS BELOMINOSAS AFRIO PARAT	SICAO E TRANSPORTE DE MISTURAS BETUMINOSAS A FRIO PARAT	SIÇÃO E TRANSPORTE DE MIST URAS BETUMINOSAS A FRIO PARAT	SIÇAO E TRANSPORTE DE MIST URAS BETUMINOSAS A FRIO PARAT	SIÇA O E TRANSPORT E DE MISTURAS BETUMINOSAS A FRIO PARAT	P1502496878 10008511-AQUISIÇÃO ETRANSPORTE DE MISTURAS BETUMINOSAS AFRIO PARAT 09-02-2022 D1502468978 40008544 AQUISIÇÃO ETDANSDODIE DE MISTURAS BETUMINOSAS A EDIO DA BATA 06.03 2003	SICACE TRANSPORTEDE MIST IRAS BET IMINOSAS A FRIO PARAT	SIÇÃO E TRANSPORT E DE MIST URAS BETUMINOSAS A FRIO PARAT	SIÇÃO E TRANSPORTE DE MISTURAS BETUMINOSAS A FRIO PARAT	SIÇAO E TRANSPORT E DE MIST URAS BET UMINOSAS AFRIO PARAT	10008511-AQUISIÇAO ETRANSPORT E DE MIST URAS BET UMINOSAS AFRIO PARAT 09-02-2022	SIÇA DE LI KANSPORT E DE MISTURAS BEL UMINOSAS AFRIO PARATI	10008541-ACHISICÃO E TRANSFORTE DE MISTORAS BETTIMINOSAS AFRICIPARATIOS 2-2-202	SICA O E TRANSPORT E DE MIST URAS BETUMINOSAS A FRIO PARAT	SIÇÃO E TRANSPORT E DE MIST URAS BETUMINOSAS A FRIO PARAT	10008511-AGUISIÇÃO ETRANSPORTE DE MISTURAS BETUMINOSAS AFRIO PARAT 09-02-202	10008512-Manutenção da viatura 81-2/G-99	enção da viatura 60-JT-21	PONI DE SUB-UBRA AU RM 144700 - REABILII AÇAU DA UBRA DE A	ADAPTAÇÃO A UMA SOLUÇÃO BRT - METROBUS NO TROCO ALTO	3ARVE - TUNES-LAGOS - SST TUNES AMPLIAÇÃO - EXECUÇÃO	RTE - REABILITAÇÃO D O EDIFICIO DA ESTAÇÃO DA PAMPILHOSA	10008592 - AD 20210031 - Compra de misturas betuminosas afrio para tapagem de covas - 16-11-202 acceptada para tapagem de covas - 16-11-202	3, KM 33 + 200 A 63 + 900. ESTABILIZAÇÃO DA FLATAFORMA RODOMA 8 (D) - PONTE SOBRE O RIOTORTO (KM 000 + 439) - REABILITAÇÃO	10008805-F ORNECIMENTO - GSM-R - DISPATCHER DUAL MODE - MÓDULO COM (1 21-01-202)	AZS9) E IP8 (EN121) - AUDITORIA DE SEGURANÇA RODOVIARIA (AS	ção de gás propano para a equipa de Via - Recarga de Carris da RF-VG0	uropeu do Transporte Ferroviario 2021 EMISSAO FILAT ELICA	URO - CAIDE-MARCO - EDIFICIOS SALAS TÉCNICAS DE SINAL E AÇÃ	10008622-EN13, KM 042+165, PONT E DO FÃO SOBRE O RIO CAVADO. REABILITAÇÃ	10008631-L.D.OURO - ASSESSORIA TECNICA A FISCALIZAÇÃO DA EMPREITADA DE 24-02-202 10008639 AT TEL Complement de consision de 90 consolas commissiones de 10-11-202	acão de software UPath	CASTELO BRANCO / MONFORTINHO	ção de dois Certificados Digitais Qualificados de Qualdade Profissional	STE - ESTAÇÃO DA AMIEIXA - BENEFICIAÇÃO DO EDIFICIO DE PASS 3 - TORRE DE DONA CHAMA (KM 487 +730) E PENHAS (IINTAS (KM 2	10008709-serviços de manutenção da solução de Cestão de Terminais de Mercadorias - IP	SIÇA O D E 160 TABLETS	0008723-Acculsiça ou entre Indulateis 0008729-1 - Aquiskão de carril 54E1 e 60E1 bara a Linha da Beina Alta	10008729-2 - Aquisção de carril 54E1 e 60E1 para a Linha da Beira Alta		10008741-Aquisição de carni 54Ei em barras de 36 metros, 72 metros e 108 metros 10008741-Aquisição de carni 54Ei em barras de 36 metros, 72 metros e 108 metros		10008741-Aquisição de carril 54E1 em barras de 36 metros, 72 metros e 108 metros 10008741-Aquisição de carril 54E1 em barras de 36 metros 72 metros e 108 metros	10008758-Abjamento Hotel Stay H. Porto Trindade - 10/11/2021 a 24/11/2021	10008761-Pataforma ano Gov - Aquisição Serviços de Utização e Menutenção - 2022/2024 10-01-202	Reparação Equipamento SIP Lisboa
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Extraction pays	THO WALL	000	0'0	000	0'0	0'0	0'0	0'0	00	0,0	0'0	0'0	000	0.0	0'0	0'0	0'0	000	0.0	0'0	0'0	0,0	000	0.0	0,0	0'0	0'0	0'0	0'0	0,0	000	000	00	0'0	0'0	0'0	000	0.0	0'0	0'0	0,0	000	0.0	0'0	0'0	000	0'0	0'0	0,0	0,0	0.0	0'0	0,0	000	0'0	0'0	0'0	0'0	0'0	000	0'0	0,0
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Other work, reluding under	werk	0'0	0'0	0,0	0'0	0.0	0'0	0,0	0,0	0'0	0'0	0'0	0'0	000	0'0	0'0	0'0	0,0	0.0	0,0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	000	0.0	0'0	0'0	0'0	0,0	0,0	0'0	0'0	0,0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	000	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0
TOTA E	omissions	0,0	0'0	000	0'0	0,0	0'0	0'0	00	0'0	0'0	0,0	0,0	0.0	0'0	0,0	0,0	0,0	0.0	0,0	0'0	0'0	0,0	0.0	0,0	0'0	0,0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0,0	0,0	000	0.0	0'0	0'0	0'0	0'0	0.0	00	0'0	0,0	0'0	0'0	0'0	0,0	0.0	0,0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0,0	0'0
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Price Bay		0,0	0'0	0,0	0'0	0,0	0'0	0'0	0.0	0,0	0,0	0'0	0'0	0.0	0'0	0'0	0'0	0,0	0.0	0,0	0'0	0'0	0,0	0.0	0'0	0,0	0'0	0'0	0'0	0'0	0,0	000	0'0	0,0	0'0	0'0	0'0	0.0	0,0	0'0	0'0	0,0	0.0	0'0	0'0	0,0	0,0	0'0	0'0	0,0	0.0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0
Horrmal	e de la composition della comp	9,1	4,1	9,0	2,7	7,2	3,4	2,0	1,4	3,6	1,0	2,2	2,1	7.4	6,4	34,3	21,0	9,1	2.4	35,7	9'9	7,6	9,6	13	7,5	28,4	1,6	1,2	10,4	8,6	0'9	270	1,2	9'0	24,8	2,9	52,4	10.2	4,9	2'0	40,5	44.7	20.6	27,4	38,1	28,1	2,6	48,1	8'0	6,7	3,5	10,2	1,3	1,2	1,6	7,2	10,9	30,4	16,9	10,0	2,1	7,4
Date of 1st payment		31-08-2023	31-08-2023	19-10-2023 31-08-2023	31-08-2023	31-08-2023 19-10-2023	31-08-2023	19-10-2023	31-08-2023	31-08-2023	19-10-2023	19-10-2023	31-08-2023	21-11-2023	21-11-2023	21-11-2023	21-11-2023	21-11-2023	21-11-2023	31-07-2023	31-07-2023	15-08-2023	19-10-2023	31-07-2023	31-07-2023	31-07-2023	19-10-2023	19-10-2023	18-07-2023	25-07-2023	15-08-2023	31-07-2023	31-07-2023	31-07-2023	20-10-2023	20-10-2023	20-10-2023	20-10-2023	20-10-2023	20-10-2023	20-10-2023	31-08-2023	31-08-2023	11-07-2023	11-07-2023	21-11-2023	20-12-2023	20-10-2023	20-10-2023	20-10-2023	20-10-2023	20-10-2023	21-11-2023	11-07-2023	31-06-2023	20-10-2023	31-07-2023	31-07-2023	31-07-2023	31-07-2023	31-08-2023	31-08-2023
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Approval of		201/2023 2	11	201/2023 2	P 1	201/2023 2	1 1		20172023 2	201/2023 2	201/2023 2	201/2023 2	2017/2023 2	206/2023	206/2023 2	206/2023 2	206/2023 2	206/2023 2	208,2023 2	206/2023 2	208/2023 2	206/2023 2	202/2023	206/2023 2	206/2023 2	206/2023 2	206/2023 2	206/2023 2	206/2023 2	206/2023 2	206/2023	202/2023	206/2023 2	206/2023 2	212,2023 2	212,2023 2	21272023 2	212,20023 2	212/2023 2	212,2023 2	212/2023 2	212/2023 2	21272023 2	212/2023 2	212/2023 2	212/2023 2	212,2023 2	212/2023 2	212,2023 2	212/2023 2	212/2023 2	212/2023 2	212,72023 2	212/2023 2	212/2023 2	212,2023 2	207/2023 2	207/2023 2	20772023 2	207/2023 2	207/2023 2	207/2023
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Onto		12-01-2023	12-01-2023	- 6 LOTE 12-01-2023 - 6 LOTE 12-01-2023	6 LOTE 12-01-2023	12-01-2023	-6 LOTE 12-01-2023	6 LOTE 12-01-2023	12-01-2023	12-01-2023	- 6 LOTE 12-01-2023	12-01-2023	LOIE 12-01-2023	11-03-2023	11-03-2023	- 6 LOTE 11-03-2023	- 6 LOTE 11-03-2023	11-03-2023	11-03-2023		- 6 LOTE 11-03-2023	11-03-2023	11-03-2023	11-03-2023	11-03-2023	11-03-2023	11-03-2023	11-03-2023	11-03-2023	11-03-2023	11-03-2023	11-03-2023	11-03-2023	11-03-2023	- 6 LOTE 12-01-2023	6 LOTE 12-01-2023	12-01-2023	12-01-2023		-6 LOTE 12-01-2023	12-01-2023	12-01-2023	12-01-2023	12-01-2023	12-01-2023	12-01-2023	12-01-2023	- 6 LOTE 12-01-2023	- 6 LOTE 12-01-2023	12-01-2023	- 6 LOTE 12-01-2023	- 6 LOTE 12-01-2023	- 6 LOTE 12-01-2023	6 LOTE 12-01-2023	6 LOTE 12-01-2023	-6 LOTE 12-01-2023	- 6 LOTE 11-01-2023	11-01-2023	11-01-2023	11-01-2023	11-01-2023	- 6 LOTE 11-01-2023
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Contract		SINAL Z AÇÃO VERTICAL 2022 SINAL Z AÇÃO VERTICAL 2022	SINALE AÇÃO VERTICAL 2022	1001 029 4-3 - AGUISIÇÃO E TRANSPORTE DE SINALIZ AÇÃO VERTICAL 2022 - 6 LOTE 12-01-202 1001 029 4-3 - AGUISIÇÃO E TRANSPORTE DE SINALIZ ACÃO VERTICAL 2022 - 6 LOTE 12-01-202	E SINALIZ AÇÃO VERTICAL 2022 -	VERTICAL 2	VERTICAL 2	10010294-3 - AGUISIÇÃO E TRANSPORTE DE SINALE AÇÃO VERTICAL 2022	1001 029 4-3 - AUCHSIÇÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL 2022 1001 029 4-3 - AOUISIÇÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL 2022	VERTICAL 2	VERTICAL 2	SINALE AÇÃO VERTICAL 2022	VERTICAL	VERTICAL 2	10010294-4 - AGUISIÇÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL 2022	VERTICAL 2	VERTICAL 2	10010294-4 - AQUISIÇÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL 2022 10010394-4 - AQUISICÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL 2023	VERTICAL 2	VERTICAL 2	VERTICAL 2	10010294-4 - AQUISIÇÃO ETRANSPORTE DE SINALIZAÇÃO VERTICAL 2022 - 6 LOTE 11-03-2028	VERTICAL 2	VERTICAL 2	VERTICAL 2	VERTICAL 2	VERTICAL 2	VERTICAL 2	VERTICAL 2	VERTICAL 2	VERTICAL 2	VERTICAL 2	10010294-4 - AQLISIÇÃO E TRANSPORTE DE SINALE AÇÃO VERTICAL 2022 - 6 LOTE 11-03-2023	VERTICAL 2	10010284-5 - AGUISIÇÃO ETRANSPORTE DE SINALIZAÇÃO VERTICAL 2022	VERTICAL 2	VERTICAL	VERTICAL 2	10010294-5 - AQUISIÇÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL 2022	VERTICAL 2	10010294-5 - AGUISIÇÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL 2022	VERTICAL 2	VERTICAL 2	VERTICAL 2	VERTICAL 2	10010284-5 - AGUISIÇÃO E I RANSPORTE DE SINALIZAÇÃO VERTICAL 2022 - 6 LOTE 12-01-2023 10010284-5 - AGUISICÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL 2023 - 6 LOTE 13-01-2023	VERTICAL 2	10010294-5 - AQUISIÇÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL 2022	VERTICAL 2	10010294-5 - AQUISIÇÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL 2022 10010304-5 - AQUISICÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL 2023	VERTICAL 2	VERTICAL 2	VERTICAL 2	VERTICAL 2	VERTICAL 2	10010294-5 - AGUISIÇÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL 2022	VERTICAL 2	VERTICAL 2	10010294-6 - AQUISIÇÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL 2022 - 6 LOTE 11-01-2023	VERTICAL 2	VERTICAL 2	10010284-6 - AQUISIÇÃO E TRANSPORTE DE SINALEAÇÃO VERTICAL 2022 10010284-6 - AQUISIÇÃO E TRANSPORTE DE SINALEAÇÃO VERTICAL 2022
		NALE AÇÃO NALE AÇÃO	NALIZAÇÃO	NALE ACÃO	NALE AÇÃO	NALE ACÃO	NALIZAÇÃO	NALE AÇÃO	NALE ACAO	NALIZAÇÃO	NALIZ AÇÃO	NALE AÇÃO	NALE AÇÃO	NAI PACÃO	NALE AÇÃO	NAL Z AÇÃO	NALE AÇÃO	NALIZAÇÃO	NAI 17 AGÃO	NAL Z AÇÃO	NALE AÇÃO	NALE AÇÃO	NALK ACAO	NALE ACÃO	NAL Z ACAO	NALIZAÇÃO	NALIZ AÇÃO	NALZAÇÃO	NALE AÇÃO	NALE ACAO	NALE ACAO	NALK AÇAD	NALEAGAG	NALE AÇÃO	NALIZ AÇÃO	NALE AÇÃO	MALIZ ACAO	NAI P ACAO	NALIZAÇÃO	NALIZAÇÃO	NAL Z AÇÃO	NALIZAÇÃO	NALE ACÃO	NALE AÇÃO	NALIZAÇÃO	NALK AÇÃO	NALE AÇÃO	NALIZAÇÃO	NALE AÇÃO	NALE AGAO	NALIZAGÃO	NALIZAÇÃO	NALE AÇÃO	NALE AÇÃO	NALEAÇÃO	NALIZAÇÃO	NALE AÇÃO	NALE AGÃO	NALIZAÇÃO	NALE AÇÃO	NALE AÇÃO	NALE AÇÃO
Object	1	PORTE DE S	PORTEDES	PORTE DE S	PORTEDES	PORTE DE S	PORTEDES	PORTEDES	ORTEDES	PORTEDES	PORTEDES	PORTEDES	ORIEDES	PORTEDES	PORTEDES	PORTE DE 8	ORTEDES	PORTE DE S	PORTFDES	PORTEDES	PORTEDES	PORTEDES	ONTEDES	PORTEDES	PORTEDES	PORTEDES	PORTEDES	PORTEDES	PORTEDES	PORTE DE S	PORTE DE S	ORIE DE S	PORTEDES	PORTEDES	PORTEDES	PORTEDES	ORIEDES	PORTEDES	PORTE DE S	PORTEDES	PORTE DE S	ORTEDES	PORTEDES	PORTEDES	PORTEDES	PORTEDES	PORTEDES	PORTE DE S	PORTEDES	PORTEDES	PORTEDES	PORTEDES	PORTEDES	ORTE DE S	ORTE DE S	PORTEDES	PORTEDES	PORTEDES	PORTEDES	PORTE DE S	PORTE DE S	ORTEDES
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		10010294-3 - AQUISIÇÃO E TRANSPORTE DE 10010294-3 - AQUISIÇÃO E TRANSPORTE DE	10010294:3 - AQUISIÇÃO ETRANSPORTE DE	3 - Aguisic	1001 029 4-3 - AQUISIÇÃO ETRANSPORTE DE	3 - Aguisio	3 - AQUISIÇÃ	3 - AGUISIÇÃ	3 - Addisio	3 - AQUISIÇÃ	3 - AGUISIÇÃ	3 - AGUISIÇA	3 - AGUISIÇA	4 - ADUISIO	4 - AGUISIÇ	4 - AGUISIÇA	4 - AGUISIÇA	4 - AQUISION	4 - AOUISIO	4 - AQUISIÇA	4 - AQUISIÇA	4 - AQUISIÇA	4 - Aguisiça	4 - Aguisic	4 - AGUISIO	4 - AGUISIÇ	4 - AQUISIÇÃ	4 - AQUISIÇÃ	4 - AQUISIÇA	4 - AGUISIÇ	4 - Aguisiç	4 - AGUISIO	4 - AGUISIO	4 - AGUISIÇÀ	5 - AQUISIÇA	6 - Aguisiç	A ACITISTO	5 - AGUISICA	5 - AQUISIÇA	5 - AGUISIÇÃ	5 - AGUISIÇA	5 - AGUISIO	5 - AGUISIC	5 - AGUISIÇÀ	5 - AQUISIÇA	5 - AGUISIO	5 - AQUISIÇA	5 - AQUISIÇÀ	5 - AQUISIÇA	5 - AQUISION	6 - Aguisic	5 - AQUISIÇ	6 - AQUISIÇA	5 - AQUISICA	6 - Aguisiç	5 - AGUISIÇ	6 - AGUISIO	6 - AGUISIÇ	6 - AQUISIÇ	6 - AGUISIÇA	6 - AQUISIÇA	6 - AQUISIÇA
						10010294-3		10010294-	10010294-	10010294-	10010294-	10010294-3	10010294	10010294-	10010294-	10010294-	10010294-	10010294-	10010294-	10010294-	10010294-	10010294-	10010294	10010294	10010294-	10010294-	10010294-	10010294-	10010294-	10010294-	10010294	10010294	10010294	10010294-	10010294-	10010294	10010284-	10010294-6	10010294-	10010294-	10010294-	10010294	10010294-	10010294-	10010294	10010294-	10010294-	10010294-	10010294-	10010294-	10010294-	10010294-	10010294-	10010294	10010294-1	10010294-	10010294					10010294-
Company		PT502042044	PT502042044	PT502042044	PT502042044	PT502042044	PT602042044	PT502042044	PT502042044	PT502042044	PT502042044	PT502042044	P1502042044	PT502042044	PT502042044	PT502042044	PT502042044	PT502042044	PT502042044	PT502042044	PT502042044	PT502042044	P1502042044	PT502042044	P1502042044	P1502042044	PT502042044	PT502042044	PT515014893	PT515014893	PT64 604 48 69	PT515014893	PT515014893	PT515014893	PT515014893	P1515014893	PT515014893	PT515014893	PT515014893	PT615014893	PT515014893	PT515014893	PT515014893	PT515014893	PT515014893	PT515014893	PT515014893	PT515014893	PT515014893	PT515014893	PT502042044	PT502042044	PT502042044	PT502042044	PT502042044	PT502042044						

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n line	Indicating under	000	0'0	0,0	0,0	0,0	000	0,0	000	00	0,0	0'0	0'0	0,0	0.0	0.0	0'0	0'0	0'0	0,0	000	0.0	0,0	0'0	0'0	0'0	0,0	000		0.0	0'0	0,0	0,0	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0,0	000	0.0	0'0	0,0	0'0	0'0	000	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0,0	000	0'0	0,0	0'0	0.0	0'0	0'0
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5	Price	000	00	000	00	00	00	00	00	00	σ0	0'0	000	00	00	0.0	0'0	0'0	0'0	000	00	00	0'0	ďο	0'0	0'0	000	of o	00	0.0	ďο	0,0	0'0	0.0	0'0	000	0.0	0'0	0,0	0'0	00	00	00	00	0'0	0'0	0'0	00	000	0.0	0'0	00	00	00	0.0	0'0	00	000	00	0'0	0.0	00	0'0	000
	Worth	0,0	0,0	0,0	0,0	0'0	0.0	0'0	0,0	0.8	1,8	0'0	0'0	000	0.0	0,3	0'0	6'0	0'0	0,0	000	0.0	0'0	3,0	0'0	0'0	0'0	000	00	0.0	0'0	0,0	0'0	0'0	0'0	000	0'0	0'0	0,0	6,0	10,3	19,0	11,3	0.0	0'0	2,8	6,1	0.0	0,0	0'0	0'0	0,0	0'0	0'0	91,2	4,8	0'0	00	0'0	0'0	0'0	0'0	0'0	00
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	Worths	7.3	4.6	1,0	6,3	26.8	2.0	12	120	5.8	30,1	5,3	112	47.0	0.0	3.9	0.0	16,0	90	1,8	000	11	9'0	1,2	6.2	0,4	9.6	3.4	7.7	3,1	3,9	0.2	0'09	134,9	38,4	1284	1.0	140,0	2107.5	0'0	0.0	00	13,2	9.0	ďo	0.0	0'0	94,3	10.6	46,0	44.8	43,8	909	37,1	134,4	0.0	e e	90	0.4	1,8	17	0,0	0.4	2,2
Date of Tit	payment	21-11-2023	12	19-10-2023 25-07-2023	26-07-2023	25-07-2023	19-10-2023	26-07-2023	25-07-2023	30-11-2022	-12	28-02-2023	28-02-2023	31-03-2023	15-12-2023	30-12-2022	15-12-2023	30-12-2022	15-12-2023	24-04-2023	17-11-2023	17-11-2023	28-02-2023	30-12-2022	17-11-2023	08-12-2023	17-11-2023	02-12-2023	22-08-20-3	17-11-2023	17-11-2023	17-11-2023	16-03-2023	09-03-2023	21-03-2023	11-07-2023	28-02-2023	16-03-2023	26-09-2023	08-06-2022	30-09-2022	30-12-2022	16-08-2022	31-03-2023	30-12-2022	21-07-2022	30-09-2022	21-07-2023	28-02-2023	28-02-2023	28-04-2023	28-02-2023	28-02-2023	31-08-2023	17-10-2022	30-12-2022	22-06-2023	22-06-2023	22-06-2023	22-08-2023	22-06-2023	22-06-2023	22-06-2023	22-06-2023
Se Audit	ğ	27-03-2023	7-03-2023	27-03-2023			1	r-03-2023								0.57					1000	40.00						200					9.5%	20	000		1000		24-04-2023			0.04			1000					1000	0.00									1572				
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	ngact buton	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	40.9	0'0	29,2	0'0	23,4	00	21.0	0'0	0'0	0'0	29,2	0'0	0.0	35,1	0'0	17,6	0,0	0,0	0'0	0.0	7.0	0'0	0'0	9009	134,9	88,2	1086	0.9	140,0	11882,4	6,0	21,1	21,6	24,5	0.0	0,2	3,1	6,1	588,2	78.6	45,0	44,6	43,8	185.9	110,9	262,8	7,8	16,4	0'0	0'0	0'0	0'0	0,0	0'0	0'0
	Day Milk	0'0	0,0	0'0	0,0	0'0	0'0	0,0	0,0	33.3	0,0	23,8	0'0	19,0	0.0	17.1	0'0	0'0	0'0	23,8	0,0	0.0	28,5	0'0	14,3	0'0	0,0	184	0.0	5,7	0,0	0,0	0,03	134,9	71,7	1046	6,0	140,0	11882,4	6,0	17,2	17,6	19,9	0.0	1,0	2,5	6,0	599,2	68.9	36,6	36,3	35,6	1/9	90,2	262,8	7,3	13,3	000	0'0	0,0	0'0	0'0	0'0	0,0
-	O COM	123	23	23	123	23	23	123	123	22	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	22	222	25	12.2	122	12.2	22	12.2	222	220	12.2	122	12.2	12.2	12.2	22	22	12.2	5		12.2	22	12.2	12.2	12.2	12.2	12.2	12.2	123	22	122	12.2	12.2	122	123	12.2	12.2	122	220	12.2	22	12.2	122	22	22
-	ă	LOTE 11-01-2023	-1-1	OTE 11-01-202	-6 LOTE 11-01-202 -6 LOTE 11-01-202	2022 - 8 LOTE 11-01-202	OTF 11-01-20	2 -6 LOTE 11-01-2023	OTE 11-01-2023	12-10-202	12-10-202	12-10-20	12-10-2022	12-10-2022	12-10-20	12-10-20	12-10-2022	12-10-2023	12-10-2022	07-10-20	07.40.303	07-10-2022	12-10-202	12-10-202	07-10-20	07-10-2022	07-10-202	19.10.202	12-10-202	07-10-202	07-10-202	07-10-202	19-07-20	16-08-20	RA 18-11-20	Z4-11-202	04-05-20	da 1 04-10-20	09-11-2022	04-05-202	330 05-07-20	05-05-20	26-06-2023	30-08-20	04-05-2023	24-05-20	os 18-05-20	10-04-2023	26-05-202	.RF 10-10-20	.RF 10-10-20	RF 10-10-20	12-05-20 NA 10-10-20	13-02-20	IBR 28-07-20	EM 17-08-20	26-07-2022	26-07-20	26-07-20	26-07-2023	26-07-2022	26-07-20	26-07-20	26-07-2022
200		2022 - 6	NL 2022 - 6 LC	2022	2022	AL 2022 - 6 LO	202	202	202	PRU3, EAEU,	2023	2023	2023	2023	2023	2023	72023	2023	2023	2023	2023	2023	2023	2023	2023	2023	2023	2023	0.0003	2,2023	2,2023	2,2023		×	ELA DE SINT	odo sonotropo		Mercadorlas	385		ribito do Proce	ECNICA	munitarios				adores branc		2022	TENÇÃONA	TENÇÃONA	TENÇÃONA	EAA DE DRE	O DE CASTE	PU DE COIN	SATAMENTO								
Confind		10010294-6 - AGUISIÇÃO ETRANSPORTE DE SINALIZAÇÃO VERTICAL OMANOSAS AGUISIÇÃO ET DANSPORTE DE SINALIZAÇÃO VERTICAL	10010294-6 - AGUISIÇÃO ET RANSPORTE DE SINALIZAÇÃO VERTICAL	10294-6 - AQUISIÇÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL 10294-6 - AQUISIÇÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL	SÃO VERTICA SÃO VERTICA	10010294-6 - AQUISIÇÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL	SÃO VERTICA	10010294-6 - AGUISIÇÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL	10010294-6 - AQUISIÇÃO E TRANSPORTE DE SINALIZAÇÃO VERTICAL 2022 - 6 L.	100 103 04-1 - Services de Assistânda Oficial para Procesi Invernal 2022/2023	nvernal 2022.	10010304-2 - Serviços de Assistênda Olcinal para a Época Invernal 2022/2023	nvernal 2022,	24 2	312	183	nvernal 2022,	10010304-6 - Serviços de Assistênda Olbinal para a Época Invernal 2022/2023	nvernal 2022.	nvernal 2022,	10010304-7 - Serviços de Assistenda Olcinal para a Epoca Invernal 2022/2023	100 103 04-7 - Servicos de Assigênda Olicinal para a Fogra Invernal 20 22 29 23	nvernal 2022,	nvernal 2022,	10010304-9 - Serviços de Aestalênda Olicinal para a Época Invernal 2022/2023	nvernal 2022,	10010304-9 - Serviços de Assigenda Oficinal para a Epoca Invernal 2022/2022	Invernal 2022	hvernal 202.	10010304-11 - Servicos de Assistênda Oficinal para a Época Invernal 2022/202	10010304-11 - Serviços de Assistênda Olidinal para a Época Invernal 2022	100 1030 4-11 - Serviços de Asistênda Olidhal para a Época Invernal 2022 2023	Iraçados	10010308-R. ALFARELOS – REMODELAÇÃO DOS POST OS CATENÁRIA 16-08-202	AO DA PORT	Profession de or	122	100 10331- Emprettada de Terraplenagem do Parque Sul do Complexo de Mercadorhas da 1 04-10-202	10010341-EN344 - KM67+800 A KM76+520 - PAMPILHOSA DA SERRA	14/04/2022	10010353-Prestação de serviços de patrocinio judidario e assessoria no ámbito do Processo 05-07-202	PEÇAO GEO	s a Fundos Oc	10010387-REFORMULAÇÃO EQUIPAMENTOS ITS - RIMS			CCO RAP LX (2020/2023) - Aquisção de delineadores brancos 18-05-	Control Constraints	100 10402- Serviços Jurialcos para apob a Direção de Compras e Logistica 2022 100 10409- Controlo de Pradas em Instalações Fermivárias do Grupo IP = 2022 S	10010411-1 - CADASTROE INSPEÇÃO EXPEDITA DE OBRAS DE CONTENÇÃO NA RF. 10-10-202	RAS DE CON	10010411-3 - CADASTRO E INSPEÇÃO EXPEDITA DE OBRAS DE CONTENÇÃO NA RE 10-10-2022 40010414 Antidação do componente intertation	ACAO. SIST	100 10419-L. NOX E - PKIS, 30 AO PKIS,320 - BENEFICAÇÃO - SISTEMA DE DIFETAN 10-10-2022 100 10420-EST ABILIZAÇÃO DE TALUDES EM RODOMAS NO DISTRITO DE CASTELO 13-02-2023	LIZAÇÃO DO	100 10426-AQUISIÇÃO DE SERVIÇOS DE CARGA, TRANSPORT EE TRATAMENTO EM 17-08-202								
		DE SINALIZAC	E SINALIZA	E SINALIZAC	E SINALIZAC	E SINALIZA	E SINALIZA	E SINALIZA	E SINALIZA	ara a Fanca I	ara a Epoca I	ara a Epoca I	ara a Epoca I	ara a Epoca	ara a Fooda 1	ara a Epoca I	ara a Época I	ага а Ероса I	ara a Epoca I	ara a Epoca I	ara a moca	ara a Foora	ara a Época I	ara a Epoca I	ага а Ероса I	ara a Epoca I	ага а Ероса 1	ara a Epoca	para a Fooda	para a Época	para a Época	para a Época	ilção de Envic	DOS POST (L DA ESTAÇ	nama de movido	322 a21 A04 A2 C	arque Sul do	PAMPILHOS	11.04/2022 a	udiciário e as	ELO- PROS	s candidaturas	SITS-RIME	o CAE	3E	/2023) - Aquit	no. Trabalho	erro Mártas d	EDITABEOE	EDITA DE OE	EDITA DE OE	DENEFICI	4 RODOWAS	URE - ATUA	RGA, TRANS	elforos	eforus	áforos	eforos	entoros	efforos	efforos	efforos
	Object	ANSPORTE	ANSPORTE	ANSPORTE	ANSPORTE I	ANSPORTE	ANSPORTE	ANSPORTE	ANSPORTE	nda Oficinal p	nda Oficinal p	nda Oficinal p	nda Oficinal p	nda Oficinal p	nda Oficinal p	nda Oficinal p	nda Oficinal p	nda Oficinal p	nda Oficinal p	nda Oncinal p	nda Olehai p	nda Oficinal p	nda Oficinal p	nda Oficinal p	nda Oficinal p	nda Oficinal p	nda oncinal p	nda circinal p	inda Olichai	iènda Offdhai	iênda Oficinal	iènda Ofidhal	Frofa - Substitl	MODELAÇÃO	IAÇÃO GERA	r de equipam	inla - 11/04/21	lenagemdo F	KM76+520 -	Faro Centro -	de patrocinto	MANA CAST	a no arribito di	CUPAMENT	lugares para	ricula 46-18-4	RAP LX (2020	cos de Saude	a apoio a ture n instalaciões i	PEÇÃO EXP	PEÇÃO EXP	PECÃO EXP	ntes worktalle	TALUDES EN	E PORTO/SC	AÇOS DE CA	nes para sen	nes bara sen	ntes para sen	ntes para sen	ntes para sen	ntes para sen ntes nara sen	ntes para serr	пез рага зеп
		AQUISIÇÃO E TRANSPORTE	SIÇÃOETR	SIÇÃOETR	SICAGETR	SIÇÃOETR	SICAOFIR	SIÇÃOETR	SICADETR	COS de Aesisto	ços de Assistê	ços de Assistê	ços de Assistê	gos de Assiste	cos de Assiste	cos de Assistê	ços de Assistê	ços de Assistê	cos de Assiste	cos de Aesiste	cos de Assiste	cos de Assistê	cos de Aesistê	ços de Assistê	ços de Assistê	cos de Assiste	cos de Aesiste	dos de Aesiste	Amenda Assis	Acos de Assis	Agos de Assist	Moos de Assis	Minho - EP	RELOS - RE	A- BENEFIC	ASSACEM A	to Hotel Lustic	ida de Terrap	KM67+800 A	to Stay Hotel	o de serviços	0 - EST AÇÃO	ao de despes	MULAÇÃO EC	da vlatura 7/9	ao watura ma	0028 - CCO	Signo de servi	de Pranas en	ASTROEINS	ASTROEINS	ASTROEINE	E - Dict3 150	IZAÇÃO DE	VELOCIDAD	ÃO DE SER	de compone	de compone	de compone	de compone	de compone	de compone	de compone	о де сопропе
		10010294-6 - AQU	294-6 - AQU	10010294-6 - AQU	294-6 - AQU	294-6 - AQU	294-6 - AOU	294-6 - AQU	294-6 - AQU	304-1 - Servi	304-1 - Servi	304-2 - Servi	304-2 - Servi	10010304-3 - Serviços de Assistenda Oficinal para a Epoca Invernal	304-3 - Serv	304-6 - Servi	100 103 04-6 - Serviços de Assistênda Oficinal para a Época Invernal 202	304-6 - Servi	100 10304-6 - Serviços de Assistênda Oficinal para a Época Invernal 2022	304-7 - Servi	304-7 - Servi	304-7 - Servi	304-8 - Servi	304-8 - Servi	304-9 - Servi	304-9 - Servi	304-9 - Servi	304-9 - Servi	304-10 - Ser	304-11 - Ser	304-11 - Ser	304-11 - Ser	305- Unha do	308-R. ALFA	314-L.SINTR	100 103 19*ENS = PASSAGEM AGRICOLA [KM14+140] = REFORÇO	329-Aolamer	331- Bripretta	341-EN344 -	10010345-Aojamento Stay Hotel Faro Centro - 11,04/2022 a 14/04/2/	353-Prestaçã	359-L.MINIH	382-Oerticac	387-REFOR	392-Auguer	10010394-Reparação Matura matricula 46-18-CE	404- AD2022	100 10405: IP - Aquisição de serviços de Saude no Trabalho	407-Serviços	411-1 - CAD	411-2 - CAD	411-3 - CAD	414-Aquisiça	420-EST ABI	421-L. ALTA	426-AGUISIG	431-Aquisça 431-Aquisca	431-Aulista	100 10431-Aquisção de componentes para seminoros	100 10431-Aquisição de componentes para semátoros	100 10431-Aquistção de componentes para sematoros	431-Aquista 431-Aquista	431-Aquisção	10010431-Aquistão de componentes para semáloros
		100	100	8 8	9 9	100						1964 10010	1964 10010	1964 10010	1964 10010	1964 10010	1964 10010	1964 10010	1964 10010				1964 10010		6813 10010	6813 10010						ш			- 1															3020 10010		6020 10010			6323 10010	1359 10010					0836 10010	1836 100 to	9836 10010	0836 10010
3	Company	PT502042044	PT502042044	P1502042044	PT502042	PT502042044	PT502045	PT502042044	PT502042044	PT516641964	PT516641	PT516641964	PT516641964	PT51664	PT516643	PT516641	PT516641964	PT51664	PT516641964	PT51367	P1513676813	PT513676	PT516641	PT516641964	PT51367t	PT513676813	PT51367	P151367.	PT516641964	PT513676813	PT513676813	PT513676813	PT503460915	PT51616;	PT507790790	PT50.0219320	PT50 499 9818	PT514950	PT502197714	PT510616640	PT507410853	PT50266	PT507047249	PT613349637	PT50133£	PT513298371	PT501804013	PT50715	PT507072065	PT500676020	PT500676020	PT500671	PT50022	PT515823368	ESB64836323	PT50537	PT506370836 PT506370836	PT506376	PT506370836	PT506370836	PT506370836	P1506376	PT50637	PT506370836

Other work, Including under	0'0	0 0	0'0	0,0	0'0	0'0	0,0	0'0	000	0'0	0'0	0'0	0'0	00	0'0	0'0	0'0	0,0	0'0	000	00	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0,0	000	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	000	0'0	0'0	0'0	0,0	0,0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0,0	0.0	0'0	0'0	0,0	000	0'0	0'0	000
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Contracted and unit	148,9	0.0	0,0	267,9	220,8	8.2	0'0	0'0	39.0	20.0	27,2	0'0	13,4	0'0	0'0	233,3	0'0	0'0	0,0	000	0'0	0'0	0'0	000	0'0	53.5	226,3	0,2	4,6	1,0	8,18	87	0'08	29,2	0'0	8,04	0'0	0'0	4,2	0'0	0,0	0.0	0'0	0'0	0'0	48,9	0'0	11,0	0'0	0'0	188.7	0'0	216,0	0'0	274,8	129,0	84,0	40,0	86.1	65,3	53,9	46,8
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Confincti Cobject	10010441-L.MINHO - CAMPANHĀ TÜNEL - REMODELAÇÃO DE POSTO DE CATENÁR 22-07	1001 0445-Alojamento Hotel Arra zonia - 02/05/2022 a 06/05/2022 1001 0446- Alojamento Hotel Arangués - 01/05/2022 a 05/05/2022	1001 0455- Alojamento Hotel D. Dinis - 09 A5 20 22 a 10 A5 20 22	1001 0467-Call Center IP 2023-2026	10010468-IC35 - PENAFIEL / RÄNS - FISCALIZAÇÃO	Total data: Aquisção de serviços de Assessment (560) de candidatos a Linções ecincas e na 23-09-1001 0482. Aquisção de reservatório, tampa e émbolo para lubriticadores Parmeix. 01-06-3	1001 0482- Aquisção de reservatório, tampa e êmb ob para lubrificadores Panmek	10010482-Aquisção de reservatório, tampa e êmbolo para lubrilizadores Parmek	TOUTURES-LINES DE MINERO - ARCOFA PERIA - CONSETVAÇÃO DE EXINDIA E CONSTIÇÃO DE ADRIADA - SEM - DESTO-SEZ - DECONSTIDICÃO DE MEDO DE ALADA DE	1001.0454-E. 30E - FRIZ-1382 - RECONSTRUÇÃO DE MEMO DE ALENTE 1001.0465-IP8.FEN.593 - L.D. SETURALARIA (M. 2046.18) A FERREIRA DO ALENTE	1001 0488- Aquisição de conjunto de aferrothamento, por agrafe vertical, tipo VCL	1001 0498- Aquisção de conjunto de aterro harmento, por agrafe vertical, tipo VCL. 27-09-	1001 0502- Aquisição de parafusos e tiratundos	1001 0502-Aquisção de paratisos e tratingos estados estados estados estados estados en 1001 0502, acuadados o destados estados estados estados en 1001 0502, acuadados estados estados en 1001 0502, acuadados estados en 1001 0502, acuadados estados en 1001 0502, acuadados	10010502- Aquisção de paratusos e thatundos	10010505-Aquisição de txação SKL 12 e U12	10010505-Aquísção de 1xação SKL 12 e U12	10010505- Aquistção de txação SKL 12 e U12	10010505-Aquisção de Ixagão SKL 12 e U12	1001 05095 Aquisição de txarga SKL 12 8 D 12 1001 0505 Aquisição de txarga SKL 12 e L 12	10010505-Aquisção de txação SKL 12 e U12	1001 0505 Aquisção de 1xação SKL 12 e L12	10010505-Aquisção de txação SKL 12 e U12	10010505-Aquisção de 1xação SKL 12 e U12	1001 0505-Aquisção de Txagão SKL 12 e U12	1001 05007 Addisignating the Target SECTION OF THE PROPERTY - ROBOVIA - ZONA NORTE - 1 14-12-	10010515- CARTOGRAFIA À ESCALA 1/5000 E 1/1000 - PNI2030 - Fase 2	1001 0624-Alojamento Hotel Solar Mascarenhas - 28/04/2022 a 02/05/2022	10010525-IPP: NOVO SILO AUTOMOVEL FORNECIMENTO E MONTAGEM DE SOLUÇ. 31-05-3	10010540-Alojamento R. D. Teressa - 19/04/2022 a 21/04/2022	1001.0558-Aquisção de aterrolhamento Federwippe 1001.0558 aquiesão de aterrolhamento Exclanatinos	1001 0500- Aquisição de aleitoriamento Federwilipe 1001 0559- Aquisição de Indicadores de nosição da aquiha para os AMV para a obra Linha	10010661-L. ALGARVE - ESTAÇÕES DE MEIA PRAIA, ALGOZ, POÇO BARRETO, FEF	10010562-Aquisção de Mispara Jics 54E1 e 80E1	1001 0562- Aquisção de Mispara Jics 54E1 e 60E1	1001 0567, Aquisção de coxins de rolos para os aparelhos de Viel para a obra Linha da B	1001 0567 - Aquistção de coxáns de rolos para os aparelhos de via para a obra . Linha da Beir. 29-07-	10010567-Aquisção de coxins de rolos para os aparelhos de via para a obra. Linha da B	10010571: AT VDM _ Aquisção de equipamento de Video Viglânda para Instalar no âmbito	1001 0571-AT VDM Aquiscão de equipamento de videovigliânda para instalar no ambito	1001.0571-81 VDM Aquisção de equipamento de videovigilanda para maiar no ambio	1001 0579: Applice a rigitação institucida de minoritação effice gesories documentos 1001 0590- Adulstão de suportes de CCarril (Perro fundido)	10010590-Aquisção de suportes de CCarril (Perrofundido)	10010590-Aquisção de suportes de CCarril (terrofundido)	10010590 Aquisção de suportes de CCarril (Firrofundido)	1001 0604-1 - Aguistago de barra de per il de Contra-Carril 1001 0604-2 - Aguistaão de barra de perti de Contra-Carril	10010604-2 - Aquisição de barra de perti de Contra-Carril	1001 0623- Aquisção de suporte, coletor, fixador e guía para lubrificadores Panmek.	1001 0623- Aquisição de suporte, coletor, fixad or e gula para tubrificadores Panmek	1001.0623- Aquisção de suporte, coletor, fixador e guia para lubrificadores Parimek.	1001 0633-Aquisição de suporte, coleto, axador e qua para automicado es earmes. 1001 0632-L: MINHO - NINE A VALENCA - AQUISIÇÃO - CONTENTORES DE TELEO	10010632-L.MINHO - NINE A VALENÇA - AQUISIÇÃO - CONTENTORES DE TELECO? 16-12-	10010633- L, MINHO - VIANA A VALENÇA - AGUISIÇÃO - SISTEMAS DE ALIMENTA	1001 0644- Alojamento Hotel Arangués - 15/05/2022 a 16/05/2022	10010063-L. BEIRA ALTA - PAMPILHOSA-GUARDA: ASSESSORIA TÉCNICA ACOMP	1001 0670- TM Bobadeta - Aluguer de veicubs rodovlários de transporte de contembres, con 21-10-	1001 0685- Aquisção de serviço de retorço de equipa de operação de carga detravessas	1001 0689-Confratação Sociedade Jerdim, Sampalo e Associados, representada pelo Soci-	10010700-1 - REPRINAÇÃO E MANUTENÇÃO DE EMULIPAMENTOS SEMAFOROS SE 10010700-9 - REPARAÇÃO E MANUTENÇÃO DE EQUIPAMENTOS SEMAFOROS 2	10010700-3 - REPARAÇÃO E MANUTENÇÃO DE ECLIPAMENTOS SEMAFÓRICOS 2	10010700-4 - REPARAÇÃO E MANUTENÇÃO DE ECUIPAMENTOS SEMAFORICOS 2	10010700-5 - REPARAÇÃO E MANULIENÇÃO DE EGLIPAMIENTOS SEMAFÓRICOS 202 22-11- 10010700-6 - REPARAÇÃO E MANUTENÇÃO DE EGLIPAMIENTOS SEMAFÓRICOS 202 22-11-
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Confiniti	100 10988-Algamento Say H. Listo a Satianha - 20-06-2022 a 25-06-2022 100 10989-L. BERRA ALTA-ESTAÇÃO DA PARPILLHOSA 1º FASE (LISA)-EX ECUÇÃO	100 11008: Autoria de servica de mitores de trabalho bernaria de aracidades de servicas de contra de contr	10011013-Aquisção de marco IP e shal Indicador do local de paragem 10011013-Aquisção de marco IP e shal Indicador do local de paragem	10011013 - Augustação de manco de esparamentos de local de paragem 10011013 - Augustação de manco de esparamentos de esparamen	to 13-Aquisção de marco IP e shalindicador do local de paragem	100 110 14-Revisão e Reparação da viatura 87-HN-75 100 110 17-AT-TEL - Becaração de equinamento de communecções no Túnei do Marão	10011020-L CASCAIS - REABILITAÇÃO DA PH DE CAE ÁGUA	1028-R. DA PETROQUÍMICA - COMPLEXO DE SINES - REABILITAÇÃO 4094 EST HOURE DEDITIVÃO DE VIZI OCIDANE - SECI DANICA DOCUMÂDIA	100 11035- Renovação do software EMME - EMB3 até 2024	1037. Aquisção de 4 Babrias e 4 Carbes de Memoria Adion para Câmaras GOPRO	100 11037-Aquisição de 4 Babatas e 4 Carbies de Mamoria Adion para Camaras GOPRO H 11-07-202 100 110 48 1 NODE E INSDECÃO E MADEAMENTO DE ANDMALIAS DA ESTACÃO DO COLA RESIS	100 11081- AGUISIÇÃO DE SERVICO DE CONCEPÇÃO CRIATIVA E PRODUÇÃO DE RE 26-10-2022	100 11066-MANLITENÇÃO DE SOFTWARE E LICENCIAMENTO SDK COHDA PARA RSL. 16-06-2023	10011071-Adjamento H. Lustania - 27-06-2022 a 28-07-2022	1074 SOLUMBA DO NORT E - PASSAGEM INFERIOR DE ESCITERA AO PK 272 4684.	100111101-Aquisção de paratisos	10011101-Aquisção de paratisos	1101-Aquisição de paratisos	1102-L, ALTA VELOCIDAD E - PORTO/SOURE - PROSPEÇÃO GEOTECNICA 1104 Min. A. L. S. COMPAN, AL ANDROSAL LIMES DO LECT E MEDIDAS COMPENSOR	100 111 04-100VA L.E.VORA - ALANDROMI, LIMMA DO LESI E MEDIDAS COMPENSALI. 20-34-2003 100 111 105- PADRA NORTE / ELVAS - LOTE A - ASSISTÊNCIA TÉCNICA E COORDENAC 24-11-20-2	10011110-IP3, PONTE DA FOZ D O DÃO NO COMPLEXO DA AGUIEIRA - INSPEÇÃO SL 24-10-2022	1113-L.ALGARVE - PONTE DE TAVIRA AO PK372,132 6 PONTE DE ALMARGEM	1116-Desiocação do Eng. Miguel Reis a Bruxeias, Belgica de 11 a 13A9/2022 - Reur 1117, Anutacão do covince chambre	100 11117-Aquista de coxins e chapins	10011117-Aquisição de coxins e chapins	1117- Aquisição de coxins e chapins	10011117-Aquisição de coxins e chapins	10011117-Aquisção de coxins e chapins 10011117-Aquisção do covins o chapins	1117- Aquistão de coxins e chapins	1117-Aquilação de coxins e chapins	1117- Aquisição de coxtra e chapins	1117-74 magain de coxins e chapita	10011118-L.NORT E- PIP NORTE - ESTAÇÃO CAMPANHÃ - PROJET O DE ALTERAÇÕ 04-08-202	NL005621409B0810011120- RFN - TESTE PILOTO DE INSPEÇÃO COM SISTEMA RILA	1136-Aquisiga de parecer undico no ambito de Processo udidai, a Universidade de	100 11143 - Prestação de Serviços de Gestão de Residuos - Acondicionamento, tratamento e 1 29-07-202	10011157-Alojamento para Hotel UMU - 05/07/2022 a 07/07/2022	10011159-Alojamento para Hotel Vale do Coa 04/07/2/022 a 08/07/2/022	10011179- AQUISICÃO DE SENSORES MAGNÉTICOS E PILHAS NAMESV	1179- AGUISIÇÃO DE SENSORES MAGNÉTICOS E PILHAS NMH9V	10011183-ABATE DE EQUIPAMENTOS DE LABORAT ORIO (NUCLEARES) 25-10-202	1185-L. SINES - AL LEPAÇÃO DO PROELO DA ESTAÇÃO DE CONCENTRAÇÃO 1186-Autistão de tinta, dituente e lixas	1195-Aquisição de tela refletora e materiais para sinalização vertical	10011195-Aquisição de tela refletora e materiais para sinalização verifical	100 11195- Aquisição de tela refletora e materiais para sinalização vertical	100 11135-Aquisção de tela renebra e materials para smaltzação ventical 100 11136-Aquistção de tela refetora e materials para smaltzação ventical	1195-Aquisção de tela refletora e materiais para sinalização vertical	100 11195. Aquisção de tela refletora e materiais para sinalização verticai	10011195-Aquistado de tela refletora e materiais para sinalização vertical 10011106 poutebro do tota contentos o modos bio para sinalização contento	100 1 1 355. Aquisção de tela referiora e materiais para sinalização vertical 100 11195. Aquisção de tela referiora e materiais para sinalização vertical	10011195-Aquisção de tela refletora e materiais para sinalização vertical	10011195-Aquistção de tela refletora e materiais para sinalização vertical	1195-Aquistao de tela refletora e materiais para sinalização vertical. 1106-Aquistado de tola collectora e materiale para sinalização vertical.	1195-74 usagao de tela refetora e materiais para sinalização ventical 1195-Aquistão de tela refetora e materiais para sinalização ventical	10011195-Aquisção de tela refletora e materiais para sinalização verticai	100 11195-Aquisção de tela refletora e materiais para sinalização vertical 100 11185-Aquiscão de tela refletora e materiais para sinalização vertical	1195-Aquisção de tela refetora e materiais para sinalização vertical	100 111 95-Aquisição de tela refletora e materiais para sinalização vertical
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at the	Work to correct in its and	g o	000	0'0	00	ď0	00	0.0	00	0'0	000	00	0'0	000	0.0	0.0	000	00	0.0	0.0	0'0	000	00	0.0	0.0	0.0	0.0	000	00	0.0	0,0	0.0	0.0	0.0	000	0.0	0.0	0'0	000	000	0.0	0.0	0.0	00	000	0.0	0.0	0.0	800	0.0	0.0	000	00	0.0	0.0	00	00	0.0	0.0	0.0	000	000	0.0	0.0	0,0	00	900	00	X Y
Trible SEEV or CONV.	Extraordina ry voete	0'0	0'0	0'0	0'0	0,0	0'0	0'0	000	0'0	0,0	0'0	0'0	000	0'0	0'0	0,0	0'0	0,0	0'0	0'0	0,0	000	0'0	0'0	0'0	000	0.0	0.0	0.0	0,0	0'0	0'0	0'0	000	0,0	0'0	0,0	000	000	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	000	0'0	0'0	0,0	0.0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	0,0	000	0.0	0'0	0'0	0'0	0.0	0'0	
o	Pritee revision	g o	00	0'0	00	00	00	00	00	0'0	000	00	00	00	00	00	00	00	0'0	0.0	00	00	00	00	0,0	00	00	000	00	0.0	00	0.0	00	000	000	0.0	0'0	00	00	0.0	00	00	Ø0	00	00	00	00	00	000	00	00	00	00	00	00	00	00	0'0	0'0	00	000	00	00	00	00	00	00	00	
	II st	0'0	0,0	0'0	0'0	0'0	00	4,0	0'0	0'0	0,0	00	0,1	000	0'0	0'0	0.0	00	0'0	0'0	0'0	0,0	6'0)	0'0	0'0	0'0	0'0	000	00	0.0	0'0	0'0	0'0	00	000	0'0	0'0	0,0		3 8	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	000	0'0	0'0	0'0	00	0'0	0'0	0'0	00	0'0	0'0	0'0	0.0	3 3	0.0	0'0	0'0	0,0	000	0'0	
	Other worth, Including under Work	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	000	0,0	0'0	0'0	000	0'0	000	000	0'0	0'0	0'0	000	0,0	0.0	0.0	0'0	0'0	0'0	000	000	0.0	0'0	000	000	000	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	00	0'0	0'0	0,0	0'0	0'0	0'0	000	0.0	0'0	0'0	000	0,0	0.0	0,0	0'0	0'0	0'0	0.0	0'0	
mertod	Correct errors and	0'0	0'0	0'0	0'0	00	00	0'0	0'0	0'0	n'n	0,0	0'0	0'0	0'0	000	0,0	0'0	0,0	0'0	0'0	0,0	00	0'0	0'0	0'0	0,0	0,0	0.0	0.0	0,0	0'0	0'0	0'0	0,0	0.0	0'0	0,0	0,0	000	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0,0	0,0	0'0	0'0	0'0	0.0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	0,0	0'0	0.0	00	0'0	0'0	0.0	0'0	
The rest in the	odrao ulina ny wurfa	0'0	00	0'0	00	00	00	0,0	00	0'0	000	00	0'0	000	0.0	00	000	00	00	0.0	0'0	00	000	00	0'0	0'0	00	000	00	0.0	0'0	0'0	00	000	000	00	0.0	00	000	000	00	0'0	0'0	00	0.0	0.0	0'0	00	000	00	0'0	00	0.0	0'0	0'0	00	00	0'0	0'0	0'0	000	000	00	0'0	0'0	00	000	0'0	
Pa	Price revision	0'0	00	0'0	0'0	00	00	0'0	0'0	0'0	000	00	0'0	000	0'0	0'0	0'0	0,0	0,0	0'0	0'0	0,0	000	0'0	0'0	0'0	0,0	0,0	0.0	0.0	0'0	0'0	0,0	000	000	0'0	0'0	0,0			0'0	0,0	0'0	0'0	0.0	0'0	0'0	0'0	000	0,0	0'0	0'0	0.0	0,0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	300	0.0	0'0	0'0	0,0	0.0	0'0	
	Normal	8'8	1,6	6,3	6'0	31,6	13,0	0'0	0,4	0,2	37.5	0,3	0'0	500	1,2	17	0,4	2,0	9'0	78,7	6,6	6,0	27.6	1,1	1,8	98'0	147,0	49,0	36.8	36.8	0,0	0'0	0'0	000	000	00	0'0	0'0	000	0.1	0'0	0,0	0'0	0,0	0.0	0,0	0,0	0'0	000	0'0	0'0	0,0	0.0	0'0	0'0	0,0	0.0	0'0	0,4	0,0	0,0	200	0.0	0'0	0'0	0,0	000	0'0	jė į
	Date of fact payment	24-04-2023	28-02-2023	05-07-2023	05-07-2023	21-11-2023	15-08-2023	28-11-2022	16-03-2023	16-03-2023	31-08-2023	22-12-2023	30-09-2022	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	09-03-2023	16-03-2023	16-03-2023	31-07-2022	28-02-2023	28-02-2023	30-06-2023	30-06-2023	30-06-2023	30-06-2023	30-06-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	47.44.9099	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	
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		6,8	4,5	6,8	0'0	109,9	0'0	2,8	0,6	0'0	4,88	0'0	0,1	95.7	1,4	6,1	000	0'0	0'0	518,1	6'9	0,000	43.3	1,3	1,8	392,0	0'0	000	0.0	0.0	2'0	0'0	0'0	0'0	000	0'0	0'0	000	00	000	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	000	0'0	0'0	0,0	0'0	0'0	0'0	000	0.0	0'0	0'0	0'0	200	000	8'0	0'0	0'0	0,0	0,0	0'0	
	Contracted			8'9		Ш				Ш		0'0	0,1		П	-	ı	0'0	П		П		36.2	ı	П	П	1	П	0.0		9'0	0'0	0'0		000	0'0	0'0	0'0	00	00	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	00	0'0	0'0	0'0	0.0	0'0	0'0								0,3	0'0	0'0	0'0	0.0	0'0	6
	i	1-08-2022	3-08-2022	19-08-2022	9-08-2022	0-01-2023	0-01-2023	0-10-2022	7-07-2023	27-07-2022	0-02-2023	0-02-2023	27-07-2022	9-12-2022	3-08-2022	3-08-2022	3-08-2022	3-08-2022	3-08-2022	2-11-2022	3-08-2022	4-08-2022	5-04-2023	9-08-2022	4-08-2022	0-01-2023	0-01-2023	0-01-2023	0-01-2023	0-01-2023	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2702-90-2	2-08-2022	2-08-2022	2-08-2022	2702-20-2	2702-00-7	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	2-08-2022	22-08-2022	2-08-2022	2-08-2022	2-08-2022	22-08-2022	
Contrast	Object	– Km 2+500 – Instalação elétrica na Ponte da Ermida – E 01-08-2022	doan spray de zinco 28	57.2 10011214-Aquibição de paintifira, fratundo e placa 19-08-2022 57.2 10011214-Aquibição de paintifira, fratundo e placa 19-08-2022	o e placa	pareflos de Via	parehos de via	ORTE/ELVAS - MADLITO SOBRE A A6 - ALIDIT 20	O DA AMADORA, SUBSTITUTÇÃO DAS COBERT 02 amentos SST	amentos SST.	32		59	Assnatura antial e aquisção avulsa de documento: 25	arcela - Rua das Pontes, junto ao número 228 - Ca 03	prime ra intervenção (eximbres) para os editidos (03	primera mervenção (eximores) para os editidos r. U.s.	primera intervenção (extribites) para os editidos c. 03	primetra intervenção (extinibres) para os editidos c. 03	3 PROJETOS DE CONSTRUÇÃO CIVIL - PNI 2031 22	de Sinais verbrais de Código - Julho de 2022 - Cei 93	ANCA EQUIPAMENTO MEGAFONIA 82	z Illilia aos sperias de Teleconfilmações Perto. Oz oria e Assessoria na Area Fiscal para a IPe emote 05	da, de 11 a 14-16/10/2022 - Dr. Bnanuel Duarte 00	7+574- Reparação de cotuna de llumhação pública 04	aguiha MD2000, 380 VCA, AB/160 MM 10	agulha MD2000, 380 VCA, AB/160 MM 10	aguina MD2000, 380 VCA, AEV160 MM 10	aguina MD2000, 380 VCA, AB/160 MM 10	adulha MD2000 380 VCA, AR/160 MM 10	22	223	67		27.00	64	25	22.00	74.0	22	64	55	67	11989 10011292-Forne dimento de economisto 22-08-2022	25		55	533	22	250	66	004	200	25	267	552	22	200	O.	32	5510	22.00			6	200	25	22	
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	Compa	PT504582240	PT504765671	PT501201572 PT501201572	PT501201572	PT502575682	PT50257	PT503935271	PT507258274	PT507258274	PT50.051	PT500510288	PT50133	P150222	PT504649639	PT50707	PT507072065	PT507072065	PT507072065	PT50222	PT515014893	PT503017168	PT61618	PT509206018	PT501493336	PT514750901	PT514750901	P151475	PT514750901	PT51475	PT508831989	PT50883	PT508831989	P150883	P1508831989	PT508831989	PT50883	PT508831989	P150055	PT508031909	PT50883	PT50883	PT508831989	PT508831989	PT60883	PT508831981	PT50883	PT508831988	PT508831989	PT50883	PT508831989	PT50883	PT508831989	PT50883	PT508831989	PT50883	PT508831989	PT508831989	PT50883	PT508831989	P1508831989	PT-50.883	PT50883	PT508831989	PT508831989	PT508831989	PT50883	PT508831989	

Other work, reluding under	Work.	00	0.0	00	0'0	00	0.0	00	0.0	0.0	00	00	0'0	0.0	0.0	0.0	000	0.0	0.0	0'0	0'0	00	0'0	0.0	00	00	00	0.0	0,0	0.0	0.0	00	00	00	0'0	0.0	00	00	0,0	0'0	0.0	00	0.0	00	00	0'0	0.0	0.0	00	0.0	0'0	00	0'0	0.0	00	00	0'0	0.0	00	00	0,0	0'0	00	00
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Ė	Control of the Contro	0,0	0'0	0,0	0'0	0,0	0'0	000	0'0	0'0	000	0.0	0'0	0'0	0'0	0'0	000	0.0	0'0	0'0	0,0	000	0'0	0,0	0,0	000	0.0	0'0	0'0	0,0	0'0	0,0	000	0.0	0'0	0'0	0,0	00	0'0	0'0	0,0	300	0'0	0'0	00	0,0	0'0	0'0	0.0	0'0	0'0		0.0	0'0	000	0'0	0'0	0,0	0,0	000	0,0	0'0	0.0	00
Hommal	Market	0,0	0'0	0,0	0'0	0'0	9.7	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0,4	0'0	000	0.0	0'0	2'0	0'0	0.0	0'0	0'0	0,0	0,0	0.0	0'0	0'0	0'0	000	000	000	0.0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0,4	0.0	0'0	0'0	000	0'0	0'0	000	0'0	0'0	0'0	0'0	0.0	0'0	0,0	0,0	0'0
Otherwork, reluding unde	Worli	0,0	0'0	0,0	0'0	0'0	0'0	000	0'0	0'0	0'0	0.0	0,0	0'0	0'0	0'0	000	0.0	0'0	0'0	0,0	000	0'0	0'0	0,0	000	0.0	0'0	0'0	0'0	0'0	0'0	000	0.0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	000	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0'0	000	0'0	0'0	0,0	0.0	0'0	0'0	0'0	00	0'0	0'0	0'0	0'0
Work to	e minerione.	0,0	0'0	0,0	0'0	0'0	0'0	000	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	000	0.0	0'0	0'0	0,0	0.0	0,0	0'0	0,0	000	0.0	0'0	0'0	0'0	0'0	0,0	000	0.0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	000	0'0	0'0	0,0	0,0	0'0	0'0	0.0	0'0	0'0	000	0'0	0'0	0,0	0'0	0'0	0,0	0,0	000	0'0	0'0	0.0	0'0
office for the post	The state of the s	0,0	0'0	0,0	0'0	0'0	0'0	000	0'0	0'0	0'0	00	0'0	0,0	0,0	0'0	0,0	0.0	0,0	0'0	0,0	000	0,0	0'0	0,0	0,0	0,0	0,0	0'0	0,0	0'0	0.0	000	0,0	0,0	0'0	0,0	0.0	0'0	0'0	0'0	000	0'0	0'0	000	0'0	0'0	0'0	0.0	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0,0	000	000	0'0	0,0	0'0	0'0
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Month of the last	Supplied in	37,0	2'0	9,4	4,9	7,61	11,8	67.4	3,0	41,3	0,2	0.2	0,2	0,2	0,1	61,7	40	00	1.7	1,5	2,1	000	17,3	6,0	437,7	000	4.2	4,2	9,8	0,3	1,6	0,7	277	0,4	33,0	1,7	8,8	8.6	15,8	1,2	2,4	11.7	3,2	3,2	-18	6,0	7,3	0'0	0.1	5,9	119,4	10.8	9'0	2'0	0,4	0,4	3,2	2,1	2,1	2.5	9'0	6'0	6,0	0,4
Date of fet payment		28-02-2023	29-09-2023	29-09-2023	29-12-2023	28-02-2023	24-11-2022	28-02-2023	28-02-2023	25-05-2023	31-03-2023	31-03-2023	31-03-2023	31-03-2023	30-12-2022	24-04-2023	31-03-2023	15-12-2023	22-12-2023	07-11-2022	28-02-2023	30-09-2022	28-04-2023	28-02-2023	31-07-2023	22-06-2023	17-11-2023	17-11-2023	15-12-2023	16-12-2023	16-12-2023	16-12-2023	28-07-2023	28-04-2023	25-05-2023	24-04-2023	26-06-2023	09-06-2023	09-06-2023	24-04-2023	24-04-2023	25-05-2023	27-12-2023	27-12-2023	24-02-2023	29-09-2023	29-09-2023	17-10-2022	29-09-2023	31-03-2023	30-05-2023	28-02-2023	09-06-2023	09-06-2023	19-10-2023	31-05-2023	28-02-2023	26-07-2023	25-07-2023	25-07-2023	08-12-2023	08-12-2023	09-06-2023	08-12-2023
spectoral of the Audit								210		27.0											***								33)										2.02												0			
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Contract		10011450-Vgillanda e Segurança - Vale de Figueira - PN km 84+031 da Linha do Norte - c 16-12-2022 10014451-Aquistaño de trave seas de carvalho nara a Linha da Peira Atta		000000	10011453-L.NORTE - VERIFICAÇÃO DA INSPEÇÃO E MAPEAMENTO DE ANOMALIAS	1001145 4-inspeção com o sistema Nomadivibe da Empresa CAMPAL. 10011456-Ramal de Caceres.— Substituíção de navimento de DN 15c186.740 e 200 684	10011457-Fornecmento de Platatormas de Inspeção para apolo ao Acompanhamento e Cos	10011460-Manufenção da Wallira UZ-41-SIM 10011461-ENIZO - PONTE DE ODEMIRA (KMM03+350) - SI IBSTIT LICÃO DO CONTRA	10011483: AD20220025 - Trabaños de corb de muro de betão armado	10011474-Renovação de software LiPath	10011477-Fornechrerito adbiue - Centro Umpeza de Neve	10011477-Fornectherith adblue - Centro Limpeza de Neve	10011477-Fornectmento adolue - Centro Limpeza de Neve	10011477-Fornectmento addiue - Centro Umpeza de Neve		10011485-Renovação de Avença de apolo e manutenção ao Gesven GRH e etrabalho 202 05-12-202	10011486-AU20220029 - EN 117 - Trabainos de Pavimentação no abuteiro da OA ao km. 2149-202 10014808-8ELECÃO EL MANACÃO E CLISTÓNIA DE DOCUMENTOS DE ABOLIMO 96.49-202	10011506-Adulstrão de paratiras tiratindos e anthas	10011506-Aquisção de paralusos, tratundos e anthas	10011508-Auguer de 2 contembres para instalação na PN ao km 294887 da Linha do Norte 06-09-202	10011512- AD20220023 - Reparação da Instalação semaforica - EN224-2- km 10+724 (DF 0	10011514-Wolamenb H. D. Bemando - 03.01/2022 a 05.01/2022 100115151 OFSTE - DESE - SHRESTAGAO RUNA PKRG - DROJ EXEC	10011619-LINHAD O NORTE - PITL 3194902 E PIR 3204968_REVISÃO DO PROJETO D 1	10011520-Avallação da Legionella na "Estação Lisboa Rossto"	10011522-SMM-PORTAGEMALTO S.JOAO E LINHA DO HOSPITAL-TROÇO PRACET 0		10011529-Aguistião de altironamento tho WKV		e Ata Vistolidade para o ano de 2023		10011530-Aquisção de Vestuário de Proteção de Ala Alshildade para o ano de 2023	10011530-Aquisção de Vestuario de Proteção de Ata MsDNIdade para o ano de 2023 10011530 Aquisção do Centrado de Centrado do Centrado do Ata Medidade para o ano de 2023	10011559-Aquisção de Vestuallo de Proteção de Ata Meditade para o ano de 2023 10011530-Aquisção de Vestuário de Droteção de Ata Meditade para o ano de 2023	10011530-Aguiscão de Vestuário de Proteção de Ala MsDilidade para o ano de 2023	10011530-Aquisição de Vestuário de Proteção de Alta Visibilidade para o ano de 2023		10011530-Aquisção de Vestuario de Hroteção de Ata Visbilidade para o ano de 2023 de 10044530. Aquisção de Vestuario de Drotecão de Atabilidade para o ano de 2023		10011530-Aquisição de Vestuário de Proteção de Ata Vistolidade para o ano de 2023		10011530-Aquiskão de Vestuário de Proteção de Ala Visbilidade para o ano de 2023	10011530-74UISGGO DE VESGGIO DE MORÇÃO DE 74ª MSDIIGADE PARA O BIO DE 2023 10011534-1 MINHO - ESTAÇÃO DE MANA DO CASTELO - INTERVENCÕES EM PLATA	10011536-Aquisção de placas angulares para tra vessas de betão	10011536-Aquisção de placas angulares para travessas de betão	10011543-Apjamento o Eurostars herolemo – 07.09 a 08.09	10011545-Aquisção de gancho e cardonelra para travessas pontes metallicas	10011545-Aquisção de gancho e cantonelha para travessas pontes metálicas	04	10011550-Aquiscão de bico para maquina de soldar e grampo de massa 2	10011551-Aquisição de massa tubrilicante para lubrilicador ELPA.	10011555-L. SINES - ASSESSORIA TÉCNICAAOS TRABALHOS DE DESGLARNECIME	10011558-Fornectinerino, anna zonamerno, administração da vadra como a gripe sazonal z 10011581-Aquistão de marco IP		10011563-Aquiskão de pano para bandeiras	10011567-Aquistião de chapa tardnada e perfl. U, em aço não ligado	1001156 7-Aquisção de crapa arminada e per r. C. em aço nao-rigado 10011568 -Aquisção de antiferru genopenetrante em spray 400 ML	10011578-Availação da Legionela em várias instalações da IP			1001 1579-Aquistao de tela reflectora auto-adestva		72%	10011586-Aquistao de tintas, primano e diuente 10011586-Aquistao de tintas, primano e diuente	100 11586-Aquiss⊈at de tintas, primario e ducente 10011586-Aquiss⊊ão de tintas, primario e ducente
Correposity		PT506807266	PT503150100	PT503150100	PT513637990	PT515419907	PT505189992	PT500097488	PT506040720	PT502605731	PT503945650	PT503945650	PT503945650	PT503945850	PT473151930	PT501530932	PT505080071	PT503213322	PT503213322	PT503741450	PT500166099	P1502412194	PT503025550	PT501427511	PT503120928	P1680012907	PT510443761	PT510443761	PT505766205	PT505766205	PT505766205	PT505766205	PT505786205	PT505766205	PT505766205	PT505766205	P1505786205	PT505766205	PT505786205	PT505766205	PT505766205	PT502668490	D E811194610	D E811194610	PT503226033	PT516621675	PT516521675	PT745795269	PT502960973	PT515419907	PT514750901	P15048/4824	PT500339643	PT500339643	PT500117152	PT508291429	PT501427511	PT502042044	PT502042044	PT502042044	PT500133336	PT500133336	PT500133336	PT500133336

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	Normal	0.0	000	0'0	0'0	000	0.0	0'0	0'0	00	0'0	000	0.0	000	0.0	0.0	0'0	0'0	0'0	0,0	0'0	00	0,0	0.0	00	00	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	000	0,0	00	00	0.0	0.0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	000	0.0	0'0	0'0	0'0	0,2	0'0	0'0	0'0	0'0	000	000	000	000	0.0	0'0	00	0'0	0'0	0'0	0'0	n'n
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parlod	and and	amima la ra	0.0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	00	000	000	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	000	00	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	00	000	00	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	000	00	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	0,0	0.0	0.0	0.0	0'0	0.0	0'0	0,0	n'n
yments in the	Extraordina ry works			0'0	0'0	000	00	0'0	0'0	0'0	00	000	000	000	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0,0	000	0'0	0.0	00	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	000	000	000	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	00	00	0'0	000	00	0'0	0'0	0'0	0'0	0'0	0'0	0'0	00	000	000	00	0'0	00	0'0	0,0	0'0	0,0	0'0
Ē	Price revision	0.0	00	0'0	0'0	000	0.0	0'0	0'0	0'0	0'0	00	000	000	0.0	0.0	0'0	0'0	0'0	0'0	00	0'0	n'n	0'0	0.0	00	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	000	0.0	000	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	000	00	0'0	0'0	0'0	0'0	0'0	0'0	00	0'0	000	000	0.0	0.0	0.0	0'0	0,0	0'0	000	0,0
	Worths	00	3 50	0,1	1,0	200	00	1,0	13	0,0	0,1	a o	000	00	0.1	6.0	0'0	0'0	0'0	0'0	00	d'u	n'n	0.0	0.3	0.1	0.2	6,0	1,0	0,3	6,0	297.4	54,0	00	d'o	000	000	00	00	0.0	0.0	0.0	0,0	0,0	0'0	0,0	0'0	0'0	60	40,7	0.0	7.8	130,2	0.2	0,2	18,8	6.7	43,7	4,5	0,0	200	- 0	1.4	2.9	0.4	0.7	0,7	1,0	5, 1	J'n
	Date of 1st payment	00 00 0000	09-06-2023	09-06-2023	09-06-2023	09-06-2023	09-06-2023	09-06-2023	11-07-2023	09-06-2023		11-07-2023	08-00-2023	50 75 90 80	28-09-2023	31-03-2023	28-02-2023	28-02-2023	31-03-2023	31-03-2023	31-03-2023	31-03-2023	30-12-2022	31-03-2023	31.05.2023	11-07-2023	11-07-2023	29-12-2023	29-12-2023	29-12-2023	22-06-2023	29-12-2023	29-12-2023	28-02-2023	28-02-2023	28-02-2023	5000-70-00	28.02.2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	24 06 2023	00 06 2023	31-08-2023	13-04-2023	30-09-2022	31-03-2023	09-03-2023	28-02-2023	19-10-2023	28-11-2023	28-11-2023	00 00 00000	6000 00 00	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	24-02-2023	22-06-2023	21-02-2023
Approval of the Audit	ught, no. Dide																																																																					
200	ontract price	4.0	0.0	0,0	0'0	000	0.0	0'0	0'0	0'0	0'0	000	0.0	0.0	0.0	0:0	9,0	0,0	0,2	0,0	0'0	0'0	0'0	0,0	0.3	0,3	0'0	8,1	0'0	0'0	6,0	921,3	418,2	0,4	0'0	000	0,0	0.0	0.0	0.0	0'0	0'0	0'0	0,0	0'0	0,0	0'0	0,0	0'0	164,0	0,0	9'6	130,2	0,4	0,2	18,8	2'9	293,3	4,5	0,0	9(8)	0.0	0.0	4.7	0.0	0'0	0'0	0,1	177.1	//n
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	ODject	10011833-SMMOND EGO - SIST EMAS GERAIS - TELEMÁTICA, TELECOMUNICAÇÃO S	10011835. AD202220029 - RAP GL - Estateiro de Frielas - Priura de editido e muros 10011898. Designo e Astrutencião do Sto - Irrotementação da navasenter	10011837-Aquisição do certificado portugaliolis.com	10011842-Algamento para H. Lustranta – 19/99/2022 a 30/09/2022	1001 1944-Adjantellu para 11, Lustatro - 2009/2022 a 21/09/2022 1001 1847-Adulstičn de ferramentas Centro Limpeza de Neve	10011866-Aojamento H. Lusiténia - 04/07/2/022 a 08/07/2/022	10011868-40jamento H. Say Faro - 04/07/2022 a 06.07/2022	1 001 188 4- Keparagao Tuga oleo DAT-B SSI Cals Soore	10011663: Retrovação Collidad Helitoletição dasy visa 10011888: Auritor da Mahra 7.6 lunares para o CAE	10011896-Aquisição de servicos de empresa de trabalho temporário para cedenda de traba	10011897-Prestação de servicos de Vigilânda - Vaie de Figueira - PN 84+031 LN - 14 a 31	10011898-L. CASCAIS - FISCALIZAÇÃO E CSO 2022	10011899- Aquisição de sensores FBG para instalação no paymento enquadrada no PPS4 i	10011905-Aquisição de materiais	10011905-Aquisição de materiais	1001 1905-Aquisição de materiais	10011905-Aquisição de materiais	10011905-Aquisição de materiais	10011905-Aquisição de materiais	10011912-4 - Prestação de Serviços Postals para a IP, IPE, IPP e IPT para o ano de 2023	10011912-5 - Prestação de Serviços Postals para a IP, IPE, IPP e IPT para o ano de 2023	10011912-6 - Prestação de Serviços Postals para a IP, IPE, IPP e IPT para o ano de 2023	10011912-7 - Prestação de Serviços Postais para a IP, IPE, IPP e IPT para o ano de 2023	10011912-9 - Prestação de Serviços Postals para a IP, IPE, IPP e IPT para o ano de 2023	10011912-10 - Prestação de Serviços Postals para a IP, IPE, IPP e IPT para o ano de 2023	10011912-11 - Prestação de Serviços Postais para a IP, IPE, IPP e IPT para o ano de 2023	68 10011912-12 - Prestação de Serviços Postals para a IP, IPE, IPP e IPT para o ano de 2023 🤅	68 10011912-13 - Prestação de Serviços Postais para a IP, IPE, IPP e IPT para o ano de 2023 d	68 10011912-14 - Prestação de Serviços Postals para a IP, IPE, IPP e IPT para o ano de 2023 21-03-2023	68 10011912-15 - Prestação de Serviços Postais para a IP, IPE, IPP e IPT para o ano de 2023 🖰			68 10011912-18 - Prestação de Serviços Postals para a IP, IPE, IPP e IPT para o ano de 2023 21-03-2023		- 1	10011912-23 - Prestação de Serviços Postais para a IP, IPE, IPP e IPT para o ano de 2023	10011914-Arquivadores de plastico	10011916 - AD20220023 - Fornechmento de Shals Vérticais de Codigo - outubro 2022 - Cen	10011918-Aquisição de bashdores e outro material/serviços de rede.	10011919- LEVANTAMENTO E REGISTO CADASTRAL DE ELEMENTOS DE ILUMINAC	Tuut 1921-74unsgao de Kit de paramentizagao de reie elenonico	1001 1921 - Aquisiga oue for de paramentanção de referente ateriorida	1001 102 Individual de Maide parametração de tota descriptivo	10011923-August da Wattia 9 lugales IP SA - DEM 10011034 à Doccion De Estata Desendanda Mind de Adémia Describés de Pobalhos.		1001 1920-Muguel da Matula 7.2 lugales pal a 0.575.	10011000 topologic de pene (Transpo) manage de con-	1001 1938-AT-TEL - Aguistico de POS spare para instatación na Central de Segurança	10011938-AT-TEL - Aquisição de POS spare para instalação na Central de Seguranca	10011940-AD 2022028 - Aquisição de Babas e STOPs	10011945: AD20220025 - Corte de pedra para colocação na Ponte Pedonal da Régua	10011956-A23 - TROÇOTORRES NOVAS-ABRANTES KN21+150 (LD), ESTABILIZAÇÃ	10011967- AD20220062 - Aquistção de equipamentos ISQ - Armansul	10011960- AD 20220027 - Aquisição de Snalização - Bí's - Lisboa - Outubro22	10011981-L. DOURO - TROÇO CAIDE MARCO CANAVESES-REGUA-POCINHO-BARC	10011961-L. DOURO - T ROÇO CAIDE MARCO CANAVESES-REGUA-POCINHO-BARC	10011980-Aojamento Stay H. Faro - 03/10/2022 a 13/10/2022	- 1		57 1001 1991 - April 1970 US SELVICOS DE PROPERTO PARA DE PERONA DE PROPERTO DE REN 08-14-2022 EN 1001 1997 - NORTE - VALE DE SANTARÉM - REFORMILIA CÃO DO PROJETO DE REN 08-14-2022		10012005 - AD20220029 - A20 Ign 15+700 e 15+90 - Inspecies de Segurança 106/2021	10012009-MELHORIA DAS CONDIÇÕES DE SEGURANÇA NO DISTRITO DE LISBOA E	10012011- AD20220023 - Reparação da Instalação semaíorica - EN 327 - Ion 44+247 - Co	10012014-LINHA DO NORTE - REPARAÇÃO DA PH AO PK 62,250	10012015-Substitução de 4 Pneus Matura 17-JN-46		18 10012019-EN231 - PONTE DO CARVALHAL (KM26 +000) - GUARDAS DE SEGURANÇA 22-02-2023			10012035. Aguistato Fortes de amenta do para com egadores de basidos de Frincia.	
Allegano		PT514836334	PT516473450	PT502665696	PT5049998	PT503734268	PT50.4999818	PT510616640	P1510932290	PT50.13.358.54	PT5140041	PT506807266	PT503231100	PT506807312	PT506868087	PT5068680	PT506868087	PT506868087	PT506868087	PT506868087	PT5000775	PT5000775	PT500077568	PT500077568	PT5000775	PT6000775	PT500077568	PT5000775	PT5000775	PT500077568	PT5000775	PT500077568	PT500077588	PT500077568	PT5000775	PT500077568	PT500077568	PT501603611	PT5031763	PT515460567	PT503195758	P15007046	P1500704864	DT604996864	P150 1335554	PT50407868	PT5027 00603	DT61.4973202	PT506568911	PT5065689	PT502888539	PT5086531	PT5000974	PT501939644	PT516426192	PT508070171	PT508070171	P15106166	PT503125377	P15107805	PT503025550	DT610609796	PT5029663	PT507783727	PT506370836	PT507564090	PT500243182	PT500230757	PT613676418	PT510897126	PT500704864	PT514004185	

Otherwork	including under work	0'0	000	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	n'n	n'n	0'0	0.0	0.0	00	00	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	000	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	000	0'0	0'0	0'0	0'0	00'0	0'0	0'0	0'0	0'0	0'0
Jertive payments	Works arrors and	0'0 0'0			0,0		0,0 0,0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0,0 0,0	0,0	0,0	0,0	000	0'0	0'0	0.0	0.0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0	0,0	0'0	0.0	0,0	0'0 0'0	0,0 0,0	0'0 0'0	0'0 0'0	0'0 0'0	000	000	0.0	0'0 0'0	0'0 0'0	0,0 0,0	0'0 0'0	0'0 0'0	0'0 0'0	000	0'0 0'0	0'0 0'0	0,0 0,0	0.0	0.0	0'0 0'0	0'0 0'0	0'0 0'0	0,0	000	0'0 0'0	0'0 0'0	0'0 0'0	0,0 0,0	0,0	0,0	0'0 0'0		0'0 0'0	0'0 0'0
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-	Work	0'0	00	0.0	00	00	0,0	0'0	00	0'0	00	00	00	00	n'n	000	n'o	000	0.0	00	0.0	0.0	0.0	0,0	0'0	0.0	0.0	00	0'0	000	00	000	0.0	00	00	0.0	0.0	0.0	0.0	000	000	0.0	0'0	ďο	0,0	00	0'0	00	000	00	0,0	00	00	00	0.0	0'0	0'0	00	0.0	ďο	0,0	0'0	00	00	000	0'0	0'0	0,0	0'0
Other work	motuding under weak	0'0	0'0	0,0	0,0	0.0	0,0	0'0	0'0	0,0	0'0	0,0	0'0	0'0	0,0	n'n	0,0	0,0	0.0	0.0	00	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0,0	0.0	0.0	0.0	0'0	0'0	0'0	0,0	0'0	0,0	0.0	0'0	0'0	0'0	0,0	0'0	0,0	0,0	0,0	0,0	0'0	0'0	000	0,0	0,0	0'0	0'0	0,0	0.0	0,0	0,0	0'0	0,0	0,0	0'0	0,0	0'0	0,0	0'0
wan e		0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	000	0.0	0.0	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	000	0.0	0,0	0'0	0'0	0'0	0'0	0'0	000		0.0	0'0	0'0	0,0	0'0	0'0	0'0	000	0'0	0'0	0'0	00	0'0	0'0	0'0	0'0	000	00	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0
ments in the	ry works	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0,0	0'0	0,0	0,0	0,0	0,0	0,0	000	0.0	000	0.0	00	0.0	0,0	0.0	0'0	0'0	0'0	0'0	0'0	0,0	0,0	0.0	000	0.0	0.0	0'0	0,0	0'0	0'0	0'0	000	000	0.0	0'0	0,0	0'0	0'0	0,0	0'0	000	0'0	0'0	000	0.0	0'0	0,0	0'0	0,0	000	0.0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0
Paries	modelon	0,0	0,0	0,0	0,0	0.0	0'0	0,0	0,0	0,0	0'0	0,0	0,0	0,0	0'0	0/0	0,0	000	0.0	0.0	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	000	0,0	000	0.0	0.0	0'0	0'0	0'0	0'0	0'0	200	000	0.0	0'0	0'0	0,0	0,0	0,0	0'0	300	0'0	0,0	0'0	0.0	0.0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	0'0
Parent of the second	i t	0,2	5,1	42,2	1.3	0.0	0'0	0,2	6,0	46,1	9'0	9'7	27/189	737,0	/48,7	1,0	200	0,0	4	0.0	0.0	0.0	0,0	0,4	1,0	0,1	2,0	8'0	1,6	8,0	77	000	1.0	7'0	8'0	0,2	1,0	0'0	0'0	0,0		0.0	0,2	0,0	14,8	0,1	2,8	0,2	1	6,1	1,0	6,1	0.0	0.4	16,1	6,0	6,0	6,1	0.0	6,0	0,1	9'0	0,1	0,1	0,4	9'0	1,0	6'0	1,0
Date of 1st	payment	28-02-2023	16-03-2023	20-10-2023	31-03-2023	09-12-2022	30-12-2022	11-07-2023	28-02-2023	09-03-2023	10-02-2023	31-03-2023	29-12-2023	20-10-2023	18-07-2020	28-02-2023	28-02-2023	28-02-2023	28-02-2028	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-04-2023	25-05-2023	16-03-2023	09-00-5053	00-00-5050	09-06-2023	09-06-2023	09-06-2023	09-06-2023	09-06-2023	09-06-2023	09-06-2023	09-06-2023	00 06 3033	09-06-2023	09-06-2023	09-06-2023	21-07-2023	31-03-2023	28-02-2023	28-02-2023	31-03-2022	16-03-2023	28-02-2023	07-02-2023	10-03-2023	19-10-2023	29-09-2023	21-07-2023	21-07-2023	21-07-2023	31-03-2023	16-03-2023	16-03-2023	16-03-2023	16-03-2023	16-03-2023	16-03-2023	16-03-2023	16-03-2023	31-08-2023	28-02-2023
Approval of the Audit	glist no. Dista	3											127 4/2023 17-08-2023	73/2023 10-08-2023																																																							
	fractorics R	0,2	5,1	0'0	1.0	0.0	0'0	0,2	0,3	46,1	9'0	ł	1	947,0 12	749.7	0/5	000	000	24+	0.0	0.0	0.0	0,0	0,4	1,0	0,1	2,0	8'0	1,6	0'9	0,0	000	0.0	0.0	0'0	0'0	0'0	0'0	0'0	000	000	0.0	0'0	0,0	14,8	0,1	2,7	200	0,0	6,1	1,0	6,1	0.0	4.0	19,0	0'0	0'0	0,0	6.0	3,3	0'0	0'0	0'0	0'0	000	0'0	0'0	6,0	6'0
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			10012686-Aojamento para H. Santos - 21./12/2022 a 23./12/2022	2022 a 21./12/202	- 20/12/2022	10012870-Manutenção e Impeza de VAC para utilização pelos agentes da PSP em serviço n. 02-01-2023	trabaha tem	L. NORTE - ESPINHO-GAIA: ESTAÇÃO DE GAIA - COMPATIBILIZ AÇÃO AM	10012678-Despesa com alojamento do Senhor Eng.º Mário Fernandes, para participar com 30-12-2022	SESSORIAT	ECNICA IPE	10000	a de hanerão	10012696-1 ALTAVELOCIDADE - CONSELTORIA TINES - FASE 1	Stylpana o Bo	210MM Thab		al e manobras	10012702-Aquistae de lentes para sinal principal e manobras plipto	irla juridica à l	100127.04-Aquisicão de Servicos de Assessoris Financeira e Administrativa, no ambito de ca. 17-04-2023	cação de supo	10SA - REAB	2708- AD20220023 - Formedmento de betumnoso asfaltos de reparação rápida de par 06-01-2023	10012710-Forne dimento e abaste dimento de gasóleo colondo por vía rodoviánta ano	710-Forne dimento e abaste dimento de gasóleo colorido por via rodo várta ano	27.10-Forne dimento e abaste dimento de gasóleo colondo por vía rodovánta ano 2023	soleo colorido	10012710-Fornedmento e abasie dimento de gasóleo colondo por vía rodoviánta ano 2023	obrança de p	ODE ESTU	10012719-Aquisição de Serviços para a Produção de Vídeo 'Ligação do Parque Empresaris 09-01-2023	eo para equip	10012722-Prestação integrada de serviços de cobrança de portagens na A21 - Erbeira/Mai 17	auxillar de la	de apolo a el	o de Ora	10012726-L Leste, Torre das Vargens, Umpeza e Desinteção Rede Aguas AGS	10012727-Aquisção de serviços para reparação de Estação Total	r de lo lego	ra Shalltació	ra Shallzacão	20 - FSTARII	10012732-Fornedmento e abastedmento de gasóleo colorido por vía rodovánia → 2023 (Vt. 17-04-2023	sóleo colorido	sóteo cotorido	10012732-Fornedmento e abasiedmento de gasó leo colondo por via rodo viária - 2023 (At. 17-04-2023	soleo colorido	10012732-Fornedmento e abaste dirento de gasoleo colondo por via rodoviaria - 2023 (VII								10012734-F0H0Side Rede - F0H0 de Leixues		PC 0C a groba o		as 2023	ha aos sistem	10012742-Aquisição de lanternas portáteis de proteção a Dreshas	10012743-Aquisição de sinais ferroviários destinados à Unidade de Via e Geotecnia do COA 09-03-2023	ados a Unida	27.43-Aquisção de sinais ferrovantos destinados a Unidade de Via e Georgeonia do COA	do tre	Aprilação de equip aniemo de ensaño de 21s -Ao 14220903 - Aquilação massas astálticas distrito Santarém (576)	CAE	descendente	atura 35-JN-5	OVE	CAE	Market Market
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			to para H. Sar	10012667-Algamento para H. Neletro	10012669-Aolamento para Culmal Aém Ribeiro	ão e Impeza	10012671-Consultoria Cutsystems 2023	E - ESPINHO	com afolamen	PK73,089 E.F	MA2020 - AS	ao da viatura	an dos equina	AFI OCIDADE	de Banco de	de lente extr	10012701-Tratamentos de Residuos 202	de lentes nar	de lentes par	ão dos servic	de Servicos	3023 - Fornec	E - EST AÇÃO	3023 - Fome	ento e abaste	ento e abaste	ento e abaste	ento e abaste	ento e abaste	o integrada de	AÇÃO, REVIS	de Serviços	es - Fornedr	o integrada de	de sistema de	de Serviços	zo-Autragao de urbinas para reparação de OPS	forne das Var	de serviços i	one ampressi	DD28 -Aquilab	0028 -Aquisto	F - PK228.00	ento e abaste	ento e abaste	ento e abaste	ento e abaste	ento e abaste	ento e abaste	10012/34-Pontos de Rade - Ponto de Leixoes	Bede - Portr	10012734-Pontos de Rede - Porto de Leixões	e Rede - Porto	a Rede - Porto	10012734-Pontos de Rede - Porto de Letxões	Rede - Porto	Pode - Port	Bode - Bode	a do Assistênc	cão de viatura	le Transporte	Prestação Ser	de lanternas	de sinais ferr	de sinais ferr	de sinais ferr	10012748-740Hagaio de sinais terromanos desinado	1903 - Aquisiç	Asptrador pa	te dlárto de co	ao de 2 Pneu	da Matura 9 tu	a Satura 9 to	VELCORET
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	a produce of the contract of t	18-07-2023	22-02-2023	31-03-2023	24-02-2023	24-02-2023	30-03-2023	24-02-2023	21-07-2023	21-07-2023	21-07-2023	21-07-2023	21-07-2023	21-07-2023	21-07-2023	07-02-2023	03-03-2023	04-08-2023	24-02-2023 24-02-2023	24.02-2023	16-02-2023	06-03-2023	06-03-2023	22-02-2023	06-03-2023	06-03-2023	15-06-2023	06-03-2023	06-03-2023	03-03-5053	17.00-2023	11-02-2023	13-02-2023		24-02-2023	01-02-2023	01-02-2023	23-05-2023	24-02-2023	25-07-2023	2207-70-2	54-02-2023	08-05-2023	06-03-2023	24-03-2023	24-03-2023	15-02-2023	03-03-2023	31-03-2023	OC 13-02-2023	06-03-2023	16-05-2023	02-02-2023	02-03-2023	16-03-2023	15-03-2023	09-03-2023	09-03-2023	08-05-2023	04-05-2023	04-06-2023	04-05-2023	04-05-2023	04-06-2023	22-02-2023	27-04-2023	14-06-2023	14-06-2023
Î		STAÇÃO D.≱				Trolo de Tráf	rotto do Pro						2027	0,00	(55)	CIMENTO C		LEIRM-ES							П	П						rda de 2 ans 1	files a Mends	mea e centre	2023 RUIN 24-02	a a anuldad	a a anuldad (CITIE	Defadores:	- Company		П	SO) para o 1	SO) para o 1.	No. consuccessors		0 0000	acão do CO		fase		- Janetro 20: 0											dals do Ca		morse 4 g/s	morse 4 t/c
Contract		10012755-L.NORT EALBEIRA ALTA-ADAFT AÇÃO DO FASEAMENT O DA ESTAÇÃO D / 18-07-2023		10012759-Aquisição de 8 Lanternas top Projetores para as Equipas internas - SLC 10012760-Manutenção da viatura 81-2 G-99		Centro de Con	10012768-Contratação de transcrição à Porto Parágrafo de Catarina Neto no âmbito do Pro 30-03-2023	comendo								10012774-EN222 - KM73+000 - REPOSIÇÃO DO ATERRO E PH. RECONHECIMENTO © 07-02-2023		SOURE A CARREGADO - DUPLICAÇÃO LEIRM - ES				a 29/12/2022	022 a 29/12/2022	10012784-Aquistção de 50 rolos de papel Industrial para o refetiório da IP no Pragal	12/2022	10012786-Adjamento para Hotel D. Luís - Colmbra - 2872/2022 a 30/12/2022	do Diálogo So	022	12/2022			1702 (27.55) FOURIERING agua potaver has maidraces oue 2023 100 12794 Amiliarão de servicos de empesa de trabatho termorário para cedênda de 2 aiu 11102	100 L27 95- Aquilstaio de serviços de entrinesa de tradativam por a cedenda de 2 atr. o 1 0 2 100 L27 95- Aquilstaio de serviços para a repositaio da stratética do Trinel de Perifica e Venda 19-02	20 20 20 20 20 20 20 20 20 20 20 20 20 2	16 Marco de	o do CIS - par	10012798- Seguro de Embarcação Casco (Náutica) - Embarcação do CIS - para a anuidad 01-02-2023	930		o do sistema R	Directors - Ordes Acquest de Associação Perfetes do Districto Operado	United Sections of Manager and Association of August Section Section (1997) and Adults 85-68-16		100 12805-Forne dimento de 1400L de gasóleo mineral para abastecimento de Geradores	100 12808-Seguro de Responsabilidade Civil de Administradores e Direbres (D&O) para o 1 24-03-2023	Directores (D.	10012810-Linha do Minho - Reformulação de drenagem ao PK 87,850 a 87,700 15-02-2023		p odeough ob	o e montadem de 3 portões elettos para armazem de shalfardo do		10012821-Aquistção do MVS 44 I para aplicação na estação da Pamplihosa - 1ª fase	NICA	ntos de carga		50	000			08	98	28	05	03	10012834-Aquistção de 1 micro-ondas para o bar do editido 1 das instalações sociais do Ca. 22-02-2023		ar carris cone	100 12839-Aquisição de bico Misoldar Mig Nag 1,2MM e broca brar carris cone morse 4 t23 14-06-2023
		O DO FASEA	balhador	para as Equip	-2	por Cabo no	igrafo de Cata	Serie de Tere								AT ERRO E P		R REGADO - C		30-30-MD		1-27/12/2022	10012782-Alolamento para Hotel Borratha Guest House - 28/12/2022 a 29/12	para o refetto	712/2022 a 28	-28/12/2022	tica no ámbito	2022 a 29/12/	10012/89-40jamento para Hotel Vale do Coa -27/12/2022 a 29/12/2022		50E C1E 2023	that termons	da sinaletca d	ng allian and	10012797-Reunião do LMMS da RNE - Destocação a Mena 14 a 16 Março de	- Embarcaçã	- Embarcaçã	2023	4	ora - Reposiça	na - repusiga	and and and		eral para abas	iministradores	iministradores	адет ао РК 8	Annual war man	(EAT 220)	toos para arm	NT OLL	a estação da F	STENCIA TEC	para equipam		10012826-Deslocacão a Dublin - 7 a 9 de marco. Eng.º João Alves			0 W/230V	10012831-Aquisção de varão roscado, animas, porcas e parafusos	rcas e parafus	100 12831- Aquistão de varão resado, anilhas, portas e paralisos	rcas e parafus	roas e parafus	to edificio 1 da	MIM	MM e broca u	MM e broca u
	object	- ADAPT AÇÃ	100 127 58- Programa complementar de apolo ao trabalhador	tho Projetores	atura 23-IT-7.	Bervigo de TV	o à Ponto Para	aertas para s	s 2023	s 2023	s 2023	52023	52023	s 2023	s 2023	POSIÇÃO DO	HN-76	SOURE A CA	MISS 77.54	100 127 79- Aboutoncio da vantra Mauhishi 200 69-39- NO	o do TP1	a Parque Hote	ratha Guest H	apet Industrial	Fernando - 2	Luis - Colmbra	assessoria juri	100 12788-Algamento para Hotel Mercure 28/12/2022 a 29/12	e do coa - 2/	100	100 127 91 - Repail ages de montral de Caterpital i Frazota 100 127 93 - Forme dimento liqui a notavel nes histolações (CLE 2023	erranesa de fra	a a renostrão	a disposição	IE - Destocacê	asco (Nautica	asco (Nautica	vçÃo E cso.	atura 54-HA-3	las Novas/Ev	is da Associa	GR-16	Cadnaa	e gasóleo mín	ide Civil de Ax	ide Chill de Ao	lação de dren	des 10-GO-71	10012816-Reparação de material de crouto de via (EAT 220 10013817 AD18330001 Eornochmento do Spatinosio Tarre	3 porbes elet	10012819-Aquisição de Robs não timbrados EASYT OL	ra aplicação n	- GAJA - ASSI	o de gasoleo		9 de marco	8	ın	10012830-Aquistão de projector Led altootenda 30 W230V	to, anilhas, po	to, anilhas, po	to, anilhas, po	to, anilhas, po	to, anilhas, po	s para o bar	n.Ago 6,4X26	r Mg Mag 1,2	r Mig Mag 1,2
		BEIRA ALTA	omplementar d	da viatura 81	de 2 Pheus vi	100 12764-Menuenção Vetura mandula 46-18-0. 100 12766-Mudança e Instalação de Serviço de T	de transcrição	100127 (0: At -ENE = Aquisigno de babila 10012774-Manutencão da Matura 01-81-T	10012773-Manutenção das Maquinas 2023	100 12773-Manutenção das Maquinas 2023	das Maquina	100 127 73- Manuferção das Maquinas 202	das Maguina	10012773-Manutenção das Maquinas 2023	das Maquina	173+600 - REI	10012775-Reparação da viatura 87-HN-75	LOCIDAD E-	10012778- Peparada da vialura 12-114-	da viatura M	s - Analise ole	ara Hotel Bel	dara Hotel Bor	s 50 rolos de p	oara Hotel D. I	oara Hotel D. I	s serviços de s	oara Hotel Me	ara Hotel Vali	VIGILIA 35-JN	de India notave	serving de s	servious de	e serviços par	LMM/G da RN	embarcação C	embarcação C	S-FISCALIZA	de 2 pneus vi	Aemelo/veno	Orotas Anna	da Mahira 85	100 128 04- renovação licenciamento Cadnaa	to de 1400L d	Re sponsabilida	Responsabilida	nho - Reformu	Matura Merce	de material de	montagem de	Polos não th	MVS 44 Ipa	RIVESPINHO	- Forne dmen	Sprids	a Dublin - 7 a	s rebarbadora	s rebarbadora	s projector Led	s varao roscac	varia nosta	yarao roscac	varão roscac	s varão roscao	3 1 micro-onda	rebite pop aç	s bico Misoida	bico Meotua
		6-L.NORTEA	8-Programa c	9-Aquisição d 0-Menutenção	1-Substituição	4-Manutençae 6-Mudança e	8-Contratação	1- Manufencão	3-Manutenção	3-Manutenção	3-Manutenção	3-Manutenção 3-Manutenção	3-Manutencac	3- Manutenção	3-Manutenção	4-EN222 - KN	5-Reparação	F-L. ALTAVE	R. Penarara	9-Manufencac	0-SST Pedge	1-Alolamento	2-Alolamento	4-Aquisção d	5-Aojamento j	6-Aojamento j	7-Aquisição d	8-Adjamento	a-Aojamento	0- Fewisao da	1-reparação 3-Forne doso	A-Acutacão d	5-Anulacão d	6-Aquistan d	7-Reunião do	8-Seguro de 1	8-Seguro de 1	9-L. CASCAR	0-Substituição	1-1 - Linna do	2- APProbes	3- Manufencar	4- renovação	5-Forne dmen	8-Seguro de 1	8-Seguro de 1	0-Unha do M	2-Reparação	6-Reparação	8-Aquistão e	9-Aquisição d	1-Aquisição d	2-L.NORT E-	3-TM Letkoes	100 12625-Aquisição de lands 400 12825-Aquisição de lands	6-Deslocacão	9-Aquisição d	9-Aquisição de rebarb	0-Aquisção d	1-Aquisição d	1-Aquisição d	1-Aquisção d	1-Aquistão d	1-Aquistção d	4-Aquisção d	7-Aquisição d	9-Aquisção d	9-Aquilação u
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Other worlf,	***	0'0	0.0	0,0	0,0	0'0	0,0	000	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0,0	0,0	0'0	0,0	0'0	0'0	0,0	000	0.0	0,0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0,0	0'0	0,0	000	0.0	0.0	0.0	0,0	0,0	0,0	0'0	0'0	0,0	000	0,0	0,0	0'0	0'0	0,0	0'0	0,0	00	00	0,0	0'0	0'0	0'0	0,0	0'0	0,0	0,0	0,0	0,0	0'0	
Minister World Wo	rrors and	0,0	0,0	0'0	000	0,0	0,0	000	0.0	0,0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0,0	0,0	0,0	0,0	0'0	0.0	000	00	0,0	0'0	0'0	0'0	0'0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0.0	0,0	000	0.0	0.0	0.0	0,0	0,0	0,0	0,0	0,0	0,0	000	0.0	0,0	0'0	0,0	0'0	0,0	0,0	0.0	00	0,0	0'0	0'0	0'0	0,0	0,0	0'0	0'0	0,0	0'0	0.0	2
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owerke in the p		0,0	0,0	0,0	0,0	0,0	0,0	000	0.0	0'0	0'0	0,0	0'0	0'0	0,0	0'0	0,0	0.0	0,0	0,0	0,0	0'0	0,0	000	00	0,0	0'0	0'0	0,0	0'0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	000	000	0.0	0.0	0.0	0,0	0,0	0'0	0,0	0,0	0,0	0.0	0.0	0'0	0,0	0'0	0'0	0'0	0,0	000	0.0	0.0	0'0	0,0	0,0	0,0	0'0	0,0	0'0	0,0	0'0	0.0	100
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Morman	North	9'0	1,4	1,2	48	1,0	3,7	0.0	0.7	0,4	0,3	0,3	0,2	0'0	6,0	1,0	1,9	0,0	0,3	1,0	0,2	9'0	171	470.0	1182	0.1	1,0	0,2	0,2	340,1	122,7	0,2	1,1	0,2	0,2	0,1	6,0	0.2	0,0	0.1	23	1.0	2.1	8,1	2,3	6'0	0,3	4,2	1,2	n 0	12	1,1	9'0	2,6	1,3	3,6	0.7	8,0	0.1	0.0	6,0	0,1	8'0	9,0	0,2	1,0	1,0	1,1	1,3	0,2	
Date of Tet		15-08-2023	15-08-2023	15-08-2023	15-08-2023	18-07-2023	24-04-2023	24-04-2023	31-03-2023	31-05-2023	31-03-2023	31-03-2023	25-05-2023	31-03-2023	31-03-2023	29-09-2023	24-04-2023	31-03-2023	31-03-2023	31-03-2023	31-03-2023	09-03-2023	24-04-2023	10-07-2023	26-12-2023	31-07-2023	31-07-2023	31-03-2023	24-04-2023	25-12-2023	26-12-2023	31-03-2023	22-06-2023	22-06-2023	22-06-2023	22-06-2023	22-06-2023	22-06-2023	24-04-2023	31-05-2023	20-10-2023	20-10-2023	20-10-2023	20-10-2023	20-10-2023	20-10-2023	19-10-2023	15-12-2023	19-10-2023	40.40.9099	19-10-2023	19-10-2023	19-10-2023	29-09-2023	15-08-2023	31-03-2023	24-04-2023	31-03-2023	24-04-2023	24-08-2023	24-04-2023	24-04-2023	24-04-2023	29-09-2023	31-03-2023	29-09-2023	31-03-2023	16-03-2023	24-04-2023	31-03-2023	
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Schwording	NAME AND ADDRESS OF THE PARTY O	000	0.0	0'0	0'0	000	0,0	0'0	0'0	0,0	0,0	0'0	0,0	0,0	000	000	000	000	0.0	00	0.0	0'0	0,0	0,0	0'0	0'0	0,0	0,0	0,0	0'0	000	000	00	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	000	0.0	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0,0	0.0	0.0	0'0	0'0	0'0	0'0	000	0'0	000	000	0.0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	
Printer Printer	Negotive and a		ļ.			000	0'0	0'0	0'0	0,0	0,0	200	0,0	0,0	000		000	000	00	00	0'0	0.0	0'0	0'0	0'0	0'0	0,0	0'0	0,0	000	000	000	00	000	0.0	0.0	0'0	0'0	0'0	0'0	0'0	00	000	000	000	000	0.0	0.0	0'0	0'0	0'0	0'0	000	0.0	0'0	0'0	0'0	0'0	0'0	000	0.0	000	0.0	0.0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	
Normal			0.0			2,5	0.0	1 0,2	1,0	8,0	0'0	50	0,2	0,01	0.4	R's	0,0	0.47	64.5	4.3	0.0	8'0	0,2	6,1	1,0	2,8	0,5	6,0	1,2	8'0	40		0	- 9	0.4	1.0	9'0	1 4,8	1,0	6,0	4,5	6,4	111	2,00	0.5	2,0	0.1	0.2	6,0	1,0	1,00	0,2	7.4	11.0	6,1	12,1	8,1	130,2	6,0	0,2	0,0	7,0	0.0	0.0	0'0	0'0 1	1 0,2	0'0	0'0	0'0	6,1	8'0	
Date of 1st payment		22-08-2023	22-08-2023	22-08-2023	22-08-2023	22.08-2023	29-09-2023	29-09-2023	24-04-2023	31-08-2023	29-09-2023	31-05-2023	31-05-2023	15-12-2023	24-04-2023	22-00-2023	20-04-2023	71-12-2023	34.08.2023	09-08-2023	09-08-2023	09-06-2023	09-06-2023	31-05-2023	24-04-2023	29-09-2023	29-09-2023	29-09-2023	29-09-2023	20-02-2023	24-04-2023	24 04 2022	26.06.2029	31-07-2023	10-05-2023	10-05-2023	31-03-2023	31-05-2023	12-10-2023	12-10-2023	26-12-2023	25-12-2023	25-12-2023	22-00-22	31-07-2023	20-12-2023	24-04-2023	24-04-2023	24-04-2023	24-04-2023	24-04-2023	24-04-2023	22-06-2023	31-05-2023	11-07-2023	31-05-2023	18-05-2023	08-12-2023	28-04-2023	28-04-2023	20-00-2020	94 67 3039	28 04 3038	28-04-2023	28-04-2023	28-04-2023	28-04-2023	28-04-2023	28-04-2023	28-04-2023	09-06-2023	25-05-2023	
Approved of the Audit		e de la companya de l																																																																							
ordinal price		800	00	0'0	4,6	00	0.2	0.0	10	60	0'0	20	00	12,3	200	200	9 000	20.2	64.6	6.5	0.0	0.0	0.0	6,1	1,0	6.4	00	00	00	d'u	10		40	81.5		0.0	90	4,8	1,3	1,1	17.8	00	n o	200	0.5	7.6	- F	0.0	0.0	0.0	0'0	0.0	6,1	11.0	1.9	12,1	1,8	130,2	90	0.0	48	40	40	00	0.0	0.0	0.0	0,0	00	00	6,1	90	
Continueded	Annual Colonial Colon	0.2	0.0	0'0	3,7	0,0	0,2	0'0	0,1	2.0	0'0	200	0'0	10,01	0,0	0,4	0'0	177	606	48	0.0	0,0	0,0	4,9	0,1	4,4	0'0	0'0	0'0	6/0	6,0	0.0	0.0	50.0	1.0	0'0	9'0	9,5	1.1	6'0	14,3	0,0	0,0	2,0	47	9.7	1.1	0.0	0'0	0'0	0'0	0'0	0,0	0.8	1,6	6'6	9,1	105,9	6,0	0,0	0,0	9'0	000	0'0	0'0	0'0	0'0	0'0	0,0	0.0	9'9	9'0	
a de		08-05-2023		08-05-2023	06-06-2023	06-06-2023	27-04-2023	27-04-2023	01-03-2023	23-02-2023	09-06-2023	17-02-2023	17-02-2023	07-03-2023	13-04-5025	20-02-20-23	17-02-2023	20 00 00 00 00	05-06-20-20	24-02-2023	24-02-2023	24-02-2023	24-02-2023	25-02-2023	25-02-2023	20-04-2023	20-04-2023	20-04-2023	20-04-2023	07-08-2023	07-03-5053	16.09.9098	97-09-2023	23-05-2023	27-02-2023	27-02-2023	23-02-2023	24-02-2023	27-02-2023	27-02-2023	16-05-2023	16-05-2023	16-05-2023	05-04-2023	12-04-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	28-02-2023	06.09.2023	24-02-2023	27-02-2023	27-04-2023	0.4-04-2023	04-07-2023	27-02-2023	27-02-2023	03-03-20-20	49 09 3039	44.03.20.23	14-03-2023	14-03-2023	14-03-2023	14-03-2023	14-03-2023	14-03-2028	14-03-2023	13-03-2023	13-03-2023	
Contract		10013136-Aquista o de manga termo-refracti e cabo cobre HC6V-K 10013136-Aquista de manga termo-refracti e cabo copre HC6V-K	10013136-Adulation de manda termo-retacil e cabo cobre HC6 V-K	10013136-Aquisição de manga termo-retracti e cabo cobre HO5V-K	10013137-Aquisição de tabuleta c/legenda PN B	10013137-Aquistao de tabuleta c/legenda PN B	10013138- Aquistção de terminal bi-metalico AL/CU 120/12	10013138-Aquisição de terminal bi-metalico ALACI 120/12	10013139-Perttagem de v/atura no ântolto de Dano a Terceiro do Gestor do Cilente 2022 RE	10013140-Aquisição de 5 relestipo "CR-CIM13R/UC24-240V	10013141-Aquisição de rebie de cabeça esterica, em aço	10013142-Aquistao de Consumvers - Mograma DAE IP			13-04-2022 13-04-2022		TUDI 3 I NOT 142 ZUBROS - ALUBINAU DIRENTA ABBRICAS UBINIU LETTA	100131331E. NOTITE - ESPINATO-GALA - ALL ERAÇOESI I KANSMISSOESI NOS ANY ATT-	10013151 - Attacks to se se most en presentation de la company en partie de la constant de la company en la compan	40013160. Acutação 55 Pacas Att encadeamento tho 1.e. 10 Bacas tho 9 St N	10013150-Aquisicão 55 Placas Anti encadeamento tipo 1 e 10 Placas tipo 2 - SLN	10013160-Aquisicão 55 Piscas Anti encadeamento tipo 1 e 10 Piacas tipo 2 - SLN	10013150-Aquisição 55 Piscas Anti encadeamento tipo 1 e 10 Piacas tipo 2 - SLN	10013161- AD 11220904 - Aquibição de Sinalização - Bi s + Units COGL - Fev23	10013163-AD 11220904-Aquisição de Cimento, Areia e Brita para Bilisboa - Fev23	10013165-Mobiliario Apolo Social Bobadela	10013165-Mobiliario Apolo Social Bobadeta	10013165-Mobiliario Apolo Social Bobadela	10013165-Wobilario Apolo Social Bobadela	10013166-Manuengao da Matura 01-81-11	1001 31 50-138 Visit de l'appliação da visitar a Mario de social de commissión de social media de completa de commissión de comm			86 - 100131737744449390 06 4460 474 RESTABELECIMENTO E DSR 23.05.5023		10013176-Aquistão de duas motosserras destinadas à RF-CEN	10013177-TM Bobadela - Auguer de compressor por 14 dlas	10013178-SUPORTE PLATAFORMA SMARTROAD - 03 2023	10013183-Auguer de sala para Reunifio do CAE (28.02.2023)	33 10013183-Auguer de sala para Reunião do CAE (28.02.2023)	2 10013184-Aquisção de cabo XAV	2 10013184-Aquisção de cabo XAV	2 10013184-Aquistas de cabo XAV		 10013186-Senfoxe de transporte para a destocació das charcas do integration "O Moho" à 13-64-2023 		ч.	10013189-#quistato de componentes informaticos.	10013189-Aquisição de componentes informáticos:	10013189-Aquisção de componentes informáticos.	10013189-Aquilação de componentes informáticos.	10013189-7quistção de componentes informáticos.	10013190-Processo de Reorganização de Bastidores, passagem de cabos, certificação e et anos es os. Estados estra Adamenta de Despendantes de 140 e	10013192- AD11220906 - ENI 4 - No do Hospital de Brada - Plantaro es	10013193: Reparação de 2 maquinas de lavar ata pressão RF-CEN	10013194- AD11220906 - PP - Amazém de Ferramentaria em de Frielas -	10013195-TM Bobadela - Transferênda de contentores do Parque Central para o Parque h		0 10013197-7quistão de Conversor (2) + Reie(4) para a PN40+818 L.Minho 27-02-2023								ı		- 1	nt. 1001 3205-Aquista de peças para Reparação de 4 motorogadoras aletas as equipas de VI 14-05-2023 14 - 1001 3205-Aquista de peças para Reparação de 4 motorogadoras aletas às equipas de VI 14-03-2023			
Company		PT503125377	PT503125377	PT5031253	PT501332464	PT501332464	PT5015896	PT501589660	PT506406636	PT980332834	PT5026842	P15102565	PT510256511	P1505173212	PT5 088 30494	P1140340740	E35503472	P1503038113	PT500030757	PT501833580	PT5018335	PT501833560	PT501833560	PT502631309	PT505223074	PT5034551	PT5034551	PT5034551	PT5034551	P1500906149	P1501326459	DT 6049 091 86	PT5075298	PT501982336	PT513648852	PT513648852	PT5012177	PT502533447	PT514830433	PT514830433	PT500049572	PT5000495	P15000495	PT5 137 425 73	PT500142467	F0 969 0921 F	PT502616741	PT5026167	PT502616741	PT5026167	PT502616741	PT502616741	PT515460567	PT514058234	PT5054110.	PT514133287	PT5090178	PT504040847	PT506295370	P1506295370	PT503317031	P1505/380	DT504234804	PT501241604		PT501241804			PT501241604	PT501241604	PT513605479	PT509303781	

Other worth, (restuding ander	00	00	0'0	000	0'0	0,0	00	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	00	00	000	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	00	0.0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	000	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0,0	000	000	00	0'0	0'0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	
Na payments very rights correct arts reard	omites	0,0 0,0	ļ	0,0			0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0,0 0,0	0'0 0'0	0'0 0'0	000	0'0	0'0	000	000	000	00 00	00 00	00	0.0	0.0 0.0	0.0	00 00	00	00 00	000	0.0	0'0 0'0	0.0 0.0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0,0 0,0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	000	0.0	0.0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0,0 0,0	000	000	000	000	00	0'0 0'0		0'0 0'0	0'0 0'0	0,0 0,0	0'0 0'0	0.0	0'0 0'0	0'0 0'0	0,0 0,0	200
Camulin ce Extrao	0.0	0,0		0,0		0,0	000	00	0,0	0,0	0,0	0,0	0,0	0'0	0,0	0,0	0,0	000	0.0	000	0,0	000	100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	000	0.0	0.0	0.0	0,0	0,0	0,0	0,0	0'0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	000	0,0	0.0	000	0,0	0,0	0'0	0,0	0,0	0,0	0.0	000	0,0	0.0	0.0	0,0	0'0	0,0	0'0	0,0	000	00		0,0	5
F F F F F F F F F F F F F F F F F F F	00	0,0	0,0	0,0	0,0	0,0	000	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0.0	000	0,0	000	0.0	000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0,0	0.0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0.0	0.0	00	0'0	0'0	0,0	0'0	0,0	0,0	0,0	0.0	000	000	000	0,0	0,0	0'0	0.0	0'0	0,0	00	000	0'0	0,0	8880
warh, Mag	0.0	0'0	0,0	000	0,0	0,0	0,00	0,0	0,0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	000	0,0	000	000	0.0	0.0	0.0	0,0	0,0	0.0	0.0	0.0	0.0	000	0.0	0,0	0.0	0,0	0,0	0'0	0,0	0'0	0'0	0,0	0'0	0,0	0'0	0,0	0,0	0'0	0'0	0.0	0.0	0'0	0,0	0'0	0,0	0'0	0'0	0,0	0.0	000	0.0	0.0	0,0	0,0	0,0	0,0	0'0	000	000	0'0	00	0,0	88 000
other pitalier			0		0	ا		0	0	0	0	0'	0	0	0	0	0										0	0	0						0	0	0	0,	0,	0	0	0	0	0	0	0	0	0					0	0,	0	0	0	0							0	0	0,	0	0,0			0	0,0	9
the perfort	owie e	0'0					0.0	0	0	0	0	0	0	0	0		0										0	0	0						0	0	0	0	0	0,0	0	0	0	0	0	0	0	0	0				0	0	o	0	0	0						0'0		0			5	000				8
Extracts in Extraction of the ray works	Į	0'0				0'0	000	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0,0	0.0	0.0	000	000	1	1	1	0.0		0.0	0.0	0.0	000	00	100		1	0.0	0.0	0'0	0,0	0'0	0'0	0'0	0'0	0,0	0,0	0,0	0,0	0,0	0'0	0,0	000	000	0.0	00	0,0	000	0'0	0,0	0,0	000	000	000	0.0		0.0		0'0		0,0	0,0	0.0	0'0		0,0	
Price	0.0	0'0		0,0			000		0'0			0'0	0,0	0,0		0,0	0,0	000	000	1	0,0	1	1	1	00	0.0	0,0	0.0	0.0	00	00	00	000	000	0.0	0.0	0'0	0'0	0'0		0'0	0,0	0,0	0'0	0,0	0,0	0,0	0,0	0,0	0,0	000	100	0'0	0,0	0,0	0,0	0,0	0,0	0,0	000	200	000	1	0,0	0,0	000	0,0	000	0'0	00	0,0	0,0	0,0	8
Norman	-	5,5		0,1		8	0'00			1,0	_		1 0,3	3,2,2		0,1	0,2	0,0	000	0,0	400		000	0.0	4.4	0.0	0.4	3,2	8.4	200	623	734 0	0 00	1 1	1,9	23.9	1,8	2,5	4,3	3,0		4,3	3 4,2	3,5	3 0,2	5,6	3,8	2,3	12,3	12,0	3.0	000	2,3	1 0,2	100	0'0	0,0	0,1	2000	200,0	0 +	0.0	0.1	0.7	1,5	100	1,4	0,3	777	1.2	0,2	9'0	9 0,2	0
Date of text payment	26.06.202	31-05-2023	31-06-2023	31-05-2023	26-05-2023	31-05-2023	24-04-2023	30-06-2023	30-06-2023	31-05-2023	31-05-2023	28-04-2023	25-05-2023	15-12-2023	22-06-2023	22-06-2023	22-06-2023	22-06-2023	22-06-2023	10-07-2023	10-07-2023	18 07 200	18-07-2028	31-03-2028	18-07-2023	31-06-2023	31-05-2023	21-07-2023	22-08-2023	24.04.202	25-19-2028	26.19.202	30-04-2028	34-05-2028	31-05-2023	12-10-2023	22-06-2023	31-05-2023	31-05-2023	15-08-2023	22-06-2023	31-05-2023	31-06-2023	15-08-2023	18-07-2023	21-07-2023	15-08-2023	19-10-2023	31-06-2023	18-07-2023	15-08-2023	20-11-2023	11-07-2023	24-04-2023	24-04-2023	24-04-2023	24-04-2023	25-05-2023	22-06-2023	84 06 300 8	31-00-2020	24-04-2023	26-06-2023	09-06-2023	18-07-2023	24-04-2023	30-06-2023	09-06-2023	31-05-2023	28-04-2023	24-04-2023	09-06-2023	24-04-2023	
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Approved of			=100							2010																					1972 0023	1972.0023	lot kill och		200						033													22		29							93						5.04	Asc				6
orrbrick price	1.0	5,5	1,6	100	0'0	327,1	0,00	6,0	0'0	0,4	0'0	9,6	6,0	2,7	2,4	0,0	000	000	000	000	000	000	00	9.0	5.4	9.0	0.4	3,2	6.4	2.0	0.0	0.0	99.0	++	1.9	23.9	1,8	2,5	4,3	3,0	0'9	4,3	4,2	2,5	0,2	9'9	8,8	2,3	12,3	12,0	3.0	8.4	6,9	0,4	0'0	0'0	0'0	0,1	2,500	00100	200	8,0	10	9'0	1,5	0,1	1,2	0,3	1,7	4.2	0,2	0,4	0,2	
Confincted	97	4,5	1,6	1,0	0'0	265,9	7.0	1.0	0'0	6'0	0'0	4,5	0,2	2,2	1,9	0'0	0'0	0'0	0,0	0'0	000	000	000	50	44	9.0	0.4	2,6	8.4	9.0	00	0.0	P 68	1++	1,6	19,5	1,4	2,0	3,5	2,5	4,9	3,5	3,4	2,0	0,1	4,6	3,1	1,9	10,0	200	9.0	8.4	4,8	6,0	0'0	0'0	0'0	0,1	2,7	3.5	0,4 4.5	0.10		0.5	1,2	1,0	6'0	6,0	172	0,0	0,2	6,0	1,0	
ŧ	13-03-2023	01-03-2023	02-03-2023	01-03-2023	01-03-2023	20-03-2023	06-03-2023	01-03-2023	01-03-2023	01-03-2023	01-03-2023	13-03-2023	01-03-2023	14-03-2023	31-03-2023	31-03-2023	31-03-2023	31-03-2023	31-03-2023	17-03-2023	17-03-2023	47.09.0009	47-03-2023	13-03-2023	13-04-2022	21-03-2023	15-03-2023	13-03-2023	13-03-2023	10-03-2023	29-08-2023	29-08-2023	93-03-5053	24-02-2023	04-04-2023	05-06-2023	21-03-2023	04-04-2023	04-04-2023	05-04-2023	05-04-2023	06-04-2023	06-04-2023	15-03-2023	04-04-2023	04-04-2023	14-03-2023	10-03-2023	31-03-2023	08-05-2023	13-02-2023	16-05-2023	16-03-2023	13-03-2023	13-03-2023	13-03-2023	13-03-2023	23-03-2023	16-03-2023	17-04-2023	10-03-2020	10-03-2023	23-03-2023	14-03-2023	24-03-2023	14-03-2023	14-03-2023	14-03-2023	13-03-2023	14-03-2023	14-03-2023	14-03-2023	14-03-2023	
Continct	0903 - Anuletino corta reiva nama Ri de Leida	10013210-Prestação de serviços de Viglânda e Segurança — Granja Norte PIN km 320+704	10013211-Auguer de shutte para apolo à equipa. IP em Marraquexe, de 6 a 10 de março 2	10013212-Transporte e recolha de residuos não valorizaveis - Pheus Evora 01-03-2/023 10013213 Amiliaria de 2 planas de vitrocorántes nara as instalaciões avriais de Aweiro (Cer. 01-03-2/023	de 2 placas de vitrocerámica para as instalações sociais de Aveiro (Oer	i da "Prestação Integrada de serviços de cobrança de portagens no 1P4	of employed the amplies of MAFE.	de equipamentos eletros para as instalações sociais do Cornando e C:	10013219-Aquisção de equipamentos elétroos para as instalações so dais do Comando e O: 01-03-202	20-Aquisição de equipamentos elétroos para Instalações sociais da IP: 1 aquecedor 🕡 01-03-2023	i de equipamentos efetitoos para Instalações sociais da IP:1 aquecedor τ ∘	.0903 Aquisição de Telas para reparação de sinalização	o de 1 forno elétrico portátil para as instatações sociais do domitiório de 🤇	10013223-AD 14220903 Aquisção de equipamentos e terramentas para as Bigadas de inte. 14-03-2023	i de equipamentos para apobi a atividade da equipa intema VGC -Entror	i de equipamentos para apolo la atividade da equipa interna VGC -Entroi	i de equipamentos para apolo la attvidade da equipa Interna VGC -Entror	10013225-74quistao de equipamentos para apoio a atividade da equipa interna 700 Entre: et de 2006	our letter our learner des recommendes de equipa mema vec -empr	Autralian equipariemos morniorização de energia	Aquista o equipamentos nominar cação de energia	Administration equipments most the most cages of emerging	Aguidade equipementes montterbación de enemb	odo de calva em acrillos naras o centro de linsne cina subaquatoas	de adtudicação de prestação de servido de Calerino para eventos de m	do Guino de Perfes para a Avallacão dos Impacha das Alleraciões Cir	10013231-Deslocação a Parts reunião UIC GT E8ET de 28 de marco de 2023	.0902 -Aquisicão de Mangas de Vento, Bases para Flat-Cones e tripés -	0902-ENI 109. Km 1354580 - Instalação de Sistemas de Retenção Rod	ADDRODOR - Analdeia de cimenta - GRD	CORREDOR EVORA CAIA - FORNECIMENTO - ET S SI IRSISTEMA	10043240-GSMAP - CORREDOR EVORA CAIA - FORMECIMENTO - ET 8 SI BSIST EM/	PACESDINED DATA ASSISTENCIA TECNICA 2029	Destocação a Budaneste - 21 a 23 de marca de 2003 - Enn e Francisco a se Car 24-02-2009	M Bobadela - Reparação de avaria no turbo - Katnar 457	o de placas antiencandeamento e respetivos acessortos para as Pivauto	0903 Reparação de Iluminação Rodoviária - ENB e IC10.	10013250-T M Bobadela - Revisão 250 horas - Kalmar 458 04-04-2023	10013251-T M Bobadela - Reparação de travão de parque - Katnar 457	 De smontagem e montagem de statema embarcado manutenção VME 	- Aquistção de auriculares CCO Lisboa	dela - Reparação sistema Injeção - Kalmar 458	dela - Substitução de juntas, coletor e Injetor - Kalmar 458	o de Serviço para execução de hispeção e diagnóstico da estação da Ca	10013258-Reparação de jante de medição de atitio 04-04-2023	dela - Substitução de joystok - Kalmar 457	jões - Bisalos complementares TP1	0902 - Formechmento da bala de fecho da estrada Manteigas EN 338- GI	i de Serviços Lindicos de Aegações no processo IVA 659/20 2 BEALM	ao Auto antigao de peças de caixa de transferencia da maquina gratoria i	10013267-740IISgau de Lettiticados Ligitais Lutalificados-Pfotisacinais 10013288: AD13290601 - Substitucão do Armádo Cadrolador SI AT no Saloma Semaforis: 13-02-2023	de tes contentres marillims	de Residuos Solidos Urbanos - 2023	0009 - Aquisição maleriais para as Brigadas de Intervenção	10013271 - AD17230009 - Aquisição materiais para as Brigadas de Intervenção		0009 - Aquisção materiais para as Brigadas de Intervenção	n em viatura - Danos a terceiros - Matricula 33 -SN-38 (GC2 023 REC002	As - Estação Faro - Manutenção Cometiva instrucentarias	10013259 - CABOS SCBNWAXINGS - Adultigate de Set Moste Consultina de Ajuna abilitar. 17-64-202. 10013978 De dacão de sendos de Abilitada e Securanos — Cranto Metro Dicina 30,04704 - 10-03,000	o de sel vigos de vigitatida e seguitatiga - Granja Notre: PN MH 520+7 d4 - 10-03-202. - Antildocio de Materiale Diversos para Trahalhos a Bealloar pelas Bi - 11-13-03-0009	- A unação de redecida Diversos para Habanias a redicar pelas bi - L	para de para Montra de cara majora para para para para para para para p	ao da vietura 35-JN-58	de Ligação à Rede do Sistema Semafórico localizado r	Manutenção da viatura Mercedes 08-GN-11	-8.2	-Manutenção viatura UNIMOG 54-20-RZ	19902-EN222, Km164+190 - Colocação de Guardas de Segurança Mer	10013297-KBITIOGROUGE CADAVET DE BIIITRE ENZOZ 10013299-Manufencia da Viatura 56-FM-20	alo da vistura 73-HR-91	10013302-Manufenção da Viatura 34-DT-80		
Auskuop		ш			930	PT508677688 10013215-Aquisição d	PT504192779 10013218-Aquispão d	PT501345930 10013219-Aquisição d	PT501345930 10013219-Aquisção d	1001323	1001323		PT501345930 10013222- Aquisção o				PT507342950 10013225-Aquisção d	Prioritation 10013225-Aquispao d	Pribotatages tootsoos of the	F1304741266 10013220-A1-ENE	P1504741256 10013226-A1-ENE - A	TO DESCRIPTION OF THE PARTY AND THE PARTY OF	10013226-AT-ENE	PT501670815 10013297-Fornecimen	PT513930965 10013228-Pmoosta de		PT501313915 10013231-Deslocação	PT500223297 10013236- AD062206	10013237-	40043238	PT507834783 10013240-GSM4R - C		Ι.	8768	10013247	10013248	10013249	PT508223652 10013250-T MBobade	PT508223652 10013251-TMBobade	PT613742673 10013262-AT-T EL - D	PT510944400 10013253-AT-TEL->	PT508223652 10013254-T MBobade	PT508223652 10013255-TMBobade	PT502001364 10013256-Prestação o	PT503706701 10013258-Reparação	PT508223652 10013261-TMBobade	PT514750901 10013262- SST Pegö	II	P1510780962 10013265-Aquisção d	P1502330462 10013265-Reparageo	P1503150371 10913267-Aquisigao d	dia		PT502912898 10013271- AD172300			PT502912898 10013271-AD172300	PT506406636 10013272-Pertageme	P1500266743 10013274- L. Againe	40043279-CABOS	7284 40043279-AD2028-2	100132789-Pre-dacar	3283-Perfacen	10013284-Manuteno	10013285 - AD132	10013286-Manute	10013287-	10013289	10013292	P1501471880 10013299-Menulence	10013300		PT508684455 10013303-Substitução	

Other worth, notating under	0'0	0'0	0.0	0'0	0,0	0,0	0,0	0'0	00	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0,0	0,0	n'n	0'0	000	000	000	0'0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	000	0'0	0,0	0,0	000	0'0	0,0	0'0	0'0	0'0	0,0	0,0	0'0	0'0	0,0	0,0	0,0	0'0	0'0	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0
Worn to	0.0	00	0.0	0'0	00	0.0	0'0	n'n	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	00	000	d'o	000	00	000	000	00	00	0.0	0.0	0,0	0.0	0.0	0.0	0.0	00	0,0	000	0.0	000	000	0.0	00	0.0	0.0	0.0	00	000	0'0	0.0	00	000	000	0.0	0.0	0.0	0.0	00	n o	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ratingly payn draontha	0.0	000	000	00	000	0'0	0'0	nn o	0.0	00	00	0'0	o'o	00	o'o	0'0	00	0'0	00	00	00	g'o	000	do	000	000	900	000	1	00	00	0.0	00	0'0	0'0	0'0	0'0	00	000	000	000	00	300	90	00	0'0	0,0	000	00	90	go.	g/o	000	000	8	0'0	ďο	00	ďο	000	80	8 8	00	98	0'0	0'0	0'0	0'0	0'0	00
Price E	0.0	0'0	0.0	0.0	0.0	0.0	0.0	n'n	0.0	00	0.0	0'0	ďo	0'0	ďο	0.0	0.0	0,0	0.0	0.0	0'0	00	000	d'a	0.0	00	00	00	00	00	0.0	0.0	0'0	0.0	0.0	0'0	0.0	0'0	0'0	0'0	do o	000	000	00	00	0,0	0'0	0.0	00	000	0'0	0.0	00	000	00	0.0	0.0	0'0	0.0	00	000	00	0.0	00	0.0	0.0	0'0	0.0	0.0	0,0
Normal Works	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0,0	0'0	0'0	0,0	000	0'0	0,0	000	000	000	00	0.0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	0.0	0'0	000	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	000	0'0	0'0	0'0	0'0	0'0	0'0	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0
Other work, Inding under	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0/0	000	0.0	0,0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	00	0'0	000	000	000	00	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	000	000	000	0'0	0,0	0'0	0,0	0,0	000	0,0	0'0	0,0	000	000	0.0	0,0	0'0	0'0	0,0	0,0	000	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0
Won to	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0/0	000	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0,0	0'0	000	00	0,0	000	000	0.0	00	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	00	000	000	00	0.0	0,0	0'0	0,0	0,0	0.0	0'0	0'0	0,0	000	000	0.0	0,0	0'0	0'0	0,0	000	000	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0
smoothin to y	0.0	00	0.0	0.0	00	0'0	0'0	000	0.0	0.0	0.0	0.0	0,0	0.0	0,0	0.0	0'0	0.0	0.0	0.0	0'0	00	000	n'n	000	000	00	00	00	0.0	0.0	0.0	0,0	0.0	0,0	0'0	0.0	00	00	000	000	00	0.0	0.0	0.0	0,0	0.0	0,0	00	00	0,0	0.0	00	000	00	0'0	0.0	0'0	0.0	00	o'o	00	0.0	0.0	0'0	0'0	0.0	0'0	00	00
Price Ed	0.0	00	0.0	0'0	00	0.0	0'0	d'a	0.0	00	0.0	0'0	0'0	0'0	0'0	0'0	0.0	0,0	0.0	0'0	0'0	0'0	000	ďa	000	000	000	000	00	00	0.0	0.0	0,0	0'0	0.0	0'0	0.0	0'0	00	000	000	000		0.0	0.0	0'0	0'0	0.0	00	000	0.0	0.0	00	000	00	0.0	0.0	0'0	0.0	00	800	00	0.0	0.0	0'0	0,0	0'0	0.0	0'0	0'0
Morrad Vortes	6,1	0,3	9.0	8'0	123.3	2'0	6,0	8,0	0,4	0.2	0,4	4,1	1,0	6,0	0,2	1,3	1,0	0,2	0,2	0,4	2,0	0'0	200	100	80	000	200	800	10	6.5	0.2	0.1	1,0	0'0	0'0	1,0	6,0	0,2	2,0	6,0	0,0	0.0	0.4	27.3	1,8	2,6	0,2	9'0	6,4	0,0	0,4	1,4	9'0	700	1.4	1,0	0'0	3,0	0'0	6,9	800	0.4	0.3	0.0	0'0	0'0	0'0	0,2	3,5	8,8
Date of 16t payment	08-12-2023	08-12-2023	08-12-2023	08-12-2023	25-12-2023	31-05-2023	22-08-2023	29-09-2023	24-04-2023	24-04-2023	24-04-2023	09-05-2023	31-03-2023	31-05-2023	24-04-2023	11-07-2023	24-04-2023	24-04-2023	24-04-2023	24-04-2023	28-04-2023	24-04-2023	31-03-2023	24-04-2023	28-04-2023	24-04-2023	84-08-30-38	31-03-2023	24-04-2023	17-11-2023	31-03-2023	11-07-2023	24-04-2023	22-06-2023	31-03-2023	24-04-2023	21-07-2023	24-04-2023	24-04-2023	24-04-2023	24-04-2023	48.07.3038	13-07-2023	30-06-2023	30-06-2023	30-06-2023	08-12-2023	08-12-2023	31-05-2023	46-08-2023	30-06-2023	30-06-2023	30-06-2023	30-06-2023	29-03-50-53	24-08-2023	24-08-2023	24-08-2023	24-08-2023	31-05-2023	27-04-2023	31-08-2023	31-08-2023	31-08-2023	31-08-2023	31-08-2023	31-08-2023	26-05-2023	29-09-2023	11-07-2023
of the Audit	7				17-10-2023																																																																	
Approvate Registerno.					1640/2023		923											330		SA:	W2:																																																907	
Contract price	48	0.0	0.0	0.0	939.0	90	0.4	70	500	0.2	0,4	12	60	0,2	0,2	12	0,3	0,1	0,2	V0	0,2	00	700	10	200	do.	9 40	80	0.1	69	0.2	0.1	10	0.0	0.0	1,0	6,0	0.5	11	d'e	200	n e	700	27.3	45	ďο	10	0,0	4.9	000	3,0	0.0	Q o	000	4	3,1	0.0	0.0	ďο	6,0	200	900	90	00	00	0.0	ďο	0,2	3,5	3,8
Contracted	3.9	00	00	0'0	0.880	90	0,3	70	0.4	0.2	0.4	6'0	1,0	0,2	1,0	1,1	0,1	0,1	0,1	0,3	0.2	00	200	d'o	800	00	0.0	96	0.1	0.9	0,1	0.1	10	0,0	0.0	0.0	0,3	0.2	1,4	60	200	27/2	60	22.2	3.6	0.0	9.0	0.0	4,5	0.1	2,4	0.0	0,0	80		2.8	0.0	0.0	0,0	48	240	00	00	0.0	0'0	0.0	0,0	0,2	2,9	8,1
ą.	13-07-2023	13-07-2023	13-07-2023	13-07-2023	28-07-2023	10-03-2023	10-03-2023	12-05-2023	10-00-2023	10-03-2023	10-03-2023	15-03-2023	10-03-2023	10-03-2023	10-03-2023	10-03-2023	10-03-2023	10-03-2023	10-03-2023	10-03-2023	10-03-2023	10-03-2023	10-03-2023	10-03-2023	10-03-2023	10-03-2023	40.03.2023	10.03.2023	10-03-2023	23-03-2023	10-03-2023	10-03-2023	10-03-2023	14-03-2023	10-03-2023	10-03-2023	10-03-2023	15-03-2023	14-03-2023	10-03-2023	15-03-2023	17-03-2023	02-02-022	02-08-2023	20-03-2023	20-03-2023	09-05-2023	09-05-2023	23-03-2023	19-05-2023	20-03-2023	20-03-2023	20-03-2023	20-03-2023	02-02-2023	16-06-2023	16-06-2023	16-06-2023	16-06-2023	30-03-2023	28-03-2023	02-00-2020	02-05-2023	02-06-2023	02-05-2023	02-06-2023	02-05-2023	30-03-2023	16-06-2023	24-03-2023
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Contract					1001330 2-Adjantento para Fibel Casas com Espita - 13/02/2023 a 24/02/2023 10013308-1. LESTE - ESTAÇÃO DE ELVAS - AUMENTO DO COMPRIMENTO DAS PLAT 28-07-2023	1/02/2/023	/2023	12-U5-2U23 1U013311-Aquisigao de cavima de aço 12-U5-2U23 1U013311-Aquisigao de cavima de aço 12-U5-2U23 10-2U23 10-2U	NA COOL	24.02/2023	10013315-Aolamento para H. Santos - 15/02/2023 a 24/02/2023	io coberto pek	2,2023	53		3	23	B 24/02/2023	7202	a 24/02/2023	023	200	90000	2023	53	27077	00	80000	2,0003	ROLLTOSDE	17,02/2023	10013340- Aotamento para Hotel Francis – 14/02/2023 a 16/02/2023	23		23	272023	023			023	op a colored do	100 13351- Call agenzação da fuminancia em postos de tradano nos cermos de Comendo C. 17-4-3-202. 406 1986 - Jouetico do tris nosal nora nosadom do cabos obstitos.	200	100 13354-1 M Gudadeta - Fluidingalitatio do auguel de contribaso. 100 13355-1 M talxières - Renaración de equipamento de carda emitesulado de anomala no - 02-06-2023					uminosas a Fr	UITMOSAS A FI	100 1336 2- Aquisição de equipamentos de elevação de atnados a RF-CEN	R-CEN	F-CEN	A-CEN		trátil	tratti	tratil	trátil	0	CADAS PELA	100 13369-Adulation de paratisos categos comporta de ago garvantado into	antzado Anox	ngadownox	antzado Anox	antzadovnox	antzado Anox	I - Vila Verde o		100 13378-Fornecimento de Molduras para Antenas dos VME
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	10013304-Aquisição de sinais vertoais de catenária	inals verticals	100 1330 4- Aquisição de snais vertoais de calendra	10013304-Aquisição de sinais vertoais de catenária	STACAODE E	a Hotel Dorm	a Hotel Aam	avina de aço	a H Pamue	a H. Cuntal	a H. Santos	Matura 34-D	a H. Sr. a do	a H. Trovado	a H. Veletro -	a H. Versattle	10013323-Alojamento para Hotel Cardal	a Hotel Collin	10013325-Alojamento para Hotel D. Femi	a Hotel D. Lu	a Hotel D. N.	a Hotel Dura	a H. via Non	a H. Ca do F	a R. D. Carlo	a R. Sulai o.	TOTAL NOTE IN	State of	ES ARS II	TOPOGRA	a H. Stav Pol	a Hotel Franc	10013341-Alojamento para Hotel Imperial- 13/02	e vialuras 24-	a Hotel Impér	a Hotel José	a Hotel Lustfa	martelo demo	Matura 47-10	a Hotel Mero	mare to demo	to be ad par	Prolondame	Reparação de	qubamentos	qubamentos	rmmate ligad	rminal e Ilgad	- Formedmen	- Formednen	dup amentos	qubamentos	dubamentos	Mahira 17. Ib	100 1336 4. Auntificia de sprint de polénda	minate uniã	immale uniã	rmmate uniã	immate uniã	100 13366- Serviços de Consultoria SAP	S DE SOCO	aratisos cab	arafusos cab	aratusos cabe	arafusos cabe	aratusos cabe	arafusos cabe	ntfário para P	arregador fer	de Molduras p
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	payment	25-05-2023	20-10-2023	09-06-2023	25-05-2023	22-06-2023	31-05-2023	17-10-2023	24-04-2023	31-07-2023	18-07-2023	30-06-2023	09-06-2023	24-04-2023	24-04-2023	24 00 2023	22-06-2023	25-05-2023	22-06-2023	28-04-2023	6	05-05-2023	00-00-5053	20 04 20 20	20-12-2023	29-09-2023	31-05-2023	25-05-2023	31-05-2023	09-08-5023	00-00-00-00	09-06-2023	09-06-2023	09-06-2023	20-11-2023	25-05-2023	31-05-2023	25-05-2023	22-06-2023	30-06-2023	25-05-2023	25-05-2023	31-05-2023	20-10-2023	28-04-2023	11-07-2023	32 06 30 38	22-06-2023	22-06-2023	22-06-2023	09-06-2023	22-06-2023	24-04-2023	24-04-2023	22-08-2023	24-04-2023	21-07-2023	44 06 3033	28-64-2023	30-06-2023	28-04-2023	24-04-2023	28-04-2023	28-04-2023	28-04-2023	24-04-2023	28-04-2023	18-U/-2U23	28-04-2023	
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		minut price	23.9	0'0	0'0	9'0	1,5	0,0	0,1	1,0	6'0	10,6	0,1	1.4	00	1.4	10	0.4	9.0	202,3	6,9	8'0	0,2	3,8	0,2	0,1	2,0	- 0	1,0	-	80	0,0	10.1		100	00	0.0	0'0	0'0	0.0	0'0	0'0	0'0	0,0	0'0	5,0	000	00	0.0	0'0	0'0	0'0	0,4	20	6,0	0,1	1,8	6,4	100	5,5	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	0.2	0'0	1,6	0,2	0,2	0,1	0,1
	The second second	Amount Co.	59.6	0'0	0'0	0,4	1,2	0,0	1,0	1,0	6'0	9,5	1,0	1 + +	000	4.0	80	0.3	0.4	164,5	4,8	8'0	0,2	3,1	0,1	0,1	2,0	0.0	8,0	1	6.0	4,0	15.6	+ 0	0.0	0.0	0.0	0,0	0,0	0'0	0'0	0'0	000	0,0	000	8,4	000	000	0.0	0'0	0'0	0'0	8,0	t 90	0,2	1,0	1,7	0,2	0.0	4,5	0'0	0'0	0'0	0'0	0'0	000	000	000	0,2	0,0	1,5	0,2	270	1,0	1,0
			22.06.2023	22-06-2023	22-06-2023	14-04-2023	21-04-2023	11-05-2023	17-04-2023	22-06-		28-08-2023		26-04-2023	96.04.9099	17.04.2023	17-04-2023	26-04-2023	27-04-2023	05-07-2023	28-04-2023	03-05-2023	04-05-2023	13-04-2022	20-04-2023	20-04-2023	20-04-2023	20-04-2023	20-04-2023	20.04-2023	90.04.3039	20.04.2020	96.06.3039	97.04.3039	08.05.2023	08-05-2023	08-05-2023	08-05-2023	08-05-2023	08-05-2023	08-05-2023			- 1	- 1.	27-04-2023	27-04-2023	27-04-2023	27-04-2023	27-04-2023	27-04-2023	27-04-2023	27-04-2023	20-04-20-3	20-04-2023	27-04-2023	20-04-2023	21-04-2023	20.04.2023	28-04-2023	28-04-2023	28-04-2023	28-04-2023	28-04-2023	28-04-2023	28-04-2023	28-04-2023	28-04-2023	21-04-2023	21-04-2023	F 28-04-2023	21-04-2023	21-04-2023	21-04-2023	21-04-2023
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	COMMISSION OF THE PROPERTY OF		10013656 - Amilitizão de Intraestrutura 6411 - 1 Controladora e 50 Acoses Points	10013656 Aquistção de Infraestrutura Min - 1 Confroladora e 50 Access Ponts	10013656-Aquisição de Intraestrutura MII - 1 Controladora e 50 Access Points	10013657-Subsituição dos pneus viatura 17-IN-37	10013658 - Aquisição de 10 Estantes Metalicas destinadas RF-CEN	100 Jobok-Aquistato de 61 allinetes de tutro e de 42 allinetes de plata, corremorativos dos 4 - 11-05-3	10013666-Manutenção viatura 40-IN-35	10013667-Destocação a Budapeste/Hungrla, de 6 a 9 de junho de 2023. Eng.º "bão Figueir 22-06	10013668-Destocação a Bruxelas, de 19 a 20 de sebritoro de 2023 - Martno Faustino	10013870-MON TORIZAÇÃO DOS CAMPOS EL ETIACOS E MAGNETICOS NAS SUBES	10013671-Danos no Velculo de substituição 09-ZP-43	40043673-Certificados de Assinatura Diotal Gualicada de Bennesembrão	40043873 Cofficados do Academica Digital Cualificada do Representação	10013674 and e-sociations are replicated by the Contract of th	10013677-Ag. de Colte e-Break para dia 18 de abril para a realización das 2as, brinadas Ter	10013878 -Attouer Santfarto para Praca Portagem A24 (Transports)	10013680-Destocação ao Funchal 24 a 01 luho. Eng a Claudia Carvaho	10013684-Aguistaio de servicos de parqueamento de AV 2023 - Contratosfornedmentos F 05-07	10013685-Avallação da badéria Legionella IP 2023	10013687-Deslocação ao Estrangeiro para Participação do Eng.º João Hetor no EUROC S	10013688-Aquisição de Serviços de Calibração - 1 Megaohornmetro	10013689 - Proposta de adjudicação para aquisição de serviços para Culz - Encontro de coli	10013691 - Alojamento para Hotel Porto-Mar - 11/04/2023 a 12/04/2023	10013592-Atojamento para Hotel Santos - 05.04/2023 a 14/04/2023	10013683-Manufancao da Matura 35-LN-58	TOUR SOSAN-MUSICINE DATA THE STATE INVESTMENT AND ASSOCIATION OF A SOCIATION OF A	10013083-Attgated para Hotel Vale to Coa = 107042023 at 14042023	10013090-AttyAment para Hotel Veet 0 = 1704/2023 d 1504/2023 40043607-Africament para Hotel Versalle = 03/04/2003 a 06/04/2003	40043808. Administration do statute 02. 44. 864	10013030 Walluction of Main a 22 41 3W	10010200 Augustion parameter various = 350042020 a 127042020				10013704- AT-ENE - Reformulação de enerolas na SET Entrancamento CTC	10013704- AT-ENE - Reformulação de energias na SET Enfroncamento CTC	10013704- AT-ENE – Reformulação de energias na SET Enfroncamento CTC	10013704- AT-ENE - Reformulação de energias na SET Entroncamento CTC	10013704- AT-ENE - Reformulação de energías na SET Entroncamento CTC	10013704 - AT-ENE – Reformulação de energías na SET Entroncamento CTC	10013704: AT-ENE - Reformulação de energías na SET Entroncamento CTC	10013704- AT-ENE – Reformulação de energias na SET Enfroncamento CTC	10013704- AT-ENE - Reformulação de energias na SET Entroncamento CTC		10013/05- AT ENE - Aquistao melenas para reparado e compurado de equipamentos anos os contractos de sentencido de	10013705 - AT-ENC - Aquistato indicidas para reparação e configuração de equipamentos -	10013705 - AT-ENE - Aguistato materials para reparacão e configuração de equibamentos	10013705 · AT-ENE – Aquistção materiais para reparação e compuração de equipamentos 27-04-	10013705 - AT-ENE - Aquisição materiais para reparação e configuração de equipamentos	10013705 - AT-ENE - Aquisição materiais para reparação e configuração de equipamentos	10013710 Aquistad de argamassa estrutral NHL 40040744 Distriction of a posterior of the contract of the contra		10013713 - Alolamento para Hotel Stay H. Evora – 03/04/2023 a 14/04/2023			10013717 - Alojamento para Hotel D. Femando - 03,04/2023 a 04/04/2023		10013720-Aquisição de coletes Ata Visbilidade	10013720 Aquisição de coletes Ata Visibilidade	10013720-Aquisição de coletes Ata Vistbildade	10013720-Aquisição de coletes Alia Visibilidade	10013720 Aquisição de coletes Ata Visbildade	10013720-Aquisição de coletes Ata Visbildade	10013720. Aquisição de coletes Ata Visbildade	10013720-Aquisição de coletes Ata Visbilidade	10013/20-Aquistato de caletes Ata Visbilidade	10013722-Alolamento bara Casas com Estória - 10.04.2023 a 14/04.2023	10013723 Alojamento para Hotel Bejense - 05/04/2023 a 06/04/2023	10013724-Deslocação a Colonía 30/05 a 01/06/2023 - Engº João Morgado + Eng.ª Marta F 28-04-	10013725-Atojamento para Hotel Colina dos Mouros - 04.04/2023 a 13/04/2023	10013728 Alojamento para Hotel D. Luis Colimbra - 05/04/2023 a 14/04/2023	10013727 - Alojamento pra Hotel Durão - 03/04/2023 a 04/04/2023	10013728 - Alojamento para Hotel Eden - 10.0 4/2023 a 11.004/2023
	TOTAL STREET,	A STATE OF THE STA	PT514695943	PT514695943	PT514695943	PT243950136	PT510268480	PT126465304	PT502 418648	PT510144160	PT510144160	PT500417660	PT502167610	PT503150371	DT608450974	PT501389660	PT513930965	PT508689685	PT501313915	PT503038113	PT501427511	PT501313915	PT502451033	PT513980563	PT501152822	P1102220867	V15000015317	P1505001514	P1503462490	PT504584424	DT168308760	DT500500540	ESBSA6793AA	DT508 408838	DT505811480	PT505811480	PT505811480	PT505811480	PT505811480	PT505811480	PT505811480	PT505811480	PT505811480	PT505811480	PT505811480	P1509856209	P1509856209	PT509858209	PT509856209	PT509856209	PT509856209	PT509856209	PT516765302	PT504355899	PT510616640	PT510816640	PT510616640	PT513290958	PT510616640	PT510823416	PT510823416	PT510823416	PT510823416	PT510823416	PT510823416	PT510823416	PT510823416	PT510823416	PT500438676	PT503584835	PT501313915	PT501955437	PT500995168	PT501919007	PT900976934

2023 Annual Report



III Budgetary Statements and Attached Notes

i	Other work,	Work	0'0	0'0	0,0	0,0	0'0	0.0	0'0	0'0	000	0'0	0'0	0'0	0'0	000	0,0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	00	0.0	0'0	0'0	0'0	0'0	0,0	00	0'0	0.0	0,0	0'0	0'0	00	00	0,0	0'0	0'0	0'0	00	0'0	0'0	0'0	000	0'0	0'0	0'0	0.0	0,0	0'0	0,0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0
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armitethy e po	Edraordina	ry works	0'0	0'0	0'0	0'0	0'0	0'0	0.0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	000	0'0	0'0	0'0	0,0	000	0.0	0'0	0'0	0.0	0'0	0'0	000	00	0.0	0'0	0'0	0'0	000	00	0'0	0'0	0'0	0'0	00	0'0	0'0	0,0	0'0	0'0	000	0'0	0.0	0'0	0'0	000	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0'0	0'0
•	Pelce	revision	0'0	0.0	0,0	0'0	0'0	0,0	0'0	0'0	000	0.0	0'0	0'0	0'0	000	0'0	0'0	0'0	000	0.0	0'0	0'0	0'0	000	0.0	0,0	0'0	0,0	0'0	0'0	000	000	0.0	0,0	0'0	0,0	000	0.0	0,0	0'0	0'0	0'0	000	0'0	0'0	000	000	0'0	0'0	0'0	0.0	0'0	0'0	0,0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0,0	0'0
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ments in the	drawnin	ny works	00	00	00	0.0	0'0	00	0.0	00	0.0	00	0.0	0'0	00	000	00	0,0	0'0	00	0.0	0.0	0.0	00	000	00	0.0	0.0	0.0	00	00	000	000	00	0'0	0.0	0'0	000	00	00	0.0	0'0	00	000	0,0	00	0'0	00	00	0.0	00	00	00	00	00	0.0	0'0	00	00	0'0	00	00	0'0	00	0'0
Pas	Piles	revision	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0.0	0.0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	0,0	0'0	0'0	0,0	000	0'0	0'0	0'0	0'0	0,0	0'0	0,0	000	0.0	0'0	0,0	0'0	0.0	0.0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0
	Normal	Works	1,3	0,1	8,0	6,0	1,0	17	1,4	1,0	0.4	24.6	2,8	0,7	0,2	0,0	1,6	1,1	7,2	1,0	6.0	2'0	1,4	2,0	0.0	0.0	0'0	8,8	1,2	1,0	8'0	100	000	8.0	0,4	0,2	0,2	0,0	0.2	0,2	2,7	0,2	0,4	000	0,1	2,7	0,2	50	0,1	0,1	0,2	5	1,0	0,1	1,0	0,1	2'0	10	1,0	0,1	0,1	0,1	9'0	8'0	6,1
	Date of 1st payment	The second	11-07-2023	26-06-2023	22-08-2023	31-05-2023	31-05-2023	31-07-2023	22-06-2023	17-11-2023	34-05-2023		31-07-2023	09-06-2023	22-06-2023	28-07-2023	22-06-2023	22-06-2023	20-12-2023	30-06-2023	26-05-2023	14-09-2023	21-07-2023	17-11-2023	47.44.5859	08-12-2023	17-11-2023	20-10-2023	29-09-2023	29-09-2023	29-09-2023	20-08-2023	28-08-5053	29-09-2023	29-09-2023	29-09-2023	29-09-2023	20 70 70 70 70 70 70 70 70 70 70 70 70 70	29-09-2023	11-07-2023	29-09-2023	29-09-2023	29-09-2023	29-09-2023	22-06-2023	15-08-2023	22-06-2023	22-06-2023	22-06-2023	22-06-2023	22-06-2023	11-07-2023	90	22-06-2023	22-06-2023	22-06-2023	30-06-2023	30-06-2023	31-05-2023	31-05-2023	31-05-2023	09-06-2023	22-06-2023	31-07-2023	22-08-2023
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	and order	Distriction of the last	1,3	10	m 0	0.3	1,0	3 2	4.	1,0	100	24.6	2.B	90	0.2	47	2.7	0,0	47.8	1,0	6.0	2'0	4.4	V 0	700	00	0,0	8,8	5,5	0.0	00	00	200	00	ďo	0.0	0'0	700	000	0.2	4,7	ďο	00	000	1,0	2,7	0.2	9/8	0'0	ďο	00	00	0.0	0,0	00	0.0	ďο	00	00	ďο	0.0	00	9'0	V0	1,8
	Contracted	amount	1,0	0,1	0,2	6,0	1,0	5,0	1,1	1,0	0.7	20,0	2,8	0,4	0,1	2,7	2,2	0'0	38,9	1,00	4,9	9,0	1,1	E, 0	0'0	0.0	0'0	2,7	4,5	0'0	0'0	0'0	0'0	0.0	0,0	0'0	0'0	0,0	0.0	0,2	3,8	0'0	0'0	0'0	0,1	2,2	0,2	872	0'0	0'0	0'0	0.0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	000	9,0	8'0	9,0
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2023 Annual Report



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Contrast	Object						mento das BI - Distrito de Faro	∿êdação da parcela sobrante na A23 ao km 14+300 E	10014879-7quisição de equipamentos para trabamos a realizar petas El-Listrio de Faro										0522													20.00	2000	38	38								70-68		Telecormando	séricos para instalações sociais da IP: 1 micro-ondas	slémbos para instalações socials da IP: 1 micro-ondas 11-09-202	létricos para tristalações sociais da IP: 1 micro-ondas	elétricos para instalações sociais da IP: 1 micro-ondas	10014835-Aquisição de equipamentos elétricos para instalações sociais da IP: 1 micro-ondas 11-09-2023	sletricos para instalações sociais da IP: 1 micro-ondas	Setricos para instalações sociais da IP: 1 micro-ondas	100 4835-Aquisição de equipamentos eletros para matarações sociais da IP.1 III.0 0-010as - 11-09-2022 10014835-Aquisição de equipamentos elétros para instalações sociais da IP.1 III.00-010as - 11-09-2023	eletros para instalações sociais da IP; 1 micro-ondas	10014835-Aquisição de equipamentos elétricos para instalações sociais da IP: 1 micro-ondas - 11-09-2023	10014835-/quisição de equipamentos eléricos para instalações sociais da IP; 1 micro-ondas	sietricos para tratalações sociais da IP: 1 micro-ondas	10014835. Aquisição de equipamentos elefricos para instalações sociais da IP: 1 micro-ondas 11-09-2023	ito, auministração da vacina contra a gripe sezonal 21 do focos deste Debrandino	Goletes de Att Vashillade			parelhos Boqueadores, na Empresa Maurer, na Ae	10014849-Desboação ao estrangeiro para partobação do Eng.º Hugo Serieiro em reunião 11-09-2029	rse 4 Ø33 mm, grampo de massa 250 amperes e bloc	rse 4 Ø33 mm, grampo de massa 250 amperes e bloc	10014855- AT-ENE-Reparação/Subattuição equipamento de Energia de Telecomunicações 11-09-202	Rousseau Hurlimann	10014861-Aquisição de 1 micro-ondas para as instalações sociais do Entroncamento, aretas	para as instalações sodats do Entroncamento, atetas	87-112-73	Hograna DEATP	punotor S700,720 vv, Stemens	10014866-Despicação a Duesseidorfina Alemanha do Eng.º Luis Cunha, entre os dias 25 e 22-09-2023	pATRICIS over over over over over
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Sarachelve pay Edmontine cy vrocks	8888	000	0,0	0,0	00	0'0	0,0	0'0	0'0	00	0'0	00	0,0	000	0'0	00	00	go.	000	0'0	00	0.0	00	0'0	00		000	0'0	00	0,0	00	00	00	00	0'0	00	00	0'0	00	0'0	00	00	00	0'0	000	00	000	0'0	00	0.0
Price revision 0,0	0,0	000	0'0	0'0	0'0	0'0	000	0'0	0'0	0.0	0,0	0,0	0,0	0'0	0'0	0'0	0'0	0'0	0.0	0'0	0,0	0'0	0'0	0,0	0'0	0'0	0'0	0,0	000	0'0	0,0	0'0	0,0	0'0	0'0	0,0	0,0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0.0	0'0	0,0	0'0	0,0	000
Normal Ventes 0.0	8888	000	0 0 0 0	00	00	00	00	00	0.0	00	0'0	00	000	00	00	00	00	00	00	00	00	0.0	000	00	00	00	00	00	00	00	000	00	00	00	00	g o	000	0,0	000	00	00	00	00	00	000	00	00	00	00	0.0
Other world. molding under world.	0,000	000	0'0	0'0	0'0	0'0	0,0	0'0	0,0	0,0	0'0	0'0	0'0	0,0	0'0	0'0	00	0,0	0,0	0'0	0,0	0,0	0'0	0'0	0,0	00	0'0	0'0	0'0	00	0,0	0'0	0'0	0'0	0'0	0,0	000	0'0	0,0	0'0	0,0	0'0	0'0	0'0	000	0'0	0,0	0'0	0'0	0,0
Work to Work to orman arm and and ormaniens 0,0	0000	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	0,0	0,0	0,0	0'0	0,0	0'0	0.0	0.0	0'0	0,0	0.0	0'0	0'0	0.0	0,0	0,0	0'0	0.0	0'0	0'0	0'0	0,0	0'0	0,0	0,0	00	0,0	0'0	0,0	0,0	000	0,0	0.0	0'0	0'0	0'0	0,0	0'0
Entraordina programme prog	0000	00	00	0.0	0'0	0'0	00	00	00	00	00	00	00	00	0'0	00	0'0	0'0	00	00	00	0.0	00	00	do o	00	00	00	00	0'0	00	00	00	00	00	do.	00	00	00	00	00	0'0	00	00	000	00	00	00	g o	do o
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Date of 1st prejment 19-12-2023	17-11-2023 19-12-2023 27-10-2023	19-10-2023	22-12-2023 08-12-2023	19-12-2023	19-12-2023	19-12-2023	29-12-2023	19-10-2023	19-10-2023	29-09-2023	20-10-2023	20-10-2023	29-09-2023	22-12-2023	22-12-2023	22-12-2023	22-12-2023	22-12-2023	22-12-2023	22-12-2023	22-12-2023	22-12-2023	22-12-2023	22-12-2023	22-12-2023	22-12-2023	22-12-2023	22-12-2023	22-12-2023	22-12-2023	22-12-2023	29-12-2023	19-10-2023	29-09-2023	20-10-2023	19-10-2023	08-12-2023	20-10-2023	20-10-2023	26-09-2023	19-12-2023	20-12-2023	20-12-2023	20-12-2023	19-12-2023	19-12-2023	19-12-2023	20-12-2023	22-12-2023	22-12-2023
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Object 1001-870-Aquisição de retile pop ago Ago 6,4200 mm.	1001 487 - Adeimento para te bel Atmirel Bert Clab - 21-62-2022 a GOOS - 2022 a GOOS - 400 400 500 500 500 500 500 500 500 500	1001 4876-Apparente pere H. D. Fernando = 30-08-2023 a 01-09-2023 1001 4876-Apparente para H. D. Fernando = 30-08-2023 a 01-09-2023 1001 4876-Apparente para Hobi H. D. João = 29-08-2023 a 01-09-2023	10014878-Aquisição de broca de coroa HM encalxe quición 21.85 10014879-Aquisição de serviços para avallação das questões relativas ao modelo concetual	1001 4880 - Aquisição de arame, perill U, barra e varão em aço não -ligado 1001 4880 - Aquisição de arame, perill U, barra e varão em aço não -ligado	10014880-Aquistição de arame, penill U, barra e varão em aço não-ligado 10014880-Aquistição de arame, penill U, barra e varão em aço não-ligado	1001 4880-Aquisição de arame, per⊪l U, barra e varão em aço não-ligado	1001 4882-AD 14220903- Serviços de abasecimento do lago da EN236-1 1001 4883-AD 14220903- Serviços Substituição de Coluna Iluminação EN1 Km113+44	10014886-Aojamento para H. D. Luis - Byas – 29-08-2023 a 30-08-2023 10014887. Adamento bara Hotel Carmeiro – 21-08-2023 a 34-08-2023	1001 4888-Alojamento para H. Lusifenia – 23-08-2023 a 25-08-2023	1001 4889-AD 062 20902 - Aquistção de balizas clindricas flexiveis - Coimbra 1001 4890- Aolamento bara H. Lustano - 29-08-2023 a 30-08-2023	10014891-Alojamento para H. Margarida da Praça - 21-08-2023 a 25-08-2023	1001 4892-Adjamento para H. Romba 21-08-2023 a 01-09-2023 1001 4893-Adjamento para H. S. Luls 30-08-2023 a 31-08-2023	1001 4894-Algamento para H. Samasa - 28-08-2023 a 01-09-2023	1001 4895-11 stateção 1 equipamento de relogio de ponto em Castelo Branco. 1001 4897-44usticão de Infa Ilvas, bracadeira comsertitha e vela NGK RPMRZA.	10014897-Aquisição de tina, lixas, braçadeira comsertiha e vela NGK BPMR7A	10014897-Aquisição de tinta, lixas, bragadeira comsertilha e vela NGK BPMR7A	1001 4897 - Autsiga de thia, ilxas, bragadeira compeniilla e vela NGK BPMR7A. 1001 4897 - Aquisiga de thia, ilxas, bragadeira compeniilla e vela NGK BPMR7A.	10014897-Aquisição de Inta, lixas, braça deira comsertilha e vela NGK BPMR7A	1001 4897 - Aquisição de tina, lixas, praçadeira comsertifina e vela NGK BPMR7A 1001 4897 - Aquisição de tina, lixas, bracadeira comsertifina e vela NGK BPMR7A	10014897-Aquisição de thta, lixas, braçadeira comsertiha e vela NGK BPMR7A	1001 4897-Aquisição de thia, lixas, bracadeira comsertilha e vela NGK BPMR7A 1001 4897-Aquisição de thia: lixas, bracadeira comsertilha e vela NGK BPMR7A	1001 4897-Aquisição de tinta, lixas, bra cadeira com sertilha e vela NGK BPMR7A	10014897-Aquistção de thia, lixas, braçadeira comsertilha e veta NGK BPMR7A 10014897. Zonteição do thia livas, brasadeira comsertilha e veta NGK BPM87A	1001 4897 - Aquisição de tina, lixas, braça defra com serritina e vela NGK BPMRZA	10014897-Aquisição de thia, livas, braça defra compertitina e vela NGK BPMR7A 10014897. soutetejão de tinta livas traca defra compertitina e vela NGK BDM874	10014897-Aquisição de thia, lixas, braçadeira comsernina e vela NGK BPMRZA	10014897-Aquisigão de tinta, lixas, bracadeira comserritha e vela NGK BPMR7A 10014897-Aquisicão de tinta lixas bracadeira comserritha e vela NGK BPMR7A	10014897-Aquisição de fina, lixas, braçadeira comserrilha e vela NGK BPMR7A	10014897-Aquisição de thia, lixas, braçadeira comserrilha e vela NGK BPMR7A 10014897-amietrão de thia livas brasadeira comserrilha o vela MSK BDMD74	1001 4897-74[bistato de fina, lizas, braçadetra compertifina e veta NGK BPMR7A 1001 4897-74[bistgao de fina, lizas, braçadetra compertifina e veta NGK BPMR7A	1001 4897Aquistigio de inta, lixas, braçadeira comsentiha e veta NGK BP MRZA. 1001 4897Amistigio de inta, lixas, bracadeira comsentiha e veta NGK BPARZA.	1001 4899-Aqlamento para H. Sanbs - 23-08-2023 a 27-08-2023	1001 4900-Algamento para H. Veleiro – 29-08-2023 a 30-08-2023	1001 4902-Adjamento para Inatel Abufeira – 23-06-2023 a 31-06-2023	10014903-Alojamento para inatel Caparica - 24-08-2023 a 01-09-2023	1001 4904-Aquisigao de pario de impeza em serja de arjodao 1001 4906-Aojamento para Cumtal de Alem do Ribeiro - 22-08-2023 a 01-09-2023	10014907-Alojamento para R. D. Carlos (Arade Sol) – 21-08-2023 a 02-09-2023 10014008. Alojamento para Stavi H. Eare Centro – 31-08-2023 a 90-08-2023	1001 4909-Certificado de Asshatura Digital Cualificada de Representação	1001 4911-Aldjamento para Stay H. Porto Aemporto ~ 24-08-2023 a 01-09-2023 1001 401 - Sub-diffusio do Divos para Matura 21 4 8 J U				8631 - 1001 4917-Aquisição de trinchas de 3", escova manual aço okçabo p\zoidadura e broca helici. 06-10-2023 831 - 1001 4917-Aquisição de trinchas de 3", escova menual aco okabo oktolidadura e broca belici. 06-10-2023	1 1	1001 4918- Aquisição de varão roscado zincado, MB, Mito e M20 1001 4918- Aquisição de varão merado zincado MB, Mito e M20	10014918-Aquisição de varão rosado zincado, MB, Milo e M20	1001 4920-Aquisição de uniões de 12 mm abertas 1001 4930-aniisticão de calva de discos nara tacionate. 105 kMMH	1001 4923 - Aquisição de fuito comugado 315 SNB		78725 - 1001 4829-1-Landragão de equipamentes para entra de celuas de cargo - ACE moteros do 17-146-2023 75597 - 1001 4830-11-SIP-Reparações várias e tansporte de peças de reserva PCT para Estação - 11-09-2023
Gompany PT502684216	PT613555544 PT600438676 PT600498601	PT513290958	PT508830 PT510048	PT500117152	PT500117	PT500117152	PT502601	PT508153433	PT504998	PT506598756 PT502223405	PT613411	PT501825681	PT501061	PT501241	PT501241	PT501241	PT501241	PT501241604	PT501241	PT501241604	PT50124	PT501241	PT501241	PT501241604	PT501241604	PT501241	PT50124	PT501241604	PT501241	PT501241604	PT501241	PT102226	PT507258	PT500122237	PT500122237	PT50.40.20862	PT501996	PT503156	PT510616640	PT510616	PT502538	PT514568631	PT514568631	PT514568631	PT501425527	PT501426	PT501241604	PT501345981	PT503038113	PT507775

Ċ	The second second	Including under	work	0'0	0,0	0.0	0,0	0'0	0,0	0.0	0'0	0'0	0'0	000	000	000		0'0	00	0.0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	00	000	000	000	000		0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0.0	0.0	0,0	0'0	0'0	0'0	0.0	0.0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	000	000	000	0.0	0'0	0'0	0'0	0'0	0,0	0.0	0'0	0'0
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		Filming	A WORLD	0'0	000	000	0'0	0'0	000	0.0	0'0	0'0	0'0	000	0,0	000	000	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	000	0,0	0'0	0,0	000		00	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	000	0.0	0'0	0'0	0'0	0'0	000	0.0	0'0	0'0	0,0	0.0	0.0	0'0	0'0	000	000	000	0.0	0'0	0'0	0'0	0'0	0'0	0.0	0'0	0'0
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T. Charles	Work	orrest errore	E E	0'0	0,0	0.0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	000	0'0	00	000	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	00	000	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	000	0.0	0'0	0'0	0'0	0,0	0'0	0.0	0'0	0'0	0,0	0.0	0.0	0'0	0'0	00	0'0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0
		Servender .		0'0	0,0	00	0'0	0,0		0'0	0'0	0'0	0'0	000	0'0	000	000	000	00	0.0	0.0	0'0	0,0	0'0	0,0	0'0	0'0	0'0	0,0	000	000	0,0	0'0	000	000	0.0	0.0	0'0	0,0	0'0	0,0	0'0	0,0	0'0	0'0	0,0	0'0	000	0.0	0.0	0'0	0'0	0,0	000	0.0	0,0	0,0	0,0	000	0,0	0'0	0'0	0,0	0,0	0.0	0.0	0'0	0'0	0'0	0,0	0'0	0.0	0'0	0,0
-		Pde	rev mon	0'0	0,0	0'0	0'0	0'0	00	0.0	0'0	0'0	0'0	000	0'0	000	000	00	00	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	00	000	000	000	000	00	0.0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	000	00	0'0	0'0	0'0	0,0	000	0.0	0'0	0'0	0,0	0.0	0,0	0'0	0'0	000	000	000	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0
				0,2	6,9	1.1	2,9	1,4	0.1	0.4	3,7	1,1	0,3	0,0	8,0	0.0	20	200	0.3	0,3	0,2	5,9	0,4	2,3	0'0	0,2	0,2	9'0	9'0	0,4	0,0	0,4	0,0	0,3	000	0.0	0.3	0,1	8,0	0,2	9,0	0,2	9'0	0'0	0'0	0,3	0,2	100	10	0,4	2,0	9'0	0,2	000	0.1	0,2	0,4	1,0	0.0	0.2	1,0	0,3	9,0	0,0	1,0	0.8	1,0	8'0	1,2	4,4	5.0	4.7	6,0	0'0
	The lates			17-11-2023	17-11-2023	08-12-2023	20-10-2023	29-12-2023	20-12-2023	21-11-2023	27-12-2023	21-11-2023	17-11-2023	25-12-2023	08-12-2023	04 44 2023	20 40 3038	08-42-2023	25-12-2023	21-11-2023	20-10-2023	20-12-2023	19-10-2023	15-12-2023	15-12-2023	25-12-2023	08-12-2023	19-12-2023	19-12-2023	17-11-2023	17-11-2023	08-12-2023	06-12-2023	20-10-2023	17-11-2023	19-12-2023	27-10-2023	17-11-2023	17-11-2023	21-11-2023	17-11-2023	29-12-2023	27-12-2023	27-12-2023	19-10-2023	17-11-2023	20-10-2023	20-10-2023	17-11-2023	08-12-2023	17-11-2023	17-11-2023	17-11-2023	17-11-2023	08-12-2023	08-12-2023	17-11-2023	20-10-2023	17-11-2023	08-12-2023	08-12-2023	08-12-2023	08-12-2023	47.44.9098	17-11-2023	20-10-2023	17-11-2023	25-12-2023	08-12-2023	08-12-2023	97-19-2023	08-12-2023	25-12-2023	25-12-2023
TOTAL DESIGNATION OF THE PARTY	t de	Suggest no. Date																																																																								
		Confined price		0,1	6,0	1.1	2,9	1,4	1,0	9,0	6,3	5	6'0	0,1	2,3	0,0	2,0	20	6.0	0,3	0,2	6,6	6,0	2,3	0'0	0,2	0,4	9'0	0,4	0,4	0'0	6,0	0,0	0,3	0.0	0.0	0.3	0'0	6,0	0,2	9'0	0,2	9'0	0'0	0'0	0,3	0,2	0.0	0.1	0.4	2,0	9'0	0,2	0'0	0.1	0,2	0,4	0,1	0.0	0,2	0,1	6,0	9,0	0,0	0.1	0.8	6'0	1,0	1,2	4,4	5.0	4.7	8'0	0'0
		T Table		1,0	4.8	6.0	2,4	12	0,0	0.4	4,3	1.0	0.2	000	200	0.0	70	90	0.0	0.2	0.1	4,8	6,0	1.9	0'0	0.2	0,3	0,4	0.4	0.A	000	20	800	200	0.0	60	0.3	0'0	0,3	0.2	0,5	0.2	90	00	0/0	0,3	0.2		00	0.4	1,9	9'0	1,0	80	00	0.2	8'0	0,0	0.0	0.2	1,0	0,3	0.4	4.1	10	0.8	0.7	g 0	10	3,6	5.0	4.7	0.2	0,0
	1	100		15-09-2023	14-09-2023	8-09-2023	16-09-2023	20-09-2023	20-09-2023	20-09-2023	18-09-2023	22-09-2023	19-09-2023	1 07-11-2023	0-09-2023	25.00-09-2023	0.00-00-00	55-09-2023	00-09-2023	19-09-2023	19-09-2023	04-10-2023	19-09-2023	21-09-2023	21-09-2023	21-09-2023	04-10-2023	20-09-2023	20-09-2023	22-09-2023	202-03-5053	22-10-2023	21-09-2023	19-08-2023	20-03-2023	8-08-00-8	26-09-2023	26-09-2023	26-09-2023	28-09-2023	27-09-2023	28-09-2023	04-10-2023	04-10-2023	27-09-2023	27-09-2023	27-09-2023	27-09-2023	27-09-2023	26-09-2023	26-09-2023	27-09-2023	26-09-2023	26-08-2023	26-09-2023	26-09-2023	26-09-2023	26-09-2023	86-09-2023	96-09-2023	26-09-2023	29-09-2023	26-09-2023	6-08-2023	28-09-2023	26-09-2023	26-09-2023	33-11-2023	02-10-2023	02-10-2023	29-09-2023 20-09-2023	94-09-2023	39-10-2023	09-10-2023
		Object		10014931-Revisão viatura 54-HA-34	- 1	100 148 33 - CATTA USINGS UP CATILOES OF	10014938-Aquisção de Gerador Portal	10014939-Reparação do compressor/gerador do atas copo	10014941 -Pertagem automovel- Danos a Tercetros - Matura 92-75- OP	10014944-Ano lettvo 2023/2024 - aulas de expressão musical - creche e lardm de hfancia "	10014946 -Manutengões de MPS nos veíquos VCC-104 e R-012	1 10014947-Ano letivo 2023/2024 - autas de atividade física (ghástica) - creche e jardim de Inf	i 10014948-Aquisção de bandeira exterior união europeia	10014848-Designation of Maritin de 26/11/2023 8 04/12/223 - E1g. Just Piguell edo - Cult	10014852 - AD 13220901 - Aquisção e Hansporte de massas belliminosas a mo - 25 ton -	100 14852 - AD 13220801 - Aquistad El Tansporte de massas belliminada a mo - 25 ton -	100 145 55 - IN DOMANGE - AUGUST DE SQUIPERRING CARRIED CARRIED - FORSES EXTRA	100 4960 - Auditoria Interna ao Sitema de Cestão do Croanismo de Avallação - 2023	10014964-Memillencan yaatira 08-GN-11	10014966 - Manutencão Matura matricula 69-39-ND	10014967-Manutenção da viatura 87-HN-72		951 10014869-Revissio/Manutenção viatura matricula 73-HR-81		10014974- AT VDM. Aquisição de baterias a instatar no âmbito da manutenção Ferroviária	10014977-Verificação de Plateforma Bevatória aleta à R.F.E.D.N.	10014978 - AD11220906 - Serviços de reboque de viaturas na Rede RAEGL	10014981-Wanutenção vlatura 02-41-5M	10014982-Manutenção viatura 87-HN-76	10014985-Aquisção de baenas para almentação SDCB LDouro - Turiel da Kapa	10014809-74 USGardue Balerias para ameniagao Spude Liborio - Turisti da Rapa	10014986- Ap10220907 - Aquisição de una para cabos de suspensão	100 14967 - IVRITURE IÇAD MIFT - JAVA MUNIQUARINO III. 2023 / 2024	10014886-Reforce de verba para o DESCO 10014546 no seguimeno da alteração de data	100 14894-40 printing para Aarial 13981 Cata - 04-08-2023 a 10-09-2023	10014998-Ahlamento para Casas com Estida - 06-09-2023 a 14-09-2023	10014999-Ab amento para Domitióno CP Quarda - 08-09-2023 a 13-09-2023	10015000-Ab amento para H. Aranguês - 13-09-2023 a 14-09-2023	10015001-Ab primento para H. Collina dos Mouros - 04-09-2023 a 01-09-2023	10015003-Manutenção Matura 69-39-ND	10015006-Ablamento para Culintal de Alémdo Ribeiro - 05/09/2023 a 15/09/2023	10015007-Abjamento para Hotel Santos - 06/09/2023 a 15/09/2023	10015008 - AT-TEL - Aquisição de biefones spare para os CCO	10015008 - AT-TEL - Aquisção de biefones spare para os CCO.	10015010-Abjamento para Hotel Tullpa - 13/09/2023 a 14/09/2023	10015011-Abbrento para Hotel Versalle - 11/09/2023 a 15/09/2023	10015012-Ablamento para Hotel VIa Norte - 05.09/2023 a 14/09/2023	100150135-Abjemento para Hotel wellington - 05/03/2023 a 06/03/2023 10015014 Abbemento para Inabel Foz do Arelho - 12/No.2003 a 14/03/2023	10015015-Abbrento para Park Hotel Porto Gate - 04.09/2023 a 05/09/2023	10015016-Ab amento para H. D. Fernando - 04-09-2023 a 15-09-2023	10015017 - Abjamento para H. D. João - 04-09-2023 a 15-09-2023	10015018-Abjamento para Inatel Caparica - 05.09/2023 a 17.09/2023	10015019-Abjamento para H, D, Luis-Colmbra 12-09-2023 a 15-09-2023	10015020-Applitibility para H. D. Luis-Evas - 12-08-2023 a 13-08-2023	10015022-Abitmento para H. bse Regio - 06-09-2023 a 07-09-2023	10015023-Abjamento para H. Lustánia - 04-09-2023 a 08-09-2023	166 10015024-Abjamento para H. Parque – 11-09-2023 a 15-09-2023	340 10015025-Abjamento para Stay Fibte Evora - 14.09/2023 a 15.09/2023 2.023 26-09-20023 26-09-2023 26-09-2023 26-09-2023 26-09-2023 26-09-2020	10015022-1-bingelijeti vatala - Danba i et cetoa - Matricia Al-ra-to (2022/recoss) ii.	10015028-Abismento para H. S. Lazaro - 11-09-2023a 13:09-2023	10015029-Aujamento para H. S. Luís - 04-09-2023 a 05-09-2023	10015032-Aquisção de Ibença adidonal de Adobe Acrobat Pro (OUT, 2024)	10015034-Ab amento para Residencial D. Carlos - 04.09/2023 a 15.09/2023	10015036-Augitmento para Stay Forei Forto Aeroporto - 04/08/2023 8 06/08/2023 10015040 4/04/04/04/04/04/04/04/04/04/04/04/04/04	100 130 40 740 Bitterino para casy more maio - 040 922023 d. 150 92023 100 150 41 - Albitomento nara Stavi Hidel Porto Tribidade - 12 (1920 23 a 14 Albitomento	10015042-Ab Brrento para Stav Hotel Lisboa Saldanha - 04/09/2023 a 14/09/2023	100 150 48 -Aquistção wellcome cofe para 70 pax Vista institucional da Association of Chartere	10015049-Deslocação a Estocolmo de 22 a 26/11/2023 - Eng. João Figueiredo - Reunião C	10015053-Aquisição de equipamentos audiovisuais	10015055-Reparação de plnça e revisão CAT 318	23 10015087-Manulengao watura 69-Ji -21 21 21 10015087-Manulengao watura 69-Ji -21 21 21 21 21 21 21 21 21 21 21 21 21 2	72 Too 130 on Additional Secretary Contracts of the Secretary Party Analysis 2023/2024 2	776 10015071-Aquisção de 3 vento/nhas para as instalações so data do dormitório de Carca velo 0	PT505055776 10015071-Aquisção de 3 ventioinhas para as instalações sociais do domitório de Carcavelo 09-10-2023
		Gormpany		PT505189119	PT6150223	PT5006494	PT504518917	PT500280215	PT506406636	PT508706114	PT500498601	PT253819253	PT500339648	P15025075	P1502442271	P1502442271	DT6000970	PT500960.4	PT2214646	PT503737640	PT503629995	PT5013136	PT500913951	PT5016727	PT501672796	PT5168101	PT5040813	PT1583062	PT502418648	P1506317994	P1500517884	P1500251479	P15097765	F15052583	PT5010000044	PT5004386	PT500498601	PT5029499	PT501955437	PT5037376	PT504020862	PT102220867	ESB52505524	ESB325055	PT504131133	PT5045844	PT508500540	PT500102037	PT504511521	PT513290958	PT501242090	PT5001222	PT500995168	PT5001150	PT5083758	PT504999818	PT501215168	PT510616640	DT7467963	PT5108942	PT501825681	PT5049044	PT501996958	PT5106166	PT510616840	PT510616640	PT501426230	PT5026079	PT509486070	PT502930462	FSR474497	PT5009188	PT5059557	PT5059557

	Otherwork	Including under	0'0	0,0	00	00	0'0	000	0'0	0.0	0'0	000	000	0.0	0.0	00	0'0	0'0	0,0	0'0	00	00	00	0'0	000	000	000	00	0.0	00	0.0	0'0	0'0	0,0	0'0	0'0	0.0	0.0	0.0	0,0	00	000	000	00	0.0	0.0	0'0	0.0	d'o	d'o	0.0	0'0	0.0	0'0	000	0.0	0'0	0'0	0'0	00	000	000	000	00	0'0	0.0	0,0	0,0	00	000	00	0'0	
The second second	00 1/ CO	works errors and	выше			0'0 0'0		0'0	0'0 0'0	0,0 0,0	0'0 0'0	0,0	0'0	0.0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	00 00	0'0 0'0	0.0	0'0	0.0	0.0	0.0	0.0 0.0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0,0 0,0	0'0 0'0	0,0 0,0	0,0 0,0	000 000	0'0	000	0.0	0.0	0'0 0'0	0'0 0'0	0,0 0,0	0'0 0'0	0,0	00 00	0'0 0'0	0,0 0,0	0'0 0'0	000		0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0,0	000	00	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0'0 0'0	0,0	0'0 0'0	0'0 0'0	
-	Appropriate Property of the Personal Property	Pilla revision ry	0,0	0,0	0,0	0,0	0,0	000	0,0	0,0	0,0	0,0	0.0	0.0	0,0	0'0	0,0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	000	000	0.0	0.0	0.0	0.0	0,0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	0,00	0.0	0.0	0'0	0'0	0'0	0'0	0,0	0.0	0,0	0,0	0'0	000	0.0	0,0	0'0	0'0	0,0	0,0	000	0.0	0.0	0,0	0'0	0,0	0'0	0,0	0'0	000	0'0	
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	Other worls.		0'0	0'0	0,0	0'0	0'0	000	0'0	0'0	0'0	0,0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0,0	0'0	0,0	0'0	000	00	0'0	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0,0	0,0	0,0	000	0'0	0.0	0'0	0'0	0'0	0'0	0,0	00	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0,0	000	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	
	Work to	and and	0'0	0'0	0,0	0'0	0,0	0,0	0'0	0,0	0'0	0,0	0.0	0.0	0'0	0'0	0'0	0,0	0'0	0,0	0'0	0,0	0'0	0,0	0'0	0.0	000	0.0	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	000	000	0.0	0,0	0'0	0'0	0,0	0'0	0,0	000	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	0'0	0,0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	
	And in contrast of the last	ry works	ď0	ď0	0'0	d'o	0.0	000	0'0	0.0	0.0	000	000	0.0	0'0	0'0	0'0	0'0	0'0	0'0	00	0'0	0'0	000	n'o	000	00	00	00	00	0.0	0.0	0'0	0,0	0'0	0.0	0.0	0'0	00	00	00	000	000	00	0.0	0'0	0.0	00	d o	000	0.0	0'0	ďο	0'0	000	0.0	0'0	0'0	00	0'0	000	000	00	0.0	0'0	0.0	o'o	0'0	000	000	800	0,0	
		revision	0'0	0,0	0,0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0,0	0'0	000	000	00	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	0,0	000	0.0	0.0	0'0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	0'0	000	000	0.0	0'0	0'0	0'0	0'0	-0,1	0,0	0,0	0'0	0'0	
	200000000000000000000000000000000000000	Worth	6,1	0'0	0,2	0,4	7,0	200	3,3	80,	0,3	4,8	39.4	1.7	7.0	8'0	1,2	8'0	0,4	1,0	0,4	0,0	0'0	0'0	1,0	60	90	81	5.7	0.5	0.5	0'0	9'0	1,0	0'0	0,1	2,3	0,2	6,0	1,7	8'0	0,1	20	9.0	1.5	0,2	0,2	0,2	0,2	2,0	0,0	6'0	6,0	0,3	4,0	0.4	9'0	6'0	0'0	0,1	0,0	000	0,0	9.0	0,2	2,0	0,4	4,2	0,2	0.0	0,2	6,0	
	Date of the		20-12-2023	08-12-2023	19-12-2023	19-12-2023	19-12-2023	19-12-2023	08-12-2023	08-12-2023	30-11-2023	20-12-2023	29-12-2023	20-12-2023	20-12-2023	20-12-2023	20-12-2023	20-12-2023	17-11-2023	08-12-2023	08-12-2023	08-12-2023	08-12-2023	20-12-2023	08-12-2023	47.44.2023	17-11-2023	08-42-2023	20-12-2023	27-42-2023	27-12-2023	27-12-2023	08-12-2023	08-12-2023	26-12-2023	20-12-2023	20-12-2023	08-12-2023	19-12-2023	26-12-2023	26-12-2023	20-12-2023	00 40 0000	20-12-2023	20-12-2023	20-12-2023	20-12-2023	20-12-2023	20-12-2023	20-12-2023	20-12-2023	20-12-2023	20-12-2023	20-12-2023	17.11.2023	17-11-2023	25-12-2023	08-12-2023	25-12-2023	26-12-2023	25-12-2023	25-12-2023	29-19-3023	22-12-2023	17-11-2023	08-12-2023	08-12-2023	15-12-2023	19-12-2023	19-12-2023	22.42-2023	22.42-2023	
	Trico.	Playse, 100. Date																																																																							
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Other worth, no Lidding under	0'0	000	0,0	0'0	0'0	0'0	0,0	000	0'0	0'0	0,0	0'0	0,0	0.0	0'0	0,0	0.0	0'0	0'0	000	0'0	0'0	000	0'0	0'0	0'0	00	0'0	0'0	0'0	0'0	0'0	0'0	000	0'0	0'0	0'0	0,0	0'0	0.0	0'0	0'0	000	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0,0	0.0	n'n
Work to Contracts	0'0	0'0	0'0	0'0	000	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	00	0'0	0'0	0'0	0'0	0'0	0'0	000	000	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	n'n
Semantifica per Estrementina ry veneto	000	00	0'0	00	00	0'0	000	0'0	0'0	0'0	0'0	0'0	000	0'0	0'0	000	0.0	0'0	0,0	0.0	0'0	0'0	000	0'0	0'0	000	000	00	0'0	000	0'0	0'0	0'0	0'0	00	0'0	000	0'0	0'0	000	0'0	00	00	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	o'n
Prifer	0'0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	0'0	0,0	000	0'0	0'0	0'0	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	n'n
Remail	0'0		00	00	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	000	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0'0	000	0'0	0'0	000	000	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	0'0	0,0	00	0'0	000	00	0'0	0'0	0'0	0,0	0'0	0.0	0'0	000	0'0	0'0	0'0	0'0	0'0	n'n
Other work, Instabling und	0,0	000	000	000	00	0'0	0'0	000	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	300	00	0'0	000	00	0'0	0'0	300	00	0'0	000	070	0'0	000	000	00	00	300	0'0	0'0	300	0'0	000	3/3	0'0	0'0	0'0	0'0	0'0	0.0	0'0	000	0'0	0'0	0'0	0'0	0'0	N'A
7.0 19.00 a.r.0.18.00 a.r.0.18	0,0	300	0,0	000	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0,0	0,0	0'0	0'0	000	0'0	0'0	00	0'0	0,0	00	0'0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0
Extense in the system sy works	0,0	0.0	0'0	0'0	0,0	0'0	0,0	000	0'0	0'0	0'0	0'0	0,0	0.0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	000	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	000	0'0	0,0	0'0	0'0	0'0	0'0	0.0	0'0	000	0'0	0'0	0'0	0'0	0,0	n'n
Prites revision	0,0	000	0'0	000	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0,0	00	0'0	0'0	0'0	0'0	0'0	0,0	0,0	0'0	0,0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0.0	0'0	0'0	0,0	0'0	0,0	0,0	0,0	0'0
Reemal	0,0	8,0	0,4	0,4	0,1	0'0	0,2	£,0	10	8'0	0.2	2,1	0,2	5,2	6,0	0,5	4,7	0,4	0,2	1.1	0,4	6'0	000	0'0	6'0	1,0	4 0	6,0	6'0	800	4,4	8'0	0,2	4,0	6,0	4,1	0,0	6,0	0,0	0.3	1,0	60	0 0	0,5	6'0	0,0	0'0	0'0	4,0	1,0	- 60	6,3		0,3		0,1	0,00
Date of fatt payment	23-11-2023	19-12-2023	4 64	72	08-12-2023	08-12-2023	29-12-2023	08-12-2023	08-12-2023	25-12-2023	19-12-2023	25-12-2023	90 43 2023	08-12-2023	08-12-2023	08-12-2023	29-12-2023	24-11-2023	08-12-2023	27-12-2023	19-12-2023	20-12-2023	20-12-2023	20-12-2023	19-12-2023	26-12-2023	19-12-2023	20-12-2023		19-12-2023	21-12-2023	26-12-2023	08-12-2023	22-12-2023	19-12-2023	22-12-2023	22-12-2023	22-12-2023	19-12-2023	19-12-2023	08-12-2023	19-12-2023	08-12-2023	20-12-2023	22-12-2023	26-12-2023	19-12-2023		20-12-2023	19-12-2023	08-12-2023	22-12-2023	08-12-2023	20-12-2023	08-12-2023	22-12-2023	20-12-2023
Dee Dee																																																									
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Contras d. pri ca	0,0	80	800	0,4	9,5 1,0	0,0	0,2	1,0	0,2	6'0	7,0	2,1	0,2	5,2	6,0	5,0	4,7	3,7	0,2	1.4	0,4	0,4	0'0	0'0	6,0	8,1	6,0	0,2	1,1	8'0	4,4	6'0	0,2	40.4	0,2	6,1	0.0	0'0	0'0	0,3	0,1	6'0	2,0	9'0	6'0	0,3	0'0	0'0	6,0	1,0	1,0	6,3	9'0	6,0	9'0	1,0	67
Contracted	0,0	0,2	8'0	8,0	0,0	0'0	1,0	0,1	1,0	8'0	9,0	1,7	2,0	4,2	6,0	6,0	6.6	3,5	1.0	1.1	6'0	8'0	0'0	0'0	0,2	1,0	8,4	0,2	6'0	0,2	3,6	8'0	1,0	40.0	0,2	0'9	0'0	0'0	0'0	0.3	0,1	8,0	0.2	9'0	8'0	0.2	0'0	0'0	n n n	1,0	0,1	4,3	9'0	0,3	9'0	0,1	A'n
å	31-10-2023	31-10-2023	31-10-2023	31-10-2023	27-10-2023	27-10-2023	15-11-2023	27-10-2023	27-10-2023	11-10-2023	los 07-11-2023 le 02-11-2023	28-10-2023	07-11-2023	ort 27-10-2023	07-11-2023	07-11-2023	a c 08-11-2023	07-11-2023	27-10-2023	27-10-2023	26-10-2023	tit 03-11-2023	tat 03-11-2023	th 03-11-2023	09-11-2023	(P. 09-11-2023	03-11-2023	02-11-2023	20-11-2023		IC 13-11-2023			10	08-11-2023	ш	10-11-2023	10-11-2023	09-11-2023	09-11-2023	09-11-2023	09-11-2023	10-11-2023	, in 09-11-2023	ièl 15-11-2023	09-11-2023	09-11-2023	09-11-2023	10-11-2023	10-11-2023	10-11-2023	ad: 13-11-2023	10-11-2023	10-11-2023	10-11-2023	RE 20-11-2023	09-11-2020
Continue	10015279-Cartões de vista para a Direbora 10015279-Abjamento para Hotel Aamal Rt	10010289-Applemento para ribber Casas con Essona 10010289-Applemento para ribber Casas con Essona 10046284 Abplemento para ribber Casas Casas (2014) 02	Т		10015290	10016292	10016297	37 10015301-Abjamento para linatel Fozido Aretho - 02/10/2023 a 04/10/2023 and decision Abjamento para Cultural de Aléma de Dihelma, o 24/0 2003 a 10/40/2003		71 10015314-Deslocação a Bruxelas 23 e 24 de Outubro	71 10015315-Desocação a truxelas, reunido do grupo de trabalho da ETT ENE, nos proximos 10 10015316-Reforco Verba para aquistção de documentos normativos IPC ale final do ano de	05 10015317Aquisção de peças para a oficina AM-ID - Equipamentos	40 10016319-Abs Jamento para Stay Hotel Guimarães - 1170/2023 a 1270/2023 07-11-2023 40 4000000 a 40000000 07-41-2023 07-41-2023 07-41-2023 07-41-2023	22 10016324-T M Bobadela - Aquisição de dois contentores para armazenamento de mercado	40 10015326-Abjamento para Stay Hotel Ports Aeroporto - 02/10/2023 a 13/10/2023	40 10016327-Abjamento para Stay Hotel Listo a Saldanha - 09.40.2023 a 17.40.2023 80 10045328 Abrandon-So Jahres O'Class 30	33 10015330 Aquiscão de 13 lantemas de sinais (compostas por lantema e carregador) para	40 10015331-Abjamento para Stay Hotel Lisboa Aeroporto - 02/10/2/023 a 20/10/2/023	56 10015332-Substitução pneus eixo da tente Matura Ford Focus 34-DT-80							71 10015348-DESLOCAÇÃO AO ESTRANGEIRO DA ENGª CLÁUDIA CARVALHO, PARA P. 09-11-2023 70 10045341 40417300000 CA 2404 History Destructional Destruction (1997)		10015361 - Substitução preus eixo trasero vietura Misubishi L.200 87-HN-75				71 10015384-Destocação a Madrid/Barcelona - 26 a 28 Novembro	72 10015387 - Auguer módulo Easybl campanha verão 2023 - Regulantzação	79 - 10015389-Manutenção da viatura 47-10-43 40 - 10015392- AD11239906 - Nederão da pameia do Estaleim de Erielas confluia ao camo de							78 10015405-Abjamento para H. Imperio - 17-10-2023 a 18-10-2023	10015408	50 - 10.015 402-740 arretto para Pt. Parque - 25-10-2023 8 03-11-2023 12 - 10.015 417-Abilamento bara Hatel Stav Porto Centro - 16/10/2023 8 19/10/2023	14 10015421-Serviço de Catering - Almoço ligeiro e 2 coñe e breaks - Reunião dos EIM TSG, nr 09-11-2023	90 10015423-Auguer de Plataforma Bevatória - Inspeção Principal à Pome Rainha Dona Am	90 10016 424-Abjamento para H. R. D. Amella - 25 70/2023 a 26 70/2023 0 09-11-2023 67 10016 426 Abjamento para H. Santos - 18 70/2023 a 03 71 72023			40 - 10.015.423-Abjamento para H. VB. Norte - 1770.2.023 a 26/10/2023 62 - 10.015.430 - Abjamento para Culintal Além Ribelro - 18/10/2023 a 03/11/2023		- 1		10015437-Abjamento para Stay Hotel Lisboa Saldanha - 16/10/202	40 10015438-Abjamento para Stay Hotel Porto Aeroporto - 21710/2023 a 2470/2023 40 10015443-Abjamento para Stay Hotel Faro - 1970/2023 a 3170/2023	40 10015444-Abjamento para Stay Hotel Porto Trindade - 16/10/2023 a 31/10/2023	36 10015447. Pertagem de Viatura no âmbito de Dano a Terceiro do Gestor do Cliente 2023/R	31 TOOTS AND AND ARREND PART FOREI VERBITO - USANTZ UZZ B.TUANTZUZZ
Company	PT500129782 PT513555544	PT506219577	PT513290958	PT508153433	PT5001159	PT501919007	PT5006859	PT500122237	PT5106166	PT5026078	PT502205610	PT1503615	PT5106166	PT50 430 76	PT510616640	PT510616E	PT5102210	PT510616640	PT508684455	FSR825055	PT50 7983815	PT505955776	PT5059557	PT505955776	PT5026008	PT502607E	PT502578874	PT508684455	PT5026079	PT167086103	PT5132296	PT5026078	PT5028995	PT5000356	PT5024186	PT501833560	PT5018335	PT5018335	PT5019196	PT5131298	PT501413278	PT5049998	PT513479112	PT5105140	PT505743990	PT102220867	PT500338477	PT5025993	PT504020862	PT507970071	PT510616640	PT513788379	PT510616640	PT510616640	PT5106166	PT506406636	F10072001

	Other worth,	including under work	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	00	0'0	000	0,0	000	000	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	00	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0.0	000	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0.0	00	0'0	0'0	0'0	0'0	0.0	252
rae i de	WOTE S	arrore and	0'0	0'0	0'0	0'0	0'0	000	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0,0	0,0	n'n	000	000	0	0.0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0,0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	00	0,0	0'0	000	0.0	0.0	0'0	0'0	000	0,0	0.0	0'0	0'0	0'0	0'0	0'0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	0.0	0'0	0'0	0'0	0'0	0.0	45
yed added ye	Section 2	ey works	0'0	0'0	000	0.0	0'0	000	0'0	0.0	0.0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0,0	0'0	000	000	0'0	000	000	00	0.0	0.0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	00	0,0	000	0.0	000	0.0	0'0	0'0	0'0	000	0.0	0'0	0'0	000	000	0.0	0.0	0,0	0'0	0'0	0'0	0,0	0'0	000	000	000	0.0	0'0	0'0	47.7	106,3	8,02	1
đ	The state of	nogatvas	0'0	0'0	000	0.0	0'0	0.0	0.0	00	0'0	0'0	0,0	0,0	0'0	0,0	0'0	0'0	0,0	0,0	0.0	000	0'0	000	000	00	0.0	0'0	0'0	0'0	0.0	0.0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0.0	0,0	0'0	000	000	0.0	0'0	0'0	000	0'0	0.0	0'0	0'0	0'0	000	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0,0	0,0	000	300	0.0	0'0	9'0-	9'0	0'0	80	
	Advected	* pack	0'0	0'0	0,0	0.0	0'0	0'0	000	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	000	0,0	000	0.0	000	00	0.0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0,0	000	0,0	0'0	0.0	000	00	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	000	000	0.0	89,2	54,2	0'0	000	0.0	1
	ther work.	work	0'0	0'0	0,0	0.0	0'0	000	000	00	0.0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0,0	0'0	0.0	000	0'0	000	000	00	0.0	0.0	0'0	0'0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	00	00	000	000	000	0.0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	000	000	000	0.0	0.0	0'0	0'0	0'0	0,0	0'0	0,0	000	000	0.0	0'0	0'0	0'0	000	0.0	
e	ā	2	0.0	0,0	00	0.0	0.0	0.0	000	0.0	0.0	0,0	0.0	0.0	0.0	0.0	00	00	0,0	0.0	0.0	000	d'u	0.0	00	00	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	00	0.0	000	0.0	0,0	0.0	0.0	00	00	0,0	0.0	0.0	00	00	00	0.0	0,0	0.0	0.0	0.0	0.0	0,0	00	700	00	0.0	0'0	0.0	0.0	00	
of the peerlo	e A	1	0,0	0'0	0,0	0.0	0,0	000	0.0	00	0.0	0'0	0,0	0,0	0'0	0,0	0,0	000	0,0	0,0	000	000	000	000	000	000	0.0	0.0	0.0	0,0	0,0	0.0	0'0	0'0	0,0	0,0	0,0	0'0	0,0	0,0	0,0	0'0	000	0,0	000	000	000	0.0	000	0,0	000	0,0	0.0	0,0	0'0	0'0	000	00	100	0.0	00	0'0	0'0	0,0	0,0	0,0	000		0.0	0,0	0'0	000	0'0	000	
Payment		. wor	0,0	0'0	0,0	0.0	0'0	0'0	000	0.0	0.0	0,0	0,0	0,0	0,0	0,0	0,0	0'0	0,0	0'0	00	0,0	000	0.0	000	000	0.0	0.0	0.0	0'0	0,0	0,0	0'0	0,0	0,0	0,0	0,0	0'0	0,0	0,0	0,0	0,0	0,0	0,0	0'0	000	000	0'0	0'0	0'0	0.0	0'0	0.0	0,0	0'0	0,0	000	0'0	0.0	0.0	0'0	0'0	0'0	0,0	0'0	0,0	000	000	18.3	0'0	0,0	0,0	0,0	00	1
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		ry warks	0'0	0,0	2,0	18.1	18,1	9'0	1176,9	0'0	0'0	3,2	0'0	0,0	32.2	8.0	0.0	28,7	0,0	12,8	14,6	24,3	0,0	0,0	0,00	0.0	0.0	43.9	200	000	223.1	86.8	629	1,9	1,9	0,0	0'0	0,0	322,6	13,0	0,0	7.0	5.7	64,4	17,71	0'0	14,1	30,7	000	0'0	0'0	1,0	408.8	35,4	0,0	0'0	0,0	0'0	0'0	4,3	0,1	0'0	0,0	000	0'0	0'0	16,8	20,2	16,7	0'0	
		ne/Jalon	3,5	0,0	0,0	0'0	3,9	1,4	488,8	9'0	1,3	6,0	000	0.0	44	1.8	0.0	14,9	31,1	0'0	1,6	9,0	870	000	000	0.0	80	00	100	2.6	32.3	2.8	0'0	0'0	0'0	1,0	6'0	8,0	0'0	0'0	000	000	0.0	0'0	2,2	0'0	37,7	2'9	0,0	0,0	0'0	0,0	63,3	0'0	0,0	0,4	0,0	800	114,5	8,9	0'0	0'0	1,0	27	1,4	1,2	2,0	1,9	1,6	0,0	
		*	0'0	0,0	0'0	0,0	0'0	0,0	0'0	0'0	0'0	0,0	0'0	000	000	0.0	0'0	0'0	0,0	0'0	0'0	0'0	0,0	0'0	000	0'0	00	0'0	00	00	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0,0	0,0	000	000	00	0'0	0'0	0'0	0'0	0'0	000	0'0	0'0	000	00	0'0	0'0	0'0	000	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	
	Date of fet		23-11-2021	28-09-2021	21-09-2021	17-10-2023	17-10-2023	31-01-2022	30-06-2022	31-12-2021	14-07-2022	31-01-2022	19-11-2021	18 00 0000	2202-20-01	09-11-2021	22-09-2022	31-12-2021	09-12-2021	09-03-2023	09-11-2021	09-11-2021	28-02-2022	31-01-2022	25-03-5053	31-01-2022	31-01-2022	17.03.2022	34.06.2022	31.05.2022	30-08-2022	31-05-2022	31-08-2022	28-02-2022	29-03-2022	31-03-2022	28-02-2022	28-02-2022	31-12-2021	16-03-2023	22-09-5022	2202-80-22	07-11-2023	08-02-2022	16-03-2023	08-06-2022	31-06-2022	18-03-2022	31-05-2022	19-05-2022	19-05-2022	30-06-2022	18-03-2022	14-04-2022	09-12-2022	30-06-2022	30-06-2022	30-06-5022	31-05-2022	08-06-2022	30-06-2022	30-06-2022	14-04-2022	30.06-2022	30-06-2022	30-06-2022	22-09-2022	30-06-2022	31-08-2022	15-07-2022	
	Ī	Date				816			100	138	П	1-10-2021					13-12-2021			560		\$38				808		3.12.20.21	200		1888		03-05-2022	2021	0-05-2021	000	308	918			08-02-2022	0-02-2022	08-02-2022			198	250		613					0-03-2022		309	013			550	900			582	11676	250	200000000000000000000000000000000000000	2022	1-05-2022		
	ě	Region no.	578/2021	578/2021	552/2021	705/2021 881/2023	881/2023	87 42021	2206.2021	835/2021	850/2021	1752,2021 0	848/2021	790,000	8712021	812/2021	15	941/2021	907/2021		814/2021	872/2021	1029.2021	1707/006		915/2021	-	0 955 0 001	1,0000	1.0022	990,2021	988/2021	232/2022 0	10002021 2	10002021 2	1028/2021	1028.2021	1028/2021	1041,2021		9/2022 0	072022	97,2022		130/2022	251/2022	44/2022	27/2022	45,500.22	72/2022	72/2022	191/2022	61/2022	122/2022 1		222/2022	222/2022	2202022	114/2022	132/2022	192/2022	192/2022	128/2022	180/2022	255/2022	265/2022	352/2022		514/2022 1	149/2022	
		squice balos	2'68	0,01	9,6	18.1	18,1	33.40.7	2767,0	12,1	13,4	9,7	423,7	2,00,9	293.9	324.9	166.6	149,3	441,2	12,8	223,8	613,6	56,4	600,8	0.00	1981	43.3	341.6	0.890	28.1	704.1	110.3	334,2	1.49,3	149,3	4,2	30,4	26,2	1234,9	43,4	8/77	08'0	2.5	293,9	9'09	481,1	782,9	241,2	3.4	7,3	1,8	62,9	1741.3	673,2	1,8	9'9	0,0	4.4	963,0	6'99	5,8	3,0	19,4	282	39,7	34,3	1,001	146,1	78,5	2,1	
		ď	2'68	10,0	9.5	18.1	18,1	3340.7	2767.0	12,1	13,4	7.8	423,/	260.4	293.9	324.9	135.5	149,3	441.2	10,4	223.8	613,6	56,4	90 %	000	198.1	35.2	341.6	068.0	186	704.1	110.3	271,7	149,3	149,3	4,2	30,4	26.2	1234,9	41.0	289	2007	46	238.9	47.7	481,1	782.9	241.2	3.4	7.3	1,8	62.9	1741.3	547,3	1,5	6,5	6,5	44	963.0	689	5.8	3,0	19,4	282	39.7	34,3	100,1	118,8	62.2	2.1	
	ě	150	02.1	021	120	023	023	021	021	02.1	021	021	020	120	02.1	02.1	02.1	021	021	021	021	021	021	200	000	021	021	00.4	000	000	021	021	022	021	021	1021	021	1021	021	021	220	270	022	02.1	022	022	022	022	220	022	022	022	022	022	022	022	220	022	022	022	022	022	022	220	022	022	022	022	022	022	
			o, di 09-07-202	o, di 09-07-2 ster 09-07-2	stec 09-07-2	ARI 02-08-2 do 11-09-2	do 11-09-2	11-11-2	11-11-2	11-11-2	locic 14-10-2	rovt: 24-08-2	JEC 2409-2	Can 00 00 0	Can 19-10-2	acac 07-10-2	ala 12-10-2	18-11-2	22-10-2	OE 30-09-202	ação 07-10-202	ação 19-10-202	27-12-2	fort 44.04.9	fort 11.01-2	05-11-2	DF 25-11-2	dure 99-11-9	C + 03 04-0	0, dt 03-01-2	13-12-2	08-12-2	15-02-2	13+4 07-12-2	33+4 07-12-2	ção 27-12-2	ção 27-12-2	ção 27-12-2	ARE 13-12-2	Fen 22-12-2	de 06-01-2	2 de 00 04 0	de 06-01-2	LeT 23-12-2	trut. 06-01-2	07-03-2	25-01-2	3 GBC 17-01-2	25-01-2 25-01-2	to A 04-02-2	to A 04-02-2	1) 18-03-202		ang: 12-01-202	17+3 15-02-2	do 30-03-202				24-02-202		13 18-03-2023		16-03-2	cão 11-04-2	cão 11-04-2	ção 18-05-2	14-04-2	30 25-03-2	o, di 04-03-2	
200	i i		Regua-Ferrä	ção de Taludes no trogo Regua-Ferrão, d. 09-07-2021 - Valenca Fronteta Incluindo estacões téc. 09-07-2021	undo e stações	(NO DE SAP.	xd.), da Unha	erphs: Adapt			ematico de vel	na Rede Fen	- DISTRILO DE C. 2449-202	District	ral de constru	embs Adapt	orte e Byas/C			CAO PROJET	erpins: Adapt	erphis: Adapt	27-12-202	Some physical	do na mises	mai	RDFNACAO	ordadas à pro	Péqua-Ferra	Régua-Ferra				EN205 (KM 8	EN205 (KM 8	ral de constru	ral de constru	ral de constru	(NO DE SAP	hraestrutura	Coordenagac	Contenação	Contraction	. CS em Cora	ão na Infraes	leon		erpins: Adapt	des no roço i	Real de San	Realde San	Formo so (exc	eroths: Adapt	ção de Segun	(KM730+700) E FARO (KM737+3	onstrução dvi	onstrução dvi	onstrucão dvi	allow mixers		Formo so (exc	Formoso (exc	erpins: Adapt	integration op lear	rai de constru	rat de constru	ral de constru		is de Sinalizaç	Regua-rema Regua-Ferrã	
			oco a no sapr	des no trogo	Fronte ira, Indi	MARE A A3 es Vedras le	es vedras (e	Sao João - S			e controlo aut	relnos de Ma	2017/2020	So North Au	an included a	Sao João - S	ntre Evora N		31Z	9 ATUALE A	São João - S	São João - S	000000000000000000000000000000000000000	o o degraph	io e desmate	relxn - Aland	ACAOF COO	attyddades ass	ides no froco	ides no from	adores	O PRAGAL		CÃO COMA	CAO COMA	empretada ge	ampretada ge	ampretada ge	MARE AAS	smatação na	-Iscalização e	Pacalização e	Piscalização e	de Cualdade	io e desmata	retxo - Aland	100	Sao Joan - S	acao de Talin	ngo Faro-Mis	ogo Faro-Ma	a (e xd.) - Vilar	São João - S	e Coordena	730+700) E	Wrontelra, e c	Montelia, e c	Montella e c	31Z		a (e xct.)- Vilar	a (e xd.)- Vilar	Sao Joao - S	op op op do	Prorelada ge	more lada ge	Impretada ge		a dos Sisteme	ides no troço	
			zação de Tal	zação de Tal	to - Valença	RIAL DE FOR Welecas - Ton	Weleças - Ton	Togo Alb de	a do Norte	a do Norte	ndo sistema d	enção de Aps	CONTRAL	o alto Drostac	Norte/Leste	Toco Alb de	o ferro viaria e	a do Norte	ACZ) / ESCA	R PK 223+43	Toço Atb de	Togo Alb de	a do Norte	to de ve detac	o de vegetação	do subfroco	A - FISCALIZ	Munemin das	zacão de Tal	zarao de Tal	autotransform	CAMPUSD		7) E INTERSE	3 EINTERSE	Norte/Leste.	Norte/Leste.	Norte/Leste.	RIAL DE FOR	e getação e de	o ordenação,	ourdensella	nordenacão	cão, Controlo	o de vegetaç	do subtroço (a do Norte	Togo Alb de	a do Norte	do Algarve, t	do Agarve, t	otogo Cerdel	Toco Alb de	a, Fiscalizaçã	OAA22 (KN	Evora e Elva	Evora e Ewa	Evora e Ewa	AC2) / ESCA	a do Norte	bfrogo Cerdel	ptogo Cerdel	Toco Alb de	A do Norte	Norte/Leste.	Norte/Leste.	Norte/Leste.	1024	ao de 1.º Uni	zação de Tal	
			são de Establ	são de Establ	dan a do Caste	JE EMPRESA	- Mra Sintra-	do Mondego	no - Gala Lint	ho - Gala Linh	to e montager	para a Manu	KKENI EPO	Shelvi EPO	Troco Parra	do Monde do	ta nova Ilgacê	ho - Gala Lint	- FEIRA (A32	EM SUPERIO	do Mondego	do Mondego	ho - Gala Line	PAREINI EPO	para o contro	onstrucão etvi	VERONI FIR	nara desenve	São de Estab	São de Patah	troal e Postos	DIFICIOSD	aces Stemens	G (KM 63+01	G (KM 63+01	Troço Evora	. Trogo Évora	Troço Evora	JE EMPRESA	Controlo de v	de Gestao, c	de Gesalo, c	de Gestão o	para Fiscaliza	para o contro	onstrução cM	ho - Gala Lini	do Mondego	nada concus ho - Gata I bib	ação da Unha	ação da Unha	alização do Su	do Mondego	de Assessor	ENZ - LIGAÇÃO A A22	atenaria entre	altenada entre	atenária embe	- FEIRA (A32	no - Gala Linh	uzação do Su	uzação do Su	do Mondego	Troco Barra	Troco Evora	Troco Evora	Troço Evora	RFN 2019 a	de "Manufen	são de Establ	
			da de Conclu	da de Conctu	ção do troço >	O DO PAROL Zacão do troc	zação do troç	de Mobilidade	da RIV Espin	da RIV Espin	io, forne dmer	o de Serviços	KVACAO CO	o Manufact	tha de Prora	de Mobilidade	te Execução	da RIV Esph	- TRECHO1	FE- PASSAG	de Mobilidade	de Mobilidade	da RIV Espin	RVACAO CO	o de Servicos	da neral de c	AR FORMOS	so de servicos	da de Conch	da de Conch	da SST Akını	RUCAODO	Porto e Intert	L.b. VCT/BR	L.D. VCT/BR	nha de Evora	nha de Evora	nha de Evora	O DO PAROL	1335, Lote 3 -	o de Serviços	o de Senviços	o de Servicos	o de serviços	o de Serviços	da geral de c	da RIVEspin	de Mobilidade	da BIV Est	da de Eletific	da de Eletrific	da de Moder	de Mobilidade	o de Serviços	CIAÇÃO DA	da de via e c	da de via e c	da de via e c	-TRECHO1	da RIV Esph	da de Moder	da de Moder	de Mobilidade	da KIV Espin	tha de Evora	nha de Evora	nha de Èvora	gem Culmica	o de serviços	da de Conclu	
			11000459-Empretada de Conclusão de Estabilização de Taludes no tropo Régua-Ferrão , di	11000459-Empretada de Concusão de Estabiliza 11000461-Estriticação do troco Mana do Castelo	0461-Eletrifica	11000462-LIGAÇÃO DO PARQUE EMPRESARIAL DE FORMARIZ A AS (NO DE SAPART 02-08-2021 11000484-Modernização do troco Mira Sintra-Melecas - Torres Védras (excl.), da Linha do 11-09-2023	046 4-Moderni	0465-Sistema 0471-Empret	0473-Empret	0481-Emprett	11000500-Conceção, forne dimento e montage m do sistema de controlo automático de velocio 14-10-202	0502-Aquisiça	11000526-CONSERVAÇÃO CORRENT E POR CONTRATO 2017/2020	0524-CONSE	11000051 Operages e waiteringes de reuse de 74st Hosages Forte 74these augs de 55005.502.	0636-Sistema	0540-Proleto	0542-Empreit	0546-EN326 -	0547-L. NOR	11000551-Sterne de Mobildade do Mondego, toço Alb de São João - Serphis: Adaptação	0552-Sistema	11000555-Empretada RIV Espino - Gala Linha do Norte	0562 Adulahia	11000562-Aquistado de cervições para o controto de vegenção e destinação da midestrum 11-01-202.	0563-Francett	0571-1P5 VII.	0676-Prestars	0679-Frontelt	110000179-Entretada de Concisso de Establização de Talides no trom Régua-Ferrão d. 03-01-202	0581-Frincett	0589-CONST	11000591-CCOdo Porto e Interfaces Siemens	0600-EN101,	0600-ENI01,	0606-Nova LI	11000606-Nova Unha de Évora, Troço Évora Norte/Leste. Empretada geral de construção 27-12-202	0606-Nova U	0610-LIGAÇA	0618-501003	0622-Aquisica	0622 Aquitaki	0622-Adulsto	1100 0623-Aquistão de serviços para Fiscalização, Controlo de Qualidade, CS em Cora e T 23-12-202	0625-Aquisiçã	11000627-Empretada geral de construção cM do subtroço Pretxo - Alandroal 07-03-202	0628-Empret	0629-Sistema	063 4 Francett	0640-Empret	11000640-Empretada de Estritosção da Unha do Agarve, tropo Faro-Ma Real de Santo A 04-02-202	0644-Empret	110006446-Sistema de Mabilidade do Mandego, toco Ala de São João - Serans Adaptação	11000647. Prestação de Serviços de Assessoria, Fiscalização e Coordenação de Segurança	11000657-BENEFICIAÇÃO DA ENZ	11000660-Emprettada de via e catenaria entre Evora e Etvassinonteira, e construção dvil do	0660 Empret	0660-Empret	11000664-EN326 - TRECHO 1 - FEIRA (A32/IC2) / ESCARIZ	0665-Empreit	11000667-Emprelada de Modernização do Subtoço Cerdeira (exd.)-Vilar Formoso(exd.)	11000667-Emprellada de Modernização do Subtogo Cerdeira (exci.)-Mar Formoso(exci.)	067.2 - Sistema	1100067 4-Empression RIV Expens - Care Linna do None:	0675-Nova U	1100.0675-Nova Linha de Evora, Trogo Evora Norte/Leste. Empretada geral de construção 11-04-202	0676-Nova U	0677-Deserve	0681-Aquisiça	0682-Emprete	
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	S		PT500197814	PT511023723	PT5021	PT5005	PT504213709	ESA08031098	PT5014	PT501489126	PT5002	PT503038113	P15039/0352	PT5038	PT50318	E 8408031098	PT507826507	PT501489126	PT5156	PT500963363	ESA080	ESA08031098	PT501489126	P15038	DT50708211	PT50018	PT503888460	PT513246002	PT500197814	DT6110	PT514750901	PT502519533	PT514750901	PT5013	PT506682188	PT5021	PT980048095	PT9803	PT500653408	PT5043.	P150/82650/	P1502001504	ESA281	PT513246002	PT5043	PT50010	PT501489126	ESA080	PT50148	PT501378375	PT503156000	PT5000.	E SA08031098	PT503231100	PT5034	PT500097488	PTS002	PT514950994	PT5156	PT501489126	PT500070210	PT500272557	ESA080	P15014689126	PT980048095	PT98030	PT503156000	PT514950994	PT5147.	PT5110	

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ent in the	Extraordina	ny woerlie	20.5	0.0	0.2	0,2	1,0	12.1	62	0.2	2.8	75	4,3	1,8	2,5	63,3	14.8	15.2	12.2	22.4	675.A	575,3	0,000	080	0.0	36,0	73.4	13.2	6.8	6'0	6,8	3,8	1,148	0,0	340.8	19.3	0.0	ď0	0'0	7.8	0'0	137.9	30.1	7.5	16.2	15,9	253,7	25,5	25	3300,9	22,5	1,0	39.5	0,0	27.8	262,7	310 2	210.1	0.0	0'0	0,0	2,0	0'0	219	2106.4	1,908	0.0
ď	Prince	mython	25,4	0'0	0'0	7,0	7,0	2.2	6'0	0'0	0.0	0,0	0,3	1,0	0,2	000	47.5	0'0	0'0	0,0	0'0	0'0	10.0	0.0	12	0'0	0'0	9'0	8'0	0,5	3,8	2,8	000	90	0,0	189	0,1	2'0	9'0	4,6	0,4	200	9.6	7,0	0,0	0'0	0'0	0,0	3	2.48,6	0,0	0,0	0.0	2,4	30,8	6,99	0000	63.6	0'0	0'0	0,0	00	0'0	0'0	0'0	0'0	-2,6
	Memma	Warte	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0'0	0,0	0'0	0.0	000	0.0	0,0	0'0	0'0	0'0	0,0	0,0	0'0	0'0	0'0	0,0	0.0	0,0	0'0	0'0	0'0	0'0	000	0.0	0'0	0,0	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	0'0	1,5	3,7	0'0	0,0	106,2	0'0	0'0	0'0	0'0
	Date of Tet payment		10-11-2022	17-11-2022	17-11-2022	29-11-2022	29-11-2022	09-03-2023	26-12-2022	30-09-2022	16-06-2023	27-06-2023	09-03-2023	09-03-5023	09-03-2023	40 44 2023	17-10-2022	07-11-2022	10-11-2022	10-11-2022	09-03-2023	09-03-2023	21-04-2023	3070711200	10-11-2022	24-11-2022	24-11-2022	30-12-2022		29-11-2022	08-11-2022	29-11-2022	08-12-2022	06-11-2022	24-11-2022	26-06-2023	29-11-2022	30-11-2022	29-11-2022	10-11-2022	30-12-2022	28-02-2022	23-11-2022	24-11-2022	10-11-2022	10-11-2022	14-12-2022	28-02-2023	20-17-2022	30-12-2022	30-06-2023	29-11-2022	28-02-2023	09-12-2022	24-11-2022	14-03-2023	14.03-2023	14-03-2023	31-08-2023	31-08-2023	40 40 2022	19-12-2022	31-03-2023	09-02-2023	30-42-2023	07-11-2023	17-11-2022
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олимомпъ	Paralist no.		721.2022		0000	625,2022	825.2022	625,2022	608/2022		9642022	964/2022	861.2022	861,2022	861/2022	1066/2022	671.2022	616 2022	616, 2022	616, 2022	957.2022	967/2022	32777027		626,2022	724	724	761.2022	761.2022	677.2022	677.2022	677.2022	0004 800	740 0000	748.0000	1361/2022	692.2022	692,2022	692/2022	723,2022		11545000	787 0 022	737 2022	687.2022	687.2022	1362/2022	1137/2022	784.0002	8442022	1418/2022	729.2022	735.2022		730.22022	1003/2022	1003/2022	1003/2022			070.000	873.0022	1421/2022	1434/2022	765.0.022	765.2022	794.2022
	Contractualco		417,3	3.0	1,1	12	62	28.4	12.2	17	248 /0	28	4,3	1,8	2,5	133,2	639.7	26.7	24.9	24,9	676,5	6/6/5	0/0/0	1,001	23.1	1117	868	942	49.5	6.0	43,3	37,3	1051,4	14.4	769.0	19.4	1,9	13,6	11,7	37.7	16,0	437.0	518	13,0	87.8	101,9	462,7	198,3	110.8	3458,5	25 B	30,0	48.6	18,8	267.2	307,4	300 %	246.0	0.0	00	10	12.6	108,1	21.7	106,5	0'0	82,6
	Contracted	Almount	417,3	2 4 7	60	7.5	62	28.4	12,2	V-	12	2.8	4,3	1,8	2,5	108,4	639.7	20,9	20,3	20,3	467.9	467,9	4007	1,001	23.1	1117	£ 66	942	49.5	6.0	43.3	37,3	1051,4	1,4 4	750.0	16.7	1,9	13,6	11,7	37.7	16,0	1424		13,0	67.6	101,9	376.2	161.2	1108	3458,5	21,0	30,0	39.5	18,8	267.2	307,4	300.9	246.0	0.0	00	0.0	12.6	108,1	42.0	285.0	0.0	82.B
	į		16-09-2022	06-07-2022	06-07-2022	05-09-2022	05-09-2022	07-09-2022	07-09-2022	06-07-2022	21-12-2022	21-12-2022	24-10-2022	24-10-2022	24-10-2022	20-07-2022	25-08-2022	01-08-2022	01-08-2022	01-08-2022	30-08-2022	30-08-2022	30-06-2022	25.07.2022	16-09-2022	06-09-2022	06-09-2022	28-09-2022	28-09-2022	18-08-2022	18-08-2022	18-08-2022	07-10-2022	14 00 2022	34-08-2022	07-09-2022	09-09-2022	09-09-2022	09-09-2022	16-09-2022	08-09-2022	12-40-2022	06-10-2022	06-10-2022	07-09-2022	07-09-2022	09-09-2022	10-10-2022	20 20 20 20 20 20 20 20 20 20 20 20 20 2	12-10-2022	19-09-2022	19-09-2022	17-10-2022		20-09-2022	16-12-2022	16-12-2022	16-12-2022	27-07-2023	27-07-2028	16-09-2022	31-10-2022	15-09-2022	21-09-2022	04-10-2022 n4-10-2022	04-10-2022	20-10-2022
Confinct	12700			11000621-Readigo de SEMGOS de Entodagão de Relation de Avalidado de Documentaria 11000623-3 - Organização dos Arquivos da IP	11000824-4 - Crganização dos Arquivos da IP	11000825-Empretada de via e cateriaria entre Evora e Evasarontera, e construção divido	57 11000825- Emprehada de via e catenária entre Évora e Evas frontetra, e construção dvil do	44 - 110.008.25-Empretada de via e cateriaria entre Evora e Evasafontera, e constitução dividido - 05-48-2022 25 - 110.008.26-Empretada Geral de Modernização da lidação ferroviária entre Sines e a Linha d- 07-69-2022	00 110 008 26- Empretada Geral de Modemização da ligação ferroviária entre Sines e a Linha d	37 11000828-IP8/IC33 - RELVAS VER DES E GRANDOLA NORTE(IC1), IP2 - VARIANTE NA	30 11000830-LIVOR LE - MM 61,000 A62,000 - 31 Abril 3A LION OF THE EXCAVALION SEC 2017-2022 75 11000833-Proprietada Geral de Modernização da ligação ferroviária ente Sinese a Linha d. 21-12-2022	30 11000833-Empretada Geral de Modemização da ligação ferroviária entre Shesse a Linha d	 11000835-Empretada de Modernização da LBA trogo Cabrido da Batra - Guarda 24-10-2022 	38 11000835-Empretada de Modernização da LBA trogo Celorico da Betra - Guarda	57 11000835-Bripretada de Modernização da LBA tro po Celorido da Beira - Guarda	17 11000836-Mojeto de Execução da nova ligação retro viar a entre Evora Nota e Elvas/Cata 30 44000807 Depos de Eventado da porte floração Artistáte antes Como Abeta a Depositoria	11 1100841-EN826 - TRECHO1 - FEIRA (A92/IC2) / ESCARIZ	30 11000844- Fiscalização da Empretiada Conciusão de Estabilização de Taludes no troço Régi.	32 110 008 44- Fiscalização da Briprellada Concusão de Estabilização de Taludes no troço Régu	39 110 008 44-Fiscalização da Briprettada Conclusão de Estabilização de Taludes no tropo Régu 01-08-2022	37 11000846-Aquistrão de Serviços de Gestão, Coordenação, Fiscalzação e Coordenação de	34 11000846-Aquistao de Serviços de Gestao, Coordenação, Hscalzação e Coordenação de	14 11000849-74HISIGNO DE SENÇOS DE GESSO, COOLUBINGO, FISCALZAÇÃO E COOLUBINGO DE ARTADA PERMET OCUMO DA COTACÃO, MICHIANDO COREDITIDAS	38 11000848-9 REPARACÃO E MANI PENCÃO DE EQUIDAMENTOS SEMAREORICOS 909	26 110 008 49- Empretada RIV Espinho - Gata Linha do Norte 16-09-2022	14 11000852-ER236-1 - KM 7+500 A KM 7+700 - CONSTRUÇÃO DO MEMORIAL ÀS VÍTIM	44 11000852-EN236-1 - KM7+500 A KM7+700 - CONSTRUÇÃO DO MEMORIAL ÁS VITIM 06-09-2022	10 11000853-Empretada de Modernização do Subtoço Cardeira(excl.)-Viar Formoso(excl.)	57 11000863-Empretada de Modernização do Subtogo Cerdeira(excl.)-Mar Formoso(excl.) 28-09-2022	32 11000855-Nova Linha de Evora, Troço Evora Norte/Leste, Emprettada geral de construção	35 11000855-Nova Unha de Evora. Troço Evora Norte/Leste. Emprettada geral de construção 18-08-2022	26 11000855-Nova Unha de Evora, Troço Evora Norte/Leste, Emprettada geral de construção	JU 11UUUSSUU-Erroreitada de Trabalhos de Reparação e Conservação II, a executar na Portes.	14 11000669 Geterra do Mathilidade de Mandedo Prece alta de São Julio Georgia.	25 HOUSEST-SERIE DE MODINAGE DE MONTRESO, TOJO AND SERIO DES TRANSPAÇACIONES AND MODINES A	31 11000865-Aquistão de servicos de "Manutenção de 1ª Linha dos Esternes de Snalização	32 11000867-Nova Unha de Evora, Troço Evora Norte/Leste, Emprettada geral de construção	35 11000867-Nova Unha de Evora, Troço Evora Norte/Leste, Empretada geral de construção	26 11000867-Nova Unha de Evora. Troço Evora Norte/Leste. Emprettada geral de construção	26 11000868-Empretada RIV Espirho - Gala Linha do Norte	 10 11000869-Briprelada de Modernização do Subhoço Cerdeira(excl.)-Viar Formoso(excl.) 	57 T1000009-Eliptemata de Nodel Illargão do cabillogo de della (excl.) 80 11000870-Elscalta do da emprellada de trabalhos de cenaración e conservación II a execu-	25 1100871-Prometada de Eletrificação da Linha do Adanve troco Fare-Ma Real de Santa A	16000 11000871-Errorelada de Eletrificação da Linha do Agarve, troço Faro-Mis Real de Santo A 06-10-2022	75 11000874-Empretada de Modernização da LBA, troço Santa Comb a Dão - Mangualde	30 11000874-Empretada de Modernização da LBA, troço Santa Comba Dão - Mangualde	30 11000875-Prestação de Serviços de Assessoria, Fiscalização e Coordenação de Segurança	57 11000877-IP3 - No de Souselas (IC2) / No de Viseu (A25), Dupilcação / Requalitoação	33 11000678*CONSTRUÇÃO DO EDIFICIOS DO CAMINOS DO PRASAL. 38 11000880. PONTE PAINHA D. AMÉLIA. PROTECÃO DAS ELINDACÕES E BEARILITAC.	14 11000884-IC2/ENT - BENEFICIAÇÃO ENTRE ASSEICEIRA (KM 65+200) E FREIRES (KI	47 11000885-Manutenção de 86 PNs na area COMNe 52 PNs na area COMC-01-09-2017 a 19-09-2022	75 11000886-Empretada de Modernização da LBA, troço Santa Comb a Dão - Mangualde	110,006887-Empretada de Trabalhos de Reparação e Conservação II. a executor a Ponte 3	11000888-Empretada de Benefidação das Coberturas Plataformas da Estoção da Azambuja	26 11000889-Empretada RIV Espinho - Gata Linha do Norte		14 11000680-Elipietada de via e catendra entre Evol a el Evasal Unite a, e con surgan dont do 16-12-2022. 5.7 41000880-Empretada de via e catenária entre Evora e Bractinodetra e construción del do 16-12-2022.		96 11000891-AQUISIÇÃO DE 160 TABLETS	96 11000891-AGUISIÇÃO DE 160 TABLETS	34 11000892-EP266. INTERSECÇÃO PARA SABOIA (KM 13,380) ELIMITE DISTRITO BELP.	75 T10 W883-Empretada de Bemicação da Linha do Agaive, mojo Faro-Ma Peal de Sano A 00 110 0883-Empretada de Bemicação da Linha do Agaive, mojo Earo-Ma Real de Sanh. A	23 11000898-IPP-CONSTRUÇÃO DO EDIFÍCIO 8 DO CAMPUS DO PRAGAL - FORNECIME	30 11000898-EN14 - VIA DIAGONAL-INTERFACE RODOFERRO DA TROFA - 2º FASE E V.	35 11000889-PF18 - Dupicação do tropo vernde/warujal, no kamal de Arareios e einmagao i	52 11000900-CONSERVAÇÃO CORRENTE E OPERAÇÃO DA REDE DE ALTA PRESTAÇÃ 04-10-2022	26 11000903-SMM_PORT AGEM - ALTO S.JOÃO, BOAMSTA SUPPLY AND RAIN DRAIN.
	Company		PT501489126	PT5068766	PT5068766	PT500197814	PT600272567	PT501378375	PT503156000	PT6028132	PT50.13783	PT503156000	PT500070210	PT5000974	PT500272557	P15076265	PT515688001	PT5038381	PT504092502	PT501773339	PT5078265	P15020013	P1501340114	PT5083708	PT501489126 1	PT5021977	PT5011573	PT5000702	PT5002725	PT5021583	PT980048095	PT980364426	P15031560	F150019/814	PT5000238	PT5147509	PT5021563	PT9800480	PT9803644	PT5014891	PT5000702	PT5030406	PT5013783	PT503156000	PT5013783	PT503156000	PT5032311	PT507826507	PT0202017	PT5021977	PT502533447	PT501378375	PT5031560	PT504547160	PT5014891	PT500097488	P1500197814	PT514950994	PT502425296	PT502425296	PT5020013	PT503156000	PT500978123	PT503888460	ESA28217735 PT503970352	PT503970352	PT5014891

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of the parts	+	160,4	33,0	411,7	79,8	0,0	9,8	118,9	1,7	4,2	26,0	14,8	15,9	221,1	3,7	9,6	406,8	256,1	527,6	29.1	30,3	40	0,3	6'0	16.8	49,3	10,1	12,6	17,6	93.9	11,6	532,9	0,20	82,5	9,834	475,1	15,7	13,5	40,6	41 4,1	14,5	3,6	16,1	37.4,8	845,7	50,7	69,2	427.4	9,6	9,0	168,4	673,6	192,3	48,1
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8			M 51,300) (RC Bilção de vidro	11000910-Nova Linha de Evora , Tropo Evora Norte Leste. Empretada geral de construção. 11000912-Conceção, tome dineino e montagem do sistema de controta automático de velodid	11000913-L. NORTE - BOBADELA - RCM PARQUE NORTE - EXECUÇÃO 11000914-L. MINHO - SUPRESSÃO DE PN'S RODOVÍRIAS E PEDONAÍS (BARCELOS 19-10-20	inta Comba Da	11000919- Linha do Norte - Apeadetro do Paralmo - Conservação e printra da passagems 07-12-2022	e Pampihosa	CARIZ	11000925-Nova Linha de Evora , Tropo Evora Norte Leste. Empretada geral de construção - 25-11-202 11000065 Nova Linha de Évora - Tropo Évora Norte Josep Emprehada goral de construção - 26-11-202	e. Empretada	la entre È vora	PARAÇÃO DO	200 000 000	11000936-IPB - RELVAS VERDES - GRANDOLA - ADMEN I O DA CAPACIDADE 11000936-DESENVOLVIMENTO, IMPLEMENTAÇÃO E SUPORTE DO PGI - PLA	OETALUDES	RTE - EXECU	forico da Belira	fortco da Belra	110009 42-Empretada de Modernização da LBA, frozo Santa Comba Dão - Mand	inta Comba Di	de São João	DE MURO DE	123+250. Pas	PERESTRUTO		orbo de Delra	forico da Belra	fortco da Belra	11000977-Operação e Manuenção da Redeide Ala Presação Norte - Aubestradas do Gra - 05-01-202 11non978-1 - NO RTE - ROBADELA - ROM PAROLIE NORTE - EXECUIÇÃO	DBRAS DE AF	e. Empretada	ivas/frontefra, e	ivas/fronteira, e	s Ténicas Cale	s Ténicas Cate	e. Emprellada	e. Empretada s Tentos Cata		rrovlário da T	e, froço Faro-A	e, toço Faro-A ma de Retomo	.10T E 12T D	nta Comba Dâ	s Ténicas Cate	STA SUPPLY	jação à EN106	E - ASSESSO	e Pamplhosa	M48+200 (LD)	e Pampilhosa	e Pampthosa	e, foço Faro-	e, togo Faro
	Object	mim	kLENTEJO (KI panhã - Subst	ora Norte Les igem do sistem	N'S RODOVI	LBA, frogo Sa	Paralmo - Cor	Beira Alfa, ent Beira Alfa, ent	A32.4C2) /ES	ora Norte Les	ora Norte Les	Jação Brrovár	DOURO - RE	Linha do Norte	MENTAGAGE	TABILIZAÇÃO	I PARQUE NO	LBA togo Ce	LBA TOCO Ce	LBA FOOD CE	LBA, tropo Sa	ego, troco Alto	ABILIZAÇÃO	00, EN104, Kr	ACÃO DA SU		3 C Do Poco Co	LBA Foço Ce	LBA Foço Ce	DAROIF NO	GESTÃO DE (April Norte Les	nte Évora e E	nte Évora e E	Especialidade	Especialidade	ora Norte Les	Approach Les	2019-2022	Linha do Norte ribriace Rodoli	Inha do Algary	Inha do Algary nação de Siste	AS LINHAS 9	LBA, trogo Sa	Espedalidade	JOAO, BOA V	DE RANS (L)	-MANGUAED	Belra Alta, ent	M27 +800 A KI	te apolo ao de Belra Alta, en l	Beira Alta, ent	Liffina do Norte Inha do Algary	inha do Algary
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		rprettada LBA	8 (EN121) - FI omplexo Empr	ova Linha de É onceção, forne	NORTE - BOE MINHO - SUP	mprettada de M mprettada de M	nha do Norte	np Geral "Mod	4326 - TRECH	ova Linha de E	va Linha de E	oleto de Execu	NATE LUIZ I S	rprettada RIV	SENVOLVIM	4118 (IC3) - K	NORTE - BOE	rpreltada de M	rpreltada de M	roreltada de M	rprettada de M	sterna de Mobil	NO RTE - KM	4, Km 0+467, 7	MINHO - DAF	rprettada LBA	rprettada LBA	rprettada de M	rprellada de M	NO RTE - ROF	SENVOLVIM	ova Linha de E	rprettada de vi	rprettada de vi	ubição Serviç	julsição Serviç	ova Linha de E	ova Linha de E	r vigos de Sau	rprettada RIV 414 - Mala (N	rprettada de E	riprettada de E iha da Betra B	NORTE - RE/	rprettada de M	lutsição Serviç	MM PORTAC	35 - PENAFIE	BEIRA ALTA	no Geral Mod	48 - KM33+72	rviços de Asse no Geral "Mod	rp Geral "Mod	meretada de E	rprettada de E
		11000904-En				11000915- Empretada de Modernização da LBA, tropo Santa Comba Dão - Mangualde 11000915- Empretada de Modernização da LBA, tropo Santa Comba Dão - Manoualde		11000922-Emp Geral "Modemização da L Beira Alta, entre Pampthosa e St. Comba Dão, α 05-12-2022 11000922-Emp Geral "Modemização da L Beira Alta, entre Pampthosa e St. Comba Dão, α 05-12-2022		11000925-NK	11000925-Nc	11000929-Pr	11000933-PONTE LUIZ I SOBRE O RIO DOURO - REPARAÇÃO DO TABULEIRO INFE 06-01-2023	11000934-En	11 0009 36-DE	11000939-Eh	11000942-L.	11000946-Empretada de Modernização da LBA togo Celorico da Beira - Guarda 13-02-2023	11000946-Er	11000946-Er	11000947-En	11000949-Sk	11000957-L, NORTE - KM131+400 - ESTABILIZAÇÃO DE MURO DE SUPORTEDE ATE 13-12-2022	11000963-IP	11000968-L.S	11000974-En	11000974-Er.	11000975-Empretada de Modernização da LBA tropo Celorico da Beira - Guarda 92-03-202			11000979-DE	11000980-NK	11000981-En	11000981-Errorettada de via e calenaria entre Évora e Elvas/ronteira, e construção d/vil do	11000982-Aq	11000983. Aquisição Serviços Manutenção Especialidades Ténicas Calenária, Via e Geolectro 16-12-20.	11000984-NC	11000984-NC	11000986-Se	11.000987-Empretada RIV Espitito - Gala Linha do Norte 11.000988-EN14 - Mala (No do Jumbo) / Interface Rodoterrovánto da Trota - 2ª Fase - Via 06-01-202	11000989-En	11000989-Er	11000992-L. NORTE - REABILITAÇÃO DAS LINHAS 91,10T E 12T DA TRIAGEM	11000993-En	11000995-Aq	11000996-AC	11000999-IC35 - PENAFIEL (EN15) / NÓ DE RANS (L'Bação à EN106) 10-01-202	11001001-L.I	11001006-En	11001007-ENS - KM334720 (LE); ENS - KM274800 A KM484200 (LD) - ESTABILIZAÇÃO 05-01-2023	11001010-Se	11001010-Emp Geral Wodemzação da L Beira Alla, ente Pampilhosa e St. Comba Dão, α. 27-02-20		11001012-Emprettada de Eletticação da Linha do Algarve, togo Faro-Vila Paarde Samto A. 08-03-202
i i				PT503156000 PT500274371	PT500197814 PT502668490			PT502156392 PT980392608		PT502156392	P T980364426	T502 668 490	PT500023875			PT502197714	T500197814			P 1501378375	PT503156000	SA08031098	PT507790790	T514364017	T502 156 392	T500197814	T514950994	P T500097 488	T500272557	PT500197834	PT501945733	P T503156000	T500197814	PT500272557	1515323080	PT501378375	T980048095	T546 323 080	PT507159683	PT501489126 PT500072868	1501378375	1501866116	PT514950994	T503156000	T515323080	PT515323080 PT501489126	P T503 451 541		L. L.			L.L		PT503156000
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	Contract piles	35,6	3,4	258,3	8,6	7,17	70,8	11,9	204,0	31,4	227,2	3,5	339,7	174.3	181,4	8,9	77.4	1,9	8'0	0.0	119,3	115,8	116,8	1,8	8,6	1208,3	37,6	76,8	86,88	34,0	289,7	2,8	151,3	12,1	150,0	116.1	61,0	20,6	20,6	16,5	34,6	1,1	4.7	4,9	892,9	63,1	2,6	18,9	31,2	317,0	12,2	2026,5	2026,5	328,8	138,1	35,2	61,4
	Combantid	28,9	8,4	258,3	8,6	74,7	6267,2	7.6	200,0	31,4	1968	3,6	276,2	174.3	181,4	6,8	77.4	1,6	7'0	0.0	0'26	94,2	194,2	8,1	6,8	982,4	9'08	76,8	54,3	34,0	289,7	2,8	151,3	6'6	121,9	116,1	61,0	20,6	20,6	16,5	34,6	6'0	120,8	4,0	892,9	63,1	2,6	18,9	31,2	257,8	12,2	2026,5	2026,5	328,8	138,1	28,6	49,8
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Contract	Object	11001015-LSINES-LSUL - EDIF. TÉC, SIT ES GSMR. E SUBSTITUIÇÃO TABULEIROP 11001018- Predación de servicos de Pathoración de Petitido de Avallación de Dominada de	11001019- Emprehada Geral de Modemização da ligação terro viárta entre Sines e a Linha di 111011119- Emprehada Geral de Modemização da ligação form viárta entre Sines e a Linha di	3 11001020-IPPREMIODELAÇÃO DO PISO 4, INCLUIND O AVAC, DO EDIFÍCIO 2 DO CAX 16-03-2023 11001021-Aboa Initia de Fanta Trom Paria Ampla eta Frometada de ral de constitucia 20-02-023	5 11001021-Nova Linha de Évora. Trogo Évora Norte/Leste Empretada geral de constitução 41004003 habita la paral de constitução	11001022-PONTE LUZ I SOBRE O RIO DOUG	6 11001029-EVORA NORTE / EL VAS - LOTE A - ASSIST ENCIA TECNICA E COORDENA, 03-03-20.20 (Control of the construction of the		7 11001033-Empretada de Modernização do Subtroco Cerdeira (excl.)-Mar Formoso (excl.)	11001038-Nova Linha de Evora, Tropo Évora Norte/Leste. 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			11001171-4 - CONSERVAÇÃO CORRENTE POR CONITATO 2021-2024	1001173-8 - CONSERVAÇÃO CORRENTE POR CONTRATO 2021-2024 - 18 LOTES 11001173-8 - CONSERVAÇÃO CORRENTE POR CONTRATO 2021-2024 - 18 LOTES	11001174-17 - CONSERVAÇÃO CORRENTE POR CONTRATO 2021-2024-18 LOTES	1174-17 - CON	4475-3 - CONS	1100 1175-3 - CONSERVAÇÃO CORRENTE POR CONTRATO 2021-2024 - 18 LOI ES 1100 1175-3 - CONSERVAÇÃO CORRENTE POR CONTRATO 2021-2024 - 18 LOI ES	11176-16 - CON	1176-16 - CON	11001177-Brorettada de via e catenária entre Evora e Bvasifronte la construción dividido	1177- Briprettad	1177-Emprettac	11001177-Emprettada de via e catenária entre Évora e Bvasafronteira, e construção civil do	1179-Briprellac	1180-Emprettac	1180-Empreitat	1181-5 CON	1183-18 - CON	11001185-9 - CONSERVAÇÃO CORRENTE POR CONTRATO 2021-2024 - 18 LOTES	1186-L. NORT	11001187-SMM_PORTAGEM-ALTO S.JOÃO, BOAVISTA SUPPLY AND RAIN DRAIN, 05-06-2023	1188-IPP-REN	1189-Emprettac	H191-LINHAD	11001183-ENZ44 - NIBOTROU 3Z1400. ESLABILIZAÇÃO DE LALDIDES EMITODOMÁS F. 30-95-2023 11001185-5 DEPARACIÓN SONO 92-023	1106 9 DEDA	1198.4 - PEPA	1199-IPP-REM	1200-Sistema de	1202-Prestação	1204-L. ALGAF	1204-L. ALGAF	1204-L. ALGA	1205-5 - REPA	11001206-Manutanção de 86 PMs na area COMIN e 52 PMs na area COMC-01-09-2017 a 04-07-2023	1207-2 - REPA	1206-ENIUS, F	1210-1 - Agusta	1211-2 - Aguilia	1213- Proreftad	PT603156000 11001213-Empretada Cerat de Modernizacão da Agacão Empovânta entre Sines e a Linhard 04-07-2023	1215-Nova Lini	1215-Nova Lhi	11215-Nova Lini	11001216-R. DA PET ROGUÍMICA - COMPLEXO DE SINES - REABILITAÇÃO 12-08-2023	121 /- CONSEN	1018 B - CONS	1219-Briprellad	11001219-Empretada de Eletrificação da Linha do Agarve, trogo Faro-Via Real de Samb A	11001220-IC35 – PENAFIEL (EN15) / NÓ DE RANS (Ugação à EN106)	1221-SMM LH	11001223-EFS13 MISSANDEEX (KMS4+000) E ENT. COM II.S (BOLVNES) (KMS3+500) 11001225-ERS15 MISSANDES (KMS4+000) E ENT. COM II.S (BOLVNES) (KMS4+000)	1226-Nova Lini	11001228-ER361, KM49+400, ESTABILIZAÇÃO DE MURO DE SUPORTE	1229-Emprettad	1229-Emprettac	11001229-Empreitada de Modemização da Liskutogo Celondo da Beira - Quanda 11001299- Journal de secultos de localização de Matinas	1100 1233-Admasjao de serviços de localização de Valuras. 1100 1235-Emp Geral "Andernização da L. Beira Ata, entre Pampihosa e 3. Comba Dão, co 02-08-2033	1235-Brp Gerk	1237-ER228	PT500328517 11001238-LIGAÇÃO Á ÁREA INDUST RAL DE FONTISCOS E ERMIDA (SANTO TIRSO) 11-07-2023	1240-Briprellac	1240-Empretad	11001240- Erpretada de via e catenária entre Evora e Evasificintera, e construção civil do 14-07-20.	1242-Prestação	1244-Aquisição	1246-2 - Aquisi	P1507383125 11001249-11 - CONSERVAÇÃO CORRENTE POR CONTRATO 2021-2024 - 18 LOTES 19-07-2023 ES408031098 11001252-348-ma de Mobilidade do Mondego, tropo Ato de São João - Serpins: Adaptação 13-07-2023	
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	Company		PT503472069	PT505886154	PT5039	PT503472069	PT503970352	PT5160	PT503970352	PT503970352	PT50008	PT500197814	PT500272557	PT5149.	PT5021	PT500197814	PT514950994	DT5024	7005Tq	PT508307880	PT501515011	PT501489126	PT5143	PT501489126	PT51 495 0994	PT506370896	DISORS	PT606370836	PT5025	E8A080	PT503231100	ESA08031098	PT5021	ESA64381072	PT5063	PT502533447	P1501497889	P150019/614	PT5021	PT5021	PT5013	PT5031	PT5021	PT980048095	PT9803.	PT503838160	P1503970352	PT5034	PT501378375	PT503156000	PT5034	PT503439800	PT506596966	PT5031	PT5014	PT500070210	PT5000	PT614698968	PT502156392	PT9803	PT5136	PT5003	PT5000	PT5002	PT5149	PT501912290	PT504613529	PT5021	ESA080	

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	Contract price	205,8	337,6	17/1	241,1	374,6	203	296,3	74,1	870,1	200.4	244,8	1078,3	1123,6	55,6	6.3	442	155,5	54209	909	17.8	10,5	402	40,2	3409,3	4,1	1,50	921.8	1,7	17	44	11,5	259,9	133,6	145,8	11,1	250	851.7	273,7	378,0	120,6	460	27.3	613	36,8	24,5	9008	4,3	73,1	12,4	861.4	12,1	173,4	74,3	3476,3	1078/4	19,3
	Contracted	205,8	337,6	1,171	241,1	374,6	20,3	296,3	74,1	870,1	200,4	231,0	1078,3	1123,5	55,6	0,00	44,2	126,4	5420.9	9'09	17,6	10,5	40.2	40,2	3409,3	8,0	1,5	921,8	1,7	1,7	4,1	11,5	269,9	133,6	145,8	11,1	25,0	5,17	273,7	378,0	120,6	46,0	27,3	61,3	36,8	24,5	9,000	3,5	73,1	1,01	661,4	12,1	173,4	74,3	3476,3	1078,4	19,3
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contract			6 11001256-EM1 - KM 45-900 (OTA); EM1 - KM30+500 (VALA DO CARREGADO); EM3 - K 18-07- 6 11001257-Emportata RV Egylno - Garb Linha do Note 6 11001257-Emportata RV Egylno - Garb Linha do Note 7 100			4 11001263-EITPPREABLE LEN TO GO MAIN - CL. B. 4 11001264-IC2ZEN1 - BENEFICIAÇÃO ENTRE ASSEICEIRA (KM 65+200) E FREIRES (KN. 18-07-		5 11001289-Empretada de Eletrificação da Linha do Algarve, tropo Faro-Villa Real de Santo A. 23-08-	3.		11001275-1C15 - VIADUTO DUARTE PACHECO. REFORÇO SISMICO E REABILI	11001276-EXECUÇÃO DE TRABALHOS DE GESTÃO DE VEGETAÇÃO 2020-2022 11001-278 Emprehada de Mandembasão de L. Bo., From Santa Contro Dão., Mandemb	11001 278-Empretada de Modemização da LBA, Foço Santa Comba Dão - Manguald 11001 278-Empretada de Modemização da LBA, Foço Santa Comba Dão - Manguald	123	8 11001280-EN108, EN320, EN321 - ESTABILIZAÇÃO DE TALLDES EM RODOVIAS NO D. 23-08:		98	-	20 000			981	9 36		8 11001306-EN14 – Mala (Nó do Jumbo) / Interface Rodoferro viárto da Trofa – 2ª Fase – Vta 15-09	7 11001307-IP8 - RELVAS VERDES - GRÂNDOLA - ALMENTO DA CAPACIDADE	6 11001308-L. NORTE - ADEQUAÇÃO DO LAYOUT MATO MIRANDA, DESLOCALIZAÇÃO 01-09 0 41004308-L. NORTE - ADEQUAÇÃO DO LAYOUT MATO MIDANDA DESLOCALIZAÇÃO 01-09	100			 11001311-Emprettada de via e catenaria entre Evora e Evasifrontera, e construção civil do 14-10- a 11001319. Reparacião da Vialura matricula 10. GO: 21 		6 11001314-SMM PORTAGEM - ALTO SUDÃO, BOA VISTA SUPPLY AND RAIN DRAIN/ 30-10-	0 11001315-No va Linha de Evora. Trogo Evora Norbe Lesse. Empretada geral de constução es 11001317-31sebroa de Mobilidade do Mondeiro from alto de São, não - Semine: adambida	T. 11001320-LIGAÇÃO Á AREA INDUSTRIAL DE FONTISCOS E ERMIDA (SANTO TIRSO)	1 1	5 110013224, NORTE - ADEQUAÇÃO DO LAYOUT MATO MIRANDA, DESLOCALIZAÇÃO 09-10- 0 110013231, NORTE - ADECHAÇÃO DO LAYOUT MATO MIDANDA DESLOCALIZAÇÃO 09-10-	100	100	9.15		0 11001330-SMM LH AEMINIUM - HOSPITAL PEDIATRICO	200		5 1	 11001336-L. ALGARVE - TUNES-LAGOS - ELETTRIFICAÇÃO - EXECUÇÃO 11001337-Empellada de Modernização da L.Ba. Foxo Santa Comba Dão - Mandualde 	4000				and o	 TIUDI 356-L.: MELEÇAS-CALDAS (TORRES-CALDAS) - MCDERNISATION - CONSTRT. 13-12. TI001356-L.: MELEÇAS-CALDAS (TORRES-CALDAS) - MCDERNISATION - CONSTRT. 13-12. 	1 1	 11001357-L. NORTE - ADEQUAÇÃO DO LAYOUT MATO MIRANDA, DESLOCALIZAÇÃO 6. 11001368. Erronolida DV Espido. Gala Linha do Norte. 	8 11001364-Sisbira de Mobilidade do Mondego, troço Alto de São João - Serpins: Adaptação	2. 11001374-ARBITRAGEMENTRE O ESTADO PORTUGUES E A AUTO-ESTRADA DO A.	P1501378375 11011377-Empretada de Eletificação da Linha do Algarva, Togo Faro-Villa Real de Santo A. 29-11. P1503158000 11001377-Empretada de Eletificação da Linha do Algarva, Togo Faro-Villa Real de Santo A. 29-11.
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			11001382-L - MELEÇAS-CALDAS (TORRES-CALDAS) - MODERNISATION - CONSTRU 18-12-2023	CALIZACAC	CALIZAÇÃC	1100 3563-CUIDEÇÃO, UNIBORIBIDO E IMPRIGORAÇÃO DE CUITOO AUDITAIÇÃO DE VEIDOD 04-12-2023 1100 1400-L. BEIRA BAIXA - PASSAGEM INFERIOR AO PK 115+096 - REFORÇO DOSIV. 27-11-2023		11001413-Skiema de Mobilidade do Mondego, troço Alto de São João – Serpins: Adaptação 20-12-2023 and a servira estas especialista de servira de procesarios de serviras de ser	A EGREÆV	1248-2012-EN109 - MELHORIA DAS CONDIÇÕES DE SEGURANÇA ENTRE O KM101+ 15-11-2012	COS COBRA	COS COBRA	1333-2015-BEIRA LITORAL E ALTA- CONTRATO PRESTAÇÃO DE SERVIÇOS COBRA 08-02-2015	1333-2019 HILLERICK NOVELE - CONTRACT OFFICE AND DESCRIPTOR CORRESPONDED TO THE CONTRACT OF TH	A CKRA 6 1474	SANTANACI	14-2013-ER227/IC2 8-JOÃO DA MADEIRA (KM0+000) / VALE DE CAMBRA (KM9+760) 20-03-2013	THE STREET	WARIA (POF	ATO RENEG	RATO RENE	1562-2015-CONCESSÃO GRANDE PORT O- DISPONIBILIDADE (CONTRAT O RENEGO 05-02-2018	GOCIADO	CONT RATE	ALO RENEG	SISMICODA	OMA FR207	1619-2012-ER308, KM5+691, PHIDE BARR OSELAS, EN201, 33+890, PONTE VELHA DI 26-12-2012	M 83+460). I	11990) E AR(ANÇA DE PC	ALGARVE-CONTRATO DE PRESTAÇÃO DE SERVIÇOS COBRANÇA DE PC 07-02-2016	ANÇADEPC		(OQV)	1860-2015 - CONCESSAO NORT E LITORAL - DISPONIBILIDADE (CONTRATO RENEGO 08-02-2016	AGA		182-2005 CAROS 36 NOS CA 193-2015- ER125 - All A NOSA DE CACELA (KM 145+100) A IGACÃO A A22 (KM 150+90-16-03-2015	ACÃO E REF			2080-2014-EN269 PONTÃO DO CARVALHOSINHO, KM 036+070. REABILITAÇÃO E REI 28-11-2014	2216-2015-EP206 V.N. FAMALICÃO (KM 22+320) E ENTROCAMENTO COMERS10 (KM 21-12-2015	EDE DE AUT	235-2014-CONSERVAÇÃO CORRENTE POR CONTRATO 2013/2016 - DISTRITO DE PC 09-04-2014	2351-2014-ENTUS ENTRUNCAMENTO COM A ENZUA (KM 241680) E BRAGA (KM 36-11 15-12-2014)	RILO DE GI	ENAÇÃO DE	ACÃO	+100), REAE	SE NELO 87	343-2010-SUBCONCESSÃO PINHAL INTERIOR 05-02-2016	8000		-NOVO (KM1	5-2015-EN347, KM 144489, EST ABILIZAÇAO DE ALERRO E PLATAFORMA RODOVIAR 19-02-2015 sottomotiva deal book Esterimal Timal de Loueiro	5010001583-Arequação CCP contrato 1946 Beabill Filindações 3 Pontes na L. Betra Batz 12-11-2010		0 da Unha do	ıa - Tua da III	Lelxoes da III	5010016233-Estudo abarelhos anolo Nava Pone Sado				acoes colaters			
Constract			ERNISATION	ANDA, DESLO	ANDA, DESLO	5+096 - REFC		(K M5 4+314)	FLD PORT	SANÇA ENTR	NO DE SERVI	AO DE SERVI	NO DE SERVI	SERVICOS	/ SARITADER	P P C WARPIO	DE CAMBRA		OR MA RODO	ADE (CONTR.	DADE (CONT	DE (CONTRA	RATO RENE	ONIBILIDADE	CONCESSAO INTERIOR NORTE - DISPONIBILIDADE (CONTRATO REGIONAL DE PRESENTA DE LA DESENTA DE LA DESENT	S INCO TO	E INTERS C	33+890, PONT	OM EN205 (K	NÇÃO (KM18	VIÇOS COBR.	VIÇOS COBR.	VIÇOS COBR.	EGOCIADO	O RENEGOO	DE (CONTRA	KILODEBK		GACAC A A22	R REARITY			770. REABILIT	AMENTO CO	314-2015 2 R	13/2016 - DIS	+880) E BRAC	13/2016 - D1S	AO E COORD	REABILITA	CELA (KM 145	VA SOC, JOK				ONT EMOR-O	PLATAFORM	s 3 Pontes na	he São João.	i, ao PK 80,00	Marco - Régu	ntre S. Gerrill -	COLIN GIO GIADI				faces com est	s em Cora	em cora	
			ALD ASS - MOD	T MATO MIR	IT MATO MIR	OR AOPK 11	o Norte	co Alto de Sac	(KM 425+008	ES DE SEGUE	OPRESTAC	O PRESTAÇ	OPRESTAC	ESI ACAO D	(ALCANIEDE	ACT BODOES	TV/\/ 1000+0	SEACESSO	ODAPLATA	USPONIBILID	- DISPONIBIL	SPONIBILIDA	DADE (CON	ALTA - DISP	ISPONIBIL ID	TE PACHECO	(KM 82+792)	LAS ENDO1.	EINTERS. C	EN2 02 EM MC	ÇÃO DE SER	IÇÃO DE SER	vção de ser	ITRATO REN	E (CONTRAI	SPONIBILIDA	BANAS - DIS		145+100171	CA DE RELVE			HO, KM 036+	O) E ENTROC	SONT RATO?	ONT RATO 20	ENZUA (KM ZA	ONI KATO 20	FISCALIZAC	CA (KM133+76	NOVA DE CA	XPROPRIMI		AÇÃO		992) E EN4/W	ATERROE	hill Fundacõe	para a Ben F	da Pte do Lime	cabo Foente	de cabo FOe	Sado				atri e Robos e Inte	de Seguranç	de Seguranç	
	1		(TORRES-C	AO DO LAYOL	AO DO LAYOL	AGEM INFER	- Gala Unha c	o Mondego, fro	NTRE ER367	AS CONDIÇÕ	A- CONTRA	A- CONTRA	A- CONTRA	ONIKATOP	SELECTION SELECTION	ACC INTER E	ANDEIRA IKM	O RIO MACA	STABILIZAÇÃ	DE PRATA - I	NDE LISBOA	E PORT O- D	DISPONIBIL	CALIT ORAL E	OK NOKIE-L	HEIPORIA	COM A ENTO	DE BARROSE	G (KM83+017	NTO COM A	O DE PRESTA	O DE PRESTA	O DE PRESTA	ILIDADE (CO	SPONIBILIDA	LITORAL - DI	AVESSIAS U		CACELACK	ONT E METAL	ARVE LITORA		ARVALHOSIN	AO (KM 22+32	RENT E POR	ENTE POR C	NI O COM X	ENIE POR C	FRONT EIRA	3+100) / TAVII	3+750) / VILA	NALUKEZAR	AL INTERIOR	AS - REABILIT	OTEJO	STM (KM132+	BILIZAÇÃO D	rato 1946 Reg	tode Execução	o da estrutura	is da Instal, de	cabos da Inst	lo Nova Ponte				Gio no CCO d	Coordenação	Coordenação	
			CAS-CALDAS	- ADEQUAC	- ADEGUAÇ	BAIXA - PASS	a RIV Espinho	Mobilidade d	TERSECÃO	MELHORIAD	TORAL E ALT	TORAL E ALT	TORAL EALT	R NORTH - C	D POPT O MA	E A ENHA I A	SJOAODA	ONTE SOBRE	KM 30 +300, E	SÃO COST A	SÃO DA GRA	SÃO GRAND	SAO NORTE	SAO DA BEIL	SAO INI ERIO	TO ENGEN	5 - INT ERS.	M5+891, PH	L.D. VCT/BR	NTRONCAME	E-CONTRAT	E-CONTRAT	E-CONTRAT	E - DISPONIB	ITERIOR - DI	SAO NORTE	ENI O DE 18	er vigus Go	B ANOWA DE	M54+077 PC	DESSAO ALG		ONTÃO DO C	N. FAMALIC	VAÇÃO COR	AÇAO CORR	NI KONCAME	ACAD CORR	R FORMOSO	LHÃO (KMI 16	AMRA (KM13	ERVICOS DE	SESSAO PINE	END AO / BEL	ESSÃO BAIXO	10)- LD. EVRZ	44480, ESTA	cão CCP cont	Prévio e Proje	ojeto de reforç	minho de cabo	do caminho de	ao, tornecimen				Forto e merr	Fiscalização e	Fiscalização e	
			382-L - MELE	383-L MELE 383-L. NORTE	383-L. NORTE	369-Cultorya0 400-L. BEIRA	403-Empretad	413-Sistema di	2015-ENP J III	2012-EN109-	2015-BEIRAL	2015-BEIRAL	2015-BEIRAL	SOLD-INI ERIC	2010-Hall Eral	2015 VABIAN	13-ER227/IC2	2015-EN218 P	2013-EN211,	2015-CONCES	2015-CONCES	2015-CONCES	2015-CONCE	2016-CONCES	2015-CONCE	TO-ICH VIA	013-FMER 2	2012-ER308, H	2013-EN101 -	2015-ENI01 E	2015-ALGARY	2015-ALGARV	2015-ALGARV	2015-ALGARY	2015-BEIRAIN	2015-CONCES	2015-1 KALAR	DOS CALLOS S	115-FR125 - N	2013-ENP44	009-SUBCON	202-2009-202-2009	2014-EN259 P	2015-ER206 V	2014-CONSEF	014-CONSER	2014-ENIUS E	014-CONSER	2015-IP5 VILA	2014-ER125 C	2014-ER125 T	103-PKEST. 2	NO-SUBCON	13-EN117 & P	47-2009-SUBCONCESSÃO BAIXO TEJIC	014-ENI14(IC	5-EN347, KM 1	01 583-Ade que	12787-Estudo	12865-Elab. pl	17328-Proj. ca	17329-Projeto	18653-Estudo	19 42 7-	19427-	19427-	19469-CCC q	19471-Gesão	19471-Gesfao	
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umulative pe Extraord ins ryworks	0'0	0,0	0,0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0,0	0,0	0'0	0'0	0,0	0,0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0,0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0
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r bid rect errors	0,0	0,0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0,0	0'0	0'0	0'0	00	0'0	0,0	0,0	0,0	0'0	0,0	0,0	0'0	0'0	0,0	0'0	0'0	000	0,0	0,0	0'0	000	0'0	0'0	0'0	0'0	0'0	0'0	0'0
marin the par mortina oor works	0,0	0,0	0,0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0′0	000	0,0	0.0	0'0	0,0	0,0	0'0	0'0	0'0	0,0	0,0	0,0	0.0	0,0	0'0	0'0	0'0	000	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0,0	0'0	0'0	0'0	0,0	0.0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	0'0
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act price	48.9	32 p	121.2	16,1	3,9	ďα	172.1	206	74,3	269.4	40,7	5321 A	40.2	67.6	2,969	112,9	80.0	6524,3	86,1	120,5	972,4 208.8	0.0	430,4	428 9	69.7	79.6	160,5	0'0	120.0	3934,3	227 A 441 5	1327.2	12	8466,0	103,3	842.7	3599,0	0 2880	68287,9	1208,3	244,7	838.9	0 0668	3897,0	ďο	2361.0	870.9	4222.2 3678.7	5235,3	5658,9	3278 9	341,3	1,0
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do intent	60 1003 4829-Cedênda Poskjão Contratuati P-IPE Establzação Taudes na Linha de Leixões 50 1003 4853-Projeto de execução do IC2 (A30), Km 14540, Valdito da Matinha-Reabilitaçã 14-05-3	501003 4981-B.CIN-Audiovisual (registo, produção e realização) retatvo ao Corredor Intern 501003 4982-B.CIS-Audiovisual (registo, produção e realização) retatvo ao Corredor Intern	949 50 1003 4984-B.CNS CC-Audiovisual (registo, produção e realização) retativo ao Corredor 1 03-05-2018 939 60 1003 5064-Cerdenta Dordrana Dordrania ID-IDE Km 1643 06 I Inha do alembra. Prodeto 91-19-2017	5010035088-Cedênda Posção Contratual IP-IPE Projeto Construção PSP Km 301+600 Linf	50.10035111-Cedênda Posição Contratual P-IPE Estabização Tatude na Linha do Sul ao M 50.10035212-Prestação de Servicos para a verificação CE, por um Organismo Notificado, do	5010035418-1P1, KM 132+500, PONTE INTERNACIONAL SOBRE O RIO GUADIANA EM	50 10035468 ENB, TORRES VED RAS (KM 68,000) e ENT. COM EN115 (MERCEANA) (K. 50 10035479 EN2 S. Briss de Albortete Libació a A22, Regualficação, Projeto de Exercicão	5010035498-SISTEMAS DE RETENÇÃO RODOVIÁRIOS COM DPM - N2W2A2W8	5010035498-SISTEMAS DE RETENÇÃO PODOVÍARIOS COM DPM - N2W2A2W8 A010085408-SISTEMAS DE DETENÇÃO PODOVÍARIOS COM DBM - NOWOADAS	50 1003 5563 - Verticação CE, por um Organismo Notificado, dos substatemas associados à Mr	5010035570-Projeto de Execução das "NOVAS INSTALAÇÕES DO OCT E DA OS NO PR. An timos stats. La intravigio CE, por um Organismo Mottleado, dos subsistemas associados à M	ou rous sous serintadare CE, por un co garins no nomicarou, uos suosaserinis associarous a rer re-os-zo 50 1003 5661 -"Conco ção Execução da Subestação de Tração de Runa, Postos Autobran stor 26-06-20	50 1003 5759 - Cedênda Posção Contratual IP-IPE Establização Tatudes na Linha do Douro,	50 1003 6046-Prestação de servicos para a verificação de conformidade CE por umordanism 30-10-	50 1003 6051 - Aquisição serviços acompanhamento empretadas genais ligação ferro viária Éw. 01-10-20	50 1003 6313-BENEFICIAÇÃO DA EN2 - LIGAÇÃO A A22 (KM 730 +700) E FARO (KM 737 A0 1003 6351 - Empretada "Consesão Ibme dirento e mortanem do sistema de controlo autom	5010036446-ER315 - Mrandela (km 34+000) e Entroncamento com o IP2 (Bornes) (km 53+ 07-05:20	50 1003 6535-Prestação de Serviços de "Assessonta, Fiscalização e CSO das Empretadas e 22-09-20	50 1003 6546 - EN222, KM 207+000 ao 214+500 . Establização de Taludes de Escavação. Pr	50 1003 6729 - Estabilização de Taludes Em Rodovias No Distrio de Santarém. Projeto de Exc	50 1003 6732 - L. Letxo es EP 4PE 4EIA melhoramento da capaddade terroviaria na Linha de L. 40 1003 8927 . Concurso Dúblico com divididacão no Jona i Oficial da Linfa Europeia (1701 IEV	50 1003 7080. Estabilização de Taludes de Escavação entre o km147+100 e lon 147+400, LE 11-06-20	50 1003 7383 - Coordenação Tecnica do Projeto de Execução e Taretas Complementares Ger	50 1003 7393-Via. Tetraplenadem e Drenadem do Projeto de Execução - Contrato D	5010037480 Catenária e RCT+TP do Projeto de Execução	50 1003/7521 - Prestação de Serviços para a elaboração do projeto de execução para condu	50 1003 7741 -EN266 KM 9+876 A KM 18+839 E EN392 KM 77+660 A KM 88+478 . BENEF	5010037763-EXECUÇÃO DE TRABALHOS DE GESTÃO DE COMBUSTÍVEL 2018 - DIST	5010037885-ARRANJOS EXTERIORES DO CAMPUSIP 11-09-20-	50 1003 7970 - 193 - Nó de Souselas (IC2) / No de Viseu (A25). Duplicação / Requafficação	50 1003 8116 - Audioria de Segurança Rodoviaria do IP3 - No de Souseias (IC2) / No de Vis 50 1003 8157 - Projeto de execução - IC1 (A1) - No de SP Ovidio (ian 2964420) / Ponte da Arr	5010038191-Estudo Prèvio +Projeto de execução - EN222 - A324C2 (Nó de Canedo) / Serr 29-07-2019	50 10038201 -BETNOR - 10 ton Pó de pedra catcário. 50 10038201 - Destación de Servitos nara a "Elahoración do moleto de execución nara a real	5010038440.HC2/EN1 - BENEFICIAÇÃO ENTRE ASSEICEIRA (KM 65/200) E PREIRES (03-05-20	50 1003 8615 - Adaptação dos projetos de especialidades para a supressão das PN's aos kmê so 1003 8653 - INTE DYENÇÃO, DEPARATIVA, EM DA VIMENTOS 2018 — CENTRO ODERDA C	5010038683-Emprettada de Beneficiação da Ponte de São João.	50 10038720-Linha do Douro - Reabillação da Superestrutura de Via entre Pinhão e Tua co todo ezto i taba do Bouro - Boatellação da Superestrutura de Via entre Binhão e Tua	50 10038742 CONCESSÃO GRANDE LISBOA - Grandes Reparações Pavimentos	5010038751-Concessão BLA-GRP Grandes Reparações Pavimentos	50 100 00 15 COLLOSSID DLATENT CARTIERS PEPARAGOES FROM REMOS 50 100 38754 SINALIZAÇÃO VERTICAL 2019	50 1003 8803 - Ligação da Zona Industrial de Cabeça de Porca à A11 (PVAE)	50 1003 8892 - EN 109 Ponte Edgar Cardoso sobre o rio Mondego, Projeto de Substitução do	5010039022-LIGAÇÃO DO PARQUE EMPRESARIAL DE FORMARIZ Á A3 (NÓ DE SAPA 27-06-20	5010039032:1C2 (EN1) — REQUELIFICAÇÃO ENTRE LEIRIA (KM 1284535) E BOA VIST 5010039115. Concessão NORTE-GRPGrandes Reparações Pavimento	5010039115-Concessão NORTE-GRPGrandes Reparações Pavimento	5010039139-Concessão NORTE LITORAL-GRP 5010039177, Jourse So de sendros de "Manutone"s de 13 Linha dos Siebras de Smallhans	50 1003 9177 - Aquisção de serviços de "Manutenção de 1.º Linha dos Sistemas de Sinalização	5010039177-Aquisição de serviços de "Manutenção de 1,ª Línha dos Sistemas de Sinalizaçã 5010039177-Aquisição de serviços de "Manutenção de 1,ª Línha dos Sistemas de Sinalizaçã	50 10039177 - Aquisição de serviços de "Manutenção de 1.ª Linha dos Sistemas de Sinalização	5010039177. Aquisição de serviços de "Manutenção de 1.ª Linha dos Sistemas de Sinalização 5010039217. INTERIOR NORTE (GRP) Grandes Reparações de Pavimentos	50 1003 92 79 - Allimentação elétrica da futura subestação de tração elétrca de Olhão, Linha do	P.1.9077.2937. 30.10033234-Sinalização & E.L.C.S., Collegção, Fornechiano, Montagente Maintenizao y var. 23.93-20. P.1.5045.47780. 50.10038312-Empretada de Beneficação das Coberturas Pistabrimas da Estação da Azambi 0212.20.	5010039340-5010039340
do mpany	PT 5019 57782 PT 5078 26507	PT514023708 PT514023708	PT513652949	PT 503003328	PT507051823 PT507546903	PT500070210	PT 502496878 PT 508592747	PT 5020 42944	PT 5020 42044	PT 5075 46903	PT 503465976	PT 602633447	PT 5077 90790	PT 5075 46903	PT501389660	PT503401676	PT 5018 84955	ESB15044357	PT502001364	PT514803991	PT501957782	PT 502496878	PT501962336	PT507826507	PT 500440131	PT 5041 36208	PT507826507	PT 5039 70352	PT 5002 80908	PT 507826507	PT 504803468	PT507826507	PT 5089 26556	PT502197714	PT501957782	PT 980427568	PT 5002 26504	PT 507959248	PT 505403900	PT514402253	PT500963363	PT501261320	PT 500553408	PT 500197814	PT 504488643	PT 5052 50586	PT 508598986	PT507775597	PT514750901	PT 5147 50901 PT 5049 93593	PT 504394029	PT 5045 47160	PT501967796

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Estimated to pay		0'0	0'0	0'0	0'0	0'0	000	0'0	0'0	000	0.0	0'0	0'0	0'0	000	0.0	0'0	0'0	0'0	000	0.0	0'0	0'0	0'0	000	000	0.0	0'0	0'0	0'0	0,0	000	0.0	0,0	0'0	000	000	0'0	0'0	000	0'0	0,0	0'0	000	0'0	0'0	000	0'0	0'0	0'0	000	00	0'0	000	00	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0,0
Price of the contract of the c		187.5	0'0	0'0	0'0	0'0	612,5	0'0	0'0	0.0	0.0	-6,4	-153,0	-3,9	000	0.0	0'0	0'0	0'0	000	0.0	267,7	1476,0	0'0	0'0	000	0.0	0'0	0'0	0'0	0'0	000	000	0'0	0'0	000	0'0	0'0	0'0	000	0.0	0'0	0'0	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0'0	000	0'0	0'0	0'0	0.0	0'0	0'0	000	0'0	0,0	0,0
Normal		2046.0	1465,6	187.1	698,4	53,1	4149,9	106,3	254,8	22.3	36.6	1043,8	2508,6	913,8	325,8	0.0	4083,7	8,96,9	258,9	110.0	144.2	37.45,7	9446,1	1713,7	1 45 4	140,4	1.3	9'0	1,1		2.0	2,0	0.0	1,6	0'0	200	2,4	1,6	000	0.5	0.0	28,6	0'0	2.4	0'0	0'0	0.0	0'0	0'0	0'0	000	0'0	0'0	000	000	0'0	0'0	000	0,0	1,7	100	0,0	0,2	0'0
Other worls,	work	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	0,0	0,0	0.0	0'0	0'0	0'0	000	000	0.0	0'0	0'0	0'0	0,0	0.0	000	0'0	0'0	0.0	0'0	0'0	0'0	000	0'0	0'0	0'0	0,0	0'0	0'0	000	0'0	0'0	0'0	00	0'0	0'0	0'0	0,0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0'0
Work to	and an inco	000	0'0	00	0.0	ďo	00	00	0.0	000	00	0.0	0.0	00	000	0.0	0'0	0.0	0.0	000	00	0.0	0.0	0.0	000	000	00	0.0	0.0	0.0	0.0	000	00	0.0	00	00	0'0	0,0	0.0	00	0.0	0.0	0.0	00	0.0	0'0	00	0'0	0.0	0'0	0.0	0'0	0.0	00	00	00	0.0	000	000	0.0	00	00	0.0	0.0
Amenda in the p		00	0,0	00	0'0	g o	00	0'0	0.0	00	00	0.0	0.0	0.0	000	0.0	0'0	0'0	0.0	000	0.0	0'0	0.0	0.0	000	0.0	00	0'0	0.0	0.0	0.0	0.0	00	0,0	000	0.0	0.0	0'0	0.0	00	0.0	0.0	0.0	000	0,0	0.0	000	00	0'0	0'0	000	00	0.0	0.0	0.0	00	0.0	000	0'0	0,0	00	0,0	0,0	0'0
Pates Pates		1340,6	0'0	0'0	0'0	0'0	1205,3	0'0	0'0	00	0.0	0'0	0'0	0'0	000	0.0	0'0	0'0	0'0	000	0.0	963,4	2200,1	0'0	0,0	4.7	0.5	6,0	0,4	0,4	9,0	0.0	28.5	9'8	3,7	1.0	2,6	8,1	6'0	8,0	5.7	12,3	0'0	2,0	1,1	1,0	000	1,0	2.5	0'0	0.0	00	3,1	000	0.0	4,5	6,0	10.0	0,2	9'0	0'0	0'0	0,2	F
Market State		2879.1	1604,0	3.8	54,1	10,0	6689,2	42,5	98.2	7.3	12.6	386,0	812,2	338,7	147,2	0,8	5848,5	14981,6	24,6	40	0'0	2730,2	7,8887	2,3	1414.0	40	0.0	6,0	0,0	0'0	7.0	0'0	5 0 6	27,6	12,7	30	6,2	4,6	3,2	2,1	19.4	8,0	0'0	11.6	3,9	0,2	0.2	6,0	3,7	0,1	0,2	9'0	10,8	0'0	0.1	5,2	1,1	0.5	0,6	0'0	0'0	9'0	9,0	3,8
Date of 1st payment		30-11-2021	21-12-2021	17-09-2020 27-09-2019	20-09-20-19	11-03-2021	31-01-2022	03-11-2020	03-11-2020	30-10-2020	30-10-2020	30-10-2020	24-09-2020	27-10-2020	10-11-2020	24.04.2023	11-02-2019	11-02-2019	20-06-2019	31-10-2019	30-11-2019	30-10-2020	29-10-2020	15-12-2020	31-07-2020	07.11.2022	07-11-2022	07-11-2022	07-11-2022	07-11-2022	07-11-2022	07-11-2022	29-09-2023	07-11-2022	29-09-2023	07-11-2022	30-12-2022	30-12-2022	29-09-2023	07-11-2022	29-09-2023	29-07-2022	29-09-2023	07-11-2022	31-08-2023	29-09-2023	29-09-2023	29-09-2023	29-09-2023	29-09-2023	29-09-2023	29-09-2023	29-09-2023	29-09-2023	29-03-2023	29-09-2023	29-09-2023	27-10-2023	07-11-2022	29-07-2022	29-07-2022	29-09-2023	29-07-2022	29-09-2023
Square no second	The second secon		30-09-2021	3.930		1 1	14.09.2021											99.00				14-09-2020		12-12-2019															2240			333												10.547										
Contract price		8558.6	6977.0	178.2	405,7	172,1	15952,8	08708	00	00	00	00	0.0	00	0.00	00	25980,7	28976,6	346,9	148.4	184.7	7982,1	23765 0	1716.0	2722	1/8700	00	0'0	0.0	00	00	000	900	0'0	0.0	000	0'0	0'0	0.0	00	00	00	000	00	0,0	0,0	00	00	0,0	0.0	000	d'o	00	00	00	00	00	00	00	0,0	do.	00	0,0	0'0
Contracted		19970,0	4859,3	211.0	329,9	139,9	15952,8	7380,5	0'0	000	0.0	0'0	0'0	0,0	0,0	0.0	25980,7	289 76,6	282,0	1400	133.9	7982,1	23765,0	1395,1	4088 0	8,000,0	0.0	0'0	0'0	0'0	0,0	0,0	000	0'0	0,0	000	0'0	0'0	0'0	0'0	0.0	0'0	0'0	000	0,0	0'0	000	0'0	0'0	0'0	000	0'0	0'0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0
Doe		5-06-2021	3-07-2021	8-03-2019	8-07-2019	27-11-2019	27.07.2021	04-09-2019	08-08-2019	4-08-2018	4-09-2019	04-09-2019	4-09-2019	4-09-2019	4.09-2019	9.03-2019	9-11-2018	1-12-2018	2-02-2019	5-04-2019	9-07-2019	3.08-2020	1-10-2019	1.09-2019	7.11.0001	17.11.2021	7-11-2021	17-11-2021	7-11-2021	17-11-2021	7-11-2021	17-11-2021	7-11-2021	17-11-2021	17-11-2021	17-11-2021	7-11-2021	17-11-2021	17-11-2021	17-11-2021	17-11-2021	17-11-2021	17-11-2021	17-11-2021	17-11-2021	7-11-2021	17-11-2021	7-11-2021	17-11-2021	17-11-2021	17-11-2021	17-11-2021	17-11-2021	17-11-2021	7.11-2021	17.11-2021	17-11-2021	17-11-2021	17-11-2021	7-11-2021	17-11-2021	7-11-2021	17-11-2021	7-11-2021
Carptions		5010039380 Empretada Geral de Modernização da Igação terroviária entre Shes e a Linha 15:06-2021 5010039380 Empretada Geral de Modernização da Ibação terroviária entre Shes e a Linha 15:06-2021	5010039382-Prestação de serviços de Fiscalização, Coordenação de Segurança em Obra c. 2	50 100 3938 3- Aquisição de Serviços para a verificação CE, por um Organismo Notificado o 60 100 3945 4- Proteio de Execução "EN3 d): 3 - Ponte Rainha D. Amella - Reabilitação do T. 11	5010039493.E Previo e P.E p/ intervenções de Modernização em Mato Miranda , destocaliz 1	50 100 3863 3-IP1 (A20) — Nó dos Carvalhos (km 0+250) e Ponte do Freixo (km 8+840) 2		and the contract	5010039889 Auguer Operacional de 634 Viaturas Operacionals para a IP, SA		5010039899-Atrader Operacional de 63.4 Vieturas Operacionals para a IP. SA	50 100 39899- Auguer Operacional de 634 Viaturas Operacionals para a IP, SA	5010039899-Auguer Operactonal de 63.4 Vaturas Operactonals para a IP, SA	5010039899- Auguer Operacional de 634 Viaturas Operacionals para a IP, SA 0	5010038839-Auguer Operacional de 634 Viaturas Operacionals para a IF, SA 0	50100 4007 1- Aq. manga junga picaso terra AL. Aco.		5010040159-Concessão COSTA DE PRATA-GRP 31-12-2018	5010040201-Patrochio Arridtoo pela Sodedade de Advogados Paz Ferrelra & Associados p. 2					5010040335-Prestação de Serviços de Assessoria, Fiscalização e Coordenação de Segurar 11:09-2019	2010040376-Projeto de Defretação do ICR LO Bejazharo a No S.B. de Messines di Antonadase.	50.100.40426	5010040426	50 100 4042 6-	6010040426-	5010040426-	5010040426	5010040425- 5010040428-	50100.40426	5010040426-	5010040426	50.100 dg42.0- 50.100 da42.6-	5010040426-	5010040426		50100 4042 B. Action		5010040426-	50 100 4042 6-	50 100 40 42 5- 50 100 40 42 6-	5010040426-	60 100 4042 B-	50 100 40 42 B. 50 100 40 42 B.	5010040426	5010040426.	501004042 B-	50 100 40 42 6 .	50 100 4042 6-		501004042 6-	58 100 40 42 6- 58 100 40 42 8-	5010040426				5010040426	50 100 4042 6-	5010040425- 5010040426-	5010040426	5010040426
Company		P T501378375 P T503156000	PT516468582	P1502054883	PT507826507	PT506782328	PT501378375	PT502167610	PT502167610	PT502167610	P T502 167 810	PT502167610	PT502167610	PT502167610	P.1502167610	PT500859060	PT506252043	PT504853694	PT510780962		PT503003328			PT503231100		a ba	PT503150100	PT503150100	PT503150100	PT503150100	PT503150100	P 1503150100	P T503 150 100		P T503150100	P 1503 150 100	PT503150100	P T503150100		P T503150100		PT503150100	PT503150100	PT503150100	PT503150100		PT503150100	PT503150100		PT503150100	PT503150100	PT503150100	PT503150100	PT503150100	PT503150100	PT503150100	PT503150100	PT503150100		PT503150100	PT503150100	P 1503150100	P T503150100	PT503150100

	Other work.		0'0	000	000	00	0.0	0'0	0'0	000	000	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	o'o	0'0	0'0	00	00	000	000	00	0.0	0.0	0.0	00	0.0	0.0	0.0	0.0	0.0	0'0	0.0	0'0	00	00	000	200	000	0.0	0'0	0.0	0,0	00	0,0	0.0	0 0	00	0.0	0.0	0'0	00	00	0'0	0'0	0.0	0'0	0,0	00	0'0	0,0	0'0	0'0	000	0'0	ď0	0'0	
symmetry.	sormot errore and	omissions	0'0	000	0'0	0'0	0'0	0'0	0,0	000	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	000	0'0	000	0'0	000	000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0'0	0'0	0,0	0'0	0'0	0'0	000	00	000	0.0	00	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0,0	0.0	0'0	0'0	00	00	0.0	0'0	0'0	0'0	0'0	000	000	0'0	0'0	0'0	0'0	000	0'0	0,0	0'0	
Cumulative po	Extraordina ry worte	THE REAL PROPERTY.	0'0	0'0	000	0'0	0'0	0'0	0'0	000	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0,0	0,0	000	000	00	0.0	0.0	0.0	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	000	00	0.0	0,0	0.0	0'0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	0,0	0'0	0.0	0'0	0'0	0'0	0'0	0,0	000	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	
320	P. des ravision		00	800	800	00	0'0	000	00	00	00	00	00	0'0	0,0	00	0,0	0'0	00	00	ďo	00	o'o	oro o	000	000	00	00	00	00	go	00	00	0'0	00	00	0'0	00	00	do.		000	8	00	00	-0.5	552,7	552,7	00	0'0	000	000	00	0'0	00	00	000	415	00	00	0'0	00	000	000	00	0'0	00	36722	00	00	0'0	1,0-	
	Normal Works		00				00	0,0	00	000	000	0.0	0'0	0'0	0,0	0.0	0,0	0.0	00	0'0	0,0	00	00	000	000	000	00	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0,0	0'0	0'0	00	00	40.0	418.6	80 4	989	3551.4	1164.8	1933,9	1933.9	9,3	404,5		463,6	1447.1		999	1		1615.9	1	1653,1			226.9	60.09		294,4		279			0.0	36,1	
	Otherwark refuding und	We W	00	00	000	00	0'0	0.0	00	00	00	0.0	0'0	00	0'0	0,0	0.0	0,0	0,0	0.0	0'0	0.0	00	du co	00	000	00	0.0	0.0	0.0	0.0	0.0	0.0	00	0'0	0,0	0,0	0,0	00	00	000	000	000	00	00	0.0	0.0	0,0	0'0	0.0	0.0	00	00	0.0	00	0,0	00	00	0'0	0.0	0'0	0'0	00	00	00	0.0	00	00	00	00	0,0	0.0	
miled	overly of	a malalam o	0'0	000	000	0'0	0,0	0'0	0'0	0'0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	000	0'0	000	0'0	000	000	00	0.0	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	000	000	000	000	00	0.0	0.0	0,0	0'0	0'0	0'0	0'0	0'0	0.0	0'0	0'0	000	000	0.0	0'0	0'0	0'0	000	00	000	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	
nerts in the p	Smortina oc		0'0	000	000	00	0'0	0'0	000	000	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	000	000	000	000	000	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0'0	0'0	0'0	0'0	0,0	0'0	000	000	000	1	000	0.0	0,0	0,0	0'0	0'0	0'0	0'0	00	0.0	0,0	0'0	0'0	000	0.0	0,0	0'0	0'0	0'0	000	0'0	0'0	0'0	0'0	0'0	0'0	00	0'0	0'0	
Page	Price E		0,1	0,0	- 00	0,4	1,0-	0,2	9,0	t u	0.0	-0.1	1.0-	0,2	-0,2	6'0	2'0	6,0	1,0-	0,0	0,4	9'0	0'0	0,0	0'0	000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0'0	0'0	0,0	0'0	0,0	0'0	0,0	000	0,0	000	00	0.0	0.0	461.3	409,3	0'0	0'0	0'0	0,0	0.0	0,0	0'0	0'0	0'0	116.3	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	2192,7	0'0	0'0	0,0	0'0	
	Normal		970	100	27	1,4	6'0	6'0	6,1	0.0	200	9.0	1,2	8'0	2,2	3,0	2,3	5,1	9'0	9,0	4,1	2,2	2,6	1,0	600	0.0	90	42.4	9'0	0.3	0.1	0.3	0.4	0,2	8'0	1,9	0.7	0,1	0,4	6,0	0,0	2000	000	000	0.0	1.0-	361,2	361,2	6,2	0'0	30,2	0,0	1025.4	896,7	35,0	47.7	1,990	630.2	7,2	0'69	0'0	32,2	92,9	270	37,8	0'0	0'0	110,4	34.7	38,7	915,1	29,9	
	Dete or tall payment		29-09-2023	28-08-2023	97-40-3033	29-09-2023	29-09-2023	29-09-2023	31-05-2023	31-02-2023	31-05-2023	29-09-2023	29-09-2023	29-09-2023	29-09-2023	29-09-2023	29-09-2023	29-09-2023	27-10-2023	29-09-2023	29-09-2023	29-09-2023	29-09-2023	31-07-2023	31-07-2023	0202-00-00	99-19-9093	31-07-2023	31-07-2023	29-09-2023	22-12-2023	31-07-2023	22-12-2023	29-09-2023	29-09-2023	29-09-2023	22-12-2023	22-12-2023	22-12-2023	29-09-2023	12-03-2020	10.08.3030	20-00-2010	26-12-2019	05-02-2020	05-02-2020	07-09-2021	30-07-2021	30-12-2022	31-12-2019	19-11-2020	17-10-2019	18-03-2021	18-03-2021	11-03-2021	18-03-2021	34-07-2020	12-11-2020	25-08-2020	29-09-2020	07-10-2021	27-10-2020	27-10-2020	19-03-2021	09-06-2021	27-08-2019	30-10-2020	19-11-2020	31-12-2021	23-05-2023	31-08-2023	30-07-2021	
	# #			22.0		0.000		536		200			1000		5580		6323	2276					28.40		200					900		3000	920	#C55	50		100		04			0000 20 90	1			0.00	2021	20-05-2021				0,62						08-09-2020		1004		26-03-2020	2020	11.15	2.50		CFA.E.Y	. 12	2000			i sa	
	Paglet, no.	N. Control of the Con																																	100												87														0.0			100									
	Continuet price	The second	0,0	000	0,0	0'0	0'0	0'0	0,0	000	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0'0	0'0	000	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	020	4004	0000	85.0	6365.9	0.0	2589,2	2589,2	157,4	417,0	33,5	541,1	2674.6	2694,8	0'0	148,1	0.0	4078.7	86,1	2066,4	10,6	636,2	535,2	116.8	116,6	343,9	119,3	30410,0	84.5	115,1	0,0	147,6	
	Continue		0'0	000	0,0	0'0	0'0	0'0	0'0	000	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0,0	0'0	0,0	000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	409.0	480.5	75.0	6 69	5,863,3	0,0	2589,2	2589,2	128,0	339,0	27,3	440,0	2174.5	2190,9	0'0	120,4	0.0	3847.9	0'02	1680,0	9'8	435,2	435,2	050	94,8	279,6	97,0	30410,0	589.7	9'86	0,0	120,0	
	Darte		17-11-2021	17-11-2021	17.11.9021	17-11-2021	17-11-2021	17-11-2021	17-11-2021	47.44.2024	1741-2021	17-11-2021	17-11-2021	17-11-2021	17-11-2021	17-11-2021	17-11-2021	17-11-2021	17-11-2021	17-11-2021	17-11-2021	17-11-2021	09-06-2022	09-06-2022	09-09-5022	2702-00-60	09-08-2022	09-06-2022	09-06-2022	09-06-2022	09-08-2022	09-06-2022	09-06-2022	09-06-2022	09-06-2022	09-06-2022	09-06-2022	09-06-2022	09-06-2022	09-06-2022	26.07.2024	28.04.2020	10.04.2019	13-09-2019	04-10-2019	04-10-2019	17-03-2021	17-03-2021	03-09-2021	15-03-2019	16-04-2020	15-04-2019	08-10-2020	08-10-2020	28-07-2020	08-10-2020	17.09.2020	07-05-2020	30-01-2020	07-02-2020	21-10-2019	31-01-2020	31-01-2020	12.01-2021	22-09-2020	04-07-2019	27-04-2020	29-11-2019	15.01-2021	18-01-2021	04-08-2022	13-04-2021	
Confract																													0.00			350				E)					AWRIOS, ENZUG, MISSA430, PH RUBIRAL 9831 F ENT COM ICSZ (ENDSA) (SELA	ACÃO CONTROLO OLIALIDADE COOL	de Ferradosa ao DK 1504064 da 1 Dour	Principal de l'estable de l'est	nto de Energia Elétrica às instalacões do c	nto de Energia Eletrica as instalacões do (EINTERSECÃO COMA EN205 (KM83	EINTERSEÇÃO COMA EN205 (KM83	aventron, EN120 A, Sal	gão Contumil-Ermesh de na Linha do Min	Serviços para a verificação CE, por um o	Gao Contumil-Ermeshde na Linha do Min	o corretiva de 1ª linha e preventva Ferro	o correttva de 1ª linha e preventiva Ferro	o correttva de 1ª linha e preventva Ferror	o correttva de 1ª linha e preventiva Ferro	o correiliva de 1º Illina e preventiva Ferro-	22.4	para a estabilização de taludes no distrito -	io IP4 (A4) – Nó de Campeä	to operador MEO para suportar tocals set		TEST STATE OF THE	POGRAFIA CORRENTE DE INFRAEST.	POGRAFIA CORRENTE DE INFRAEST I	lo Notte, Colmbra B. Projeto de Renovação	es, PK 177 822, Vadulo de Sines - Reab	IC2) / ESCARIZ	21	221	amento de hapeção aos parâmetros tunda	Ferro (km.10+830) - Reabilitação	
	polito		5010040426-	U100 40426-	5010040428-	7100.40426-	5010040426-	5010040426-	5010040426-	5010040426-	5010040426-	5010040426-	5010040426-	3100 40426-	3100 40426-	5010040426-	5010040426-	910040426-	5010040426-	010040426-	5010040426-	5010040426-	5010040426	5010040426-	5010040426	040040420-	1100 40426	5010040426-	5010040426-	1100 40428.	110040428	5010040428-	5010040426-	710040428-	5010040426-	210040426-	5010040426-	5010040426-	0100/40426-	010040426-	50100.40520-ENZUG, KIIIS 14280, PH RDBIIS UB CAMBIOS, ENZUG, NIIS 24430, PH KIDBIIS 110-09-2019 50100.40541-107 (ENJ.) 1 D CBBACED (KM 81+083) E ENT COM 1037 (ENJS4) (SEIA) 98-07-0094	210040541-PCT ENTRY LED CENCEND KIND IN	1400 405 63 - Intervención de l'Intenda no Madudo d	50100 406.05-Proteto de Everação da passadem trador e restabelecimentos para apressão 13-09-2019	1100 406 44- Prestação de Serviços de Fornecimen	7100 406 44- Prestação de Servicos de Fornecimen	3100 40687-EN101, L.D. VCT/BRG (KM 63+017)	50100.40687-EN101, L.D. VCT/BRG (KM 63+017) E INTERSEÇÃO COMA EN205 (KM83 17-03-2021	5010040766-Projeto de benefidação do IC1 Palma/entron, EN120 A, Sal	9100.40773-Reformulação do Projeto Quadruplicas	010040780-LBB - Co vilhã-Guarda - Aquisição de	50100,40790-Reformulação do Projeto Quadruplicação Contumi-Ermestade na Linha do Min. 15-04-2019 Ectobratos 47 (2014) (MA 14240, NA 2014) (CONTUMIA) DE CONTUMIA D	100 408 69 - Aquisição de Servicos de manutenção	5010040869-Aquisição de Serviços de manutenção corretiva de 1ª linha e preventiva Ferror 08-10-2020	0100.40869-Aquisição de Serviços de manutenção	0100 408 69-Aquisição de Serviços de manulenção	SUTULIABBES-AGUSIÇÃO DE SELVIÇÃO DE MEMBEÇÃO COMPRIVA DE 14 IIIMA E DEVENTA FEITO - 25-07-2020. SOCIO-LIDA DE BEITO BEIXA - Construção de vadanões nara cuntescão de trecoscán 17.02-2020.	100.40967-Deservagem Quimea RFN 2019 a 20	1100 40993-Contratação de projeto de execução p	9100.41027-Serviços de cobrança de portagens m	5010041036-Serviço de cartões MTM para ITS pelo operador MEO para suportar locats sei 21-10-2019	0100.41381 - Auguer operadonal 34 Maturas IP	0100 41381-Auguer operadonal 34 Vaturas IP	HINGSTANDEN STAND DE SERVIÇOS DE LOP	110041431-AQUISIÇÃO DE SERVIÇOS DE TOP	010041455-Prestação de Serviços para "Unha do	5010041471-Projeto de Execução da Linha de Sines, PK 177, 522, Viaduto de Sines - Reab 27-04-2020	010041488-ENB26 - TRECHO 1 - FEIRA (A32/I	010041499-Nivelamento cermento. Cerzo esco. 210041499-Nivelamento Geométro DA 2019-203	7100 41499-Nvelamento Geométrico OA 2019-202	5010041538-A empresa dispõe de um único equipamento de hispeção aos parâmetros tinde 04-08-2022	910041540-EN378 - Selxal (km 0+800 / Femão F	
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- rollogal		Other worth.	wer#	0,0	0'0	0'0	0,0	0.0	0'0	0'0	0,0	0,0	0,0	0,0	0,0	0.0	000	0.0	0.0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0,0	00	0,0	0'0	0,0	0,0	0,0	0,0	0'0	0,0	0,0	0,0	0,0	0,0	000	0.0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	0,0	0'0	0'0	0'0	0,0	0,0	0,0	0,0	0.0	0,0	0.0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	0,0	0,0	0,0	000	0'0
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	ded acqueran	Edwardin ry works		0'0	0'0	0'0	0,0	0.0	0'0	0'0	0'0	0'0	0,0	000	000	0.0	000	0.0	0.0	0,0	0'0	0'0	0'0	0'0	0'0	0'0	000	n'n	000	000	0'0	0'0	000	0'0	n'n	0'0	000	000	000	000	000	0.0	0'0	0.0	0'0	0'0	0'0	0'0	0'0	000	0'0	000	0'0	0'0	0'0	0'0	0'0	0'0	000	000	0'0	0.0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	00'0	0'0	0'0	0'0	0'0
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		- Hanna		0,0	0,0	0'0	0,0	0.0	0,0	0'0	0,0	0,0	0,0	000	000	00	0.0	0.0	0.0	0,0	0,0	0'0	0,0	0,0	0,0	0'0	0,0	000	0,0	0'0	0,0	0'0	000	000	000	0'0	000	000	000	0.0		0.0	0.0	0.0	0,0	0,0	0,0	0,0	0,0	0,0	000	0,0	0,0	0,0	0,0	0,0	0,0	0,0	000	0'0	000	0.0	0,0	0'0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	000	0'0	0'0
	Puye	Pin	0 1: 7	1,2	6,1	6,4	8,8	6.8-	-2'0	-26,9	-27,8	0,0	0,0	000	0,0	180	90	000	0.0	0,0	0,0	0,0	0'0	0,0	0'0	0'0	0'0	0'0	0'0	0,0	0'0	0'0	000	000	0/0	0'0	0,0	1307,2	1265,9	4003.0	9684.4	1075.7	1485.4	0.0	0'0	0,0	2160,2	330,3	2036,4	0,0	0'0	0,0	0.0	0,0	0'0	0'0	0,0	0'0	000	0,0	000	0.0	0,0	0'0	0'0	0,0	0'0	0,0	0'0	0,0	0,0	0,0	0.0	000	0,0
	Ì	T and	480.0	307.5	65.3	284,1	254.6	63.2	63.2	213,6	230,9	0.0	1007	2402	0.00	00	0.0	00	0.0	0.0	0.0	0,2	2.4	2,3	0.2	6,0	4.4	n'n	0.2	0,0	20	0,07	930	//0		1.6	000	6350,7	6105.0	4846.6	0847.0	4123.1	6256.9	00	26,5	0.0	5230,5	234,4	5113,3	00	200	20.2	20.9	41,8	11,2	11,2	14,7	14,7	28.70	7 100	40.0	20.9	26,1	44,7	11.2	18.2	19,8	41,8	20.9	41,1	26.2	14,8	802	0.0	792.6
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		at price Re	00	0'0	0'0	0'0	000	40.2	40,2	0'0	0,0	4614,4	8,89	0,07	/00	000	000	0.0	0.0 374	545,5	0,0	0'0	0,0	0,0	0,0	0,0	0,0	n'n	0,0	0'0	0,0	8,678	0'0	104,0	87.4	49,2	62,1	8200,0	9356,8	13890 4	08668.0	1153.5	15402.5	228.8	369,0	344,4	24610,8	6456,6	0.459,6	63,7	68,3	2/30,7	0.0	0'0	0,0	0'0	0,0	0'0	0,0	0'0	0,0	0.0	0'0	0'0	0,0	0,0	0,0	0'0	0,0	0'0	0,0	000	0,0	94.0	4086,6
	ŀ	Config		0,0	0,0	0'0	000	0.2	40,2	0,0	ļ		56,7	1,4	0,0	0.0	0.0	0.0	0.0	5,5	0'0	0'0	0'0	0,0	0,0	0,0	0,0	00	0,0	0'0	0,0	8,8	000	0,0	7,8	0,0	0,0	0,0	0,0	0 0 0 0 0		3.5	2.5	6.0	0,008		2 4610,8 2			43,7	ļ	ļ	0.0	0,0	0,0	0'0	0,0	0,0	0,0	000	0.0	0.0	0'0	0,0	0,0	0,0	0.0	0,0	0'0	0,0	0.0	0,0	0,0	269.9	2,6
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d	BILLING)				5010042516-Prestação de servicos de projeto - Estudo Prêvio e Projeto de Execução					Assessoria tearica de apolo ao desenvolvimento dos contratos de empre tada e			5010042604-VERIFICAÇÃO CE, DOS SUBSISTEMAS ASSOCIADOS AO PORTO DE SEI 08-10-2020	ação e Coordenação de Segurança em Obra das Empreta-	Agos de CSO. Ferro via 2020 a 2023	5010042711-Prestações de Serviços de CSO Ferro via 2020 a 2023	Agos de CSO. Ferro via 2020 a 2023	5010042721-Aquisição de Equipamento de Inspeção do Pavimento - Pertiômetro a Laser, M	70, TÜNEL RODOWARIO DA SERRADA ESTRELA - REI	5010042790-Emprettada de Conclusão de Establização de Taludes no troço Regua-Ferrão	clusão de Establização de Taludes no toço Régua-Ferrão	o Passagem Superior e restabelecimentos para supressão	nagemás Vilmas dos incêndios Florestats em Pedrogão. Pi		5010042960-Prestação Integrada de serviços de cobrança de portagens na A23 - Torres N	5010042968-Controlo pragas p Pragal Ano 2019-2022 11-10-2019	pos de Assistência ao Sistema de Comando do Túnei do Gril	a e vigitanda 2020-2022 na IP	a e vigilanda 2020-2022 na IP	 S – Conceção, Fornedmento, Montageme Manutenção (va 	8 – Conceção, Fomedmento, Montageme Manutenção (va	 S – Conceção, Fornecimento, Montageme Manutenção (va 	SORRENTE E OPERAÇÃO DA REDE DE ALTA PRESTAC	CORRENTE E OPERAÇÃO DA REDEDE ALTA PRESTAC	entação do Sistema de Gestão de Auditorias - Odoo		5010043145-EN14 - Mala (No do Jumbo) / Interface Rodoferro viano da Trota - 2ª Fase - 1	REVENTIVA EM PAVIMENTOS 2019 - NORTE	REVENTIVA EM PAVIMENTOS 2019 - NORTE	5010043172-REPARAÇÃO E MANUTENÇÃO DE EQUIPAMENTOS SEMAFORICOS - 20 14-04-2020	ANL/TENÇÃO DE EQUIPAMENTOS SEMAFORICOS - 20	ara Prestação de Serviços de Manutenção Completa de As	5010043177-Concurso Público para Prestação de Serviços de Manutenção Completa de As 02-10-2020	Jumbo)/Interface Rodoterrovlário Trofa-2ª Fase-Via Diago	tação de Serviços po	뀌	- Gala Unha do Norte	Iro para	9		5010043387-Presagão de Serviços de Manutenção de Construção Civel 2021/2025	cos de Manuenção de Construção Civel 2021/2025				cos de Manutenção de Construção Civel 2021/2025		5010043367-Prestação de Serviços de Manutenção de Construção Olvel 2021/2025		rensao par	I-Preseggio de centrar de Parintendo, na especialidade de Balxa Tensão par	2010045381-Hesagao de Selvigos de Natidadiga, na especialidade de Calva Telisão par 2040048981 Destrução de Considera de Manutación de empedialdade de Dalva Termão par	cos de Manutencia, na especialidade de Batxa Tensão par	cos de Manufencão, na especialidade de Batxa Tensão par	cos de Manutenção, na especialidade de Batxa Tensão par	5010043381-Prestação de Serviços de Manutanção, na especialidade de Batxa Tensão par	5010043381-Prestação de Serviços de Manutenção, na especialidade de Balxa Tensão par	cos de Manutenção, na especialidade de Batxa Tensão par	cos de Manutenção, na especialidade de Batxa Tensão par	5010043381-Prestação de Serviços de Manutenção, na especialidade de Balxa Tensão par 24-08-2021	e em Mnimos Operacionais - Rede de Ata Prestação Sui -	5010045410-EXPLORAÇÃO DA PEDE EM MINIMOS CIPELACOLISIS - PEDE DE MEMBRAS A COMPASA 10. EXPLORAÇÃO DA DEDE EM MINIMOS ODERACIONARIS - DEDE DE ALTA	KEDE EM MISIMOS OF ERAGIONAS - REDE DE PLETA		n KM226+000 REDE DE VED ACÃO - Projeto LIFE LINE:	P1501340.467 5010043469-Aquisição de Serviços de Auditoria Externa para os exercícios de 2020, 2021 1 24-06-2020	A DAS CONDIÇÕES DE SEGURANÇA ENTRE O KM101
3		Company		274371 5010042490-	т.	Ι.	PT980448492 5010042576-	- 1		1514836334 5010042594-Assessoria femba d	5010042603-	L.,			PT504816349 5010042711-Prestações de Servi	PT513126546 5010042711-Prestações de Servi	504816349 5010042711-Prestações de Servi	=		PT500197814 5010042790-Broprettadade Conc	023723 5010042790-Emprettada de Conc.				- 1		- 1	PT513100369 5010042971-Serviços segurança e vigilanda 2020-2022 na IP	PT508170710 5010042971-Serviços segurança	775597 5010042982-Shallzação & ETCS	775597 5010042982-Shallzação & ETC:	a l		PT507383125 5010042994-CONSERVAÇÃO O			898				PT980163358 5010043172-REPARAÇÃO E MA	157			PT500963363 5010043232-Linha da Beira Ata.	790790 5010043233-EN238, KM22+220 A 28	126			286210 5010043367-Prestação de Serviç			71585	71585	PT503171565 5010043367-Presacão de Servio	1				0080	06425000 5010045501-H BSRG80 UB SBIND	P 1300 423 500 3010 0433 51 - H 636 50 0 6 561 VIQ		1		ш		L.J		000	PT503970352 5010043405-Exporação da Rede	370352 5010043410-EXPORTED US 1980.	ы.		100385 5010043466-IP2. KM210+000 ac	340 467 5010 043 469 - Aquisição de Serviç	197714 5010043480-EN109 - MELHORL
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Other work, treshulting under	00 00 00 00	000	000	g o	00	000	00	00	000	00	00	ď0	00	0'0	g o	00	00	00	0'0	00	00	00	0'0	000	00	00	0'0	000	00	00	0'0	00	00	00	0'0	00	00	00	00	0'0	0'0	g o	0'0	00	0'0	00	00	
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Prime revision	0,0	6,8	4,7	198,9	11,6 90,6	6,7	3,5	106,1	7,7,7	0,0	0,0	710,3	0,0	38,2	0'0	0,0	0,0	9'209	8'6	1,3	0,0	932,0	3571,4	0,0	6,0	0,0	0,0	0,0	000	00	0,0	0'0	0,0	0'0	0'0	0'0	0'0	0,0	000	0'0	0'0	0'0	000	0'0	0,0	0,0	0,0	
Morreal	309,9 0,0 84,8	136,0	26,1	916,0	64,2	31,4	308,8	1123,7	712,8	00	0,0	816,1	13,4	0'0	168,9	47,4	0,0	5138,5	38,1	0'0	17,71	4498,8	16380,1	32,0	0'0	9,7	14,5	12,2	0'0	00	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0'0	0,0	000	00	0'0	0'0	0'0	0'0	0'0	
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Peter		13-01-2021	0-01-502				6-12-2021	30-09-2020	30-09-2020				26-03-2020	2-09-2021				01-08-2022		400004	1707-704													7-12-2017	0000000000			04-06-2018										
Appropries		i e de					0	00100	0				62	04				235.2022 0			s.													0				0										
Contract price	53.5 3366.5 2344.6 2387.4	123.0	754,9	854,8	1287,8	1036.2	1299,7	4702,3	2879.6	85.8	35.9	3262,3	485.9	2172.9	381,5	454,5	1,267	16750,0	363,1	539.2	134,8	14952.0	69808,0	171,7	201.6	208.9	362,9	150.0	147.6	13.7	1,4	813,3	343.2	6.7	64.6	43.2	64.8	194,5	12,8	6.1	52,4	go.	60.4	242	80,7	46,3	65.7	
Contracted	43.5 2344.6 1949.1	00 t	712.2	11242	1214,9 1119,6	977 £	1226,1 898,0	4702,3	2879 B	1,88	13.8	3252,3	395.0	2172.9	310,2	369.5	159.9	16750,0	2962	539.2	109 /8	14952.0	69808.0	132,9	163,9	370.0	285 0	21132.4	120,0	13.7	1,4	813,3	343.2	6.4	52,5	36,1	52,7	158,1	10,4	4,1	42.8	ďo	49.1	19.6	80,7	46,3	45,3	
å	03-07-2020 08-07-2021 05-06-2020 12-10-2020	12-10-2020	08-10-2020 08-10-2020 06-08-2020	08-10-2020	(E 08-10-2020 (E 08-10-2020	22-06-2023 08-10-2020	14-09-2021	03-07-2020	03-07-2020	22-09-2020	19-06-2020	11-05-2021	17-01-2020	07-07-2021	09-11-2022	24-11-2020	13-10-2020	14-02-2022	23-01-2020	16-06-2020	11-02-2020	24-01-2020	10-07-2020	29-06-2021	06-10-2021	19-03-2021	25-06-2020	31-07-2020	07-05-2015	30-06-2016	02-05-2017	27-04-2017	11-10-2017	23-10-2017	14 00 2017	14-03-2018	08-03-2018	14-03-2018	16-04-2018	28-03-2018	06-06-2018	80-80	8 8	20-08-2018	26-09-2018	27-04-2016	21-01-2019	W. W. W. W. W. W.
Continue	6010043811-Projeto de PH para subsituição da existente ao PR 284-388 da L. Beira Baba e 03 6010043801-Projeto de PH para subsituição da existencia e Saúde em obra relativa á emprei 06 6010043804-Para IEMTE EC VILA. DO COMDE PROVAD. DE VARZIA MINASTESSE E D. 06 6010043802-Administração e Assistência fecina de velocidos e Equipmentos Ferrovidas 22 2000.	443682-Manutanção e Aestáinda Técnica de veiculos e Equipamentos Ferrováiros (2 20082-Manutanção e Aestáinda Técnica de veiculos e Equipamentos Ferrováiros (2 2008)	301.004020 2-100400 2-30320 2-3020 2-3020 2-3020 2-302	43724-EXECUÇÃO DE TRABALHOS DE GESTÃO DE VEGETAÇÃO 2020-2022 (F 43724-EXECUÇÃO DE TRABALHOS DE GESTÃO DE VEGETAÇÃO 2020-2022 (F	479 5010043724-EKECUÇÃO DE TRABALHOS DE GESTÃO DE VEGETAÇÃO 2020-2022 (E. 08-10-2) 479 5010043724-EKECUÇÃO DE TRABALHOS DE GESTÃO DE VEGETAÇÃO 2020-2022 (E. 08-10-2)	43724 EXECUÇÃO DE TRABALHOS DE GESTÃO DE VEGETAÇÃO 2020 -2022 (E 43724 EXECUÇÃO DE TRABALHOS DE GESTÃO DE VEGETAÇÃO 2020 -2022 (E	43724-EXECUÇAO DE TRABALHOS DE GESTAO DE VEGETAÇAO 2020-2022 (E 43724-EXECUÇÃO DE TRABALHOS DE GESTÃO DE VEGETAÇÃO 2020-2022 (E	43743- Aquisição de Berviços para a Manutenção de Aparethos de Vaina Rede Ferro 43743- Aquisição de Berviços para a Manutenção de Aparethos de Vaina Rede Ferro	43743-Aquistção de Serviços para a Manutenção de Apareihos de Via na Rede Ferro. 4881 a. Ento - Kidado dos o DH., R. EFORCO, ESTEI III IIR AI	sede da l	43832-Prestação de Serviço para desenvolvimento do Projeto de Execução das Espe 10-09 43931-Linha do Vouga — Methoria das condições de trabalho das Cuandas de Passag 19-06	41.	a soo i Franco Certificação Certificação Marco / Régua da Linha do Douro, fiduli 43993-Coordenação fecinica giobal do froça Marco / Régua da Linha do Douro, fiduli	44023-L. Vouga – Reabilitação da superestrutura da Ma entre Feira e Oliveira de Aza	44094-EN109, KM118+108, PONT E EDGAR CARDOSO SOBRE O RIO MONDEGC	44096-Bervigos de apolo logísticos de receção e expedição de contentores. 4444 e ENPOS - Dante des Batelines Arm 462 440m e 9 la 50 Decembro dam 46044 400	94110-ENZZZ - FOLIB das Baleiras (M.1.102-1480) E.S. JORO POSQUEIRA (M.1.100-140) 44120-IP7 — EKONAS, KM 54720 AO KM 64400 : REFORMULAÇÃO DO NÓ DE TE	501 0044122-EN109, KM118+108, PONT EEDGAR CARDOSO SOBRE O RIO MONDEGC 14-02-2022 601 0044134, Doce son die ingradie de plateforma des elbs le ande indialación des mesmos m. 91-10-2040	44177-serviços de Asse socia fécnica de apolo ao desenvolvimento dos contratos de a	44235-ENB, KM86+300 a 36+400 (TURCIFAL), ENB KM21+700 A KM21+900 (MA		5010044381-Aquisição de serviços de localização de viaturas. 5010044397- Brio Geral "Abdernização da L. Beira Alia, entre Pamplinosa e St. Comba Dão,	44397-Enp Geral "Modernização da L Beira Atta, entre Pampilhosa e St. Comba Dão,	5010044485-Projeto de Execução ER238 - LD STAVCTB (KM224720) EPROX, DECER 28-06-202 5010044575-Projeto de beneficiação IP2 km209,51 a 225,74 e Proj. Interseção km174,428 04-09-2020	44644-Pojeto de Execução EN118 ENTRE SALVATERRA DE MAGOS (KM53+00)	44645-Projeto de Execução ENTRE SAMORA CORREIA (RM35+200) / SA 44699-ENTO, KM 118+560, PONTE MARECHAL CARMONA- REABILITAÇÃO E RI	5010044746-Aquisição de serviços de AT de apolo e anáise a taseamentos construitvos e te 25-06-2020	44840-Tarita devida pela atividade de cobrança de portugens comrecurso a disposit. 44874-Protocolo para a "Almentacia da Subestacia de Tracão Bétrica de Alandroal	01251-Protocolo – Catedra REFERABb diversidade	01667-EN306 PH DO RIBEIR O DAS PIAS AO KM164419 E PONTE AO KM244667	0.1692-EP225 LD AVR / VIS (KM 36+380) E CASTRODAIRE (KM 67+380). BENEF	01/02-Reembolso Kirk-Corrosssão Librar Centro 01869-CONSER-VAÇÃO CORRENTE POR CONTRATO 2013/2016 - DISTRITO DE	5110002027-CONSERVAÇÃO CORRENTE POR CONTRATO 2013/2016 - DISTRITO DE 11-10-2017 6410003068 Postado de Eventrão de moto Bandão fermodáda palos Bonto Modo e Bonto No. 30 40 2017	o 2003-Projeto de Execução da nova ligação terrovisira entre Evora Norte e Evas/Ca	02091-Projeto de Execução da nova ligação ferrovibita entre Évora Norte e Elivas/Ca	02149-Cessão Posição Contratual IPE-IP da Limia do Ceste. Metegas / Caldas da Ra 02149-Cessão Posição Contratual IPE-IP da Linha do Ceste. Metegas / Caldas da Ra	02150-Cessão Postção Contatual IPE-IP da Linha do Ceste. Mejegas / Caldas da Ra 00460 Colombia do Grentovião Astron	511.002.19.3-Concarga de Sinalização vertidal 511.000.2192-Prestação de Serviços para a elabor do "Proj. de Execução para a RIV na Un. 14-03-2018	5110002236-Cessão Postção Contratua IPE-IPda Linha do Ceste. Meteogras / Caldas da Ra 16-04-2018 5410002387-Destão Dontaão Contrata IPE-IPda Linha do Deste Autro da Cast / Saldas da Ra 16-04-2018	02238-Cessão Posição Contatual IPE-IP da Linha do Ceste. Meteças / Caldas da Ra	02264-Prestação de Serviços para a elabor do "Proj. de Execução para a RIV na Lh 02274 elaboração do Brotelo de Bonafidação do Estação do Alvaro	sacr-remonstrate de modernização do Tropo Covilhã/Quarda - Trabah	237 1-Cessão Postção Contratual IPE-IPda Linha do Oeste. Meiogas / Caidas da Ra 237 - Cestão Descrito Contratual IDE-IDda Linha do Ceste Material Caidas do De	5 / Caldas da Ra	5110002384-Betrificação e Reabilitação do togo Nine / Mana do Castelo (Incl.)	o 2412 - Prestação de Serviços para a elaboração do Projeto Pamplinosa - Manguatde	5110002412-Prestação de Serviços para a elaboração do Projeto Parriplinosa - Mangualde 28-11-2016 5110002434-LBB - Empretada Geral de Modernização do Troco Covilhã/Quarda - Trabah 21-01-2019	OUTSING THE PROPERTY OF THE PR
Company	PT604092502 50100 PT603231100 50100 PT503369489 50100 PT500498601 50100	PT500498601 5010043682 PT980494605 5010043682	PT502050942 50100-	PT503505390 50100 PT503694479 50100	PT503694479 50100-	PT503694479 50100-	PT503694479 50100 PT503694479 50100	PT503038113 50100 PT503038113 50100	PT503038113 50100	PT506782328 50100	PT503441450 501004393	PT500023875 50100	PT501962336 50100	PT503946532 50100	PT503888460 50100	PT508726999 50100	PT502668490 50100	PT500197814 50100	PT614872080 50100	PT502496878 50100	PT515598968 50100	PT515598968 50100-	PT980392608 50100	PT500963363 50100 PT500963363 50100	PT508592747 50100	PT508592747 50100 PT502299800 50100	PT508655501 50100	PT508195446 50100 PT507866673 50100	PT503178306 51100	PT506394514 51100	PT502001364 51100	PT500226504 51100	PT500226504 51100	PT507826507 51100	PT502668490 511000	PT501773339 51100	PT50.4092502 51100	PT503025550 51100	PT503838160 51100		PT503025550 511000	PT500070210 5110002	PT503838160 511000	1.1	2557		PT509021050 511000 PT500070210 511000	



.440

20-11-2019 | PR00020008 5110002534 FARMANDS EXTERORES DO CAMPRUS | PR00020008 (EASIET IN 10002054) FARMANDS EXTERORES DO CAMPRUS | PR00020008 (EASIET IN 10002054) FARMANDS EXTERORES DO CAMPRUS | PR00020008 (EASIET IN 10002054) FARMANDS EXTERORES DO CAMPRUS | PR00020008 (EASIET IN 10002054) FARMANDS EXTERORES DO CAMPRUS | PR00020008 (EASIET IN 10002054) FARMANDS | EASIET IN 10002054 FARMANDS | EASIET IN 1

Assumptions: Contract Value = Base Price exduding VAT; Contract Value exduding VAT; Payments for Work to correct errors and omissions and other work, including underwork - currently our system does not allow us to obtain a list of payments segregated by these types of work.



4.2. Awards by type of procedure

Publi Type of contract Contract number	Public Tender														
		Restricted Tender subj	Restricted Tender subject to pre-qualification	Negodation	Procedure	Tender Discussion	cussion	Direct Settlement	ttlement	Prior Consultation	auftation	Qualification System	on System	Otto	
	Contract price	Contract	Contract price	Contract	Contract price	Contract	Contract price	Contract number	Contract price	Contract	Contract price	Contract number	Contract price	Contmot number	Amount (68)
8	8	e	9	6	e	ε	6	6	ē	E	613	2	€	(13=(1)+(3+(0)+(0+6) +(1,0+(13)	(10=(3+(4+(3+(1)+(1)+(1)+(1)+(1)+(1)+(1)+(1)+(1)+(1)
Empreitada 429	2 929 148	21	11967	-	2 138	0	0	175	104 056	19	971312	9	9 290	869	4024211
Aquisição de bens móveis 208	43 739	10	5130	0	0000	0	0	828	32 687		1 483	25	71 474	1139	154513
Aquisição de serviços 424	391190	62	267 493	3	780 534	0	. 0	2675	426 895	198	97 404	1	8 822	3373	1972339
Locação de Bens Móveis 9	18 410	0	0000	0	0000	٥	0	14	0 026	0	0000	0	0000	23	18 436
Concessão de Obras Públicas 1	0000	0	0000	0	0000	0	0	18	815 977	0	0000	0	0 00 0	19	815 977
Concessão de Serviços Públicos 0	0000	0	0000	0	0000	0	0	-	0 150	0	0000	0	0 000	-	0150
Total 1071	3 382 487	93	284590	4	782 672	0	0	3741	1 379 792	303	1070199	41	85 885	5253	6 985 626



III. 442

5. Transfers and Subsidies/Grants

Reports detailed information on current and capital transfers and subsidies granted and obtained.

5.1. Transfers and Subsidies granted

Type of expense	Legal	Purpose	Beneficiary Organisation	Budgeted	Authorised	Paid	authorised and not paid	transfers/subsidies in the year
	93	8	8	8	Œ	9	(0)-(3)-(4)	
Current transfers	100							
D4.1.2 Central Administ	Central Administration - other entii	Financial support	Fundação Museu Nacional Ferroviário A.G.M.	2 336	0.270	0.270	0000	0000
D4.2 Non-profit institutions	50.3	Annual subsidy to CPIP	Casa do Pessoal IP		0120	0120	0000	0000
D4.2 Non-profit institutions		Cartão membro Museu Ferroviário	Fundação Museu Nacional Ferroviário A.G.M.	0.96	9/00	9/00	0000	0000
D4.2 Non-profit institutions		Animação da Festa de Natal	ANTONIO VASCO, UNIPESSOAL LDA	707.0	2000	2000	0000	0000
D4.2 Non-profit institutions	620	Alfinetes prata e ouro	Rui Jorge da Veiga L		0 015	0 015	0000	0000
D4.3 Households	4400	Research acholarships	Employee	0.075	0.024	0.024	0000	0000
D4.4 Other	660	Compensation for material damages	A.H.B.V. de Oliveira de Frades		0000	0000	0000	0000
D4.4 Other	500	Contribution 2023	ADFERSIT Assoc Portug Desenv dos Sist. Integ. Transportes		0 001	0.001	0 000	0000
L	•	Compensation for material damages	Agostinho Marques Simões		0.004	0.004	0.000	0000
1		Contribution 2023	AIP-Associação Indust. Portuquesa		0 003	0 003	0000	0000
	50	Compensation for material damages	Alexandre Filipe Melo Lucas		0.001	0000	0000	0000
1		Compensation for material damages	Alumínios Contizo (Portugal) Ida		0.004	0.004	0000	0000
П		Compensation for material damages	Américo de Pava Goncalves		0 001	0.001	0000	0000
1		Indemities	Ana Cristina dos Santos Marques Abreu		9000	9000	0000	0000
1		treat county shampful	ANA DA CONCEICÃO ALVES MATIAS		0.004	0.004	0000	0000
1		Commence for metable demonstra	Andreader Control Discourse Control		0000	0000	0000	0000
-	1500	Compensation for material damages	Andre dos carrios barradas retxerra cardoso		0000	0000	0000	0000
	(0)	Contribution 2023	APAE-Assoc, Port.de Peritos Avaliadores de Engenhana		0000	Innn	0000	0000
		Contribution 2023	APNCF-Assoc. Portug, Railway Sandardisation and Certification		0.011	0.011	0000	0000
D4.4 Other	1000	Contribution 2023	APQ - Assoc. Portuguesa para a Qualidade		0 001	0.001	0000	0000
D4.4 Other	1100	2023 supportto Associação de Lares Ferroviário	Associação de Lares Ferrovíarios		0.012	0.012	0000	0000
D4,4 Other		Compensation for material damages	Associação Humanitária dos Bombeiros Voluntário de Cernache do		0 005	0.002	0000	0000
D4.4 Other		Contribution 2023	Associação SGI Portugal Employers entrusted to deliver		0 002	0 002	0000	0000
D4.4 Other		Indemnities	AUTORIDADE DE SUPERVISÃO DE SEGUROS E FUNDOS DE PENSÕES (ASF)	2553	2000	2000	0000	0000
D4.4 Other		Compensation for material damages	Bondilur Transportes, Lda,		0 003	0 003	0000	0000
D4,4 Other		Compensation for material damages	Bruno Miguel Soares Pereira		0000	0000	0000	0000
D4.4 Other		Compensation for material damages	CAPTRAIN Portugal, S.A.		0 104	0104	0000	0000
D4.4 Other		Compensation for material damages	Carlos José Casteleira Fernandes Martins		0 001	0000	0000	0000
D4.4 Other		Compensation for material damages	Carolina Vaz Gongalves		0 003	0 003	0000	0000
D4.4 Other		Compensation for material damages	Cláudo Marques Unipessoal, Lda,		0000	0.001	0000	0000
D4.4 Other		Compensation for material damages	Cleverflash - Compra, Venda e Aluguer de viaturas e equipamentos,		0 00	0 00	0000	0000
D4.4 Other		IP's 2023 aidto Clube Ferroviário de Portugal	Clube Ferrovário Portugal		0 003	0.003	0000	0000
D4.4 Other		Compensation for material damages	Companhia de Seguros Allianz Portugal, SA		0 011	0.011	0000	0000
D4.4 Other		Contribution 2023	CPAS - Caixa de Previdência dos Advogados e Solicitadores		0 108	0 108	0000	0000
D4.4 Other		Compensation for the automation of turntables	CP- Comboios de Portugal, E.P.E.		0 030	0000	0.030	0000
D4.4 Other		Compensation for material damages	Gristina Isabel Costa Azedo		0000	0.001	0000	0000
D4.4 Other	1000	Contribution 2023	CRP - Centro Rodoviário Português		0 008	8000	0000	0000
D4.4 Other		Compensation for material damages	Daniel de Oliveira		0 005	0 00	0000	0000
D4.4 Other	60 3	Compensation for material damages	Dariel Nuno de Sousa Carmo		0000	0000	0000	0000
D4.4 Other	10.50	Compensation for material damages	Dariela Alexandra Alves Rocha		0 005	0.002	0000	0000
D4.4 Other		Compensation for material damages	Direcção de Assuntos Jurídicos		0 207	0.207	0000	0000
		CONTRACTOR						



III Budgetary Statements and Attached Notes

	1000	5	6		8 5	19			2 33	6		8 8	7 19				(ii)						30							20							Gia														200	Î
Return of	year	2	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000
Sec. of	aumonsee mansm and not paid	(b)+(g)=(d)	0000	0 000	0000	0 000	0000	0000	0000	0000	0000	0 000	0 000	0 000 0	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0 000	0 000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0000	0.000
Pig.	spermes a	9	0.026	0 003	900 0	0.071	0 000	100.0	0 000	900.0	0 003	0 003	0.013	200 0	200 0	0000	0 004	0 000	0 000	0000	0 004	0 000	0 000	0 000	0000	0.014	0000	0.005	900	800	1000	9000	9000	9000	0.012	0.014	0000	0 000	0000	0 000	900.0	0000	0000	0 000	9000	0000	0 000	0 000	0 040	0 0 0 38	0000	100.0
Authorised	expenses	9	0.026	0000	9000	0.071	0 000	0000	0 000	9000	0.003	0 003	0.013	200 0	2000	0000	0 004	0 000	0 000	0 000	4000	0 000	0000	0 000	0000	0 014	0000	0.005	9000	800	0.00	9000	9000	9000	0.012	0.014	0000	0 000	0000	0 000	9000	0000	0000	9000	9000	0000	0 000	0 000	0 010	0.028	0000	100.0
Budgeted		9	(2)				1	ly i	b a		lg i	b 9			. 1		d	2 553	ı	ij.	ı	1		d	i li	. 4	,	ŀ	ı	į.		Ŀ	d s	,	l, i	l d			. d		,	1	e d	<u>:</u>	4 1	1	j		·	į		l.
Described from Oronomical defense	sengnomically organization		DRR - Road Network Management	Eduardo Alberto Ribeiro Dias	Eduardo Pinto da Silva & Associados, Sodedade de Advogados,	EIM - European Rai Infrastructure Managers	Fáblo Marco Marques Gonçalves	Fernando Manuel Neves Lopes	Fernando Pereira Cardoso	FERROFER - Federação Portuguesa dos Clubes Ferrovários	Fidelidade - Comp. de Seguros, SA	Frandsco José Siva Santos	Generali Seguros, S.A.	Gerson Rei - Arquitectura e Construção Unipessoal, Lota.	GNR - GUARDA NACIONAL REPUBLICANA	GPBE-Grupo Português de Betão Estrutural	GRACE - Empresas Pesponsáveis Associação	Grupo Desport Ferrovário Campanha	Hugo Mguel Pereira Gonçalves	INDICEMATIK, Lda.	INSTITUTO DA SEGURANÇA SOCIAL I P	INSTITUTO GESTAO FINANCEIRA SEGURANCA SOCIAL, I.P.	IPAL Instituto Portugues Auditoria Interna	IRENE TIMOTEO GRILO FERREIRA	Isilda Maria da Costa Paiva	J A C Teixeira Transportes e Materiais de Construção, Lda.	João Pedro Ameida Abrantes Indemnizado	Joan Pedro de Almeida Pereira	Joaquin Maruel America Soares Prinao	Jorna Maniel de Bodes Profesies	José Ferrandes Moreira	José Ferrando dos Santos Guerra	José Luís Bahuto Cleto	José Manuel Batista Varela	LeasePlan Portugal - Com. e. Alug. de Autom. e Equip., Unip. Lda	Liberty Seguros - Compania de Seguros y Reaseguros, S.A	Lúcia Maria Lopes Domingues	Luis Barradas Romão	Luis Cardoso Pinto	Luís Fillpe Chuva Simões	Luís Manuel da Slíva Rochigues	Luis Miguel Mendes Borges	Luis Nuno Fernandes Barros	Lustania, Comp. de Seguros, S.A.	Manuel Aloides de Pinho Rocha	Manuel Artónio Ferreira da Fonseca	Manuel António Moreira Pereira	Manuel Célio Gonçalves Marques	Manuel Ferreira da Conceição Botelho	Manuel Mota e Costa	Manuel Oliveira Venâncio	Mata Aexande Morgada Laia ida rabeli o
Districts	asodin.	8	Compensation for material damages	Compensation for material damages	Indemnities	Contribution 2023	Compensation for material damages	Compensation for material damages	Compensation for material damages	2023 support to FERROFER	Compensation for material damages	Compensation for material damages	Contribution 2023	Contribution 2023	2023 support to Grupo Desportivo Ferroviários	Compensation for material damages	Compensation for material damages	Indemnities	Indemnifies	Contribution 2023	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for material damages	Indemittes	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for material damages	Indemittes	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for material damages	Compensation for Improper relining or mees			
Legal	provisions	0)	16	10	6.8				5 17	7.6	00 :	6.8				8 8	46	0	Ì					(4)						NF.	(40)	Ċ				8 3		00	ê B	5 10				72	00 1					2	100	
	Type of experme		D4.4 Other	D4.4 Other	D4.4 Other	D4.4 Other	D4.4 Other	D4.4 Other	D4.4 Other	D4,4 Other	D4.4 Other	D4.4 Other	D4.4 Other	D4.4 Other	D4.4 Other					Ш										Para See		L		D4.4 Other	D4.4 Other	D4.4 Other		D4:4 Other			D4:4 Other				D4.4 Other						D4.4 Other	LA:4 Other



III Budgetary Statements and Attached Notes

7	Infraestruturas de Porlugal

Type of expense	Legal	Purpose	Beraficiary Organisation	Budgeted	Authorised	Paid	Expenses authorised	Return of ransfers/subeldies in the	Notes
							and not paid	year	
- 0	e	8	2	3	9	•	9)-(s)-(c)	•	8
D4.4 Other		Compensation for material damages	Maria de Fátima de Jesus Xavier		0 001	0 001	0000	0000	
D4.4 Other		Compensation for material damages	Maria Bisabete dos Santos Carvalho		0 004	0 004	0000	0000	2 5
D4.4 Other		Compensation for material damages	María Francisca Fonseca		0 001	0 001	0000	0000	
D4.4 Other		Compensation for material damages	Maria Manuela Santos Silva David		0000	0000	0000	0000	
D4.4 Other		Compensation for material damages	MEDWAY - Operador Ferrowário de Mercadorias, SA		6000	600 0	0000	0000	
D4,4 Other		Compensation for material damages	Miguel Fernando Ferreira Indemnizado		0000	0000	0000	0000	
D4.4 Other		Compensation for material damages	Mónica Alejandra Cheganças Ramos		0000	0000	0000	0000	
D4.4 Other		Indemnifies	Municipio de Viana do Castelo		0 004	0 004	0000	0000	Q2 -3
D4.4 Other		Compensation for material damages	Nuno Miguel Dias Diogo		0000	0000	0000	0000	
		Compensation for material damages	Numo Vasco Saltão Da Costa		0 001	0.001	0000	0000	
	550	Contribution 2023	OFT Ordem dos Engenheiros Técnicos		0000	0000	0000	0000	(I)
1		Compareation for material demanes	Omar Macodo leca		0000	0000	0000	woo	ž.
П		Comparation for material damages	Office Maccac Issa		6000	2000	0000	0000	
-1		CONTIDUIONI 2023	Orden Engerneros		0.004	0.004	0000	0000	ľ
D4.4 Other		Contribution 2023	Ordem dos Advogados		0 023	0 023	0000	0000	
D4.4 Other		Contribution 2023	Ordem dos Contabilidas Certificados		0000	0000	0000	0000	1 13
D4.4 Other		Contribution 2023	Ordem dos Solidadores e dos Agentes de Execução		0 001	0 001	0000	0000	
D4.4 Other		Contribution 2023	PFP - Associação Plataforma Ferroviária Portuquesa	2 553	0 002	0 002	0000	0000	
D4.4 Officer		Contribution 2023	PREVENCAO RODOVIARIA PORTUGUESA		0 002	0.002	0000	0000	
		Contribution 2023	PROFORTIM ASSOC PARA O DESENVOLVIMENTO DA ENGENHARIA		0 001	0.004	0000	0000	1
1	150	Contribution 2023	PSAT - Asson nare a Promocão da Seturance de Altinos Témicos		0.042	0.042	0000	0000	
	3	COLUMN THE PROPERTY OF THE PERTY OF THE PERT	control code on phinalphoon prophers a panel code of		2100	2100	0000	8880	3
		Confibution 2023	Kall Net Europe		6900	6000	0000	0000	
		Compensation for material damages	Regina Maria Nicolau Pereira da Silva		0.003	0.003	0000	0000	
D4.4 Other		Compensation for material damages	Ricardo Sérgio Carqueijeiro Marques		0 001	0 001	0000	0000	
D4.4 Other		Compensation for material damages	Rul Filipe Pestana		0000	0000	0000	0000	
D4.4 Other		Donations	SANGFER - Grupo Ferroviário de Dadores de Sangue		0 001	0 001	0000	0000	0
D4.4 Other		Compensation for material damages	Sérgio Manuel Espincho Ferreira da Silva		0 003	0 003	0000	0000	6 35
D4.4 Other	3 3	Compensation for material damages	Sérgio Miguel Jesus dos Santos		0 001	0 001	0000	0000	((E
D4.4 Other		Contribution:2023	SHIFT2RAIL		0 003	0 003	0000	0000	
D4.4 Other		Contribution 2023	Skyros II Congressos, Lda		0 005	0 002	0000	0000	X 3
D4,4 Other		Compensation for material damages	Smart Wilse Unipessoal, Lda.		0 003	0 003	0000	0000	
D4.4 Other		Indemnifies	SOCARTO-Soc de Levantamentos Topo Cartográficos, Lda		0000	0000	0000	0000	
D4:4 Other		Contribution 2023	Sociedade Portuguesa de Geoteonia		0000	1000	0000	0000	
D4.4 Other		Compensation for material damages	Sória Isabel Antão Machado		0 005	0 00	0000	0000	ğ (6
D4.4 Other		Compensation for material damages	Tiago Gonçalves Fernandes		800 0	800 0	0000	0000	•100
D4,4 Other		Compensation for material damages	Transportadora Moderna Cabeceirense, Lda		0 002	0 002	0000	0000	52
D4.4 Other	5	Indemnties	Tribunal Administr. e Fiscal Leiria		0000	0 000	0000	0000	S
D4.4 Other		Contribution 2023	UIC - Union Int Chemins de Fer		0.042	0.042	0000	0000	
		Compensation for material damages	Vanessa Sofia Ribeiro Raposo		0000	0000	0000	0000	
		Compensation for material damages	Vitor Filipe Loureiro Gomes		0000	0000	0000	0000	3 3
		Compensation for material damages	Vitor Miguel Andrade Margato		0000	0 000	0000	0000	
D4.4 Other	2000	Indemnifies	Vitorino Machado Campos		0 001	0 001	0000	0000	8
D4,4 Other		Compensation for material damages	Zurich Insurance PLC - Sucursal em Portugal		0.048	0.048	0000	0000	
Total Current transfers	ers			10 333	1 958	1 928	0 030	155	
Capital transfers				8					50
3.4		Return of EU Funds	Agência para o Desenvolvimento e Coesão, I.P.	0.534	0 100	0100	0000	0000	g. V
Total Capital transfers	ş			0 534	0 100	0 100	0000		V 33
Grants/Subsidies						Ì	Ì		Ì
D5Grants/Subsidies		Subsidy Employees Committee	Employees Committee	8000	8000	8000	0000	8000	
D5 Grants/Subsidies		Transfer of Toll Support Mechanism to Compessionalities	Concessionaires	25137	25 137	25137	0000	0000	S
Total Subsidies/oraries				C+I C7	CHI C7	C+1 C7	0000		

111.445

5.2. Transfers and Subsidies obtained

5.3

Type of revenue	Legal provisions	esodind	Funding ontity	Estimated revenue	Received	Estimated revenue not received	Return of transfers/subsidies in the year	Notes
	8	(3)	6	3	6	(g)-(g)-(g)	6	6
Current transfers								
Compensatory Allowances	Framework Contract with the Portuguese State	Funding of the railway infrastructure	SB	5 339	0000	5339	00000	
Road Service Contribution	Law 55/2007, of 31 August	Funding of the road infrastructure	SB	41 003	38 920	2 083	0000	115
Toll Support Mechanism	Decree-Law 87-A/2022, of 29 December	Funding of the tolled road infrastructure	SB	32 049	32 049	0000	000 0	
Aid due to storms	RCM 12-B/2023	Funding of the rail and road infrastructure	SB	25 000	25 000	0000	0000	
European Funds		Funding of operation projects	<u>a</u>	7 428	0 589	6839	0000	
Total Current transfers				110 819	96 558	14261	000 0	
Capital transfers								35 S
Road Service Contribution	Law 55/2007, of 31 August	Funding of the road infrastructure	SB	594 708	587 362	7 345	0000	3 F
Recovery and Resilience Mechanism Funds		Funding of RRP investment projects	EMRP	68 941	45 7 16	23 225	000 0	
European Funds		Funding of investment projects	En	354 301	220 529	133772	0000	37 a
Total Capital transfers		300 TO SOUTH		1 017 950	823 608	164342	0000	
Grants/Subsidies								
) 			0.000		
						0000		
Total Subsidies/Grants				0000	0000	0000	0 00 0	
	7次				000			

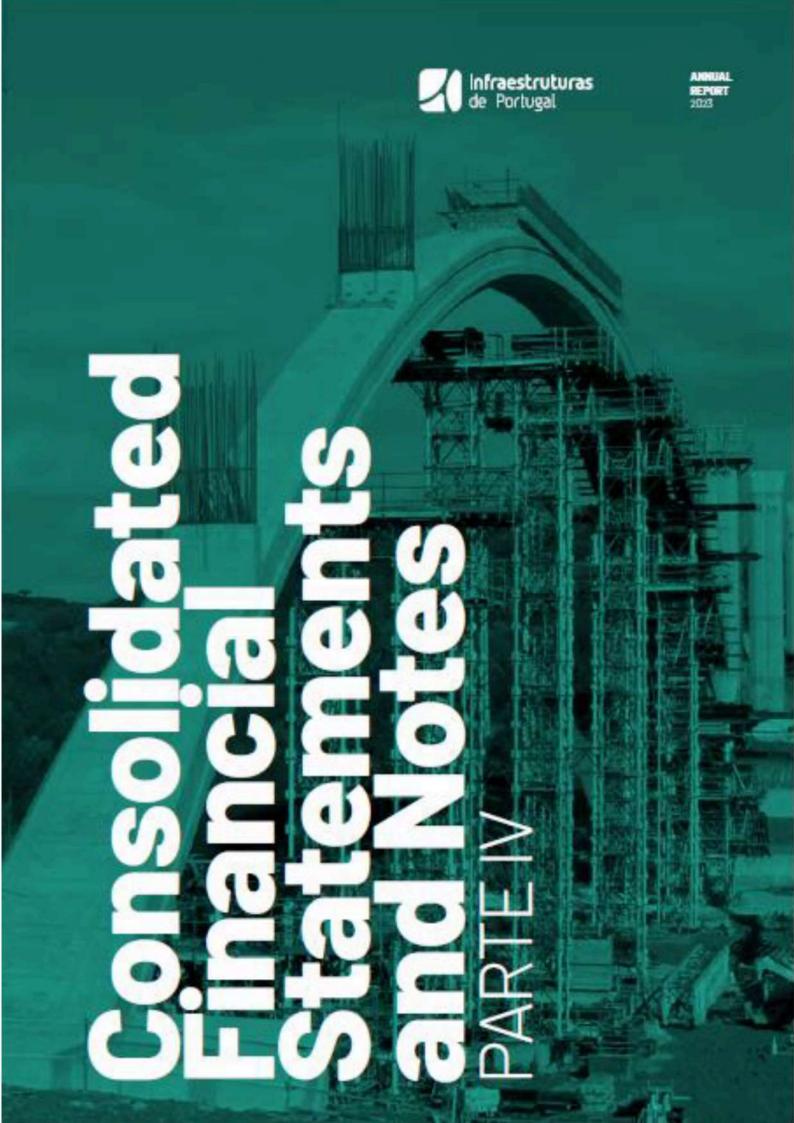


Table of Contents

N	OTES	TO T	HE CONSOLIDATED FINANCIAL STATEMENTS	. 458
1.	(CORP	ORATE INFORMATION	. 458
	1.1.		CTIVITY	
	1.2.	AC1	TIVITY OF IP GROUP COMPANIES	460
		2.1. FORN	MANAGEMENT AND OPERATION OF TELECOMMUNICATIONS AND MATION TECHNOLOGY INFRASTRUCTURES	. 460
			INTEGRATED MANAGEMENT AND IMPROVEMENT OF THE GROUP'S AND RAILWAY PROPERTY (COMMERCIAL SPACES)	
	1.2	2.3.	PROVISION OF ENGINEERING AND TRANSPORT SERVICES	. 461
	1.3.	OTH	HER EQUITY HOLDINGS	462
	1.3	3.1.	ATLÂNTICO CORRIDOR	. 462
	1.3	3.2.	HIGH-SPEED SPAIN - PORTUGAL LINK - AVEP	. 463
	1.3	3.3.	RAILWAY COMPETENCE CENTRE (RCC)	. 463
2.	P	MAIN	ACCOUNTING POLICIES	. 464
	2.1.		SES OF PRESENTATION	
	2.2.	COI	NSOLIDATION BASIS	465
	2.3.	SUN	MMARY OF RELEVANT ACCOUNTING POLICIES	
	2.3	3.1.	BUSINESS COMBINATIONS AND GOODWILL	. 467
	2.3	3.2.	SEGMENTS	. 468
	2.3	3.3.	CURRENT / NON-CURRENT CLASSIFICATION	. 470
	2.3	3.4.	FAIR VALUE	. 470
	2.3	3.5.	FINANCIAL APPLICATIONS IN ASSOCIATED COMPANIES	. 471
	2.3	8.6.	INTANGIBLE ASSETS	. 472
	2.3	3.7.	TANGIBLE FIXED ASSETS	. 475
	2.3	8.8.	INVESTMENT PROPERTIES	. 477
	2.3	8.9.	INCOME TAX	. 479
	2.3	3.10.	FINANCIAL ASSETS AND LIABILITIES	. 480
	2.3	1.11.	INVENTORIES	. 482
	2.3	3.12.	GRANTS/SUBSIDIES	. 483
	2.3	3.13.	PROVISIONS AND CONTINGENT LIABILITIES	. 484
			REVENUE	
			EMPLOYMENT BENEFITS	



2.	3.16.	IMPAIRMENTS	488
2.	3.17.	RELATED PARTIES	489
2.	3.18.	SUBSEQUENT EVENTS	489
2.4.	SIG	NFICANT ACCOUNTING JUDGEMENTS, ESTIMATES AND ASSUMPTIONS	490
3.	GROU	P	506
4.	SEGM	ENT REPORTING	507
5.	GOOD	WILL	511
		TMENT IN ASSOCIATES COMPANIES	
		GIBLE ASSETS	
		BLE FIXED ASSETS	
		TMENT PROPERTY	
		RRED TAX ASSETS AND LIABILITIES	
		TORIES	
		V MATERIALS AND CONSUMABLES SHED PRODUCTS	
		FER MATERIALS	
		RNMENT AND OTHER PUBLIC BODIES (ASSETS AND LIABILITIES)	
		RRALS	
		ERRED ASSETS	
		ERRED LIABILITIES	
		INVESTMENT SUBSIDIES - ROAD CONCESSION RIGHT	
14.	FINAN	CIAL ASSETS AND LIABILITIES	529
		EGORIES ACCORDING TO IFRS 9	
14.2.	. FIN	ANCIAL ASSETS	531
14	1.2.1.	GRANTOR - STATE - ACCOUNT RECEIVABLE	531
14	1.2.2.	TRADE RECEIVABLES	532
14	1.2.3.	OTHER ACCOUNTS RECEIVABLE	533
		CASH AND CASH EQUIVALENTS	
		ANCIAL LIABILITIES	
14	1.3.1.	BORROWINGS	535
14		SHAREHOLDER FUNDING / SHAREHOLDER LOANS	
		TRADE PAYABLES	
		OTHER ACCOUNTS PAYABLE	
		ANCIAL RISK MANAGEMENT POLICIES	
		CREDIT RISK	
		LIQUIDITY RISK	
		INTEREST RATE RISK	
		CAPITAL RISK	551
1 6	ge Bade Sade		77/

2023 Annual Report IV Consolidated Financial Statements and Notes IV. 449



14	.5.	CHANGES IN LIABILITIES DERIVING FROM FINANCING ACTIVITY	553	
15.	C	ONSOLIDATED SHARE CAPITAL, RESERVES AND RETAINED EARNINGS	554	
16.	P	PROVISIONS	557	
17.	S	ALES AND SERVICES	560	
18.	C	COMPENSATORY ALLOWANCES	562	
19.	C	COST OF GOODS SOLD AND MATERIALS CONSUMED	563	
20.	E	EXTERNAL SUPPLIES AND SERVICES		
21.	E	MPLOYEE BENEFITS EXPENSES	566	
22.	11	MPAIRMENT (LOSSES) / REVERSALS	567	
23.	C	OTHER INCOME AND GAINS	568	
24.	C	THER EXPENSES AND LOSSES	569	
25.	F	INANCIAL LOSSES AND GAINS	570	
26.		NCOME TAX		
27.	F	RELATED ENTITIES	574	
27	.1.	SUMMARY OF RELATED PARTIES	574	
27	.2.	SIGNIFICANT BALANCES AND TRANSACTIONS WITH PUBLIC ENTITIES	575	
27	.3.	BALANCES AND TRANSACTIONS WITH RAILWAY OPERATORS	577	
27	.4.	JOINT OPERATIONS	579	
27	.5.	REMUNERATION OF CORPORATE OFFICERS	580	
28.	S	TANDARDS ISSUED BUT NOT YET EFFECTIVE	584	
29.	C	GUARANTEES AND SURETIES	589	
30.	C	CONTINGENCIES	590	
31.	C	COMMITMENTS	593	
32.	11	NFORMATION REQUIRED BY LAW	595	
33.	C	THER RELEVANT FACTS	598	
34	F	VENTS AFTER THE REPORTING PERIOD	602	

CONSOLIDATED FINANCIAL STATEMENTS AND NOTES

(Amounts in € thousand - €th)

STATEMENT OF COMPLIANCE

Under the terms and for the purposes of Article 29 - G, no. 1, paragraph c) of the Portuguese Securities Code, each of the members of the Executive Board of Directors of Infraestruturas de Portugal, S.A., identified hereinbelow, has signed the following statement:

"Pursuant to and for the purposes of provisions in Article 29-G(1) of the Portuguese Securities Code, I hereby declare that to the best of my knowledge, acting in the capacity and scope of the functions assigned to me and on the basis of the information provided through the Executive Board of Directors, the Consolidated Financial Statements were prepared in accordance with the applicable accounting standards. I further declare that they provide a true and fair view of the assets and liabilities, the cash flows, the financial situation and the profit/loss of IP Group and that the management report for 2023 faithfully details the important events that occurred during the said period and the impact on respective Consolidated Financial Statements and describes the main risks and uncertainties for the forthcoming financial year."

The Executive Board of Directors

Chairman Miguel Jorge de Campos Cruz

Vice-Chairman Carlos Alberto João Fernandes

Vice-Chairman Maria Amália Freire de Almeida

Member Alexandra Sofia Vieira Nogueira Barbosa

Member Gina Maria dos Santos Pimentel

CONSOLIDATED FINANCIAL STATEMENTS

CONSOLIDATED STATEMENT OF FINANCIAL POSITION AS AT 31 DECEMBER 2023 AND 2022

ASSETS	NOTES	2023-12-31	2022-12-31
Non-current			
Goodwill	5.	21 687	21 687
Investment in associates	6.	1 950	Ş
Financial investments		160	135
Intangible assets	7.	21 777 994	21 363 234
Tangible fixed assets	8.	75 479	70 809
Investment property	9.	3 042	3 104
Deferrals	13.1.	260	374
Deferred tax assets	10.	296 820	341 471
		22 177 392	21 800 822
Current	d St	i.	
Inventory	11.	146 104	124 108
Grantor - State - Account Receivable	14.2.1	4 907 726	4 474 849
Trade receivables	14.2.2	40 167	34 703
Current tax assets	12.	28 280	1 513
Government and other public bodies	12.	2 255 610	2 048 244
Other accounts receivable	14.2.3	262 980	182 393
Deferrals	13.1.	5 026	4 860
Cash and cash equivalents	14.2.4	268 928	248 772
Non-current assets held for sale	\$47 \$45	3	3
	5. %	7 914 824	7 119 444
Total assets		30 092 216	28 920 266

To be read jointly with the Notes to the Consolidated Financial Statements

CONSOLIDATED STATEMENT OF FINANCIAL POSITION AS AT 31 DECEMBER 2023 AND 2022 (CONT.)

EQUITY AND LIABILITIES	NOTES	2023-12-31	2022-12-31
Equity			
Capital and reserves attributable to equity holders			
Issued capital	15.	12 586 670	11 152 155
Reserves	15.	296 644	279 618
Consolidated cumulative results		38 385	7 112
	50 Sec. 100	12 921 699	11 438 885
Net profit or loss for the period		- 18 087	48 299
Total equity		12 903 612	11 487 184
Liabilities			*
Non-current	0 00 00 00 00 00 00 00 00 00 00 00 00 0		
Provisions	16.	1 025 799	967 937
Financing obtained	14.3.1	1 065 011	1 636 752
Other accounts payable	14.3.4	938 288	1 074 194
Deferrals	13.2.	10 107 992	10 117 622
Deferred tax liabilities	10.	32	2
	30 30	13 137 123	13 796 506
Current			
Trade payables	14.3.3	62 058	40 019
Cash advances of trade receivables		543	514
Government and other public bodies	12.	8 958	8 097
Current tax liabilities	12.	0	0
Borrowings	14.3.1	586 664	176 965
Shareholder funding / Shareholder loans	14.3.2	2 332 667	2 332 667
Other accounts payable	14.3.4	1 045 430	1 067 882
Deferrals	13.2.	15 162	10 432
	<u> </u>	4 051 482	3 636 577
Total Liabilities	tā i	17 188 605	17 433 083
Total equity and liabilities	- 18-54 - 18-54	30 092 216	28 920 266

To be read jointly with the Notes to the Consolidated Financial Statements



COMPREHENSIVE INCOME STATEMENT FROM 1 JANUARY 2023 TO 31 DECEMBER 2023 AND FROM 1 JANUARY 2022 TO 31 DECEMBER 2022

	Notes	2023	2022
Sales and services rended	17.	1 200 890	1 171 499
Compensatory Allowances	18.	65 405	55 055
Cost of goods sold and materials consumed	19.	- 323 450	- 280 709
External supplies and services	20.	- 385 685	- 364 058
Conservation, Repair and Safety of the Road Network		- 144 782	- 126 583
Conservation, Repair and Safety of the Railway Network		- 79 950	- 76 425
Other Suplies and Sevices	129 55.00	- 160 953	- 161 051
Personnel expenses	21.	- 151 705	- 142 623
Impairment losses/(reversals)	22.	152	1 570
Provisions increase / (decrease)	16.	- 57 199	- 13 333
Other Income and gains	23.	105 541	90 802
Other expenses and losses	24.	- 8 392	- 7 798
Income/(expenses) in subsidiaries	145 1940D	- 60	9
Earnings before depreciation, financial expenses and taxes	45 195.46	445 497	510 414
Expenses/(reversals) of depreciation and amortisation	× 10×2	- 236 878	- 273 679
Operating profit (before financing and tax expenses)	78 757 <u>2</u> 76 10-2	208 618	236 735
Interest and similar income	25.	63 351	59 216
Interest and similar costs	25.	- 245 335	- 250 433
Profit before tax		26 635	45 517
Income tax for the period	26.	- 44 722	2 782
Consolidated net profit for the year	32 532	- 18 087	48 299
Consolidated Comprehensive income	30 304	- 18 087	48 299

To be read jointly with the Notes to the Consolidated Financial Statements

CONSOLIDATED STATEMENT OF CHANGES TO SHAREHOLDERS EQUITY FROM 1 JANUARY 2023 TO 31 DECEMBER 2023 AND FROM 1 JANUARY 2022 TO 31 DECEMBER 2022

	NOTES	Paid-up capital	Reserves	Consolidated cumulative results	Net profit or loss for the year	Total
2021-12-31		9 870 180	279 618	- 8 780	15 892	10 156 910
Appropriation of the consolidated comprehensive result for 2021			1	15 892	- 15 892	0
Share capital increases	15.	1 281 975	T.	ï	1	1 281 975
Consolidated comprehensive income for 2022		t	1	i	48 299	48 299
2022-12-31	9	11 152 155	279 618	7 112	48 299	11 487 184
Appropriation of the consolidated comprehensive result for 2022		0	17 026	31 273	- 48 299	0
Share capital increases	15.	1 434 515	15		t.	1 434 515
Consolidated comprehensive income for 2023		•	10		- 18 087	- 18 087
2023-12-31		12 586 670	296 644	38 385	- 18 087	12 903 612

To be read jointly with the Notes to the Consolidated Financial Statements



CONDENSED CONSOLIDATED CASH FLOW STATEMENT FROM 1 JANUARY 2023 TO 31 DECEMBER 2023 AND FROM 1 JANUARY 2022 TO 31 DECEMBER 2022

	NOTES	2023	2022
Operating Activities			
Cash receipts from clients	78 2.55	1 166 918	1 185 053
Cash paid to suppliers		- 1 345 602	- 1 335 842
Cash paid to personnel		- 146 913	- 139 494
Flows generated by operations		- 325 597	- 290 283
Corporate income tax (paid)/received		- 22 785	- 46 028
Other receipts / (payments) relating to operating activities	(A) (C) (A)	79 859	99 055
Net cash from operating activities (1)		- 268 523	- 237 256
Investing activities			
Cash receipts relating to:			
Investment subsidies	· · · · · · · · · · · · · · · · · · ·	220 529	150 941
Tangible fixed assets		240	10 404
Interest and similar income	18 000	1	1
		220 770	161 345
Cash payments relating to:	· · · · · · · · · · · · · · · · · · ·		
Investment subsidies		4)	- 1 727
Financial investments	6.	- 2 000	:
Tangible fixed assets	10 100	- 205 888	- 120 882
Intangible assets		- 914 264	- 799 732
		- 1 122 152	- 922 341
Net cash from investing activities (2)		- 901 381	- 760 995
Financing activities			
Cash receipts relating to:			
Capital contribution	15.	1 434 515	1 281 975
	ii	1 434 515	1 281 975
Cash payments relating to:			
Borrowings	14.5.	- 159 020	- 129 345
Finance leases	14.5.	- 2 597	- 2 507
Interest and similar costs		- 81 502	- 76 180
(A)	38 38	- 243 120	- 208 033
Net cash from financing activities (3)		1 191 395	1 073 942
Variation in cash and cash equivalents (4) = (1) + (2) + (3)		21 491	75 691
Cash and cash equivalents at the end of the period	14.2.4	268 619	247 128
Cash and cash equivalents at the beginning of the year	14.2.4	247 128	171 438
Variation in cash and cash equivalents	(NE MINORITE E.	21 491	75 691

To be read jointly with the Notes to the Consolidated Financial Statements

Almada, 23 April 2024

The Executive Board of Directors

Financial Director	Maria do Carmo Almiro do Vale Duarte Ferreira	Chairman	Miguel Jorge de Campos Cruz
		Vice- chairman	Carlos Alberto João Fernandes
Certified Accountant	Diogo Mendonça Lopes Monteiro	Vice- chairman	Maria Amália Freire de Almeida
		Member	Alexandra Sofia Vieira Nogueira Barbosa
		Member	Gina Maria dos Santos Pimentel

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

1. CORPORATE INFORMATION

Infraestruturas de Portugal, S.A. is the state-owned company resulting from the merger of Rede Ferroviária Nacional – REFER, E.P.E. (REFER) into EP - Estradas de Portugal, S.A. (EP, S.A.), which gave rise to the public limited company Infraestruturas de Portugal, S.A. (hereinafter IP or the Parent Company). The merger entered into force on 1 June 2015, as provided in Decree-law 91/2015 of 29 May.

The immediate consequence of the merger determined that road and railway infrastructures are to be managed by as single company, in accordance with a joint, integrated and complementary strategy.

The Infraestruturas de Portugal Group, hereinafter referred to as IP or the Group, includes the following subsidiaries: IP Telecom – Serviços de Telecomunicações, S.A. (IP Telecom), which is a telecommunications operator and provider of specialised information technology systems and services; IP Património – Administração e Gestão Imobiliária, S.A. (IP Património), which manages and improves the real estate property of the Group; IP Engenharia, S.A. (IP Engenharia), whose activity is the provision of engineering and transportation services.

Additionally, IP Group holds stakes in two joint undertakings, AVEP – Alta Velocidade de Espanha e Portugal A.E.I.E., (AVEP) in partnership with ADIF – Administrador de Infraestruturas Ferroviárias (Spanish company), to study the Madrid-Lisboa-Porto and Porto-Vigo railway links and A.E.I.E Corredor Atlântico, in partnership with ADIF - Administrador de Infraestruturas Ferroviárias, SNCF – Réseau (French entity) and DB Netz AG (German entity); the object of this joint-venture is to promote measures among its members to improve freight transport competitiveness in the railway corridor. The corridor consists of existing and planned sections of the railway infrastructure including: Sines-Setúbal-Lisboa-Aveiro-Leixões / Algeciras – Madrid – Bilbao – Saragoça / Bordéus-La Rochelle–Nantes-Paris – Le Havre – Metz-Strasbourg and Mannheim, crossing the borders at Vilar Formoso/Fuentes de Oñoro, Elvas/Badajoz, Irun/Hendaye and Forbach/Saarbrücken.

The Group also holds a 31.65% stake in the Railway Competence Centre (CCF), an associated entity, in partnership with other companies in the transport sector and universities, whose activity involves promoting and carrying out initiatives and activities in technical training, research, development and innovation (R&D) in technology, particularly in the area of railways and railway equipment, promoting and encouraging specialised training, cooperation and technology transfer between companies, universities, organisations and other public and private entities.

1.1. IP ACTIVITY

According to Decree-Law No. 91/2015, the corporate object of IP is "the design, construction, financing, maintenance, operation, restoration, widening and modernisation of the national road and rail networks, including the command and control of movements of traffic movements."

In order to carry out its activity IP holds the position of infrastructure manager, under the terms of the overall concession contract for the national road network (NRN) and the national railway network (NRwN) programme both concluded with the Portuguese State.

In 2022, IP's articles of association were amended by Decree-Law 63/2022 of 26 September, which extended the company's corporate purpose, giving it powers to promote the conception, design, construction, operation and maintenance of the submarine electronic communications cable system between mainland Portugal and the Azores and Madeira archipelagos.

In order to carry out its activities and guarantee a high level of efficiency and effectiveness, IP uses complementary services in business areas that are not included in its core business, but which are carried out by its subsidiary companies.

1.2. ACTIVITY OF IP GROUP COMPANIES

1.2.1. MANAGEMENT AND OPERATION OF TELECOMMUNICATIONS AND INFORMATION TECHNOLOGY INFRASTRUCTURES

IP Telecom with registered office Rua José da Costa has as business activity the development, management and operation of infrastructure solutions for telecommunications networks and information systems and technologies, as well as the exercise of any activities that are complementary, subsidiary or accessory to these, directly or through the incorporation or participation in companies.

IP Telecom's object is the development, management and operation of Telecommunications Network infrastructure solutions and their hosting and Information Systems, as well as the exploration, operation and maintenance, on a sub-concession basis, of the submarine electronic communications cable system between the territory of mainland Portugal and the archipelagos of the Azores and Madeira. The company may carry out any activities that are complementary, subsidiary or accessory to these, either directly or by setting up or participating in companies.

The current "Sub-Concession Contract for the Operation of the Telecommunications and Information Technology of Infrastruturas de Portugal, S.A." maintains the current sub-concession for the operation of the telecommunications infrastructure, having revised its terms, whilst the roads' technical channel already built or to be built is operated under sub-concession, under the administration and management of IP.

Pursuant to the Sub-concession contract, IP Telecom is the management company of the Telecommunications and IT Systems infrastructure in the road and railway public domain under IP's responsibility, its networks, data centres, technical road channel and systems and related services, and therefore, it is the only company responsible for the maintenance and repair of the said infrastructure.

1.2.2. INTEGRATED MANAGEMENT AND IMPROVEMENT OF THE GROUP'S AND PUBLIC RAILWAY PROPERTY (COMMERCIAL SPACES)

IP Património, with head office at Avenida de Ceuta, Estação de Alcântara Terra, 1300-254 Lisbon, is responsible for the acquisition, expropriation, property registration updating and disposal of real estate or the constitution of rights over it, as well as the monetisation of assets assigned to the concession or to the IP Group's autonomous assets and the management and operation of stations and associated equipment, including their operational management.

On 27 June 2018, IP Património began to integrate the management, maintenance, conservation and cleaning activities of the Intermodal Transport Complex, known as Oriente Station, namely the provision of maintenance, cleaning and surveillance services to IP and Metropolitano de Lisboa, in the respective components, the provision of commercial spaces, the operation of the car park, the supply of goods and services to users of the commercial spaces and the provision of spaces and services for events.

1.2.3. PROVISION OF ENGINEERING AND TRANSPORT SERVICES

IP Engenharia, with its head office at Rua José da Costa Pedreira n.º11, 1750-130 Lisboa, provides transport engineering services to support IP's activity and in multidisciplinary road and/or rail projects, providing mobility solutions with a high level of integration, both nationally and internationally. Its activities further include cartography, topography, land registration and expropriation, and the rendering of integrated management services and supervision of undertakings, including in the areas of quality, environment and safety.

1.3. OTHER EQUITY HOLDINGS

1.3.1. ATLÂNTICO CORRIDOR

In November 2013 the infrastructure managers of Portugal (REFER), Spain (ADIF) and France (Réseau Ferré de France – RFF, currently SNCF Réseau) set up A.E.I.E Atlantic Corridor, with the purpose of developing an internal rail market through dedicated corridors for freight transport in particular.

Atlantic Corridor then covered the existing and planned railway lines on the routes of Sines/Setúbal/Lisboa/Aveiro/Leixões – Algeciras/Madrid/Bilbao – Bordeaux/Paris/Le Havre/Metz/~Strasbourg - Manheim crossing the borders at Vilar Formoso/Fuentes de Oñoro, Elvas/Badajoz and Irún/Hendaya and Forbach/ Saarbrucken.

On 1 January 2016, with the extension of the rail freight corridor to Mannheim, crossing the France/Germany border at Forbach/Saarbrucken, Germany joined Portugal, Spain and France as a partner of AEIE – Atlantic Corridor. The new Atlantic-corridor configuration also encompasses another link to the river port of Strasbourg.

The role of Atlantic Corridor is, firstly, the management and revenue generation from existing infrastructures, without additional investments, through the centralised management of capacity allocation and customer relations.

Subsequently, through Atlantic Corridor, these neighbouring countries will be able to articulate investment in railway infrastructures, overcoming operational, technical and interoperability barriers to improve competitiveness of rail freight transport.

1.3.2. HIGH-SPEED SPAIN - PORTUGAL LINK - AVEP

In January 2001 a partnership was set up by Portugal and Spain to carry out preliminary studies of the Porto-Vigo and Madrid-Lisboa-Porto corridors in the form of a European Grouping of Economic Interests (EGEI).

The mission of the said EGEI is to:

- Conduct a number of economic and financial technical studies, undertake surveys and other work needed to define and implement the Porto-Vigo and Madrid –Lisboa – Porto corridors.
- Ensure the coherence and coordination of the technical studies carried out for each of the corridors.
- On the basis of these technical studies, to carry out the economic, financial and legal studies required
 by government bodies, which are necessary to define the appropriate financing, construction and
 operating structures of both the corridors.
- Study the safety specifications and materials capable for use in the corridors.
- Proceed with the construction and operation of the corridors, where this mission is entrusted to it by the infrastructure managers of both members of the Grouping.
- Carry out any other mission entrusted to it by the players of the Grouping or by the respective Governments.

1.3.3. RAILWAY COMPETENCE CENTRE (RCC)

The RCC was created on 23 September 2021, as a non-profit association, and its founding members are CP – Comboios de Portugal, E.P.E., IP, Metropolitano de Lisboa, E.P.E., Metro do Porto, S.A., IAPMEI – Agência para a Competitividade e Inovação, I.P., PFP – Associação da Plataforma Ferroviária Portuguesa e Universidade do Porto.

The Railway Competence Centre promotes technical training initiatives and activities, research, development and innovation in technology, particularly in the area of railways and railway equipment, encouraging specialised training, cooperation and technology transfer between companies, universities, organisations and other public and private entities, with a view to increasing R&D capacity and therefore qualified employment, improving competitiveness and increasing turnover and exports of the entities involved

In 2023, the CCF was reclassified as a public entity under the general regime.

2. MAIN ACCOUNTING POLICIES

2.1. BASES OF PRESENTATION

The financial statements presented herein reflect the financial position, the results of the operations and the cash flows of the IP Group for the periods ending on 31 December of 2023 and 2022, forming the consolidated financial statements of IP Group.

Decree-law 158/2009, article 4(1), introduced in 2010 the requirement to prepare consolidated accounts in accordance with international accounting standards for companies with securities listed on a regulated market. Under the terms of article 6(1), this consolidation obligation applies to any parent company subject to Portuguese law. IP was thus required to prepare consolidated accounts since the 2010 financial year.

These Consolidated Financial Statements were approved by the Executive Board of Directors at a meeting held on 23 April 2024, which decided to submit them for shareholder approval. The Executive Board of Directors considers that these provide a true and fair view of IP Group operations, as well as its consolidated financial position, results and cash flows.

The Financial Statements of IP Group were prepared on the basis of ongoing operations, in accordance with International Financial Reporting Standards (IFRS) as adopted by the European Union (EU), issued and in force on 31 December 2023.

IFRS include accounting standards issued by the International Accounting Standards Board (IASB) and the interpretations issued by the International Financial Reporting Interpretations Committee (IFRIC) and respective bodies that preceded them.

The financial statements were prepared using mainly the historical cost measurement.

All figures are expressed in thousands of Euro (€ thousand/€th), without any rounding up or down, unless otherwise stated. Sub-totals and totals in tables presented in these Consolidated Financial Statements may not be equal to the sum of the figures presented, due to rounding up or down. Additionally, initials €M are used for millions of Euro, where necessary.

The preparation of Financial Statements in accordance with IFRS requires the Group to exercise judgements, estimates and assumptions that affect the application of accounting policies and the amounts of income, expenses, assets and liabilities. The estimates and associated assumptions are based on historical experience and other factors deemed applicable and they form the basis for the judgements about the values of assets and liabilities that could not possibly be valued from other sources. Issues requiring a higher degree of judgement or complexity, or for which the assumptions and estimates are considered significant, are presented in Note 2.4.

2.2. CONSOLIDATION BASIS

The Consolidated Financial Statements of IP Group as of 31 December 2023 and 31 December 2022 include the financial statements of IP (parent company of the Group) and its subsidiaries (note 3), as from the moment they fell under the control of IP.

For controlling purposes, it is considered that IP controls a subsidiary if and only if it cumulatively holds:

- control over the subsidiary;
- · exposure or rights to variable results via its relationship with the subsidiary; and
- the capacity to use its control over the subsidiary to affect the value of the results for investors.

IP directly or indirectly holds 100% of the share capital of its subsidiaries (hence there are "non-controlling interests" in the Group) and does not have any agreement with any external company whereby it waives its rights. Consequently, no further considerations about the effectiveness of the Group's control over its subsidiaries are necessary.

Consolidation of a subsidiary starts from the moment the control is obtained by the parent and ends when such control ceases.

Accordingly, accounting policies of the various entities comprised in the consolidation perimeter are standardised; assets, liabilities, equity holdings, revenues, expenses and cash flow statements of the parent company are combined with equivalent components of its subsidiaries.

In addition, the carrying amounts of the parent company's investment in each subsidiary are eliminated against the parent company's share of the capital of each subsidiary, and any differences between these realities are dealt with in accordance with IFRS 3 - Business Combinations.

Intragroup balances and transactions are eliminated in full. Profits and Losses resulting from intragroup transactions that are recognised in assets (such as inventories and fixed assets) are eliminated in full. The process of reconciling transactions may give rise to temporary differences, which will be dealt with in accordance with IAS 12 Income Taxes.

A parent can lose control of a subsidiary for several reasons, with or without a change in absolute or relative ownership levels, or as a result of a contractual agreement.

In such situations, IP derecognises the assets (including any goodwill) and liabilities of the subsidiary at their carrying amounts at the date when control is lost and recognises:

- the fair value of the consideration received, if any, from the transaction, event or circumstances that resulted in the loss of control; and
- ii. if the transaction that resulted in the loss of control involves a distribution of shares of the subsidiary to owners in their capacity as owners, that distribution, and any investment retained in the former subsidiary at its fair value at the date when control is lost;
- iii. reclassifies to profit or loss, or transfers directly to retained earnings if required in accordance with other IFRS, the amounts recognised as other comprehensive income.

Joint operations

According to IFRS 11 - Joint Arrangements, a joint arrangement is a joint operation or joint venture.

A joint operation is a joint arrangement whereby the parties holding joint control of the arrangement have rights to the assets and obligations on the liabilities related to that arrangement. These parties are designated as joint operators.

A joint venture is a joint arrangement whereby the parties holding joint control of the arrangement have rights over the net assets of the arrangement. These parties are designated as joint venturers.

Holdings in AVEP – Alta Velocidade Espanha e Portugal A.E.I.E e A.E.I.E. Corredor Atlântico are considered as joint arrangements.

IP therefore recognises its interest in these joint operations:

- its assets, including its share of any assets held jointly;
- its liabilities, including its share of any liabilities incurred jointly;
- · its revenue from the sale of its share of the output of the joint operation;
- its share of the revenue from the sale of the output by the joint operation; and
- its expenses, including its share of any expenses incurred jointly.

Note 2.4 shows the judgements and assumptions made in considering these interests as joint operations.

2.3. SUMMARY OF RELEVANT ACCOUNTING POLICIES

2.3.1. BUSINESS COMBINATIONS AND GOODWILL

Business combinations are accounted for using the purchase method of accounting, whereby the identifiable assets acquired or liabilities assumed are recognised at their fair value at the acquisition date.

Any excess between the consideration transferred and the identifiable net assets at the date of acquisition must be recorded in a separate caption in the Consolidated Statement of Financial Position under goodwill, except if they concern increase in equity holdings where control already existed, in which case any resulting difference will be recognised in other comprehensive income.

Goodwill is subject to impairment tests at the end of each financial year and the underlying assumptions and calculations can be found in notes 2.4 and 5.

Any impairment loss relating to the goodwill is deducted to goodwill and recognised in the Consolidated Profit and Loss Statement under impairment and cannot reverted later in any situation.

2.3.2. SEGMENTS

A business segment is a component of an entity that conducts a business activity:

- i) from which it can obtain revenue and incur expenses;
- ii) the operating results of which are regularly reviewed by the chief operational decision-maker of the entity; and
- iii) for which financial information is available.

The IP Group has identified IP's Executive Board of Directors as the body responsible for making operational decisions, as well as the body that reviews the internal information prepared in order to monitor the performance of the Group's activities and the allocation of resources. The determination of the operational segments was carried out based on information that is analysed by the Executive Board of Directors.

Accordingly, the following business segments were identified:

- Telecommunications;
- Management of property and commercial areas;
- Engineering and Transport Services.
- Investment in Long Duration Infrastructure (LDI);
- Railway Infrastructure Management Activity;
- High Performance;
- Road Infrastructure Management Activity;
- CAM Ring

The 'Telecommunications' segment refers to the provision of Information Systems and Technologies and Communications services.

The 'Commercial Real Estate Management' segment covers the management and operation of its own and others' property and real estate developments, acquisition, expropriation, registry office updating and sale of real estate or the establishment of rights on these assets.

The 'Transport Engineering Services' segment includes the provision of transport engineering services in multidisciplinary road and/or rail projects and respective mobility solutions, both nationally and internationally.

The 'Long Duration Infrastructure Investment Activity' segment includes all investments associated with new infrastructure and/or network expansion, modernisation and renovation, with the introduction of new technologies in the mode of operation and infrastructure replacement, which includes interventions that introduce improvements of a lasting nature or that are likely to increase the value and/or useful life of the asset without altering the operating conditions;

2023 Annual Report IV Consolidated Financial Statements and Notes IV. 469



The contracting of the funding needed for the investments described above is made by the Group and is in the form of credit from financial and capital market institutions, shareholder loans and obtaining grants.

The 'Railway Infrastructure Management Activity' segment corresponds to the provision of a public service, including functions such as maintenance and repair of infrastructures, capacity management, management of regulatory and safety control, command and control of traffic, and including other activities supplementary to the infrastructure management.

The 'High Performance' segment corresponds to the entire activity related to High Performance Roads and includes all currently managed Public-Private Partnerships (PPP), including concessions of the State and subconcessions, and the other high-performance routes currently directly managed by the Group.

The 'Road Infrastructure Management Activity' segment includes management of the whole National Road Network not included in the previous segment. It comprises both the activities of building and upgrading the routes and engineering structures and the activities of management, maintenance and improvement of network safety.

The 'CAM Ring' segment includes the design, construction, operation and maintenance of the submarine electronic communications cable system between mainland Portugal and the Azores and Madeira archipelagos.

The revenues and expenses of the Telecommunications, Real estate management, and Engineering and transport services segments were calculated from the perspective of generating revenue from the Group's excess capacity, arising from the mandatory public service of management of the integrated infrastructure of the national rail network (provided for in the Programme Contract signed with the Portuguese State) and the national road network that promotes efficiency in the Group.

2.3.3. CURRENT / NON-CURRENT CLASSIFICATION

The IP Group classifies assets and liabilities as current and non-current, separately, in order of liquidity in the Consolidated Statement of Financial Position, in accordance with provisions in IFRS.

Assets that do not have a defined maturity are considered current.

2.3.4. FAIR VALUE

The IP Group uses fair value in the measurement and/or disclosure of the following assets:

- · Financial investments Enhancement of labour compensation funds;
- Investment properties for the purposes of disclosure, where variables associated to their determination may be verified in notes 2.3.8, 2.4 and 9;
- Inventories, when calculating the net realisable value of inventories relating to the real estate segment
 of the Group, where variables associated to their determination may be verified in notes 2.3.11, 2.4
 and 11; and
- Financing loans at fixed rate only for disclosure purposes in note 14.3.2.

The Group uses valuation techniques appropriate to the circumstances and for which there are enough input to measure their fair value, maximizing the use of observable inputs and minimizing the use of unobservable inputs.

All assets and liabilities measured or disclosed at fair value are classified into one of the following categories:

- Level 1 Quoted prices (unadjusted) in active markets for identical assets or liabilities to which the entity has access at measurement date;
- Level 2- includes distinct input from quoted prices included in Level 1, for which all significant inputs are observable, directly or indirectly.
- Level 3 inputs for the asset or liability that are not based on observable market data.

2.3.5. FINANCIAL APPLICATIONS IN ASSOCIATED COMPANIES

An associate is an entity over which the Group has significant influence.

The considerations made in determining the possible existence of significant influence are disclosed in note 2.4.

Investments in associates are accounted for using the equity method.

Accordingly, the investment in an associate is recognised at cost on initial recognition, with the carrying amount being increased or decreased in order to recognise the evolution of the Group's share of the results of the associated entity under the heading of income / (expenses) in subsidiaries and associates, after the date of acquisition.

The financial statements of the associated entities are prepared for the same period as the Group's disclosures (although sometimes they are provisional). When necessary, adjustments are made to align the accounting policies with those of the Group.

After applying the equity method, the Group determines whether there is any evidence of impairment losses on investments in associates; if there is, the Group calculates the amount of impairment as the difference between the recoverable amount of the associate and its book value, and then recognises the loss in the income statement under income/(expenses) in subsidiaries and associates.

The registration of the investment using the equity method is discontinued as soon as the Group ceases to have significant influence over the investment, and it starts to be valued at fair value from that moment onwards.

2.3.6. INTANGIBLE ASSETS

In the IP Group, intangible assets include road concession rights and other intangibles.

ROAD CONCESSION RIGHT

Through the application of IFRIC 12, it is considered that the asset resulting from the Road Concession Right, which was assigned by the Road Concession Contract signed with the State, is classified as an intangible asset.

The Road Concession Right was recognised by virtue of a business combination at the time the merging company's corporate object was changed (EP).

The Road Concession Right is increased by the management of the national road network infrastructure, which includes, namely, the construction, financing and operation of the National Road Network (including the Concessioned Network) and the Future National Road Network, namely as a result of:

(i) Provision of construction services

It is increased on completion of each significant component of the Future National Road Network by its implementation. Construction can occur through direct construction of the company or by sub-concession.

Until the completion of each component, the proportion of the value of the expected execution of the work is recognised as an intangible asset in progress, by applying the percentage of completion method, which is calculated on the basis of the actual physical progress of each work.

Expenditure incurred by the company for the launch of sub-concession calls for tenders is recognised as intangible assets until the nature of the expenditure made is billed to the sub-concessionaire.

(ii) Acquisition of future rights on the Concessioned Network

It is increased by the accumulated payments relating to the Concessions, net of receipts, made up to the initial term of each concession, the date from which the Group is entitled to the economic benefits underlying the respective section.

Until the initial term, they are recorded in intangible assets in progress when spending occurs.

The Concession Contract presents the following definitions for the three key components of the Concession Undertaking:

"Concessioned Network — corresponds to the roads/motorways that integrate the National Road Network and which are, on the date of signing the concession contract, subject to a state concession contract or those that the State included in a public call for tenders still pending on the same date, with a view to the respective concessioning;"

"National Road Network — corresponds to the "Itinerários Principais" (trunk roads), "Itinerários Complementares" (secondary roads), National Roads and Regional Roads included in the NRP 2000



(National Road Plan) in operation or with construction started on the date of signing the Concession Contract. "The construction of the Trunk Roads, Secondary Roads, National Roads and Regional Roads as set out in the PRN 2000, is deemed to have started upon award by the State, or by EP — Estradas de Portugal, S. A., of the contract for their construction;"

"Future National Road Network — designates the Trunk Roads, Secondary Roads, National Roads and Regional Roads foreseen in the NRP 2000 or any subsequent legislation and that come into force up to 5 (five) years prior to the term of the Concession Contract, that are not built on the date of signing the Concession Contract. The Trunk Roads, Secondary Roads, National Roads and Regional Roads envisaged in the PRN 2000 are considered as not having been built if on the date of signing the Concession Contract their construction was not yet awarded by the State or EP — Estradas de Portugal, S. A."

The IP Group amortises the Concession Right based on its best estimate of the consumption pattern of the economic benefits associated to the asset, i.e., in of the production unit method as defined by IFRIC 12.

The production unit corresponds to the best estimate of the infrastructure use measured by revenue inherent to credits directly associated with the rights already acquired by the Group, which excludes income from the toll collection activity before the initial term of the underlying concessions.

Any changes in estimates are corrected prospectively, impacting on the value of amortisation of future periods.

The amortisable value of the Road Concession Right, revised annually in accordance with the best expectations of the company, corresponds to the overall total amount of costs incurred and responsibilities incurred in the general concession for national road infrastructure.

The Group capitalises the financial charges associated with the acquisition, construction or production of qualifying assets.

The IP Group considers as qualifying assets all those which take a period of more than 12 months to be completed for their intended use. The most significant qualifying asset in the road infrastructure network is the Concession Right. Any component of the National Road Network or the Future National Road Network is considered a component of that same qualifying asset, provided that the estimated duration of its construction is greater than 12 months.

The components of the Concession Right qualifying for capitalisation of loan expenses are essentially the result of:

(i) Provision of construction services

The provision of construction services usually lasts more than a year, so the financial costs associated with the financing obtained for their realisation are considered eligible, regardless of whether the services are provided directly by the IP Group or through a sub-concession.

(ii) Acquisition of future rights on the Concessioned Network

Payments made on account of the acquisition of future rights on the Concessioned Network up to the initial end of each section of the current Concessioned Network.

The financial expenses associated with the financing obtained to realise the payments are considered as a cost of the component specifically financed. Whenever there is no financing directly attributable to each component of the network in progress, a weighted average of the interest rates on financing active during the period is used, which is applied to the expenditure incurred in developing that network.

Components that have been built using subsidies or that are in a position to be put into operation, regardless of the completion of the contract, are not taken into account for the purposes of calculating the basis for capitalising the financing costs obtained.

OTHER INTANGIBLE ASSETS

The remaining intangible assets relate mainly to contractual rights over computer programmes and result from separate acquisition transactions in which their cost is reflected:

- The purchase price, including costs of intellectual rights and taxes on non-refundable purchases, after deduction of trade discounts and write-offs;
- any cost directly attributable to the preparation of the asset for its intended use.

The Group values its intangible assets, after initial recognition, using the cost model, and amortises them on a systematic basis from the date they are available for use, over the estimated useful life, generally corresponding to a period of 3 years.

There are no intangible assets with indefinite useful lives.

The Group assesses for impairment whenever events or circumstances may indicate that the book value of the asset exceeds its recoverable amount, any impairment being recognised in the income statement.

2.3.7. TANGIBLE FIXED ASSETS

The Group's tangible fixed assets are initially recognised at cost and subsequently valued in accordance with the cost model (acquisition cost net of depreciation and any accumulated impairment losses).

The acquisition cost includes the acquisition cost of the asset, expenses directly attributable to its acquisition and any cost directly attributable to the preparation of the asset for its intended use.

Costs are recognised as tangible assets only if any future economic benefits are expected and those benefits as well as the cost of the asset can be reliably measured.

The IP Group carries out impairment tests whenever events or circumstances indicate that the book value of the asset exceeds its recoverable amount, any impairment being recognised in the income statement.

Current repair and maintenance expenses are recorded in the income statement.

Cost of operations that can extend the useful expected life of an asset, or from which are expected higher and significant future benefits, are capitalized.

Land is not depreciated. Depreciation is calculated on a monthly basis, using the straight-line method, so that the value of the assets is depreciated until the end of their estimated useful life, with the following annual rates applied:

	Average %
Buildings and other constructions	2-10
Basic equipment	<i>w</i>
Optical fibre	5
DWDM / SDH transmission equipment	12.5
Data network equipment	12.5
SHDSL equipment	12.5
Other equipment	10-100
Tools and utensils	10
Transport equipment	25
Administrative equipment	12.5-100
Right of use	25
Other fixed assets	12.5-25

Depreciation starts as from the moment the asset is ready for its intended use. The useful lives of assets are reviewed at the end of each financial year if expectations as to the expected economic benefits and the planned technical use of the assets differ from previous estimates. Changes occurring in the depreciation charge of the year are accounted for prospectively.

Gains and losses arising from the disposal of tangible fixed assets are determined as the difference between the assets' sales value and net book value and are recognised in the statement of comprehensive income.

Leases

The Group assesses the existence of a potential right of use at the beginning of any contract, i.e, if the contract conveys the right to control the use of an identified asset for a certain period against a consideration.

The right of use is initially measured at cost, comprising the initial amount of the lease liability adjusted of any lease payments made on , or prior to commencement , date, plus any initial direct costs incurred, minus any incentive granted.

Right-of-use assets are subsequently evaluated at cost minus depreciation and any impairment losses.

The depreciation of right-of-use assets is determined using the straight-line methods, during the period of the lease.

The liability for the lease is initially recognised by the present value of rents not yet paid at the date of the lease, minus any interest at the interest rate implicit in the lease.

IP Group leases refer to vehicle rental contracts and miscellaneous equipment.

The Group does not recognise as right of use or lease responsibility leases with a duration of less than 12 months, opting, pursuant to IFRS 16, to recognise as lease expense on a straight-line basis as rents under the external supplies and services heading (note 20) until the end of the leases.

The Group opted to present in the Consolidated Statement of Financial Position the right of use duly segregated in caption Tangible Fixed Assets (Note 8) and liabilities for leases in Other Accounts Payable (note 14.3.4).

2.3.8. INVESTMENT PROPERTIES

The Group distinguishes property held to earn rentals or for capital appreciation, which generate cash flows independent from other assets of the Group (investment properties dealt with in accordance with IAS 40 – Investment Properties) from those whose generated cash flows are associated with production or their use for administrative purposes whose generated cash flows are not independent from other assets (dealt with in accordance with IAS 16 – Tangible fixed assets).

Investment properties are initially recorded at cost, comprising its purchase price and any directly attributable expenditure.

Following initial recognition, they are measured at cost minus any cumulative depreciation (see Tangible assets, intangible assets and investment properties - Useful Lives – note 2.4) and any cumulative impairment losses (see impairment of non-monetary assets - note 2.4), in accordance with the cost model.

Depreciation is made in accordance with the straight-line method, by twelfths, whereas investment properties of IP Group are being depreciated over 50 years.

Transfers to, or from, investment property shall be made when, and only when, there is a change in use, evidenced by:

- Commencement of development with a view to sale, in case of transfer or ownership of investment property to owner-occupied property;
- commencement of development with a view to sale, for a transfer from investment property to inventories (only when, there is a change in use).
- end of owner-occupation, for a transfer from owner-occupied property to investment property; or
- commencement of an operating lease to another party, for a transfer from inventories to investment property.

Investment properties are derecognized when disposed of or when the investment property is permanently withdrawn from use and no future economic benefits are expected from its disposal, and any gain or loss will be recognised in the income statement as other income and gains or other expenses and losses.

Rents received for the lease of investment property are recognised in the income statement as other income.

2023 Annual Report IV Consolidated Financial Statements and Notes IV. 478

Costs incurred with investment property, namely management and maintenance costs, insurance and property tax (IMI) are recognised in the comprehensive income statement for the year they concern. Improvements that are estimated to generate additional economic benefits are capitalised under the caption Investment properties.

2.3.9. INCOME TAX

Income tax for the period includes current and deferred tax. Income tax is recorded in the Consolidated Income Statement, unless these are related to items that are recognised directly in equity.

The amount of current tax is determined on the basis of profit before tax, adjusted in accordance with the tax rules in force.

Deferred taxes arise from the existence of temporary differences between the book value of assets and liabilities at a given time and their value for tax purposes.

Deferred tax liabilities are recognised for all temporary tax differences. Deferred tax assets are recognised whenever there is a reasonable probability that future taxable profits will be generated or if there are deferred tax liabilities against which they can be offset.

For the purposes of calculating deferred tax, the income tax rates expected to be in force when the temporary differences are reversed will be used.

The temporary differences underlying the assets and liabilities are reviewed periodically in order to recognise or adjust them according to their expectation of future recovery, in line with the current tax law, taking into account any uncertainties in tax treatment, as provided in IFRIC 23.

In March 2014, the IP Group adopted the special tax system for groups of companies (RETGS).

This tax group includes all companies siéged in Portugal that are 75% or more owned by IP (parent company of IP Group), and which meet the conditions of article 69 and subsequent of the Corporate Income Tax Code. These are presented below:

- Infraestruturas de Portugal, S.A.
- IP Património Administração e Gestão Imobiliária, S.A.
- IP Telecom Serviços de Telecomunicações, S.A.
- IP Engenharia, S.A.

2.3.10. FINANCIAL ASSETS AND LIABILITIES

Financial assets and liabilities are recognised in the Consolidated Statement of Financial Position when the Group becomes a party to the respective contractual relationship.

Financial assets are initially classified as follows:

Amortised cost - If the financial asset is held within the scope of a business model whose purpose is to hold the financial asset in order to collect contractual cash flows that are established in capital repayments and interest on outstanding capital. In this category the IP Group comprises:

- Grantor State Accounts receivable Financial asset resulting from the application of IFRIC 12 (note 2.4 - Railway concessions and note 14.2.1);
- Trade and Other Receivables Includes current accounts with various entities, which
 are initially recorded at fair value and subsequently measured at amortised cost, less
 impairment losses, which when they occur have a direct impact on results (notes
 14.2.2 and 14.2.3).

The impairment losses recognised result from the use of the expected loss model (note 2.4 - impairment of financial assets).

Other trade receivables further include outstanding balances for accrued income, relating to services rendered but not yet invoiced.

Other financial assets

Cash and cash equivalents

The amounts included in the heading of cash and cash equivalents correspond to the amounts in cash, bank deposits and other treasury applications, which include cash at the Treasury and Public Debt Agency – IGCP, E.P.E. (IGCP), maturing in less than 3 months, and which can be immediately mobilized with risk of insignificant change in value.

Accounting overdrafts are presented in the Consolidated Statement of Financial Position, under current liabilities, under "Borrowings obtained" and included in the balance of the Cash Flow Statement.

Regarding financial liabilities, the existing categories are:

- i. Amortised cost
- ii. Fair value through profit or loss.

In the case of the IP Group, all its financial liabilities (bank loans, bond and shareholder loans, suppliers and other payables) are considered in the "Amortised cost" category.

Borrowings

The IP Group recognises non-current loans as a financial liability in accordance with IFRS 9. These financial liabilities are recorded as follows:

- (i) initially at fair value less transaction costs incurred, and
- (ii) subsequently at amortised cost, based on the effective interest rate method.

The Group has borrowings obtained in the form of bilateral borrowings and bond and shareholder loans to finance the construction of Long Duration Railway Infrastructures (LDI), the Railway Infrastructure Management activity, the High Performance activity and the Road Network Management activity.

Trade Payables and other accounts payable

Suppliers and other payables (including lease liabilities) are measured initially at fair value and subsequently at amortised cost using the effective interest rate method. Usually, the amortised cost of these liabilities does not differ from their nominal value.

2.3.11. INVENTORIES

The IP Group has the following types of inventories:

- Raw materials purchased for the specific and unique purpose of application in long-term infrastructure;
- Finished Products relating to the construction of property developments available for sale to the public;
 and
- Other materials intended for use/incorporation into the long-term infrastructure resulting from the provision of telecommunications services;

Raw materials and other materials are recorded at cost, which includes purchase costs, conversion costs and other costs incurred to place inventories in their current location and condition.

The quantities existing at the end of the period are determined from the accounting records and confirmed by physical inventory taking. Outgoing goods (consumables) are valued at weighted average cost.

Therefore, impairment is only considered when these assets are damaged or become totally or partially obsolete for use, at which point the loss is recognised in the Consolidated Income Statement.

Finished products are recorded at the lower of production cost and net realisable value.

The acquisition or production cost includes all purchase costs, conversion costs and other costs incurred to place the inventories in their location and in a condition for use or sale. The net realisable value is the estimated selling price in the normal course of business minus the respective selling costs, as provided for in IAS 2 - Inventories.

Whenever the net realisable value is lower than acquisition cost, such difference is recognised as impairment losses in the consolidated profit and loss statement, which will be reduced or eliminated when the reasons that originate them will cease to exist.

2.3.12. GRANTS/SUBSIDIES

Grants/subsidies received from the Portuguese State and the European Union or equivalent bodies are recognised at fair value when there is reasonable certainty that the conditions for receiving the grant will be met, except those relating to the LDI that are recognised only in the event of actual receipt.

Non-refundable subsidies obtained for investment in tangible and intangible fixed assets are recognised as deferred income.

These subsidies are subsequently credited to the Statement of comprehensive income, under "Other income and gains", pro-rata to the depreciation/amortisation of the subsidized assets.

Subsidies obtained to finance the assets acquired/constructed in Long Duration Infrastructures are recognised in the Consolidated Statement of Financial Position under the heading "Grantor - State - Account Receivable" because, as they are granted within the scope of the concessionary railway activity, they constitute reimbursement of part of the expenses incurred and are deducted from the amount receivable from the Grantor.

Subsidies obtained to finance shareholdings in associates are deducted from the shareholding itself, in compliance with Council of Ministers Resolution no. 99/2021 of 27 July, which determines that the subsidy received must be applied to the acquisition of the shareholding in question.

Non-refundable operating grants are recognised in the Consolidated Profit and Loss Statement, under "Other Income and Gains" systematically, in the same period in which the associated expenses are incurred.

2.3.13. PROVISIONS AND CONTINGENT LIABILITIES

Provisions are recognised by the IP Group when there is a present obligation as a result of past events, it is probable that the settlement of this obligation will require the expenditure of future internal resources and the amount of this obligation can be reasonably estimated. When any of the foregoing conditions is not met, the Group discloses these contingent liabilities.

Contingent liabilities are not recognised in the Consolidated Financial Statements but are disclosed in the notes to the Consolidated Financial Statements, unless the possibility of an outflow of funds affecting future economic benefits is remote, in which case they are not subject to disclosure.

Provisions are reviewed at the date of each reporting period and adjusted in accordance with the best estimate on that date.

2.3.14. REVENUE

Revenue corresponds to the fair value of the consideration received or receivable from transactions with clients during the ordinary course of business. Revenue is recognised net of taxes, discounts and other costs incurred to realise them, at the fair value of the amount received or receivable.

The IP Group's revenue comprises:

In the context of railway infrastructure management, tariffs for the use of infrastructure (minimum access package), use of stations and halts, parking of rolling stock, shunting and other services listed in the Network Directory, available on IP's website, are established in compliance with the provisions of Decree-Law no. 217/2015, republished by Decree-Law no. 124-A/2018, and the European Commission's Implementing Regulation (EU) 2015/909.

The Directory aims to provide to applicants, authorities and any interested party the general terms and conditions to acquire capacity and on the services provided by the national railway network.

As well as presenting the characteristics of the network, the Network Directory sets out the conditions of access, describes the services that the IP Group provides and publicises the charging principles and tariffs, presenting the methodology, rules and, where appropriate, the scales used to apply the tariffs.

Road revenue is derived from the road concession contract (hereinafter "Contract") which the State entered into with the former EP on 23 November 2007. The bases were approved in an annex to Decree-Law 380/2007 of 13 November, amended by Law 13/2008 of 29 February, Decree-Law 110/2009 of 18 May, and Decree-Law 44-A/2010 of 5 May.

The object of this Contract, which ends at midnight on 31 December 2082, is Concession by the Portuguese State to the former EP of the following:

- Design, construction, financing, maintenance, operation, regeneration and widening of the routes that integrate the National Road Network;
- Design, construction, financing, maintenance, operation, regeneration and widening of the routes that integrate the Future National Road Network;
- Financing, operation, maintenance, repair and widening of the roads of the national road network or future national Road Network, , but also integrating the concessioned network, though , these liabilities are subject to the initial term of the concession agreements currently in force between the State and third parties. The initial term also marks the end of the assumption by IP Group of all payments to be made by the State and the receipts to be collected by it, under the aforementioned contracts.

The IP Group's own revenues, among others, resulting from the 75-year concession agreement, which has been in force since 2008, are:

i. Road Service Consignment (RSC)

The then Road Service Contribution, created by Law 55/2007 of 31 August, is the consideration paid by users for the use of the national road network and is levied on petrol and diesel subject to and not exempt from the tax on oil and energy products (ISP). In 2014, the Road Service Contribution was extended to LPG for vehicles, which had previously been exempt.

Meanwhile, under Law 24-\E/2022 of 30 December, the Road Service Contribution was abolished, while the ISP rate corresponding to the amount of the Road Service Contribution was increased and the Road Service Consignment was created. As a result, from 2023 onwards, the IP Group's funding, which was ensured by this Contribution, will be ensured by this Consignment.

This revenue is recognised at the time of each performance obligation, regardless of its financial receipt, since there is a time lag between the date on which the fuels are released for consumption and the realisation of the financial receipts, which are transferred to the IP Group by the Tax Authority.

ii. Other Revenue from the Concession Contract

The company has to provide construction services for the development of the national road infrastructure network, in pursuit of its business purpose.

The result of the construction of each new component of the national road infrastructure network is registered in accordance with the completion percentage method.

The amount of revenue to be recognised results from the product between the percentage of completion and total value of the works. The total value of the work is the amount agreed with the grantor (State) or, if not agreed, it is the result of the sum of the specific expenses components of the works, both internal and external.

The amount receivable from the provision of construction services under the concession is swapped for the Concession Right.

In the case where the total value of the work is agreed with the grantor, whenever the sum of the specific costs incurred and to be incurred exceeds the agreed revenue, the estimated loss is immediately recognised in profit or loss.

iii. Toll fees - Roads under the IP management or sub-concessioned

The activity of collecting tolls on roads in the network under its own management or under sub-concession is recognised in the results for the year in accordance with the actual tolls for the period, given that these are tolls on roads where the Group's Concession Right is already in full force.

Toll fees - Roads under sub-concessioned management

The activity of collecting tolls on the roads of the Concessioned Network is recognised in accordance with the actual tolls for the period, and the amount resulting from this activity is deducted from the Group's investment in the acquisition of the rights over the Concessioned Network, in accordance with the provisions of the Concession Contract signed with the Portuguese State.

2023 Annual Report IV Consolidated Financial Statements and Notes IV. 487



- revenue from the telecommunications business comprises rental of optical fibre and data networks services;

As regards the transport engineering segment, revenue comprises consultancy services and studies. These services consist of performance obligations that are fulfilled over time, contract by contract in accordance with the percentage of completion method.

In the commercial property management segment, revenue relates to:

- the consideration for sub-concessions for the use of commercial premises and services The
 performance obligation is considered to be fulfilled in a linear manner over the period of the contracts.
- sales of flats and commercial premises and the provision of property development services, technical
 assistance and other related services these revenues are recognised when the risks and rewards
 inherent in the ownership of the assets are transferred to the buyer and the value of the benefits can
 be quantified, generally on the date the deeds are executed.

2.3.15. EMPLOYMENT BENEFITS

Personnel costs are recognised when the service is provided by employees, regardless of the date of payment.

The former EP granted temporary early retirement pensions and supplements to retirement pensions and survivors' benefits to a restricted and closed group of employees.

These post-employment supplements are paid by Caixa Geral de Aposentações to employees, which then charges them to the IP Group, until those employees are in a position to retire according to General Law.

The liabilities related to the payment of these benefits are reviewed on an annual basis. The present value of the obligation is determined using the immediate lifetime rent method, by deducting future payments of the benefits that are perfectly identifiable, using the interest rate of high-rated bonds in the same currency in which the benefits will be paid and with a maturity close to the liability taken on.

Liabilities recognised in the Consolidated Statement of Financial Position correspond to the present value of the benefit obligation determined on the date of the Consolidated Statement of Financial Position.

2.3.16. IMPAIRMENTS

The assets of the IP Group are assessed for impairment purposes when an event or change in circumstances suggest that the carrying amount may not be recoverable.

The recoverable amount of an asset corresponds to the higher of the asset's fair value less costs to sell and its value in use.

The asset's value is the present value of the future cash flows expected to be derived from the continued use of the asset and its disposal at the end of its useful life. For the determination of future cash flows, the assets are allocated to the lowest level for which there are separate identifiable cash flows (cash-generating units), when such assessment is not possible for each asset on an individual basis.

The Group recognises an impairment loss in the income statement when the carrying amount of an asset or cash-generating unit exceeds its recoverable amount.

Note 2.4 discloses the main assumptions associated with the setting up/reversal of impairments on non-monetary and financial assets.

2.3.17. RELATED PARTIES

According to the Executive Board of Directors, relevant related parties are those entities over which the IP Group is controlled (Portuguese State in the strict sense), regulated (AMT), in which it exercises joint control (joint operations), significant influence (associated companies), as well as the members of IP's governing bodies.

In addition, railway operators owned by the Portuguese state are also considered relevant related parties.

The IP Group discloses its related parties, balances and transactions in note 27.

2.3.18. SUBSEQUENT EVENTS

Events occurred after the date of the Consolidated Statement of Financial Position and the date when the Consolidated Financial Statements were approved by the Executive Board of Directors, which provide additional information on conditions that existed at the date of the Consolidated Statement of Financial Position are reflected in the Group's Consolidated Financial Statements.

Events occurring between the date of the Consolidated Statement of Financial Position and the date of approval by the Executive Board of Directors of the Consolidated Financial Statements are indicative of conditions that arose after the date of the Consolidated Statement of Financial Position, if material, are disclosed in note 34.

2.4. SIGNFICANT ACCOUNTING JUDGEMENTS, ESTIMATES AND ASSUMPTIONS

In preparing the Consolidated Financial Statements of IP Group in accordance with IFRS, the Executive Board of Directors of IP is required to make judgements, estimates and assumptions that affect the amounts of assets, liabilities, income, financial flows as well as the disclosure of contingent liabilities. Judgements, estimates and assumptions are assessed continuously and are based on past events and other factors, including expectations for future events likely to be probable given the circumstances on which the estimates are based.

Although this whole process is based on the best information available and given the uncertainty associated with it, situations may occur in subsequent periods which, although not foreseeable at the time, were not taken into account in these estimates, which may result in a series of significant changes to the Group's financial position, performance and future cash flows, which will be taken into account in the results of the financial year on a prospective basis.

These uncertainties are particularly significant with regard to the valuation of the road concession right, recognised in intangible assets, with consequences also for the calculation of the profit for the period, insofar as this valuation affects the amount of amortisation to be recognised each year, as described below in the section on the Concession Right. These uncertainties stem not only from the actual behaviour of the assumptions made regarding the future evolution of traffic and associated revenues, namely tolls and CSR, and the amount of future investments to be made in the network, but also, and with a more immediate direct impact, from the form that will be agreed with the Granting State to reimburse IP for the toll revenue losses generated, either by the discounts on toll rates that have been approved in recent years, or by the postponement of the introduction of tolls on other sections that were expected to be tolled, with management understanding that such decisions by the Grantor give IP the right to financial rebalancing of the concession, in accordance with the provisions of paragraph c) of Clause 87. 1. of the Concession Contract signed between the Grantor and IP on 23 November 2007.

Therefore, when valuing the Concession Right, it was assumed that this reimbursement would take place from 2025 onwards, despite the uncertainty that such an assumption involves.

Additionally, note 14.4 discloses a set of risks to which the Group is exposed.

The most significant accounting estimates reflected in the financial statements are:

Intangible assets - Concession right

The IP Group amortises its Road Concession Right by the equivalent production unit method. This amortisation is based on: i) the estimate of total income generated by the concession until its end and on ii) the recovery of total investments to be made by the Group.

These two parameters are defined in accordance with the best judgement of the Executive Board of Directors for the assets and businesses in question, also considering practices adopted by companies of the sector at international level.

Estimated Revenue Pattern

The amount and timing of future earnings are essential to determine the equivalent unit method on which the calculation of the amortisation of the Road Concession Right is based.

The Group draw up a multi-annual financial model which is reviewed annually, its assumptions being maintained or adjusted on the basis of recent history and the best prospects of IP's Executive Board of Directors for the future. This model serves as the basis for calculating the Estimated Revenue Pattern which supports the calculation of the annual amortisation of the intangible asset related to the road concession right.

The annual revenue estimate was calculated according to the main base assumptions:

- RSC, until 2024, assumes management's best estimate for those years. From 2025 onwards, RSC evolves based on an assumption of 0% annual growth in petrol and diesel consumption and an increase in unit values per litre consumed, in line with the CPI (2%/year);
- Toll revenues from ex-SCUT concessions and sub-concessions are based on the base cases, or on the most recent traffic studies carried out by specialised consultants, available at the time of the review and approval of the economic and financial flows for the Concession period. After the reversion of these contracts to the IP Group, growth is considered to be in line with the CPI, based on the last year of these studies and base cases;
- However, the effect of the reduction in toll rates in various concessions (ex-SCUT), and discounts on other motorways in the IP Group's own network, determined by articles 425 and 426 of Law 75-B/2020, regulated by Ministerial Order 418/2023, and which came into force at the beginning of the second half of 2021, as an assumption, were considered until the end of 2024, as it is understood that, in view of the provisions of paragraph c) of Clause 87. 1. of the Concession Contract signed between the Grantor and ex-EP on 23 November 2007, a mechanism will be considered by the end of 2024, in conjunction between the Grantor and the IP Group, to ensure compensation for the loss of revenue associated with the aforementioned toll discounts;
- In the State Concessions with a real toll regime, it was considered that, from 2025 onwards, for the sections where the IP Group already has the right under the toll collection regime set out in its Concession Contract, this regime would be applied, with the recognition of the resulting revenues After the reversion of the State Concessions to the Group, the latter will be the holder of all the respective toll revenues, considering their growth in accordance with the CPI, based on the last year of the respective base cases, when applicable, or on traffic studies carried out by specialised technicians from the IP Group;
- In general, the remaining operating revenues (revenues from service areas, telematics and others) were estimated in 2023, as part of the review of the economic and financial model for the period of the Concession.

2023 Annual Report IV Consolidated Financial Statements and Notes



A sensitivity analysis was also carried out on the development of IP's revenues throughout the life of the contract and its impact on amortisation for the year. The analyses carried out were based on the following scenarios, drawn up on the basis of the base scenario mentioned above:

- a) It was assumed that the real growth in toll revenues after the initial expiry of the Concession Contracts would be 1 per cent until 2039 and 0 per cent from 2040 onwards and that the real growth in the RSC would be in accordance with the Base assumptions until 2025 and after 2025, 0.5 per cent, with growth remaining in line with the CPI.
- b) It was considered that the real growth in toll revenues after the initial expiry of the Concession Contracts would be 1% and the real growth in the RSC would be in accordance with the Base assumptions until 2025 and after 2025, 1%, with growth remaining in line with the CPI.
- c) It was considered that the real growth in toll revenues after the initial expiry of the Concession Contracts would be 0% and the real growth in the RSC would be in accordance with the Base assumptions until 2025 and after 2025, 0%, with growth remaining in line with the CPI. It was also considered that the new discount regime introduced by articles 425 and 426 of the 2021 State Budget Law would be in force until the end of the Concession Contract without any compensatory measure.
- d) It was assumed that the real growth in toll revenues after the initial expiry of the Concession Contracts would be 0% and the real growth in the RSC would be in accordance with the Base assumptions until 2025 and, after 2025, 0%, with growth remaining in line with the CPI. It was also considered that the new discount regime introduced by articles 425 and 426 of the 2021 State Budget Law would be in force until the end of the Concession Contract without any compensatory measures and that no revenue-boosting measures envisaged in the base scenario will be implemented in 2025.

In the first two scenarios, the universal discount in force since July 2021 on the ex-SCUTs was considered, without any compensatory measure until 2024. In the last two scenarios, it was considered that the discount system would be maintained throughout the Concession, without any compensatory measure on the part of the State

The impact in result of these different scenarios for 2023 is shown in the table below:

Sensitivity analysis of growth of RSC and roll revenue	Base Scenario	Scenario a)	Scenario b)	Scenario c)	Scenario d)
Amortisation for the year	-229	-208	-168	-274	-279
Amortisation of grants	60	55	47	67	67
	-169	-152	-121	-207	-211
Difference		17	48	-38	-42

Amortisable value of the Concession Right

The amount to be considered as the amortisable value of the Concession Right implies the assumption of amounts for the execution of works and scheduled maintenance until the end of the Concession.

The estimated total investment of the Concession was based on the main assumptions:

- The annual charges for the ex-SCUT concessions are effective until 2032, and represent the best estimate based on the results obtained from the contracts renegotiated between the Negotiating Committee and the Concessionaires;
- The construction costs included in the Subconcession Contracts in force, valued at the cost of each base case;
- The cost of modernising and maintaining the IP Group's own network;
- The remaining investments consist of installation and improvement of assets and studies, projects, supervision and assistance;
- Expenses with regular maintenance reflect the revision of study made in 2019, based in the implementation of the business plan;
- The National Road Plan 2000 is implemented until 2052.

Changes between the planned, contracted and executed amounts may vary due to various factors outside the Group, with an impact on the amount of amortisation to be recorded in the future.

Regular maintenance of roads and engineering structures

Based on technical surveys of repair needs and monitoring of the average quality index of the roads and engineering structures, an annualised cost is calculated for the scheduled maintenance to be carried out which, in accordance with the stipulations of IP's Concession Contract, allows the average quality index of the network to be maintained at the values at which it was received.

Construction by means of Sub-Concessions

Construction through Sub-Concessions is recognised to reflect the effective evolution of the works, based on the percentage of completion data obtained from the sub-concessionaires and validated by IP Group.

Grantor - State - Account Receivable

Following the spin-off of the railway activity in Portugal in 1997, IP (formerly REFER) was assigned the responsibility of building and renovating long-duration railway infrastructures. This activity is carried out according to the Government directives; its financing is guaranteed through the share capital, by State and European grants and loans. The majority of the loans are secured by the State, and IP plays the role of "agent".

Applying this understanding, the effects of this activity are recognised and measured in accordance with IFRIC 12 - Concession Arrangements.

Thus, for the purposes of applying IFRIC 12, the Long Duration Infrastructure Investment Activity (LDI) is considered to be the existence of a concession between the State (Public Entity) and IP (assimilated to a Private Entity even though the sole shareholder is the State), with IP assuming the role of "Concessionaire" in this activity.

IFRIC 12 applies to public service concession contracts in which the grantor (State) controls (regulates):

- The services to be provided by the concession holder (through the use of infrastructure), to whom and at what price; and
- Any residual interests over the infrastructure at the end of the contract.

IFRIC 12 applies to infrastructures:

- built or acquired by the operator from third parties; and
- that already exist and to which the operator is given access.

In the light of the above, therefore, it is the understanding of IP Group that the existing railway concession is included within the scope of this IFRIC for the following reasons:

- IP is a for-profit entity and subject to the application of the Companies Code, although its shareholder is the State, it is incorporated under the regime provided for in the legislation applicable to the public business sector (Decree-Law 133/2013 of 3 October) and has asset and financial independence from its shareholder, thus excluding the application of IFRIC 12 in accordance with its §4;
- The decree-law which created IP, in substance, can be considered a concession agreement, since the State, as Grantor, controls and regulates the public services provided by IP, as Concessionaire, with the infrastructures that are part of or will become part of the national railway public domain, also defining to whom the services are provided and at what price; and
- Through ownership, the state controls the infrastructure, as it belongs to the state's public domain, giving IP the right to access it so that it can provide a public service by charging a tariff to passenger and freight transport operators.



This interpretation establishes the generic principles for the recognition and measurement of rights and obligations under the concession contracts with the above-mentioned characteristics.

Taking into account the types of existing models, the model which best translates IP's railway activity is the Financial Asset model, since according to the law in force, the State (public entity) will fully bear the costs of the investments in national railway infrastructures, whereas IP has an unconditional right to receive funds from the State for its investments in LDI. This right is granted either by article 11 of the General Land Transportation Law for rail transport (IARC), by Decree-Law 141/2008 of 22 July, or by the 2011-2015 Strategic Transport Plan (PET) and finally, in 2014, by the Strategic Plan for Transport and Infrastructures (2014-2020) (PETI3+).

As there is no formal concession agreement for the Long Duration Infrastructure Investment Activity, only a Programme Contract for the Railway Infrastructure Management activity, the IP Group makes the following assumptions to determine the value of the concession, in accordance with the financial asset model, based on the principle of substance over form and existing legislation, namely:

- The General Land Transportation Law Infrastructure Maintenance and Supervision Law 10/90 which establishes in number 3 of article 11 the compensation payable by the State for shouldering
 in full the infrastructure construction, maintenance and supervision costs, in accordance with rules
 to be approved by the Government.
- In the Strategic Transport Plan (RCM 45/2011):

"The investment necessary for the construction of transport infrastructure, as goods and assets in the public domain, is the responsibility of the State as set out in the General Land Transportation Law. Nevertheless, over the past decades, state-owned enterprises operating in the land transport and railway sectors have carried the burden of having to register in their financial statements - via the issuing of debt - the costs of this investment made on behalf of the State," and

"The historic debt of state-owned enterprises operating in the public railway transport and infrastructures sector, results in part from the development of investment projects which are the State's responsibility, (...)".

PETI3+ - Strategic Plan for Transports and Infrastructures (2014-2020).

PETI3+ "...is a revision of PET 2011-2015, including a second phase of structural reforms to be made in this sector, as well as a set of investments in transport to be carried out until the end of this decade. It is estimated that 61% of priority railway projects can be financed through community funds and 39% through public funds. Where any assets are withdrawn from the public railway domain, the profit or loss will be allocated to this activity, as established in each withdrawal order."

As a result of the above, a financial asset has been recognised in the Consolidated Statement of Financial Position, called "Grantor - State - Account receivable"

2023 Annual Report IV Consolidated Financial Statements and Notes IV. 497

This asset derives from the investment in concession assets (ILD) plus interest charged, less the monetisation of assets, subsidies received, receipts and impairments.

- i) Investment in concession assets (Long Duration Infrastructure LDI) These are properties in the public railway domain to which IP only has access in order to provide "Infrastructure Management" services. These assets, in addition to acquisitions and constructions following the split of CP Comboios de Portugal, E.P.E.'s assets through the publication of Decree-Law no. 104/97 of 29 April, also include the assets of the extinct offices (Lisbon Railway Node Office, Oporto Railway Node Office and Office for the Management of Railway Installation Works on the Tagus Bridge) and assets transferred from that company, which constitute assets in the public railway domain.
- ii) Interest debited As there is no defined maturity, due to the lack of a formalised concession contract, it is assumed that the amounts receivable fall due when they are debited. Consequently, from that date, the interest on the outstanding amount is deemed to be payable to the concessionaire (IP). The way this interest is calculated is based on the same conditions as the financing obtained to finance this activity directly. Interest and other financial expenses incurred with borrowings for financing the concession are therefore debited.
- iii) Return on assets results from the obligation, expressed in the joint orders of the Ministries of Sectoral and Financial Affairs, to authorise the transfer of railway public domain and for the respective disposal proceeds to be deducted from the amounts owed to the Grantor;
- iv) Subsidies received note 2.3.12

The financial asset is presented as a current balance in the Consolidated Statement of Financial Position because it has no defined maturity, due to the lack of a formal concession contract.

Tangible, intangible assets and investment properties - Useful lives

The determination of useful lives of the assets as well as the depreciation/amortisation method to be applied is essential to determine the amount of depreciation/amortisation to be recognised in the Consolidated Profit and Loss Statement for each year.

These two parameters are defined in accordance with the best estimate of the Executive Board of Directors for the assets and businesses in question, while also considering the practices adopted by the companies of the sector.

Investment properties - determination of fair value

Investment properties are valued internally by qualified valuers for the purposes of disclosure in this report, and the valuation is only carried out if there is evidence to justify it (see this chapter - impairment of non-monetary assets/investment properties), in accordance with the income method, where the potential unit rent is estimated on the basis of local market rents. Rents practised are assumed as perpetual, and the determination of the yield is based on the characteristics of the buildings concerned, with the risk level associated to the real estate market.

Equity holdings in associates

Financial investments in associated companies are included in the Consolidated Financial Statements using the equity method, from the date on which the Group acquires significant influence until the moment it ends.

The existence of significant influence on the part of the Group is normally demonstrated in one or more of the following ways:

- Representation on the Executive Board of Directors or equivalent management body;
- Equity holding of 20% to 50%;
- Material transactions between the Group and the associated entity;
- Participation in policy-making processes;
- Exchange of staff for influencer management; and
- Provision of essential technical information.

Joint operations

The two European Economic Interest Groupings in which the IP Group participates constitute joint operations in accordance with IFRS 11.

The determination of the typology of agreement is based on the judgement made by the entities involved, taking into account the rights and obligations arising from the agreements, taking into account:

- Structure and legal form of the agreement Both agreements in question were structured by means of a separate vehicle, and in these circumstances, we are dealing with a joint operation, since the legal form of the said instrument does not confer separation between the parties and the separate vehicle. The statutes of both groups mention the existence of unlimited and joint and several liability on the part of those involved in the grouping, which makes them responsible for the claims made by third parties, as well as the fact that in the event of losses, the Assembly has the right to ask those involved to contribute proportionally, according to the percentages of participation of each member, to the settlement of the grouping's debts, which indicates that the parties are given obligations for the liabilities arising from the agreement.
- The terms agreed by the parties both agreements provide that the projects will be deemed as undivided assets of members.

Provisions

The IP Group regularly analyses any obligations arising from past events and which must be recognised or disclosed.

The subjectivity inherent in determining the probability and amount of future internal resources needed to pay obligations could lead to significant adjustments, either due to changes in the assumptions used or to the future recognition of provisions previously disclosed as contingent liabilities.

Provisions resulting from ongoing legal proceedings are periodically assessed by the internal and external lawyers of IP Group responsible for the cases in question.

With regard to the Provision for Declassified Roads, the IP Group carries out an exhaustive survey of the declassified roads still under its responsibility and checks, on the basis of technical analyses of the cost of intervention to prepare them for delivery to the municipalities, whether the amount of the provision recorded is appropriate.

As a result of the evolution of the VAT process described in note 12, a provision was set up for the VAT process which is estimated to be the impact of a possible unfavourable decision to the now defunct EP, equivalent to all the VAT deducted by the IP Group on activities financed by the RSC.

Impairment of non-monetary assets

Goodwill - the recoverable amounts from the cash-generating units to which goodwill is allocated are determined internally based on the calculation of values in use, using the discounted cash flows methodology. The cash flows used in the calculation stem from the company's budget for a period of 3 years with an additional project of two further years, excluding any effect of future restructuring which were not approved by the Executive Board of Directors. The said cash flows are discounted using a discount rate that reflects current market assessments of the time value of money and the risks specific to the asset concerned, using weighted average cost of capital (WACC). Note 5 shows the main variables associated with this theme as well as respective sensitivity analyses.

Tangible and intangible assets with a defined useful life - it is checked whether there are signs of impairment losses, namely through the discontinuation/non-utilisation of assets.

Investment properties - at the end of each financial year, the Executive Board of Directors assesses any existence of indications entailing changes in the value of investment properties by analysing internal and external data, including the following:

- Sales earnings of the year and respective margins;
- Existing relation between the type of buildings sold as against those held in the portfolio;
- · Specific characteristics of the units under evaluation;
- Promissory purchase and sale contracts for the following year;
- · Rents existing in the market in the lease zones;
- Purchase and sale contracts undergoing negotiation.

In the event that new assessments are required, they are carried out using qualified internal assessors.

Inventories from the railway infrastructure investment activity segment - these will not be reduced below cost since, once incorporated into the infrastructure, they will always be charged to the Grantor at the price at which they were acquired. The only exception to this concerns materials that are obsolete or technically depreciated and which cannot be used for the activity, which will notwithstanding be adjusted taking into account their recoverable value from their sale as waste.

Inventories held to be used in production - they will not be reduced below cost as since they are integrated in the infrastructure, they will be debited to the Grantor at acquisition price. The only exception to this concerns materials that are obsolete or technically depreciated and which cannot be used for the activity, which will notwithstanding be adjusted taking into account their recoverable value from their sale as waste.

Inventories in the property management segment - are tested annually for impairment, with valuations prepared internally by qualified valuers, based on the following assumptions defined by the Board of Directors:

- There are no liens or encumbrances on the properties;
- The plots may be sold individually and in stages.

2023 Annual Report IV Consolidated Financial Statements and Notes IV. 501 Infraestruturas de Portugal

The determination of the market value is prepared in accordance with the income method, which is based on the updated cash flows of the project to be developed, i.e. the difference between the estimates of the future value of the income that the property could provide and all the expenses necessary for the property to generate this income. In the specific case of the plots being valued, revenues (sale of the building to be constructed) and costs (direct and indirect construction and financing costs) will be phased in over time, generating periodic cash flows that should be updated to the current moment, according to a discount rate that reflects the risk associated with the projects, usually made up of a risk-free rate of return, usually based on Treasury bonds with a maturity similar to the project's time horizon, considered free of default risk, plus a risk premium, which reflects the remuneration required in accordance with the perspective of market variation over the project's term, including not only the risk of the project itself but also the systemic risk existing within it.

It should only be noted that the estimated sales proceeds are made in accordance with the comparative market method, which consists of determining the sale value of the properties in question by comparing them with other similar properties for which their prices on the property market are known.

Note 11.2 shows some of the parameters mentioned above.

Impairment of financial assets

Grantor State - Accounts receivable - When REFER was set up, the statutory capital was paid up in kind with the delivery of the railway infrastructure valued at € 62,350 thousand. From 1998 to 2001, the Portuguese State increased the statutory capital of REFER in the total of € 242,850 thousand. These increases were intended, as set out in each joint approval package, to finance investments in long-duration infrastructure forming the public railway domain. At the time of incorporation, the public domain assets were listed as REFER's fixed assets (tangible fixed assets under the then accounting standards - POC), so the counterpart to the capital contribution was the recognition of these assets. With the adoption of IFRIC 12, these amounts take the form of reimbursement made in due course for the investments made in the long-term infrastructure by the REFER Concessionaire, totalling € 305 million (initial contribution in kind, plus the capital increases between 1998 and 2001). Consequently, this amount will no longer be reimbursed by the State/Grantor, and impairment has been recognised on these amounts.

Sundry debtors - based on the evaluation by the Executive Board of Directors of the probability of recovering such receivables, the seniority of the balances, cancellation of debts and other factors. Other circumstances and facts are also considered that may alter estimated impairment losses of receivables in the face of considered assumptions, including changes in the economic climate and sector trends, the creditor position of main clients and significant defaults.

Customer debts in the Railway Infrastructure Management and High-Performance segments - in general, these have not been subject to impairment due to the specific characteristics of the customers (railway operators and toll customers).

Debts owed by customers in the property management segment - a historical bad debt matrix is used to determine the expected losses for the entire life of the loans in question, based on the following criteria:

- Historic of losses over the last three years
- · Trade receivables above 1 year are fully adjusted;
- Trade payables are deducted of:
 - Debts in favour of clients;
 - Surety bonds

In addition, credits are expunged of:

- Debts of public entities;
- Debts of clients with payment plans, where the financing component of the operation is assessed.

Trade receivable (clients) (remaining business segments - recognised based on the counterparty credit risk profile, its financial situation and historic seniority of the balances.

2023 Annual Report IV Consolidated Financial Statements and Notes IV. 503 IV. 503

This evaluation process is subject to various estimates and judgements. Changes in these estimates may imply different levels of impairment; consequently, they may have different impacts on income.

Income tax

Deferred tax assets are only recognised to the extent that it is probable that future taxable profits will be available against which these assets can be utilised.

The correct recognition of deferred taxes requires significant judgements on the part of the Executive Board of Directors, particularly with regard to:

Forecasts of future profits

The Group has a history of taxable profits. As a result of the entry into force of Law no. 24-D/2022, of 30 December (State Budget 2023), the introduction of article 43 D - Tax Incentive Scheme for the Capitalisation of Companies, hereinafter ICE, was approved in the Tax Benefits Statute.

Taking this benefit into account for the Group meant that the Group's once positive tax result became a tax loss.

According to the legislation in question, this benefit must be calculated by reference to the sum of the amounts calculated in the financial year itself and in each of the nine previous tax periods beginning in 2023. With SB 2024 (Law 82/2023 of 29 December), the number of periods was changed to six years.

Analysing the Group's various management forecast instruments and the aforementioned legislation, and in line with the Group's financing policy based on capital increases, it can be seen that the probability of the Group making taxable profits in the next six financial years is low.

Analysis of the tax legislation in force and in accordance with the specifics applicable to the IP Group.

Law 24-D/2022 of 30 December (State Budget for 2023) changed the tax loss deduction system provided for in article 52 of the CIRC, and there is no longer a time limit for recovering tax losses generated from 2023 onwards, which has an obvious impact on the bases of the calculated temporary differences.

Quantification of the amount of tax assets recoverable in future periods

The Group's tax estimate includes temporary differences whose recovery is limited in time by tax legislation, namely the temporary differences resulting from the system of limited deduction of financing costs provided for in article 67 of the CIRC.

In order to quantify the amounts that can be recovered in future periods, the Group's various forecast instruments are analysed, using the most up-to-date assumptions. Note 20 shows the tax assets generated, the recovery periods and the estimated reversal of temporary differences in future periods.

Estimated reversal rate of temporary differences

For the purposes of calculating deferred tax, the income tax rates expected to be in force when the temporary differences are reversed will be used.

2023 Annual Report IV Consolidated Financial Statements and Notes IV. 505

It was therefore necessary to analyse the bases of existing temporary differences and assess how these differences would be reversed, given the nature of the underlying transactions, which meant segmenting the expected tax reversal rates into different rates, as shown below:

- Temporary differences during the period in force of the ICE Rates to be applied to the bases of temporary differences of operations whose reversal is expected to occur in the next six financial years (expected duration of the ICE);
- Temporary differences after the period in which the ICE is in force Rates to be applied to the bases of temporary differences in operations whose reversal is expected to occur from the period in which the ICE is finalised (when the Group is expected to generate taxable profits again); and
- > Temporary differences arising from tax losses.

Note 10 discloses the bases and assumptions inherent in the previous types and Note 26 presents the rates considered for the expected reversals.

Temporary differences whose reversal is not expected, therefore not generating deferred taxes.

There are temporary differences which are not expected to reverse in future financial years and therefore do not give rise to deferred tax assets. Of particular note are the impairments on subsidiaries, other receivables and inventories.



3. GROUP

The companies included in the consolidation, their registered offices, shareholdings in the same and core activities as at 31 December 2023 and 31 December 2022 are as follows:

Company	Headquarters	Percentage of	of capital held	Main activity
Company	neauquarters	2023-12-31	2022-12-31	мані асичку
PARENT COMPANY	71.51			
Infraestruturas de Portugal, S.A.	Praça da Portagem 2809- 013 Almada	1963	ž	Conception, design, construction, financing, maintenance and operation, upgrading, widening and modernisation of the national road and rail networks, including the command and control of traffic, as well as the promotion, conception, design, construction, operation and maintenance of the submarine electronic communications cable system between mainland Portugal and the Azores and Madeira archipelagos.
SUBSIDIARIES		-		-2
IP Telecom, Serviços de Telecomunicações, S.A.	Rua José da Costa Pedreira, n.º11, Lumiar 1769-023 Lisboa	100.00 %	100.00 %	It supplies and provides Information and Communications Systems and Technologies services, based on innovative solutions with a focus on Cloud and Security technologies and on the main national telecommunications infrastructure, based on optical fibre and a technical road channel, for the Business Market and Public Bodies.
IP Património - Administração e Gestão imobiliária, S.A.	Av. de Ceuta – Estação de Alcântara-Terra 1300-254 Lisboa	100.00 %	100.00 %	It is involved in the acquisition, expropriation, land registration updating and disposal of real estate or the constitution of rights over it, as well as in the monetisation of assets assigned to the concession or to IP's autonomous assets and also in the management and operation of stations and associated equipment, including the respective operational management.
IP Engenharia, S.A.	Rua José da Costa Pedreira, n º11, Lumiar 1769-023 Lisboa	100.00 %	100.00 %	It provides transport engineering services to support IP's activities and multidisciplinary road and/or rail projects, providing mobility solutions with a high level of integration, both nationally and internationally.
ASSOCIATE COMPANIES				
CCF (Associação Centro de Competências Ferroviário) (c)	Parque Oficinal de Guifões, Rua do Ferroviário, Gatões, 4460-020 Guifões	31.65 %	31.65 %	Promotion and development of technical training, research, development and innovation (R&D) initiatives and activities in technology, particularly in the area of railways and railway equipment, promoting and encouraging specialised training, cooperation and technology transfer between companies, universities, organisations and other public and private entities.
JOINT OPERATIONS				
AVEP - Alta Velocidade de Espanha e Portugal, A.E.I.E. (a)	Madrid	50.00%	50.00 %	Conduct of studies required for the Madrid-Lisbon-Porto and Porto-Vigo connections.
AEIE - CMF4 (b)	Paris	25.00%	25.00 %	Promotion of measures aimed at improving the competitiveness of the rail transport of freight in the rail corridor Sines - Lisbon/Leixões Sines - Elvas/Algeciras - Madrid - Medina del Campo - Bilbao - Irun/Bordeaux - Paris-Le Havre - Metz Vilar Formoso/Fuentes Onôro, Elvas/Badajoz, Irun/Hendaye and Fornack/Saarbrucken.

a) Entity jointly controlled by IP and ADIF, in the form of European Economic Interest Grouping (E.E.I.G.).

b) Entity jointly controlled by IP, ADIF, SNCF - Réseau and DB NETZ (the latter since the 1st of January 2016), in the form of European Economic Interest Grouping (E.E.I.G.), established in 2013, with no share capital.

c) Entity owned by CP E. P. E., (31.65%), Metro do Porto S.A. (15.82%), Metro Lisboa, E.P.E. (15.82%), IAPMEI - Agência para a Competitividade e Inovação, I. P. (4.75%) and PFP - Associação da Plataforma Ferroviária Portuguesa (0.31%).

4. SEGMENT REPORTING

See accounting policy 2.3.2.

The information relating to the results from 1 January 2023 to 31 December 2023 and from 1 January 2022 to 31 December 2022, assets and liabilities for the periods ended 31 December 2023 and 31 December 2022 of the identified segments is as follows:



2023	Telecommunications	Management of Property and Commercial	Engineering and transportation services	Long Duration Infras, Inv. Activity	Railway Infrast. Management Activity	High Performance	Road Infrast. Management Activity	CAM	Total
		Aleas							
Sales and services	14881	19340	107	34 140	86 596	339 228	706 597	11	1 200 890
Impairment	- 290	332	1	31	110	1010 1111 1010		3	152
Provisions	2 -	12 -	- 228		-26 005	*	-30 882	*	- 57 199
Other income	119	2231	**		74 938	9 320	84 338	*	170 945
Other expenses	- 7 449	0669-	96 -	- 33 213	- 239 968	- 345 855	- 235 721	1	- 869 291
ЕВПОА	7 255	14 836	- 217	927	- 104 330	2 693	524 332	0	445 497
Amortisation and depreciation	-1076	- 128		- 927	- 4 079	- 230	- 230 670	30	- 236878
EBIT	6119	14 710	- 217	0	- 108 408	296	296 355	0	208 619
Financial expenditure	83	ල 1		- 63 350	- 349		- 181 610	4	- 245 335
Financial income	*	*	**	63 350	1		-	*	63 351
EBT	6 156	14 707	- 217	0	- 108 757	114	114 746	0	26 635
Income tax for the period				- 44 722					- 44722
NetIncome				- 18 087					- 18 087

		Management of Property and	Engineering and	Long Duration	Railway Infrast Management		Road Infrast. Management	CAM	
2022	i elecommunications		ransporation services	Activity	Activity	High Performance	Activity	Ring	otal
Sales and services	13510	16718	295	34 903	91 523	305 726	708 824	*	1 171 499
Impairment	- 160	651	206		- 873	1000 1000 1000		1	1570
Provisions	5	- 125	161		6 180	*:	- 19 556	*	- 13 334
Otherincome	32	2044			- 59 809	9 294	74 688	1	145 867
Other expenses	-6675	- 7845	- 214	- 33 988	3 - 228 653	-316880	- 200 933	a	- 795 188
ЕВПОА	6 712	11 444	448	915	. 70 268	- 1860	563 023	0	510 414
Amortisation and depreciation	- 1 199	- 112	*	- 915	-3916	- 267 537	537	T.	- 273 679
EBIT	5513	11 332	448	0	- 74 184	293	293 626	0	236 735
Financial expenditure	7 -	9 -	*)	- 59 214	9/2 - 3/6	- 190 833	833	1	- 250 433
Financial income		•		59 214			_	1	59216
EBT	2 209	11 326	448	0	- 74 560	102	102 794	0	45518
Income tax for the period				2 782			(5-1)		2 782
NetIncome				48 299					48 299



2023-12-31	Telecommunications	Management of Property and Commercial Areas	Engineering and transportation services	Long Duration Infras. Inv. Activity	Railway Infrast. Management	High Performance	Road Infrast. Management	CAMRing	Total
Assets					Activity		Activity		
Concession right	0.00		0.00	1		217	21773390	1	21 773 390
Grantor		1	3000	4 907 726	1	•	1	1	4 907 726
Other assets	17 856	23 939	5 997	102 105	268 210	27 671	2 953 172	12 150	3 338 950
Total assets	17 856	23 939	5 997	5 009 832	268 210	24 7	24 754 233	12 150	30 080 066
Liabilities	8 00 30								60 60
Borrowings	**	r	*	1 451 611	T	2 532 731	340	*	3 984 342
Grants/Subsidies		ı	E	•	T.	986	9 850 914	12 150	9 850 914
Other liabilities	5732	4778	1 615	4 658	163 277	1 706 883	1 454 255		3 341 198
Total Liabilities	5 732	4 7 7 8	1 615	1 456 269	163 277	155	15 544 783	12 150	17 176 455

2022-12-31	Telecommunications	Management of Property and Commercial Areas	Engineering and transportation services	Long Duration Infras. Inv. Activity	Railway Infrast. Management	High Performance	Road Infrast Management	CAMRing	Total
Assets	S 1 55				Activity				
Concession right		ř		*	r	213	21359029	*	21 359 029
Grantor	92	100	*	4 47 4 8 49	•	#		•	4 474 849
Other assets	17 228	22843	7 333	69 788	202 569	42 133	2724504	1	3 086 388
Total assets	17 228	22 843	7 333	4 544 637	202 559	24 1	24 125 666	0	28 920 266
Liabilities									
Borrowings		Ä	31	1 599 235	34	2 547 115			4 146 384
Grants/Subsidies		9		,	1	986	9 864 495		9 864 495
Other liabilities	2995	6394	1 335	3287	133 196	1 872 071	1 400 264	*	3 422 204
Total Liabilities	2999	6 3 9 4	1 335	1 602 522	133 230	1568	15 683 945	0	17 433 083

Operations with segments (conciliation)	2023-12-31	2022-12-31
Reportable segments revenue	1 207 858	1 178 135
Internal revenue	- 6 974	- 6 555
Other Adjustments	6	- 81
Consolidated revenue	1 200 890	1 171 499
Aggregate results	- 12 744	52 486
Internal expenses / Income	- 2 800	- 3 686
Other Adjustments	- 2 544	- 501
Consolidated Results	- 18 087	48 299
Segment assets	30 105 571	28 933 023
Internal balances	- 27 192	- 29 263
Other Adjustments	13 836	16 506
Consolidated Assets	30 092 216	28 920 266
Segment liabilities	17 205 097	17 451 520
Internal balances	- 16 387	- 18 458
Other Adjustments	- 105	20
Consolidated liabilities	17 188 605	17 433 083

5. GOODWILL

See accounting policy 2.3.1.

The goodwill is the result of the acquisition of the remaining capital of GIL in 2014, when the Group gained control of the said entity. The evolution is as follows:

21 687
18
SE
21 687
84
21 687

Goodwill is subject to impairment test at the end of each year.

Estimates used to measure recoverable amounts of cash-generating unit containing goodwill Cash-generating unit

It is the business of operating the commercial spaces of Gare Intermodal de Lisboa, which is integrated into the reportable segment "Real Estate and Commercial Real Estate Management". The recoverable amount for this cash-generating unit was calculated based on its value-in-use, taking into account the provisions of IAS 36.

The following are the main assumptions considered relevant by the Executive Board of Directors to determine the value-in-use:

	2023-12-31	2022-12-31
Cash flow estimate		
Number of periods with projected cash flows (years)	5	5
EBIT gross margin	59.00 %	64.00 %
Recoverable amount of the Cash-generating unit (€M)	52 978	43 965
WACC	4.25%	5.85 %
Unlevered Beta	0.40	0.38
Risk free interest rate	2.79%	3.60 %
ROE	6.35%	9.23 %
Average cost of capital	5.32 %	7.11 %
Average cost of debt	4.10%	5.93 %

- Projected EBIT EBIT for the first three periods of the projection stems from the forecasts of
 expenses and income for this cash-generating unit set out in the budget for the 2024-2026 period.
 For the remaining two periods, the average of the budgeted figures was taken with the actual figure
 for 2023, corrected for the historical percentage of negative deviations between actual EBIT and
 projected EBIT (when actual EBIT is lower than projected EBIT), where to date actual EBIT is lower
 than projected by around 2 per cent (2022: +3%)
- Discount rate The discount rate used represents the current market assessment of the specific risks
 of the cash-generating unit, taking into account the time value of money and individual risks of the
 underlying assets.

The discount rate shown corresponds to the calculation of the WACC rate, which is the result of calculating the average cost of capital and the average cost of debt for a debt level of 50%, net of its tax effect, with the tax rate for the period being 22.50%.

The average cost of capital is calculated using a risk-free interest rate plus a risk premium which translates into the return on equity desired by the shareholder, corrected for the specific business risk by incorporating the publicly available specific beta of the cash-generating unit.

As far as the average cost of debt is concerned, since the associated business segment has no debt, a risk-free rate is assumed (10-year government bond rate), plus a risk component associated with obtaining new debt.

Based on the above assumptions, no impairment of goodwill was considered.

With regard to the sensitivity analysis of the model, it can also be seen that with the data contained in the model, goodwill would be impaired if the WACC rate associated with the model were higher than the current rate by 5.65 per cent (2022: 5.84%)

6. INVESTMENT IN ASSOCIATES COMPANIES

See accounting policy 2.3.5

On September 23, 2021, the private, non-profit association called "Associação Centro de Competências Ferroviário, (CCF)" was set up, with its headquarters at Parque Oficinal de Guifões, Rua do Ferroviário, Gatões, 4460-020 Guifões.

The IP Group holds a 31.65% stake in CCF, whose purpose is to promote and carry out technical training, research, development and innovation (R&D) initiatives and activities in technology, particularly in the area of railways and railway equipment, promoting and encouraging specialised training, cooperation and technology transfer between companies, universities, organisations and other public and private entities.

In 2021, the Group, through IP, was mandated by Council of Ministers Resolution no. 99/2021 of 27 July to make the necessary expenditure for this holding, for which it received a subsidy in 2021 of the entire amount to be subscribed (€2,000 thousand).

In the current financial year, CCF was reclassified as a public entity under the general regime, which will entail an internal structural reorganisation to meet the Association's strategic requirements, in particular the refurbishment of the buildings in the Guifões Workshop Park, work which has been strongly conditioned by the economic context of recent years due to strong inflation, particularly in the construction industry. In this context, authorisation was requested and obtained from the Government, by means of Council of Ministers Resolution 124/2023 of 10 October, to increase the founding partners' stake in CCF's capital, which in the case of the IP Group amounted to € 2,000 thousand.

The following table summarises CCF's financial information (*).

	2023-12-31	2022-12-31
Non-current assets	17	9
Current assets	7 056	6 362
Current liabilities	- 912	- 22
Total equity	6 161	6 349
Group's holding	3 950	2 009
Grants/Subsidies	- 2 000	- 2 000
Value of equity holding (31.65%)	1 950	9

^(*) The figures for assets and liabilities included above are not final as the CCF does not have final financial statements at the date of these financial statements

In terms of assets, the weight of cash and cash equivalents stands out (90%).

7. INTANGIBLE ASSETS

See accounting policy 2.3.6.

In the years ended 31 December 2023 and 31 December 2022, the movement in the value of intangible assets, as well as in accumulated amortisation, was as follows:

	Concession right	Other	Total
Gross assets		No.	
2021-12-31	24 414 032	34 917	24 448 949
Acquisitions	551 608	111	551 719
Other changes		- 707	- 707
Write-offs		- 47	- 47
2022-12-31	24 965 640	34 274	24 999 914
Acquisitions	643 191	519	643 710
Transfers		42	42
2023-12-31	25 608 831	34 835	25 643 666
Amortization and Impairment			
2021-12-31	- 3 340 717	- 29 907	- 3 370 625
Amortisation for the year	- 265 893	- 165	- 266 058
Write-offs		2	2
2022-12-31	- 3 606 611	- 30 070	- 3 636 681
Amortisation for the year	- 228 830	- 162	- 228 992
2023-12-31	- 3 835 441	- 30 232	- 3 865 673
Net value	9) 		
2022-12-31	21 359 029	4 204	21 363 234
2023-12-31	21 773 390	4 604	21 777 994

The value of intangible assets refers essentially to the right resulting from the Road Concession Contract.

Assets are calculated according to the percentage of completion of each works, regardless of whether this construction is directly carried out by IP Group or under Public-Private Partnerships (PPP).

The investments recorded in the financial year are essentially the result of:

- Net payments of tolls received from State concessions of € 568,228 thousand (2022: € 500,998 thousand), including capitalised financial charges of around € 10,359 thousand (2022: € 10,658 thousand), as per note 17;
- Investment in own works of € 74,957 thousand (2022: € 50,594 thousand), of which € 61,435 thousand (2022: € 40,289 thousand) in direct investment (note 19) and € 13,522 thousand (2022: € 10,305 thousand), relating to VAT deducted on the acquisition or construction of assets (note 16).

Amortisation for the year is calculated under IFRIC 12 using the equivalent unit method and it is based on the value of the total investment, already made or to be made in the future, under the Concession between the IP

2023 Annual Report IV Consolidated Financial Statements and Notes IV. 515

Group and the State, based on the economic and financial flows for the period of the Concession. These figures are based on IP's multi-annual financial model, the main assumptions of which are described in note 2.4.

Based on these assumptions, the amortisation recorded amounted to € 228,830 thousand (2022: € 265,893 thousand). As mentioned in the sensitivity analysis presented in point 2.4, in a pessimistic scenario in which there is no mechanism to ensure compensation for the loss of revenue associated with toll discounts, the value of the annual amortisation recorded would increase by around € 38 million, a situation that would be repeated throughout the Concession.

The remaining intangible assets concern, mostly, contractual rights on computer software (licences).

8. TANGIBLE FIXED ASSETS

See accounting policy 2.3.7.

In the years ended 31 December 2023 and 31 December 2022, the movement in gross assets, as well as in accumulated depreciation and impairment losses was as follows:



	Land and Natural Resources	Buildings and other construction	Basic equipment	Transport equipment	Administrative equipment	Other tangible fixed assets	Work in progress	Right of use	Total
Gross assets									
2021-12-31	7 037	82 425	71 486	12 190	23 449	7 755	906 6	9 478	223 727
Acquisitions		1	1 527	103	657		7 328	364	9 9 7 8
Transfers	1	2 489	731	1	13	1	- 3 233		0
Disposals /Corrections		T	- 346	2	- 10	130	1		- 224
2022-12-31	7 037	84 914	73 398	12 295	24 109	7 885	14 001	9 842	233 482
Acquisitions		T.	1615	8	446		9 436	096	12 466
Transfers		11 231	3 122	1 084	81	83	- 15 644	.2	- 42
Disposals /Corrections		E.	- 39	2	- 54				- 91
2023-12-31	7 037	96 145	78 097	13 390	24 582	7 969	7 794	10 802	245 815
Depreciation and Impairment				3					
2021-12-31	0	- 49 962	- 59 204	- 11 683	- 22 515	- 7 516	0	- 4 467	- 155 348
Depreciation of the year	•	- 1 651	- 2736	- 156	- 525	- 31		- 2 454	- 7 554
Depreciation - Write-downs/Corrections	1	1	346	- 2	15	- 130			228
2022-12-31	0	- 51 613	- 61 594	- 11 842	- 23 026	- 7 678	0	- 6 921	- 162 673
Depreciation of the year	•	- 1 844	- 2 499	- 414	- 480	- 23		- 2 493	- 7 753
Depreciation - Write-downs/Corrections		E.	39	- 2	54		ı	E.	90
2023-12-31	0	- 53 457	- 64 055	- 12 258	- 23 451	- 7 701	0	- 9 414	- 170 336
Net value	9 70	a. 0			8 33				
2022-12-31	7 037	33 301	11 804	453	1 083	208	14 001	2 921	70 809
2023-12-31	7 037	42 689	14 042	1 132	1 130	268	7 794	1 388	75 479

2023 Annual Report IV Consolidated Financial Statements and Notes



The IP Group holds a number of surplus land resulting from land expropriation required for the construction of the National Road Network (NRN). Since the possibility of using or commercialising them is dependent on various legal and/or commercial contingencies, the Group considers that these leftover parcels represent contingent assets and does not record or disclose them until it is probable that they will generate an inflow of economic benefits for the Group.

9. INVESTMENT PROPERTY

See accounting policy 2.3.8.

The movements in investment properties are as follows for the periods ending on 31 December 2023 and 31 December 2022.

	Notes	
Gross assets		- A
2021-12-31	· · · · · · · · · · · · · · · · · · ·	5 442
Transfers from / (to) inventories		- 13
2022-12-31		5 428
2023-12-31	· · · · · · · · · · · · · · · · · · ·	5 428
Amortization and Impairment	*	***
2021-12-31	· · · · · · · · · · · · · · · · · · ·	- 2 277
Depreciation of the year		- 61
(Impairments) / Reversals for the year	22.	13
2022-12-31		- 2 325
Amortisation for the year	-	- 61
2023-12-31		- 2 386
Net value		100
2022-12-31		3 104
2023-12-31		3 042

The investment properties include 20 units available for rent (2022: 20 units) of which 14 units (2022:12 units) have an effective lease.

The Executive Board of Directors assessed the need to carry out new valuations and concluded that the values recorded were adequate in relation to the latest valuations dating back to 31 December 2021.

The valuation techniques used are those generally used in these situations (income method - Discounted Cash-Flows) and the rents per square metre of the various properties included in the calculation are within the following range: $[\in 3 - \in 8,25]$ with yields of [5%-7.5%].

The fair value calculations are classified in level 3 of the fair value hierarchy, and there is no restriction on the transfer of the properties in question, nor is there any contractual obligation on the part of the Group to build, develop or repair or carry out maintenance on the said plots.

10. DEFERRED TAX ASSETS AND LIABILITIES

See accounting policy 2.3.9.

The amounts of deferred tax assets and liabilities recognised in the Consolidated Financial Position as at 31 December 2023 and 2022 are stated by their gross value.

The Executive Board of Directors believes that the tax results generated in the future will allow the reversal of all the deferred tax assets recognised.

The impact on the profit/loss of movements in deferred tax items in the financial years was as follows:

	Notes	2023	2022
Net impact on the income statement	30	-	
Deferred tax assets	26.	- 44 650	36 042
Deferred tax liabilities		- 30	20
	*	- 44 680	36 062

Changes occurred in deferred tax assets and liabilities during the years are as follows:

Deferred tax assets	Financing expenses	Tax losses	VAT Provision	Regular maintenance	Amortisation of concession right	Other Adjustments	Total
2021-12-31	13 482	0	91 683	107 842	88 518	3 904	305 429
Set up/ Reversal	24 121	٠	7 232	3 187	1 724	- 222	36 042
2022-12-31	37 603	0	98 915	111 029	90 242	3 682	341 471
Set-up / (Reversal)	8 162	2 603	6 554	- 240	- 7 272	- 745	9 061
Changes in tax rate	- 12 334		3 199	- 117	- 29 599	- 38	- 38 889
Revision of estimate	- 14 823	F.		S	æ - €. ₹		- 14 823
2023-12-31	18 608	2 603	108 668	110 672	53 371	2 899	296 820

Deferred tax liabilities	Other	Total
2021-12-31	22	22
Set-up / ((Reversal))	- 20	- 20
2022-12-31	2	2
Set-up / ((Reversal))	30	30
2023-12-31	32	32

With regard to movements in deferred tax assets, the following stand out:

- i) The amounts relating to the change in the tax rate resulting from the consideration of the ICE Benefit (-€38,889 thousand, note 26), and its implications for the IP Group's future taxable profits, which can be seen in note 2.4. income tax; and
- ii) The revision of the estimate of the basis of financing costs (-€14,823 thousand, note 26), due to the updating of the basis of financing costs accrued in previous periods that can be recovered, in relation to the Group's various forecast instruments.

Temporary differences after the period in force of the ICE - Reversal rate of temporary differences 31.25%

The bases of temporary differences whose reversal is estimated to occur in the event of the existence of taxable profits in the Group are included, as follows:

Provisions for Declassified Roads - According to the history of implementation, their reversal is not expected in the near future.

Provision for VAT proceedings - As various legal proceedings are pending resolution, it is estimated that these will not be finalised in the next few years.

Periodic road maintenance - historically the basis of this temporary difference has increased every year, with the exception of 2023, due to actual execution being lower than the amounts considered as an accounting expense. It is assumed that this trend will only change significantly after the increase in financial availability resulting from the reversal of the concession contracts for the IP Group.

Temporary differences after the period in force of the ICE - Reversal rate of temporary differences 21%

Included are the bases of the remaining temporary differences where the rate has been changed because it is understood that the triggering event for the reversal of deferred taxes will occur in this period, where it is expected that there will be no taxable profits. This situation will imply the recycling of these bases by the constitution of deferred tax for tax losses generated in these periods.

The reconciliation of the tax rate is shown in note 26. The reconciliation of the income tax rate is shown on note 26.

INVENTORIES

See accounting policy 2.3.11.

At 31 December 2023 and 31 December 2022 the Group has registered the following balances under deferrals:

	Notes	2023-12-31	2022-12-31
Raw materials and consumables	11.1.	139 962	117 843
Advances on account of purchases	11.1.	440	645
Finished products (properties)	11.2.	6 719	6 719
Other material	11.3.	330	569
		147 451	125 775
Accumulated impairments	22.	- 1 347	- 1 667
	140	146 104	124 108

11.1. RAW MATERIALS AND CONSUMABLES

The raw materials and consumables item refers to the various types of materials that are incorporated into the maintenance and construction of railway infrastructure.

By reference to the date the accounts were reported, a physical inventory was made in order to quantify the inventory loss adjustment. Thus, impairment relates to materials that are obsolete or technically depreciated and cannot be used in the IP Group's activity, but may be sold if an interested buyer appears, which in this financial year led to impairment reversals of around €19 thousand (2022: reversals of around €509 thousand) - see note 22.

This year there was a significant increase in raw materials compared to the same period last year, due to the current investment effort which, given the type of goods in question, requires them to be procured in good time.

Advances on account of purchases are related to this type of inventory.

Expenses with railway material consumption totalled € 23,168 thousand (2022: € 21,178 thousand), (note19).

11.2. FINISHED PRODUCTS

The finished product item refers to land and the units for housing and trade in Sines

There were no property disposals in the current financial year (2022: 0 disposals).

The properties in question were tested for impairment as explained in note 2.4. Impairment of non-monetary assets / Inventories of the property management segment.

Some parameters are summarised below:

	2023-12-31	2022-12-31
Update rate (annual)	14%	13%
Cash flow margin - [Cash Flow / (Future income)]	27%	25%

The above figures resulted in a reversal of impairments totalling € 301 thousand (2022: € 592 thousand), as shown in note 22.

The impact on impairments is fundamentally the result of the revision of income and expenses associated with the projects compared to the same period last year, which resulted in an increase in projected income greater than the increase in projected expenses by +5% and +3%, respectively, which justifies the slight increase in the margin associated with them, as can be seen above.

If the discount rate were to change by 1% in this context, there would be a change in the value of the properties, in the opposite direction to the change in the rate, in the amounts of € 988 thousand and -€ 906 thousand.

11.3. OTHER MATERIALS

The so called "other materials" are intended for the use/integration deriving from the rendering of telecommunications services.

These materials are subject to impairment when deemed obsolete. No change occurred in other materials during the year under review.

Expenses with the use of telecommunications materials amounted to € 423 thousand (2022: € 124 thousand), (note 19).

GOVERNMENT AND OTHER PUBLIC BODIES (ASSETS AND LIABILITIES)

At 31 December 2023 and 31 December 2022 this item is detailed as follows:

	2023-12-31	2022-12-31
ASSETS		
CIT	28 280	1 513
Current tax assets	28 280	1 513
VAT	2 255 610	2 048 244
Government and other public bodies	2 255 610	2 048 244
LIABILITIES		
Contributions to SS, CGA and ADSE health systems	6 569	5 718
Personal Income Tax – Withholdings	1 733	1 728
VAT	641	637
Other taxes and levies	15	15
Government and other public bodies	8 958	8 097

For the periods presented, the CIT debit balance is broken down as follows:

2023-12-31	2022-12- 31
65	36
26 680	32 502
-153	- 31 524
1,689	498
28,280	1 513
	65 26 680 -153 1,689

The balance of IRS - Withholdings corresponds to the processing of December 2023 salaries, already settled in January 2024.

Contributions to SS, CGA and ADSE include liabilities for holidays and holiday bonuses to be paid in 2024 to Social Security, as well as the amounts processed in December 2023 and already paid in 2024 to Social Security, CGA and ADSE.

The VAT receivable balance essentially corresponds to the amount of €2,254,948 thousand receivable by IP, of which refund requests totalling € 227,562 thousand have already been made, refunds which were submitted in 2009 and refer to the period from January 2008 to October 2009. This balance to be recovered is fundamentally the result of VAT deducted in its road activity by the now defunct EP and IP, because IP considers that it is entitled to this deduction due to the state having collected VAT on IP's own revenue - the Road Service Consignment - which, according to the legally established mechanisms for its settlement and collection, was handed over to it, albeit indirectly, by the fuel distributors.

IP has eleven legal cases in progress, the first of which relates to the VAT refund request up to June 2009, the second to the VAT refund request from July to September and the October 2009 deduction, and the others to inspection processes from 2011 to 2018.

The first case, relating to the VAT refund request up to June 2009, was rejected by the Tax and Customs Authority (AT), which issued notifications of additional VAT assessments and interest totalling €277,124 thousand and €11,697 thousand, respectively.

Disagreeing with those assessments as undue, on 30 November 2010, the now defunct EP filed a judicial challenge to the rejection of the hierarchical appeal at the Administrative and Fiscal Court of Almada, and the request by the now defunct EP was deemed unfounded at first instance in January 2013. Not agreeing with the decision, the former EP filed an appeal on 6 March 2013.

As part of the second case, which is at a more advanced stage in the courts and was rejected by the AT, additional VAT and interest assessments were issued, totalling €64,506 thousand and €763 thousand, respectively. On 29 July 2011, the now defunct EP filed a judicial challenge to the rejection of the Hierarchical Appeal with the Administrative and Tax Court of Almada, and the request by the now defunct EP was deemed unfounded at first instance in January 2013. The now defunct EP, not agreeing with the decision, appealed against it on 11 March 2013.

In this second case, the appeal was upheld, and IP was notified on 17 October 2017 of the ruling that repeals the appealed decision and considers EP's legal challenge to be fully upheld, annulling in its entirety the additional assessments issued by the TA. About this Decision:

- Various nullities were alleged by the Treasury, all of which were deemed unfounded on 26 January 2018
- On 1 March 2018, the Tax Authority filed an appeal against the dismissal of the nullities to the Supreme Administrative Court (STA), which was admitted. This is an appeal for review, of an exceptional nature, which provides that the decision handed down by the Central Administrative Court of the South (TCAS) can be reviewed whenever it concerns the assessment of an issue that, due to its legal or social relevance, is of fundamental importance or when admission is necessary for a better application of the law. This appeal was rejected by the TCAS on 18 October 2018, and
- An appeal filed by the Treasury was also admitted by the Supreme Administrative Court (STA). On 9
 December 2021, the STA decided, as there were no new closing arguments after the hearing of

2023 Annual Report IV Consolidated Financial Statements and Notes IV. 526



witnesses in the court of second instance, to annul the Judgement and send the case back to the Administrative and Fiscal Court of Almada in order to remedy this nullity by performing the omitted act. IP submitted new allegations on 25 February 2022 and the case is awaiting a decision.

In the course of the usual annual tax inspection process, the TA has been making corrections on the same basis as those described for the above processes, and IP has followed the complaint process, maintaining its position also in the terms described above, with the status of the processes for each year inspected being as follows:

Year	Proceedings phase	Phase date	Additional tax settlements	Compensatory interest
01/2008 to 06/2009	Appeal by EP against first instance decision in favour of TA	2013-03-06	277,124	9,003
07/2009 to 10/2009	A new decision from the Almada TAC is awaited after the case file has been cancelled.	2022-02-25	64,507	763
2011	Appeal by AT against first instance decision in favour of EP	2023-12-04	195,514	29,412
2012	Appeal by AT against first instance decision in favour of EP	2023-04-03	188,756	2,867
2013	First instance decision in favour of EP	2024-03-31	171,213	13,300
2014	Appeal by AT against first instance decision in favour of EP	2023-05-17	248,308	12,475
2015 (January to May) ^{a)}	First instance decision in favour of EP	2024-03-31	121,043	4,164
2015 (June to December)b)	First instance decision in favour of IP	2024-03-31	139,415	9,484
2016	First instance decision in favour of IP	2024-03-31	286,873	10,349
2017	Judicial challenge of the rejection of the hierarchical appeal	2023-04-01	287,993	32,495
2018	Judicial challenge of the rejection of the hierarchical appeal	2023-04-01	283,926	34,756
2019	Hierarchical Appeal	2024-02-02	270,358	15,176
2020	Tax Inspection Report Draft	2024-01-22	121	2

- a) Regarding the period prior to the merger (NIF, formerly EP)
- b) Regarding the post-merger period

As a result of the described evolution of the VAT proceedings, during the 2023 financial year the IP Group increased the provision by €31,207 thousand, bringing its accumulated value as at 31 December 2023 to €527,429 thousand, which corresponds to the VAT that the IP Group estimates it would no longer receive from the TA if it were considered that the RSC is not revenue subject to VAT (note 16).

In addition, it should be noted that the amounts corrected by the TA and not provisioned by the Group are fundamentally the result of VAT deducted in relation to the State's Concessioned Network, so if the TA's thesis is upheld in court, the counterpart to the additional charge for the IP Group will always be an increase in its Intangible Assets, with no direct impact on the result for the year and only an impact on the results of future years through an increase in the amortisation of this same asset.

13. DEFERRALS

13.1. DEFERRED ASSETS

At 31 December 2023 and 31 December 2022 the Group has registered the following balances under deferrals:

2023-12-31	2022-12-31
260	374
260	374
	7
5 026	4 860
5 026	4 860
	260 260 5 026

13.2. DEFERRED LIABILITIES

At 31 December 2023 and 31 December 2022 the Group has registered the following balances under deferrals:

	Notes	2023-12-31	2022-12-31
Non-current income to recognise	-		
Investment Subsidies - Road Concession Right	13.2.1	9 787 895	9 847 532
Brisa Concession Sale Deadline		152 300	152 300
Douro Litoral Concession Fee	2.6.2; 3.2	76 874	84 562
Subsidies – RRP		62 679	16 963
Grande Lisbon Concession Fee	79.5	14 000	15 166
CAM Ring fee		12 150	
Optical Fibre contracts	2.5	2 094	1 098
		10 107 992	10 117 622
Current income to recognise	685	22	
Other income		5 404	560
Douro Litoral Concession Fee	23.	7 687	7 687
Optical Fibre contracts	746.7 74.0	742	857
Technical road channel		161	161
Grande Lisbon Concession Fee	23.	1 167	1 167
	9.0	15 162	10 432

13.2.1. INVESTMENT SUBSIDIES - ROAD CONCESSION RIGHT

See accounting policy 2.3.12.

This item includes the investment subsidies received by the IP Group to finance the intangible asset relating to the Road Concession Right and not yet recognised through profit or loss. Changes occurred during the periods ending on 31 December 2023 and 31 December 2022 are as follows:

	Notes	
2021-12-31		9 913 880
Increases		16 963
Imputation to income		- 66 349
2022-12-31	13.2.	9 864 495
Increases		45 739
Imputation to income	23.	- 59 660
2023-12-31	13.2.	9 850 575

14. FINANCIAL ASSETS AND LIABILITIES

See accounting policy 2.3.10.

14.1. CATEGORIES ACCORDING TO IFRS 9

The breakdown of financial assets and liabilities by category according to IFRS 9 for the years ended at 31 December 2023 and 31 December 2022 is as follows:

2023-12-31	Notes	Amortised cost	Fair value through profit or loss	Fair value through other comprehensive income	Non- financial assets and liabilities	Total
Assets			2"			
Financial investments	500 5		129	32		160
Grantor - State - Account Receivable	14.2.1	4 907 726	-	(34)	=	4 907 726
Trade receivables	14.2.2	40 167		-	-	40 167
Other accounts receivable	14.2.3	218 751	123	5.29	44 230	262 980
	Marian de la companya della companya della companya de la companya de la companya della companya	5 166 644	129	32	44 230	5 211 034
Liabilities						
Trade payables	14.3.3	62 058				62 058
Financing obtained	14.3.1	1 651 367		5.8	309	1 651 675
Shareholder funding/ loans	14.3.2	2 332 667			5.	2 332 667
Other accounts payable	14.3.4	1 873 592	44	52	110 127	1 983 718
		5 919 683	0	0	110 435	6 030 119

2022-12-31	Notes	Amortised cost	Fair value through profit loss	Fair value through other comprehensive income	Non- financial assets and liabilities	Total
Assets						
Financial investments		-	104	32	- ×	135
Grantor - State - Account Receivable	14.2.1	4 474 849	-	187		4 474 849
Trade receivables	14.2.2	34 703	=	-	- E	34 703
Other accounts receivable	14.2.3	137 706		-	44 687	182 393
		4 647 258	104	32	44 687	4 692 080
Liabilities		*			5	
Trade payables	14.3.3	40 019	2		2	40 019
Financing obtained	14.3.1	1 812 073			1 643	1 813 717
Shareholder funding/ loans	14.3.2	2 332 667	2	-	¥	2 332 667
Other accounts payable	14.3.4	2 036 115			105 960	2 142 075
1111		6 220 875	0	0	107 603	6 328 478

Non-financial assets mainly relate to:

- Guarantees provided totalling € 31,788 thousand (2022: around € 31,692 thousand) note 14.2.3;
- Supplier debit balances of €8,064 thousand (2022: around €7,787 thousand) note 14.2.3;
- Deposit with the Customs Tax Authority (AT) relating to the dispute with this entity, within the scope of a tax inspection relating to VAT for 2006 of around €2,680 thousand (2022: around €2,680 thousand)
 note 14.2.3; and
- VAT on credit notes pending deduction and reversal of the taxable person totalling €1,483 thousand (2022: around €2,276 thousand), note 14.2.3.

Non-financial liabilities include:

- Accounting overdrafts of € 309 thousand (2022: € 1,643 thousand) note 14.2.4;
- Receipts relating to the RRP whose investment has not yet been made in the amount of € 43,044 thousand (2022: € 39,521 thousand) – note 14.3.4;
- Advances on account of sales of approximately € 25,583 thousand (2022: € 25,699 thousand) note 14.3.4;
- Surety bonds in the amount of € 21,564 thousand (2022: € 21,147 thousand) note 14.3.4.
- Liabilities with employment benefits (remuneration and other debts) of €15,491 thousand (2022: € 14,799 thousand); and
- Advances on subsidies of € 3,026 thousand (2022: € 2,854 thousand).

14.2. FINANCIAL ASSETS

14.2.1. GRANTOR - STATE - ACCOUNT RECEIVABLE

The breakdown of the financial asset underlying the rail concession at 31 December 2023 and 31 December 2022 is as follows:

	2023-12-31	2022-12-31
Concessioned assets (LDI)	10 976 873	10 399 008
Interest charged	1 944 768	1 881 418
Grants/Subsidies	- 5 066 249	- 4 857 911
Receipts	- 2 623 854	- 2 623 854
Return on assets	- 18 612	- 18 612
Impairment	- 305 200	- 305 200
	4 907 726	4 474 849

Of the increase in concession assets (LDI), € 577,763 thousand, we should mention the implementation of Ferrovia 2020 investments, which totalled around € 466,200 thousand, of which investment in the Northern International Corridor (around € 170,000 thousand) stands out, with the largest share relating to the Beira Alta Line, and in the Southern International Corridor (around € 141,200 thousand), with emphasis on the ongoing construction of the new line between Évora Norte - Elvas and the Sines, Ermidas - Grândola General Undertaking.

Of particular note is the increase in subsidies directly attributed to the IP Group for the development of the railway infrastructure, which totalled € 208,338 thousand. These subsidies come from the European Structural and Investment Funds (€ 16, 923 thousand from the ERDF, €100,169 thousand from the Cohesion Fund, €65,823 thousand from the CEF-Cohesion and €25,464 thousand from the CEF-General) and correspond to reinforcements of advances and reimbursements of applications approved in the 2014-2020 programming period (COMPETE 2020, POSEUR and CEF programmes).

In the current financial year, interest totalling € 63,350 thousand was debited to the Grantor (2022: € 59,214 thousand), with the corresponding entry reflected under Financial Gains - interest earned - Grantor - State (note 25)

14.2.2. TRADE RECEIVABLES

The breakdown of this caption at 31 December 2023 and 31 December 2022 is as follows:

	Notes	2023-12-31	2022-12-31
Sundry		33 498	25 791
Railway operator - related party	27.3.	4 228	3 411
Tolls		5 143	7 993
		42 870	37 195
Cumulative impairment	22.	- 2 703	- 2 492
	-, ,	40 167	34 703
		40 167	34 703

This item is made up of current balances, which is why it approximates their fair value.

Exposure of these balances to credit risk is shown in note 14.4.1.

14.2.3. OTHER ACCOUNTS RECEIVABLE

At 31 December 2023 and 31 December 2022 this item is broken down as follows:

	Notes	2023-12-31	2022-12-31
Accounts receivable for accrued income			
Compensatory Allowances		96 954	31 549
Road Service Consignment	27.2.	93 938	80 092
Railway operator - related party	27.3.	8 544	9 566
Other		2 881	2 055
		202 316	123 262
Surety deposits	14.1.	31 788	31 692
Other accounts receivable			
Sundry		37 175	35 868
Cumulative impairment		- 8 298	- 8 429
		262 980	182 393

Debtors for accrued income include, among others:

- Amounts receivable relating to outstanding compensation indemnities, in accordance with Council of Ministers Resolution no. 3/2024 of 5 January (note18);
- Amounts receivable from the Directorate-General for the Budget (DGO) relating to the Road Service Consignment; and
- Under the heading Railway operator Related party, we highlight the traction energy of the substations to be invoiced to the railway operator in the amount of €3,196 thousand (2022: €5,497 thousand) and the use of railway infrastructure in the amount of €4,000 thousand (2022: €3,182 thousand).

Surety deposits essentially relate to the provision of a suitable guarantee for the VAT process, totalling e 28.126 thousand.

Other accounts receivable - sundry, net of impairments, include, among others, protocols with various municipalities relating to the construction and upgrading of various infrastructures, in particular the municipalities of Fundão, Cascais, Lisboa, Águeda and Sintra, totalling around € 9,657 thousand (2022: € 10,000 thousand), balances owed to suppliers in the amount of € 8.064 thousand (2022: € 7,787 thousand) - note14.1, deposit at the order of the Tax and Customs Authority (TA), in the amount of €2,680 thousand (2022: € 2,680 thousand) – note 14.1, referring to the dispute with this entity, resulting from the tax inspection relating to VAT for the 2006 financial year, and the development of the proceedings in question can be seen in note 30 of this report, concession of a plot of land, in the amount of € 4,935 thousand, toll revenue in the amount of € 2,102 thousand and VAT to be recovered arising from credit notes and reversal of the taxable person, in the amount of € 1,483 thousand (2022: € 2,276 thousand), note 14.1.

Exposure of these balances to credit risk is shown in note 14.4.1.

14.2.4. CASH AND CASH EQUIVALENTS

The cash and cash equivalents shown in the Consolidated Cash Flow Statement for the financial years ending on 31 December 2023 and 31 December 2022 are reconciled with the amounts shown in the Consolidated Statement of Financial Position, as follows:

	Notes	2023-12-31	2022-12-31
Other investments		203 705	170 868
Bank deposits		65 165	77 844
Cash		58	59
Cash and cash equivalent in the Consolidated Statement of Financial Position		268 928	248 772
Accounting Overdrafts	14.1. / 14.3.1	- 309	- 1 643
Cash and cash equivalent in the Consolidated Cash Flow Statement		268 619	247 128

Accounting overdrafts in the Statement of Financial Position, are recorded under in liabilities, under caption "Borrowings".

According to information from the DGO dated 20 December 2021, the funds received under the PRR and not used (€ 43,044 thousand - note 14.3.4) were converted into off-budget operations and can only be used to pay expenses related to the RRP in future years, so as at 31 December 2023, these amounts are limited in their movement.

Exposure of these balances to credit risk is shown in note 14.4.1.

14.3. FINANCIAL LIABILITIES

14.3.1. BORROWINGS

As at 31 December 2023 and 31 December 2022, the breakdown of current and non-current loans is as follows:

	2023-12-31	2022-12-31
Non-current borrowings		
Financing obtained	1 065 011	1 636 752
Current Borrowings		
Financing obtained	586 664	176 965
	1 651 675	1 813 717

The terms and repayment periods for these borrowings are detailed below:

	The state of the s			William Print	Repayment			Internet rate		
	Namo	Date of signature	Contracted amount:	Principal due	Opening date	Closing date			Intervet rate	
'ailway	Suburban	28/10/2004	100 000	28 571	15/06/2009	15/06/2024	Annual	EIB variable, cannot exceed: 3M- Euribor +0.15%	4,055%	15/mar 15/jun 15/set 15/dez
ailway	Suburban B	14/12/2005	100 000	33 333	15/09/2010	15/09/2025	Annual	Revisable rate	3,615%	15/set
Railway	Suburban C	12/10/2006	55 000	20 952	15/03/2011	15/03/2026	Annual	Revisable rate	4,247%	15/mar
Railway	CP III 2 Linha do Norte-C	11/12/2006	100 000	65 000	15/06/2017	15/06/2026	Annual	Revisable rate	1,100%	15/jun
Railway	CP III Linha do Norte-D	12/07/2007	100 000	65 000	15/12/2017	15/12/2026	Annual	3-M Eunbor 0, 096%	3,829%	15/mar 15/jun 15/set 15/dez
Road	EIB- Roads 2009-2019	17/12/2009	200 659	73 575	15/06/2014	15/06/2029	Half-year	Fixed	2,189%	15/jun 15/dez
Railway	Refer V	04/08/2008	160 000	80 000	15/03/2014	15/03/2033	Annual	3-M Euribor 0. 053%	3,872%	15/mar 15/jun 15/set 15/dez
Railway	Refer VI	10/09/2009	110 000	49 500	15/09/2013	15/09/2032	Annual	Revisable rate	2,271%	15/set
Cailway	Eurobond 06/26	10/11/2006	600 000	599 542	16/11/	2026	Bullet	Fixed	4,047%	16/nov
Cailway	Eurobond 09/24	16/10/2009	500 000	499 348	16/10/	2024	Bullet	Fixed	4,675%	16/out
Road	Eurobond 10/30	09/07/2010	125 000	122 367	13/07/	2030	Bullet	Fixed	6,450%	13/jul
	External Loans Accrued interest			1 637 189 14 177						
	Accounting overdrafts			309						
	TOTAL			1 651 675						

The interest associated with these borrowings is paid in advance on a quarterly, half-yearly or annual basis.

For EIB borrowings, the capital is amortised periodically after the grace period. The remaining loans (Eurobonds) are repaid in full at maturity (bullet).

As at 31 December 2023, the loans backed by the State's guarantee totalled €1,515,932 thousand in nominal value (2022: € 1.674,952 thousand).

Exposure of these balances to liquidity risk is shown in note 14.4.2.

14.3.2. SHAREHOLDER FUNDING / SHAREHOLDER LOANS

As at 31 December 2023 and 31 December 2022 the breakdown of Shareholder Loans was as follows:

	2023-12-31	2022-12-31
Current borrowings		
State Borrowings	2 332 667	2 332 667
	2 332 667	2 332 667

These shareholder's borrowings viewed to meet the borrowing requirements of former EP between 2011 and 2013.

The DGTF granted a new moratorium on state borrowings allocated to the motorway in the amount of € 2,332,667 thousand (€ 2,215,578 thousand in amortisation and € 117,089 thousand in interest), sliding their maturity to 31 December 2024. Deferrals granted in this context are not subject to the payment of interest.

These borrowings pay interest at various fixed annual nominal rates, as agreed with the DGTF according to the amount and dates of the disbursements. The breakdown is as follows:



Activity	Name	Date of signature	Contracted amount	Principal due					THEOLOGE LUIS	Periodicity
No. 1 (14)		\$15\$P\$15.040 45.041				Closing date	V7.2403425	scheme	AND CONTRACTOR OF THE PARTY OF	0.000000000000000000000000000000000000
Road	State Loan	30/12/2011	1 705 000	852 500	31/05/2013	30/11/2016	Half-y ear	Fixed	2.770%	31/mai 30/nov
Road	State Loan	27/01/2012	204 000	153 000	31/05/2014	30/11/2017	Half-y ear	Fixed	3.690%	31/mai 30/nov
Road	State Loan	27/01/2012	230 000	172 500	31/05/2014	30/11/2017	Half-y ear	Fixed	3.440%	31/mai 30/nov
Road	State Loan	27/01/2012	75 000	56 250	31/05/2014	30/11/2017	Half-y ear	Fixed	2.930%	31/mai 30/nov
Road	State Loan	27/01/2012	28 000	21 000	31/05/2014	30/11/2017	Half-y ear	Fixed	2.690%	31/mai 30/nov
Road	State Loan	30/05/2012	44 000	33 000	31/05/2014	30/11/2017	Half-y ear	Fixed	2.690%	31/mai 30/nov
Road	State Loan	30/05/2012	80 000	60 000	31/05/2014	30/11/2017	Half-y ear	Fixed	2.700%	31/mai 30/nov
Road	State Loan	30/05/2012	33 500	25 125	31/05/2014	30/11/2017	Half-y ear	Fixed	1.980%	31/mai 30/nov
Road	State Loan	26/09/2012	156 800	117 600	31/05/2014	30/11/2017	Half-y ear	Fixed	1.810%	31/mai 30/nov
Road	State Loan	29/10/2012	16 000	12 000	31/05/2014	30/11/2017	Half-y ear	Fixed	1.710%	31/mai 30/nov
Road	State Loan	29/10/2012	13 300	9 975	31/05/2014	30/11/2017	Half-y ear	Fixed	1.590%	31/mai 30/nov
Road	State Loan	29/01/2013	85 000	85 000	31/05/2015	30/11/2020	Half-y ear	Fixed	2.750%	31/mai 30/nov
Road	State Loan	29/01/2013	135 600	135 600	31/05/2015	30/11/2020	Half-y ear	Fixed	2.420%	31/mai 30/nov
Road	State Loan	29/01/2013	17 400	17 400	31/05/2015	30/11/2020	Half-y ear	Fixed	2.150%	31/mai 30/nov
Road	State Loan	08/03/2013	25 654	25 654	31/05/2015	30/11/2020	Half-y ear	Fixed	2.150%	31/mai 30/nov
Road	State Loan	08/03/2013	266 405	266 405	31/05/2015	30/11/2020	Half-y ear	Fixed	2.180%	31/mai 30/nov
Road	State Loan	08/03/2013	28 042	28 042	31/05/2015	30/11/2020	Half-y ear	Fixed	2.610%	31/mai 30/nov
Road	State Loan	04/09/2013	26 202	26 202	31/05/2015	30/11/2020	Half-y ear	Fixed	2.190%	31/mai 30/nov
Road	State Loan	04/09/2013	25 000	25 000	31/05/2015	30/11/2020	Half-y ear	Fixed	2.180%	31/mai 30/nov
Road	State Loan	04/09/2013	17 943	17 943	31/05/2015	30/11/2020	Half-y ear	Fixed	2.070%	31/mai 30/nov
Road	State Loan	09/10/2013	3 688	3 688	31/05/2015	30/11/2020	Half-y ear	Fixed	2.100%	31/mai 30/nov
Road	State Loan	09/10/2013	21 805	21 805	31/05/2015	30/11/2020	Half-y ear	Fixed	1.870%	31/mai 30/nov
Road	State Loan	09/10/2013	49 891	49 891	31/05/2015	30/11/2020	Half-y ear	Fixed	1.970%	31/mai
	Total shareholde	r financing		2,215,578						30/nov
	Accrued interest			117,089						



Flat-rate financing

As of 31 December 2023 the fair value of the fixed rate debt was as follows:

		Principal du			
Name	Nominal Value	Nominal Value	Fair value	interest rate	
EIB - Suburbans B	100 000	33 333	33 828	3.615%	
EIB - Suburbans C	55 000	20 952	21 740	4.247%	
EIB - REFER VI	110 000	49 500	47 198	2.271%	
EIB - CPIII2 Northern Line C	100 000	65 000	63 560	1.100%	
EIB- Roads 2009-2019	200 659	73 575	73 529	2.189%	
Eurobond 06/26	600 000	600 000	630 903	4.047%	
Eurobond 09/24	500 000	500 000	508 255	4.675%	
Eurobond 10/30	125 000	125 000	129 704	6.450%	
State Loan	1 705 000	852 500	866 796	2.770%	
State Loan	204 000	153.000	160 133	3.690%	
State Loan	230 000	172 500	179 790	3.440%	
State Loan	75 000	56 250	58 127	2.930%	
State Loan	28 000	21 000	21 613	2.690%	
State Loan	44 000	33 000	33 963	2.690%	
State Loan	80 000	60 000	61 761	2.700%	
State Loan	33 500	25 125	25 547	1.980%	
State Loan	156 800	117 600	119 227	1.810%	
State Loan	16 000	12 000	12 145	1.710%	
State Loan	13 300	9 975	10 075	1.590%	
State Loan	85 000	85 000	91 063	2.750%	
State Loan	135 600	135 600	143 823	2.420%	
State Loan	17 400	17 400	18 303	2.150%	
State Loan	25 654	25 654	26 985	2.150%	
State Loan	266 405	266 405	280 490	2.180%	
State Loan	28 042	28 042	29 915	2.610%	
State Loan	26 202	26 202	27 595	2.190%	
State Loan	25 000	25 000	26 322	2.180%	
State Loan	17 943	17 943	18 827	2.070%	
State Loan	3 688	3 688	3 873	2.100%	
State Loan	21 805	21 805	22 739	1.870%	
State Loan	49 891	49 891	52 190	1.970%	
TOTAL	5 078 887	3 682 939	3 800 019		

14.3.3. TRADE PAYABLES

The breakdown of this caption at 31 December 2023 and 31 December 2022 is as follows:

	Notes	2023-12-31	2022-12-31
General suppliers		60 462	37 582
Railway operator - related party	27.3.	1 596	2 437
		62 058	40 019

Exposure of these balances to Liquidity risk is shown in note 14.4.2.

14.3.4. OTHER ACCOUNTS PAYABLE

At 31 December 2023 and 2020, details of this item are as follows:

	Notes	2023-12-31	2022-12-31
Non-current			
Accounts payable for accrued expenses			
Sub-concessions	8 8	937 771	1 073 431
		937 771	1 073 431
Leases		517	763
		938 288	1 074 194
Current	8 8	÷ ·	,
Accounts payable for accrued expenses			
Sub-concessions	÷	472 343	495 155
Regular road maintenance		354 151	355 293
Other	*	36 268	48 292
Railway operator - related party	27.3.	161	252
		862 923	898 991
Investment Suppliers			2
Sundry		64 692	58 730
Railway operator - related party		1 339	0
		66 031	58 730
RRP	14.1 / 14.2.4	43 044	39 521
Advances to be forwarded to Sales	14.1.	25 583	25 699
Remuneration payable	14.1.	15 491	14 799
Surety bonds			3
Sundry		21 506	21 094
Railway operator - related party		59	54
	14.1.	21 564	21 147
Leases		1 033	2 474
Other creditors		<u> </u>	
Other		9 761	6 520
		9 761	6 520
		1 045 430	1 067 882
	· · · · · · · · · · · · · · · · · · ·	1 983 718	2 142 075

Accounts payable for accrued expenses include the following:

 The amount of the IP Group's liabilities to sub-concessionaires for construction, operation and maintenance services already carried out by them and pending invoicing, remunerated in the accounts at rates of between 5% and 11%.

This liability is assessed annually and represents the best estimate of the Executive Board of Directors of the valuation of the services already rendered by sub-concessionaires determined based on the estimate of future financial flows from these contracts, regardless of their nature, including those resulting from contingencies and legal proceedings;

 Periodic road maintenance arises from the Group's responsibility to maintain or restore the road infrastructure to certain levels of service, which is constituted over the period up to the date the work is scheduled to be carried out;

Periodic road maintenance arises from the Group's responsibility to maintain or restore the road infrastructure to certain levels of service, which is constituted over the period up to the date the work is scheduled to be carried out; The change in the Periodic Maintenance of Roads item is due to the increase in the theoretical annual cost for scheduled maintenance totalling around € 55,665 thousand (note 20), less the execution of maintenance work for the year of around € 56,807 thousand (2022: € 45.467 thousand); and

Other accrued liabilities include the amounts payable by the IP Group under the Concession Contract
with the State, totalling € 24,000 thousand (2022: € 24,000 thousand) and traction power and other in
the amount of € 9,797 thousand (2022: € 13,671 thousand).

The Investment Suppliers item stems fundamentally from the amounts invoiced for the execution of own works contracts..

With regard to the Recovery and Resilience Plan (RRP), € 105,724 thousand have been received to date, of which € 49,239 thousand during this financial year. In terms of financial execution, € 62,679 thousand have already been paid out, of which € 45,716 thousand during the 2023 financial year.

Item Remuneration payable basically includes the estimates of vacations and vacation allowances for the year, to be paid in 2024.

The amounts under the Leases heading relate to car hire contracts and various items of equipment owned by the IP Group.

Exposure of these balances to Liquidity risk is shown in note 14.4.2.

14.4. FINANCIAL RISK MANAGEMENT POLICIES

The Group's financial assets essentially relate to accounts receivable for various securities, in particular the balances owed by the railway concession and the Group's various customers, as well as various deposit accounts held by banks and IGCP. The Group has, albeit to a very limited extent, other investments in equity instruments and does not have any derivative instruments.

The Group's financial liabilities essentially include financing obtained from the financial system (bank loans, debt operations on the capital markets), financing obtained in the form of shareholder loans, accounts payable to suppliers and other entities, the main purpose of which is to finance the Group's operations.

The Group's financial assets essentially relate to accounts receivable from various securities, highlighting the balances due from the railway concession and the Group's various customers, as well as various deposit accounts held by banks and IGCP.

In fact, article 29 makes it impossible for the EPRs to access financing from credit institutions, with the exception of those of a multilateral nature (e.g. the European Investment Bank). Article 72 also establishes the transfer of the management of their financial derivatives portfolios to IGCP.

Due to the type of financial assets and liabilities it holds, the Group is exposed to various risks, namely credit risk, liquidity risk, interest rate risk and capital risk.

These risks are managed by the Finance Department, within the framework of the risk mitigation policies defined by the Executive Board of Directors.

14.4.1. CREDIT RISK

Credit risk is the possibility of a counterparty failing to fulfil its contractual obligations, thereby causing a financial loss for the Group.

The Group is exposed to this risk both through its operating activities (through the sale on credit of goods and services it provides in the form of accounts receivable) and in the performance of its financial function through deposits and financial investments held by financial institutions and IGCP.

The credit risk associated with the Group's operating activities has been managed individually according to the specific characteristics of each business segment and its specific clients.

In order to minimise its exposure to this risk, the Group obtains credit guarantees from clients in the form of collateral, surety bonds or bank guarantees. Note 14.1 details the maximum exposure of the Group to credit risk.



With regard accounts receivable (clients), a brief characterisation of these is presented below, according to invoicing intervals and respective segments:

2023-12-31	Tolls	[> € 1 000 th [[€1,000 th < € 10 th]	[€ 10th>0]	Total
Number of clients		7	130	909	1 046
Railway	72	5	<u></u>	18	23
Road	Various	=	28	162	190
Property management	0341	1	51	573	625
Engineering	0.00		2	(#)	2
Telecommunications	0.00	1	49	156	206
Debt	0	27 060	9 432	6 378	42 870
Railway	0.00	23 925		7	23 932
Toll-free roads		-	1 679	246	1 925
Tolls	(m)			5 143	5 143
Property management		2 058	3 031	704	5 792
Engineering	7.51		159		159
Telecommunications		1 077	4 563	278	5 918

2022-12-31	Tolls	[>€1000 th [[€1,000 th < € 10 th]	[€ 10th>0]	Total
Number of clients		6	120	858	984
Railway	N=	5	(<u>-</u>	18	23
Road	Various		25	166	191
Property management	=	1	49	513	563
Engineering		-	4	(I=)	4
Telecommunications	-	: *	42	161	203
Debt	0	19 739	8 236	9 220	37 195
Railway	(4)	17 679	140	6	17 685
Toll-free roads	1-	-	1 562	240	1 802
Tolls	18 I R	-	180	7 993	7 993
Property management	-	2 060	2 948	656	5 664
Engineering	(E)		477	9 7 8	477
Telecommunications	1.5		3 248	325	3 573

At 31 December 2023 IP Group had a portfolio of 1,046 clients (2022: 984 clients), of which 7 (2022: 6) have balances above € 1000 thousand, accounting for approximately 63% (2022: 53%) of trade receivables.

2023 Annual Report IV Consolidated Financial Statements and Notes IV. 546 IV. 546

The tables above show an increase in the amounts owed to the Group (+€5,675 thousand, corresponding to +15% compared to 2022):

- An increase in debts owed by clients assigned to the Railway (+€ 6,247 thousand, corresponding to +35% compared to 2022), of which around € 5,434 thousand relates to railway operators without direct State control, corresponding to debt that is mostly overdue. The remainder relates to operators controlled by the state;
- Increase in debts to the Telecommunications segment (+€ 2,345 thousand, corresponding to +66% compared to 2022), explained by the increase in turnover in this segment; and
- Decrease in debts owed by Highway customers, namely toll customers (-€ 2,850 thousand, corresponding to -36% compared to 2022), whose weight in total customer debts is 12% (2022: 21%)

The following table shows the seniority of the balances of Group clients by category/type:

2023-12-31]0-30[[30-60[[60-90[[90-360[[360[Total
Tolls	5 143		-		-	5 143
Railway Operators	4 447	3 771	4 375	8 618	2 806	24 017
Public entities	920	20	3	21	2 149	3 114
Other debtors	3 514	323	273	1 428	4 120	9 659
Clients with payment plans	168		721		50	218
Surety bonds provided by clients	:-:: :-::	¥	20	82	2	719
	14 193	4 115	4 651	10 067	9 125	42 870
Impairment	- 340	-	- 3	- 374	- 1 986	- 2 703
	13 853	4 115	4 648	9 694	7 140	40 167
Average rate	2.40%	0.01 %	0.06 %	3.71 %	21.76 %	6.30 %

2022-12-31]0-30[[30-60[[60-90[[90-360[[360[Total
Tolls	7 993	=	170		-	7 993
Railway Operators	8 117	3 448	104	384	5 707	17 759
Public entities	525	7	22	170	2 104	2 829
Other debtors	2 549	233	156	1 098	3 727	7 764
Clients with payment plans	77	1	17/)	11	77	165
Surety bonds provided by clients		8.	-			684
1 I I I I I I I I I I I I I I I I I I I	19 262	3 689	283	1 662	11 615	37 195
Impairment	- 291			- 470	- 1 730	- 2 492
1.55	18 971	3 689	282	1 192	9 885	34 703
Average rate	1.51%	0.01 %	0.05 %	28.28 %	14.90 %	6.70 %

The credit risk associated with debts of Group clients has the following characteristics:

Railway Activity - This risk is essentially related to non-compliance with the responsibilities assumed by the railway operators. CP - Comboios de Portugal, E.P.E. is the main counterparty and was the one with the most significant defaults during the year. This year has seen difficulties on the part of private operators in settling their debts on time, a situation that has been duly monitored by the services.

Road activity - The most important component of customer debts are tolls, which have a diversified customer base and are made up of low-value transactions which, in the event of non-compliance, will be collected by the Tax Authority (TA) and therefore do not present a significant associated credit risk.

Property management of commercial premises - In this segment, the credit risk is reflected in the possibility of non-payment of liabilities assumed by the various concessionaires in relation to leases and sub-concessions of commercial premises belonging to the IP Group.

In order to mitigate this risk, the Group follows the following policies, among others:

- provision by clients of credit guarantees, in the form of surety bonds or bank guarantees;
- Negotiating payment plans with clients who have difficulty meeting payment deadlines;
- Providing clients with the possibility of paying invoices using an ATM reference, a procedure that has received considerable support from clients; and
- The use of the direct debit system since 2019, which has made it possible to guarantee receipt of invoices on their due dates, with clear benefits for the efficiency of the collection system;

Notwithstanding the above, there was residual growth in this segment's debt compared to 2022, which is associated with the increase in activity seen in 2023.

Telecommunications Activity – Credit risk in this segment is considered low, as the Group's client portfolio has remained stable over the years. In addition, it has been common practice for clients to provide credit guarantees in the form of sureties.

Engineering and transport services activity - The credit risk is considered to be low in terms of the materiality of the amounts involved, given the reality of the IP Group, considering the delays that have occurred within the framework of the entities and geographies where the deals are signed.

The impairments recorded relate to the clients referred to in the table above as other debtors, and the criteria for calculating them are disclosed in note 2.4 (Impairments of key judgements, estimates and assumptions - impairment of financial assets). This balance includes a number of balances that are not significant in the Group's customer portfolio, and the Executive Board of Directors is therefore convinced that the impairments considered are appropriate.

With regard to the credit risk associated with other accounts receivable, the main highlights are the weight of the Road Service Consignment (CSR), which is collected by the Tax Authority (TA) and delivered to the IP Group by the DGO, the compensatory indemnities provided for in RCM no. 3/2024, of 5 January, and the debts of municipalities for which, given their public nature, the associated credit risk is not considered relevant, since it is considered that, despite any delays, the probability of recovery is 100%.

As regards credit risk associated with the financial activity, IP is exposed to the national banking sector for the current account balances held with such entities. This exposure is reduced due to the application of the legislation on the Principle of State Treasury Unity, which provides for the concentration of cash and financial investments with IGCP. The IP Group currently holds 99.9 per cent of its cash and deposits with IGCP.

To date, the IP Group has not incurred any impairment resulting from the non-fulfilment of contractual obligations entered into with financial entities.

The following table provides a summary of the credit quality of IP Group's deposits at 31 December 2023 and 31 December 2022:

	2023-12-31		2022-	12-31
	Rating	Balances	Rating	Balances
IGCP (*)	BBB+	268,790	BBB+	248 651
BANCO BPI	BBB+	52	BBB+	54
BBVA	A+	18	Α	32
BANCO SANTANDER	A+	2	A+	5
CGD	(-)	1	(-)	3
BCP	BBB-	7	BB+	3
Novo Banco	(-)	5,	(-)	2
		268 870		248 751

Note: The ratings used are those awarded by Standard and Poor's.

(*) includes € 203,750 thousand (2022: € 170,608 thousand) of CEDIC applications.

14.4.2. LIQUIDITY RISK

This type of risk is measured by the ability to obtain financial resources to meet the liabilities assumed with the different economic agents that interact with the IP Group, such as suppliers, banks, the capital market, among others. This risk is measured by the liquidity available to the Group to meet its liabilities and its ability to generate cash flow in the course of its business.

The IP Group seeks to minimise the likelihood of defaulting on its commitments through rigorous and planned management of its activity. Prudent liquidity risk management implies maintaining an adequate level of cash and cash equivalents to meet the liabilities assumed. Since the IP Group is financially loss-making, it is the shareholder, i.e. the Portuguese state, which covers the Group's financing requirements through capital increases. The liquidity risk is therefore considerably low.

The following table shows the IP Group's liabilities by contractual maturity interval. The amounts presented represent non discounted future cash flows as of 31 December 2023 and 31 December 2022.

2023-12-31	Less than 1 year	1 to 5 years	+ than 5 years
Borrowings			
Repayment of borrowings	572 830	894 602	173 500
Interest on borrowings	72 999	113 768	10 607
Repayment of shareholder funding / Shareholder's loans	2 215 578		85
interest on shareholder funding / Shareholder's loans	117 089	.	
Guarantee	2 992	4 114	196
Trade payable and other accounts payable	997 464	938 642	-
	3 978 952	1 951 126	184 303

2022-12-31	Less than 1 year	1 to 5 years	+ than 5 years
Borrowings			
- Repayment of borrowings	129 345	1 579 386	220 566
- interest on borrowings	65 840	216 631	30 957
- Repayment of shareholder funding / Shareholder's loans	2 215 578	### ####	51
- interest on shareholder funding / Shareholder's loans	117 089		
- Surety	3 502	10 216	542
Trade payable and other accounts payable	1 002 148	1 074 109	-
	3 533 503	2 880 342	252 065

14.4.3. INTEREST RATE RISK

The IP Group is subject to interest rate risk as long as it holds loans obtained from the financial system (national and international) to finance its activity.

The main objective of interest rate risk management is to protect against movements in rising interest rates, since the Group's revenues are immune to this variable and a natural hedge is therefore impossible.

Currently, no financial instruments are used to hedge interest rate risk.

At present, the aim of the interest rate risk management policy is essentially to monitor the interest rates that influence the financial liabilities contracted on the basis of Euribor.

Sensitivity test to change in interest rate

IP Group uses periodic sensitivity analyses to measure the impact on profit or loss of changes in interest rates on fair value of loans. These analyses have helped decision-making in interest rate risk management. The sensitivity test is based on the following assumptions:

- i. As of 31 December 2023 the IP Group had not recognised any loan obtained at fair value;
- Changes in the fair value of financial loans and liabilities are estimated discounting future cash flows using market rates at the time of reporting;
- iii. On the basis of these assumptions, at 31 December 2023, a 0.5% increase or decrease in the Euro interest rate curves would result in the following changes in the fair value of loans with potential impact on profit and loss:

CI	hange in the Interest rate curve	
	-0.50%	0.50 %
Impact on the fair value of borrowings	28 140	-12 317
Potential impact on results	-28 140	12 317

14.4.4. CAPITAL RISK

The IP Group's objective with regard to capital risk management, which is a broader concept than the capital shown on the Consolidated Statement of Financial Position, is to safeguard the continuity of the Group's operations.

The basic instrument for managing this risk is the company's financing plan (or financial plan), which identifies and monitors the sources of funding, in particular the policy of strengthening the capital structure promoted by the shareholder and embodied in operations to increase cash capital.

IP was set up with a share capital of €2,555,835 thousand, represented by 511,167 shares with a nominal value of €5 thousand each. At 31 December 2023, the share capital amounted to € 12,580,670 thousand represented by 2,517,334 shares, with a nominal value of € 5000 each.

In 2023 capital increases were made in cash, totalling € 1,434,515 thousand (note 15), to cover financing requirements, as shown in the table below:

	2023-12-31	2022-12-31
Share capital increases	1 434 515	1 281 975
PPP investment	807 946	748 258
Railway Investment	365 263	333 980
Debt Service	234 970	199 736
Railway maintenance	19 996	-
Bank guarantees	6 340	12

14.5. CHANGES IN LIABILITIES DERIVING FROM FINANCING ACTIVITY

The reconciliation of liabilities whose flows affect financing activities is as follows:

	Loans	Shareholder's loans	Leases
Balance at 31 December 2022 (1)	1 813 717	2 332 667	3 236
Cash			
Interest	- 8 415	10 0	- 138
Amortisation (2)	- 27 070	(SE)	- 2 597
Other financial expenses	- 865	100	
Non-Cash	50 S		
Effective Rate (3)	214		15
Specialised interest (4)	26 626	-	•
Other financial expenses (5)	965	() = 1	No.
Other changes (6)	5 219	Y L	911
Balance at 31 December 2023 (1) + (2) + (3) + (4) + (5) + (6)	1 819 671	2 332 667	1 550

	Loans	Shareholder's loans	Leases
Balance at 31 December 2021 (1)	1 947 892	2 332 667	5 322
Cash			
Interest	- 66 488	12	- 218
Amortisation (2)	- 129 345	(4)	- 2 507
Other financial expenses	- 3 796		1.0
Non-Cash			
Effective Rate (3)	417		15
Specialised interest (4)	- 505		
Other financial expenses (5)	- 37	15	7.5
Other changes (6)	- 4 704	i -	422
Balance at 31 December 2022 (1) + (2) + (3) + (4) + (5) + (6)	1 813 717	2 332 667	3 236

15. CONSOLIDATED SHARE CAPITAL, RESERVES AND RETAINED EARNINGS

SHARE CAPITAL

The share capital is represented by nominative shares in book-entered form, owned by the Portuguese State and held by the Directorate-General for Treasury and Finance.

At 31 December 2022 the share capital was € 11,152,155 thousand fully subscribed and paid up by its shareholder, corresponding to 2,230,431 shares with a nominal value of € 5,000 each.

During 2023 the share capital was increased as follows:

	2023-12-3	
Months	(No. of shares)	Amount
February	84 526	422 630
March	17 700	88 500
May	38 000	190 000
June	46 900	234 500
August	25 249	126 245
September	25 480	127 400
December	49 048	245 240
	286 903	1 434 515

As of 31 December 2023, this amounted to € 12,586,670 thousand, corresponding to 2,517,334 fully subscribed and paid-up shares.

The basic/diluted earnings per share are as follows:

	2023-12-31	2022-12-31
Profit allocated to shareholders (in Euro)	- 18 087 240	48 299 002
Average number of shares in the period	2 398 456	2 120 861
Average number of diluted shares in the period	2 398 456	2 120 861
Basic earnings per share (in Euro)	-7.54	22.77
Diluted earnings per share (in Euro)	-7.54	22.77

The basic and diluted earnings per share is -€ 7.54 as there are no dilution factors.

The IP Group calculates its basic and diluted earnings per share by using the weighted average of the shares in circulation during the reporting period, as follows:

	2023-12-31
January	2 230 431
February	2 314 957
March	2 332 657
April	2 332 657
May	2 370 657
June	2 417 557
July	2 417 557
August	2 442 806
September	2 468 286
October	2 468 286
November	2 468 286
December	2 517 334
Average number of outstanding shares	2 398 456

ii) RESERVES

Reserves are made up as follows:

	2023-12-31	2022-12-31
Legal reserve	296 734	279 709
Other changes	- 95	- 95
Donations	4	4
	296 644	279 618

With regard to legal reserves, commercial legislation establishes that at least 5 per cent of the annual net profit is set aside to reinforce the legal reserve, until it represents at least 20 per cent of the share capital. This reserve is not distributable, except in the event of the Group's liquidation, but can be used to absorb losses once the other reserves have been used up or incorporated into capital.

iii) CONSOLIDATED RETAINED EARNINGS

As decided at the General Shareholders' Meeting held on 7 July 2023, it was decided to apply the positive net profit for 2022, calculated in IP's separate financial statements, to fully cover the negative retained earnings (€30,758 thousand), with the remainder being used to set up the legal reserve (€17,026 thousand).

The difference between the net profit of the separate and consolidated financial statements was transferred to consolidated cumulative results.

16. PROVISIONS

See accounting policy 2.3.13.

The evolution of provisions for other risks and charges as of 31 December 2023 and 31 December 2022 was as follows:

	General risks	Land Expropriatio ns	Contract works	Employee benefits	Disqualified roads	VAT proceedings	Total
2021-12-31	34 313	19 115	47 885	957	405 789	449 251	957 310
Increases / (Decreases) through profit or loss	- 9 694	-		- 116		23 143	13 333
Use of provisions		57.	ē.	- 157	- 4 155	13-0	- 4 312
Increases / (Reductions) via road concession		- 656	- 8 044	1 <u>=</u> 0		10 305	1 605
2022-12-31	24 620	18 459	39 841	684	401 634	482 700	967 937
Increases / (Decreases) through profit or loss	25 597		-	395		31 207	57 199
Use of provisions	-		ж.	- 145	- 13 021	(# -)	- 13 166
Increases / (Reductions) via road concession	-	- 1 267	1 574	-	-	13 522	13 829
2023-12-31	50 216	17 192	41 415	934	388 613	527 429	1 025 799

PROVISIONS FOR ONGOING LEGAL PROCEEDINGS

GENERAL RISKS:

The provision of general risks is the result of an analysis by the Legal Affairs and Compliance Department and includes:

- Potential liabilities from general litigation proceedings unconnected with works totalling € 49,379 thousand (2022: € 24.022 thousand);
 - With regard to the increase in this provision, we highlight the lawsuit relating to the railway accident in Soure in 2020, for which the provisioned amount is € 18,619 thousand.
- A number of employee lawsuits against the Group, dating back to 2015 and earlier, resulting from the
 restructuring that took place in the Group, totalling € 837 thousand (2022: € 598 thousand).

LAND EXPROPRIATIONS:

This provision was set up to cover the risk of the IP Group making additional payments in relation to road expropriation processes that are in litigation. Its calculation is the result of consultations carried out by the Legal Affairs Department with the external and internal lawyers involved in the cases

CONTRACTS:

Provision set up relating to general litigation proceedings arising from road contract works.

It should be noted that, according to their nature, the increases and decreases in this provision are offset against the intangible asset - Concession Right.

VAT PROCEEDINGS:

For conservative reasons, and in light of the developments in the VAT proceedings described in Note 12, it was decided in 2010 to set up a provision for the estimated impact of an unfavourable decision to the IP Group.

Since the issue that gave rise to the dispute between the now defunct EP and the TA was whether or not to accept the RSC revenue subject to VAT, a provision was set up equivalent to all the VAT deducted by the now defunct EP and IP on activities financed by the RSC. It should also be noted that the counterpart of this provision was made on the basis of the accounting classification of the expense that gave rise to the deductible VAT, i.e. for VAT deducted in relation to expenses for the year, the counterpart was expenses and for VAT deducted in relation to the acquisition or construction of assets, the counterpart of the provision made was Intangible assets - Concession Right.

PROVISIONS FOR OTHER NON-LITIGATION SITUATIONS

EMPLOYEE BENEFITS:

The IP Group grants temporary early retirement benefits and retirement and survival pension benefits to its employees.

The complementary retirement and survival pension benefits attributed to the employees constitute a defined benefit plan under which IP pays early retirement pensions to a closed group of employees covered by the plan until such time as they retire under the Caixa Geral de Aposentações system.

This provision refers to liabilities for benefits attributed to an already small group of 23 beneficiaries (2022: 27), for a limited period of time, so it was the opinion of the Executive Board of Directors that an annual assessment of these liabilities by a specialised company was not necessary and was carried out internally.

The changes during the year corresponded to the revision of the estimate of the provision to be paid in subsequent periods, with a direct impact on the result for the year, and the utilisation of the provision in accordance with payments made during the period.

PROVISION FOR DISQUALIFIED ROADS:

Group IP is required to hand over disqualified roads under the National Road Plan to respective municipalities, having set up a provision which reflects the best estimate to fulfil the obligations of renovating disqualified roads still under the company's responsibility. The entering of the transfer protocols with the Municipalities led to the utilisation of this provision.

17. SALES AND SERVICES

See accounting policy 2.3.14.

From 1 January 2023 to 31 December 2023 and from 1 January 2022 to 31 December 2022, sales and services are detailed as follows:

	Notes	2023	2022
Road Service Consignment (*)	27.2.	641 731	665 501
Tolls		328 409	294 646
Use of slots (fees)		66 243	67 582
Construction contracts		71 794	50 947
Construction of new infrastructures	7. 19.	61 435	40 289
Capitalized financial expenses	7. 19.	10 359	10 658
State Grantor - Revenue LDI	27.2.	34 140	34 903
Other		58 572	57 920
		1 200 890	1 171 499

^{(*) 2022} Road Service Contribution

The unit values of the Road Service Consignment (consideration paid by users for use of the road network) for 2023 remained unchanged from the unit values of the Road Service Contribution for 2022, standing at €87/1,000 litres for petrol, €111/1,000 litres for road diesel and €63/1,000 litres for auto LPG.

Compared to the same period last year, there was a decrease in RSC of € 23,770 thousand, which translates into a variation of -3.6%.

The increase in tolls compared to the same period last year (€ 33,763 thousand) was fundamentally due to the increase in road traffic to levels slightly above the pre-COVID-19 era. It should be borne in mind that the beginning of 2022 was influenced by the weight of teleworking and the restrictions associated with the pandemic situation, which no longer apply in 2023.

The largest portion of toll income results from the use of the State Concessions network, where the IP Group is the holder of the revenue from toll collection, totalling around € 255,775 thousand (2022: € 233,894 thousand).

The use of slots (Tariffs) item refers mainly to income from the Infrastructure Use Tariffs (IUT). Passenger fares totalled € 58,354 thousand and freight fares € 7,337 thousand, a decrease of 3.66% and an increase of 0.01% respectively compared to the same period last year.

Construction contracts reflect the Group's income from its NRN construction activity as established in the Concession Contract. This includes all the IP Group's construction activities by direct contracting or subconcession.

The amounts of New Infrastructure Construction concern construction activities under Group IP's direct management and are calculated based on monthly monitoring reports stating the state of progress of the works and the expenses directly attributable to preparing the assets for their intended use.

Capitalised financial expenses correspond to the financial expenses incurred by the Group during the road construction phase and consist of the financial expenses used to finance the acquisition of the State Concession Network.

The heading State Grantor – LDI Revenue, corresponds to the repayment of expenses incurred with Long-Term Infrastructure to the Grantor, namely, materials and labour for Investment and the respective structural expenses, under the terms of IFRIC12.

Caption "Others" comprises revenue in the amount of € 34,323 thousand) was (2022: € 30,523 thousand) relating to segments: Telecommunications; Management of property and commercial areas; and, Engineering and Transport Services, as described in Note 4.

To summarise, in the 2023 financial year, we highlight the decrease in Services Rendered, with a direct impact on results, of around € 14,282 thousand compared to December 2022, especially the changes in: RSC (-€ 23,769 thousand), IP Group Road Tolls (+€ 7,059 thousand), Telecommunications, Real Estate Management of Commercial Spaces and Transport Engineering Services (+€ 3,801 thousand) and Rail Tariff (-1,340 thousand).

Additionally, although with no impact on the result, there were variations in toll revenues from State Concessions (+€ 26,705 thousand), own construction contracts (+€ 21,146 thousand), traction energy (-€ 3. 117 thousand) and the capitalisation of construction finance costs (-€ 299 thousand), the effects of which are offset by the cost of goods sold and materials consumed (-€ 40,452 thousand), external supplies and services (-€ 4,236 thousand) and financial costs (-€ 293 thousand);

18. COMPENSATORY ALLOWANCES

See accounting policy 2.3.14.

In compliance with Decree-Law 217/2015 of 7 October, which transposed Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 into national law, and through Council of Ministers Resolution 10-A/2016 of 11 March 2016 (retroactive to 1 January 2016), the Framework Contract between the Portuguese State and IP was signed for the first time on 11 March 2016 (retroactive to 1 January 2016), which defines and regulates the terms and conditions of IP's provision of the public service obligations of managing the infrastructure of the National Railway Network, including the setting of compensatory allowances to be paid by the State during the 2016-2020 period.

The provision of financial compensation by the state is supported by the fact that IP's activity constitutes the provision of a service of public interest, which, by its nature, is different from the economic activities that IP would undertake if it were considering its commercial interests, and which is intended to ensure the coverage of the specific costs resulting from the fulfilment of public service obligations

Council of Ministers Resolution 3/2024 of 5 January stipulated the amounts to be paid by the State to IP as compensation for the years 2022, up to € 27,528 thousand, and 2023, up to € 69,426 thousand, plus VAT.

In view of the above, the amount recorded in 2023, as part of the regularisation of the Framework Contract and the aforementioned RCM, was € 65,405 thousand. The payment of €96,954 thousand is pending. (note 14.2.3).

COST OF GOODS SOLD AND MATERIALS CONSUMED

From 1 January 2023 to 31 December 2023 and in the same period of 2022, the detail of this item is as follows:

	NOTES	2023	2022
Capitalization Concession Tolls	<u>'</u>	238 424	219 118
Construction of new infrastructures	7. 17.	61 435	40 289
Railway equipment	11.1.	23 168	21 178
Telecommunications material	11.3.	423	124
		323 450	280 709

As mentioned in note 2.3.14 (revenue) the amounts received by IP Group from tolls on government concessions (net of collection costs) are deducted from the investment of the IP Group in the acquisition of rights over that same concessioned network. This deduction is offset in this item. The change in this item is the result of the increase in toll revenues from state concessions net of toll collection costs (€ 19,306 thousand).

The amounts corresponding to the construction of new road infrastructures are construction activities directly managed by the IP Group and are calculated on the basis of the monthly works monitoring reports, so they reflect the physical progress of the works in progress. The change this year is essentially due to the construction contract for the section of the EN 14 bypass between Maia and Trofa, totalling € 26,870 thousand (2022: € 14,794 thousand).

Expenses with railway materials essentially refers to the various types of materials used in the investment and maintenance of railway infrastructure.

Telecommunications materials are intended for use deriving from the rendering of telecommunications services.

20. EXTERNAL SUPPLIES AND SERVICES

From 1 January 2023 to 31 December 2023 and from 1 January 2022 to 31 December 2022, external supplies and services are detailed as follows:

	Notes	2023	2022
Current maintenance and road safety		89 117	70 918
Railway maintenance	ė.	79 950	76 425
Operation and maintenance sub-concessions	14.3.4	61 413	53 125
Regular road maintenance	14.3.4	55 665	55 665
Electricity		30 531	34 626
Toll collection costs		25 229	17 896
Cleaning, hygiene and comfort		9 121	8 073
Surveillance and safety		8 334	7 646
Specialised works		5 177	5 346
Software licences		4 497	4 053
Insurance		3 621	3 625
Maintenance and repairs		2 767	3 767
Fuel		2 445	2 851
Other subcontracts		1 963	1 408
Other supplies and services		7 818	20 044
		385 685	364 058

Under Current Maintenance and Road Safety, the following stand out:

- i) current maintenance of roads and engineering structures totalling € 76,589 thousand (2022:
 € 59.515 thousand);
- ii) road safety in the amount of € 10.710 thousand (2022: € 10.335 thousand); and
- iii) road telematics bonds in the amount of € 1,767 thousand (2022: € 1,068 thousand).

Expenses with railway maintenance relate, essentially, to the outsourcing of maintenance services:

- i) carriageway in the amount of € 35,329 thousand (2022: € 33.785 thousand);
- ii) signalling in the amount of € 13,445 thousand (2022: € 13,024 thousand);
- iii) railway telematics amounting to € 9,410 thousand (2022: € 8.818 thousand);
- iv) deforestation in the amount of € 7,278 thousand (2022: € 5.960 thousand);
- v) catenary totalling € 6,013 thousand (2022: € 5.508 thousand);
- vi) civil construction works in the amount of € 5,388 thousand (2022: € 5.946 thousand);
- vii) low tension amounting to € 2,607 thousand (2022: € 2.322 thousand);
- viii) use of rescue trains to the value of € 1,670 thousand (2022: € 1.590 thousand); and
- ix) telecommunications totalling €1,446 thousand.



Operating costs and maintenance of sub-concessions result from the accounting recognition of the operation and maintenance carried out by sub-concessionaires under the sub-concession contracts in force.

Regular Road Maintenance corresponds to the recognition of the increase in the responsibility of IP Group with the costs needed to maintain the service level of the routes and road engineering structures which is imposed on it by the Concession Contract. This figure does not correspond to the need for investment in conservation in the period itself, but rather to the average annual investment needed to maintain the network's level of service.

Electricity costs fell compared to the previous year, reflecting the variation in market prices in 2023 compared to 2022.

Toll collection costs increased compared to 2022 as a result of the increase in toll activity.

Finally, the variation in the other item is largely the result of the approval of Law 24-E/2022, which dictated that the RSC is now incorporated into the ISP, having repealed article 5 of Law 55/2007, of 31 August, which mentioned that the settlement and collection costs incurred by the Directorate-General for Customs and Excise Duties would be compensated by withholding 2% of the RSC proceeds. In 2022, these expenses totalled around € 13,310 thousand.

21. EMPLOYEE BENEFITS EXPENSES

See accounting policy 2.3.15.

From 1 January 2023 to 31 December 2023 and from 1 January 2022 to 31 December 2022, personnel expenses are detailed as follows:

	2023	2022
Wages	118 877	111 407
Wage expenses	26 840	25 217
Other personnel expenses	3 759	3 861
Personal accident insurance	874	844
Social security expenses	644	538
Remuneration of members of governing of bodies	684	672
Indemnities	28	85
	151 705	142 623

In 2023, the IP Group's personnel costs totalled €151,705 thousand, reflecting an increase of around €9,082 thousand or 6.37% compared to 2022 (€142,623 thousand).

The Group's average workforce remained unchanged compared to 2022, at 3,643 employees.

Remuneration and Staff Costs increased by €9,093 thousand (+6.66%), influenced by the application of the Collective Labour Agreement, which translates into salary increases provided for in the Career System and in pecuniary clauses linked to the different forms of work provided.

22. IMPAIRMENT (LOSSES) / REVERSALS

See accounting policy 2.3.16.

The evolution of impairment for the years ended at 31 December 2023 and 31 December 2022 is as follows:

	Investment property	Inventories	Grantor	Trade receivables (Clients)	Other accounts receivable	Total
Notes		11.	14.2.1	14.2.2	14.2.3	
2021-12-31	1 358	2 769	305 200	3 239	10 880	323 446
Increase / (Reversal)	-	- 1 102	-	- 554	86	- 1 570
Used	- 10		5	- 193	- 2 536	- 2 739
2022-12-31	1 349	1 667	305 200	2 492	8 429	319 137
Increase / (Reversal)	-	- 320	5	242	- 75	- 152
Used	5	. 0,	5,	- 32	- 57	- 88
2023-12-31	1 349	1 347	305 200	2 703	8 298	318 897

The most significant changes relate fundamentally to:

Inventories - reversals resulting from impairment tests carried out on finished products (land and residential and commercial units in Sines) in the amount of € 301 thousand (2022: reversals of € 592 thousand) (note 11.2.) and, in the case of raw materials, relating to materials to be applied to the railway, in the order of € 19 thousand (2022: reversals of around € 509 thousand) (notes 11.1 and 23);

Clients - of particular note are the impairment reinforcements in the telecommunications segment of € 290 thousand (2022: € 75 thousand) less the reversals in the Commercial Property Management segment, -€ 30 thousand (2022: increase of +€ 75 thousand) and the Road Infrastructure Management segment, € 17 thousand (2022: -€ 449 thousand). The uses relate to the write-off of balances that were fully adjusted and allocated to the Commercial Property Management segment.

23. OTHER INCOME AND GAINS

Other income and gains from 1 January 2023 to 31 December 2023 and from 1 January 2022 to 31 December 2022 are broken down as follows:

	Notes	2023	2022
Allocation of investment grants	13.2.1	59 660	66 349
Operating subsidies		20 571	1 396
Income from concession fees	-	8 854	8 854
Gains on the sale of waste/used materials		8 187	3 011
Other	Ti.	5 440	7 577
		105 541	90 802

The income recognised under Imputation of Investment Subsidies is calculated according to the period of the Road Concession, at the same amortisation rate as the related asset.

Operating subsidies derive fundamentally from the allocation to profit and loss of subsidies received under the Council of Ministers Resolution of 12 January 2023, relating to bad weather.

The Concessions Signature Fees item refers to the amount recognised in 2023 of the fees awarded when the contracts for the Greater Lisbon and Douro Litoral Concessions were signed, which are deferred over the term of these concessions.

24. OTHER EXPENSES AND LOSSES

From 1 January 2023 to 31 December 2023 and from 1 January 2022 to 31 December 2022, other expenses and losses are detailed as follows:

	2023	2022
Road Activity Regulatory Fees	3 177	2 929
Indirect and other taxes	1 444	1 497
Compensation	1 005	1 134
Other	2 767	2 238
	8 392	7 798

The amount recorded under the Road Activity Regulation Fees relates to the Road Infrastructure Regulation Fee, which is due to the AMT – Autoridade da Mobilidade e dos Transportes, I.P (note 27.2).

Indirect taxes and other fees include, among others, the fee for the land mobile service, fees paid to the Portuguese Environment Agency, municipal property tax, stamp duty on civil liability, motor vehicle, health and labour accident insurance.

25. FINANCIAL LOSSES AND GAINS

From 1 January 2023 to 31 December 2023 and from 1 January 2022 to 31 December 2022, financial losses and gains are detailed as follows:

	Notes	2023	2022
Financial losses		245 335	250 433
Interest paid:	· · · · · · · · · · · · · · · · · · ·		
Borrowings	27 93/0	70 010	65 983
Sub-concessions	14.3.4	165 569	174 407
Rentals		138	225
Other interest expenses	3 30	4	21
Other financial losses		9 614	9 797
Financial gains	· · · · · · · · · · · · · · · · · · ·	63 351	59 216
Interest earned:		*	
Other interest income		1	1
Interest earned - State Grantor	14.2.1	63 350	59 214
Financial results		- 181 983	- 191 217

Interest on borrowings increased due to the rise in interest rates associated with variable rate borrowings (3-month Euribor). This item includes the interest incurred on debt relating to the High-Performance Road, Rail Infrastructure Investment and Rail Infrastructure Management business segments.

The reduction in financial results compared to 2022 is essentially due to the decrease in interest on subconcessions, as a result of the reduction in debt to sub-concessionaires.

Other financial losses, in addition to bank commissions, also include the costs incurred with the guarantee fee provided by the Portuguese state, and specialisation of the costs associated with bond issues.

The policy of refinancing the debt stock through capital increase operations is maintained.

The interest earned item, which includes the interest charged to the grantor State (note 14.2.1.), which is calculated on the basis of the same financing conditions as the long-term infrastructure investment activity, increased due to the rise in interest rates associated with variable rate loans (3-month Euribor).

26. INCOME TAX

See accounting policy 2.3.9.

The breakdown of the tax amount for the year recognised in the Consolidated Comprehensive Income Statement at 31 December 2023 and 2022 is as follows:

	Notes	2023-12-31	2022-12-31
Current income tax		- 42	- 33 280
Deferred income tax	10.	- 44 680	36 062
Tax (income) expense	20	- 44 722	2 782

The tax rate adopted in determining the tax amount for the year in the Consolidated Financial Statements is as follows:

	2023	2022
Nominal tax rate	21.00%	21.00 %
Municipal surcharge (1)	1.50 %	1.25 %
State surcharge (1)	1.55%	7.18 %
Income tax	24.05%	29.43 %
Temporary differences reversed in the period (average rate)	21.38 %	30.19 %
Taxable temporary differences to be reversed in future periods (average rate) (2)	21.18 %	28.86 %
Deductible temporary differences to be reversed in future periods (Average rate) (3)	27.81 %	31.22 %
Tax losses	21.00%	-

- (1) In 2022 applicable to all business segments with the exception of long-term infrastructure investment, in 2023 only applicable to the following segments: Telecommunications, Commercial Space Management and Transport Engineering Services.
- (2) This corresponds to the average rate that the Group expects to reverse these differences in relation to their specific origin, bearing in mind that in most of the entities included in the IP Group's perimeter, the state surcharge is not applied or when it is, the amounts in question remain within the range of the first bracket (€ 1,500 thousand € 7,500 thousand). These temporary differences will be reversed in the business segments where they were generated.
- (3) Bearing in mind that in the next six financial years the reversal rate of 21 per cent will prevail for most differences, but after that period the dominant expected reversal rate will return to 31.25 per cent, as explained in notes 2.4 and 10 of this report.

The reconciliation of the effective tax rate for the periods under review is shown below:

	Notes	%	2023	%	2022
Profit before tax			26 635		45 517
CIT - Group's average rate		21.00 %	- 5 593	31.25 %	- 14 224
State Surcharge (1)		-0.95 %	- 253	4.84 %	2 202
Tax losses and RETGS benefits		6.34 %	1 689	1.60%	727
Corrections of previous years estimates		-0.06 %	- 16	-0.21 %	- 97
Deductible permanent differences		54.32 %	14 467	0.25 %	112
Taxable permanent differences	14:	-2.79 %	- 742	-2.44 %	-1111
Undercapitalisation	10	-55.65%	- 14 823	34.89 %	15 882
Tax rate difference	10	-146.01%	- 38 889	0.00 %	
SIFIDE	7.6	0.64%	171	0.01%	5
Autonomous taxation	No.	-2.75%	- 733	-1.57%	- 713
Effective Corporate Income Tax - See consolidated comprehensive income statement	3,2	-167.91%	- 44 722	6.11 %	2 782

⁽¹⁾ In 2022, the figure included only the state surcharge, since the Group's average rate included the municipal surcharge. In 2023, the municipal surcharge and the state surcharge generated in the following segments are included: Telecommunications, Commercial Space Management and Transport Engineering Services, due to the Group's average rate used being 21%

The table above highlights the effects of the ICE benefit, both because of the benefit itself (-€ 14,414 thousand included in deductible permanent differences) and because of the effect of regularising the bases of tax differences arising from the prospect of tax losses during the ICE period, as explained in notes 2.3 and 10, which amounted to € 38,889 thousand.

With regard to Undercapitalisation, in both years the variation is fundamentally explained by the impact of the non-acceptance of net financing costs for tax purposes.

Since 2021, these net financing costs have been considered a temporary difference, and the expected future deduction of these costs is estimated in accordance with IP's Business Plan and Budget, when this estimate is updated and revised.

The evolution of these costs reflects the expectation that the weight of the Group's financial results will decrease in the future, either by maintaining the policy of financing debt service (interest and capital) through capital increases, or by the expected decreases in interest on sub-concessions.

The amounts of net financing costs accrued in previous periods, respective expiry periods and expected recovery amounts are presented below.

Accrued year	Limit year for deduction	Increased values	Amounts to be deducted
2018	2023	23 245	
2019	2024	40 985	
2020	2025	97 664	3 781
2021	2026	55 785	19 597
2022	2027	26 364	26 364
2023	2028	38 864	38 864
		282 907	88 606

27. RELATED ENTITIES

See accounting policy 2.3.17

27.1. SUMMARY OF RELATED PARTIES

The entities identified as related parties of IP Group at 31 December 2023 and 31 December 2022, under the provisions of IAS 24 – Related parties, are as follows:

	Relationship	% holding (2023):	% holding (2022):
Associate companies			
CCF (Centro de Competências Ferroviário)	Significant influence	31.6500%	31.6500 %
Joint operations			
AVEP	143	50.0000%	50.0000 %
AEIE CFM4	2	25.0000%	25.0000 %
Public entities	-	**	-
AMT	Regulatory entity	12	12
Portuguese State	Shareholder / Grantor	V2	12
CP	Control relationship - State (Railway operator)		15
Members of governing bodies	-		

^(*) In strict sense.

27.2. SIGNIFICANT BALANCES AND TRANSACTIONS WITH PUBLIC ENTITIES

IP is wholly owned by the Portuguese State, the shareholder function being carried out by the Directorate-General for Treasury and Finance (DGTF) and jointly supervised by the Ministry of Infrastructure and the Ministry of Finance.

The balances with the State and Public Entities for the years ended 31 December 2023 and 31 December 2022 are detailed as follows:

	Notes	2023-12-31	2022-12-31
BALANCES RECEIVABLE			
Current	· · · · · · · · · · · · · · · · · · ·		
Grantor State - Account Receivable	14.2.1	4 907 726	4 474 849
Other accounts receivable		190 892	111 640
Accounts receivable for accrued income	Ms e	190 892	111 640
Compensatory Allowances	14.2.3	96 954	31 549
RSC	14.2.3	93 938	80 092
		5 098 618	4 586 489
BALANCES PAYABLE	80		
Borrowings		2 332 667	2 332 667
Segments - Shareholder	14.3.2	2 332 667	2 332 667
Other accounts payable		0	1 602
Creditors for accruals		0	1 602
RSC	8	# ±±0.	1 602
	7	2 332 667	2 334 269

Below are the transactions carried out with the State and Public Entities from 1 January 2023 to 31 December 2023 and from 1 January 2022 to 31 December 2022:

	Notes	2023	2022
Rendered services		675 871	700 404
RSC	17	641 731	665 501
State Grantor - Revenue LDI	17	34 140	34 903
Compensatory Allowances	18	65 405	55 055
State		65 405	55 055
Financial income	*	63 350	59 214
Interest earned - State Grantor	25	63 350	59 214
External supplies and services	<u></u>	0	13 310
Collection expenses - RSC			13 310
Other expenses		3 177	2 929
TRIR	24	3 177	2 929

27.3. BALANCES AND TRANSACTIONS WITH RAILWAY OPERATORS

The balances with the railway operator as at 31 December 2023 and 31 December 2022 are detailed below:

	Notes	2023-12-31	2022-12-31
BALANCES RECEIVABLE			
Trade receivables	14.2.2	4 228	3 411
Other accounts receivable	8		
Accounts receivable for accrued income	14.2.3	8 544	9 566
BALANCES PAYABLE	-		
Suppliers	14.3.3	1 596	2 437
Other accounts payable		1 559	305
Suppliers of investment	14.3.4	1 339	
Creditors for accruals	14.3.4	161	252
Surety bonds	14.3.4	59	54

Below is a breakdown of transactions with railway operators for the periods 1 January 2023 to 31 December 2023 and 1 January 2022 to 31 December 2022:

	2023	2022
Investment	4 563	3 638
	4 563	3 638
Rendered Services	64 603	71 804
Other income	390	449
	64 993	72 252
External supplies and services	2 476	2 187
Personnel expenses	1 191	1 249
Other expenses	24	252
	3 691	3 688

The amounts under the investment heading are the result of road overflows following various works/repairs/refurbishments on the railway line, rendering it unusable.

2023 Annual Report IV Consolidated Financial Statements and Notes IV. 578

The services rendered mainly refer to the use of the railway infrastructure, traction power for substations, parking for rolling stock, use of stations and halts, utilities consumption, data transmission from the national network, cloudsolutions services, fixed and mobile communications and the sub-concession of spaces (Guifões).

The heading of other income refers mainly to the sharing of common water, electricity and HVAC costs relating to the properties and railway infrastructure located in the Guifões complex.

External supplies and services essentially include the supply of electricity, maintenance of railway vehicles and equipment and the provision of services relating to the Relief Train under the CP/IP Protocol.

The amount under the heading of staff costs relates to transport concessions invoiced under the Contract on "Use of CP Transport by ex-REFER workers and beneficiaries".

27.4. JOINT OPERATIONS

The following are the impacts of jointly controlled ventures on IP Group's Financial Statements at 31 December 2023 and 31 December 2022:

	2023-12-31	2022-12-31
Assets	122	130
Liabilities	N Nei	7

	2023	2022
Rendered services	(·-	-
Profit/(Loss) for the period/year	- 2	26

27.5. REMUNERATION OF CORPORATE OFFICERS

GENERAL ASSEMBLY BOARD

Chairman: (*)

Vice-Chairman: (**) Paulo Miguel Garcês Ventura

Secretary: Maria Isabel Louro Caria Alcobia

(*) The former Chairman of the Board of the General Meeting resigned on 24 January 2020 and was not yet replaced.

(**) The Vice-Chairman of the Board of the General Meeting resigned on 19 December 2022.

The members of the Board of the General Meeting were elected for the three-year period 2018-2020 and hold their respective positions without remuneration.

EXECUTIVE BOARD OF DIRECTORS

EBD's composition for the period 1 January to 31 July 2023

Chairman: Miguel Jorge de Campos Cruz

Vice-Chairman: Carlos Alberto João Fernandes e Maria Amália Freire de Almeida

Members: Vanda Cristina Loureiro Soares Nogueira (**), Alexandra Sofia Vieira Nogueira Barbosa and Isabel Mota da Silva Coelho (*)

(*) Ana Isabel Mota da Silva Coelho resigned as a member of the Executive Board of Directors and left office on 31 March 2023.

(**) Vanda Cristina Loureiro Soares Nogueira resigned as a member of the Executive Board of Directors and left office on 31 July 2023.

The terms of the mandate and the remuneration scheme associated with the exercise of the positions were established at the general meeting of 26 August 2022.

EBD's composition for the period 1 August to 31 December 2023

Chairman: Miguel Jorge de Campos Cruz.

Vice-Chairman: Carlos Alberto João Fernandes and Maria Amália Freire de Almeida.

Members: Alexandra Sofia Vieira Nogueira Barbosa and Gina Maria dos Santos Pimentel (*)

(***) Following unanimous written decision of 1 August 2023, Gina Maria dos Santos Pimentel was elected financial officer with effect from 1 August 2023, replacing Ana Isabel Mota da Silva Coelho, who left office on 31 March 2023.

The terms of office and the remuneration status associated with holding office were established at the General Meeting held on 26 August 2022 (Minutes of General Meeting no. 06/2022) and, in the case of the member of the EBD, Gina Maria dos Santos Pimentel, are set out in the Unanimous Written Corporate Resolution of 1 August 2023, referring, with regard to the remuneration status, to the Minutes of General Meeting no. 06/2022.

As the remuneration status has been defined, the 5% reduction provided for in article 12 of Law no. 12-A/2010, of 30 June, was applied to the gross amounts calculated for the year 2023.

IP did not pay any variable performance bonus to its managers.

The accumulation of functions by the Chairman of the Executive Board of Directors, Miguel Jorge de Campos Cruz, is authorised under the terms and pursuant to the provisions of article 20(3)(c) of the EGP, for the exercise of teaching activity in public higher education establishments or in the public interest.

The annual remuneration of the members is as follows:

(Figures in Euro)

	202	23	20	22
	Remuneration	Employer's Welfare Contributions	Remuneration	Employer's Welfare Contributions
Miguel Jorge de Campos Cruz	108 509	25 308	36 506	8 556
Maria Amália Freire de Almeida	97 979	22 777	34 341	8 036
Carlos Alberto João Fernandes	97 810	22 777	94 188	21 943
Alexandra Sofia Vieira Nogueira Barbosa	87 238	20 247	83 861	19 504
Vanda Cristina Loureiro Soares Nogueira	70 457	16 437	83 793	19 504
Gina Maria dos Santos Pimentel	34 365	7 990	(in)	(=)
Ana Isabel Mota da Silva Coelho	23 442	5 409	29 331	6 845
José Saturnino Sul Serrano Gordo			78 121	18 248
Alberto Manuel de Almeida Diogo			53 560	12 584
António Carlos Laranjo da Silva	325	11	28 413	6 714
	519 799	120 945	522 114	121 935

GENERAL AND SUPERVISORY BOARD

The remuneration of the members of the General and Supervisory Board, which comprises a Committee for Financial Matters, was defined at the General Meeting of 28 August 2015.

Thus, following a request to this effect, Duarte Manuel Ivens Pita Ferraz has been in office without pay due to his retirement since July 2017.

José Emílio Coutinho Garrido Castel-Branco did not receive any remuneration until October 2022, the date on which he ceased to be a public manager of another Public Business Sector entity, and the payment of his remuneration is therefore resumed from that date.

Since 26 October 2022, José Emílio Coutinho Garrido Castel-Branco has held the remunerated position of Chairman of the Financial Matters Committee of the General and Supervisory Board, earning 30% of the monthly remuneration of the Chairman of the Executive Board of Directors currently in office.

(Figures in Euro)

	202	23	202	22
	Remuneration	Employer's Welfare Contributions	Remuneration	Employer's Welfare Contributions
José Emílio Coutinho Garrido Castel-Branco	25 007		5 502	-
	25 007	0	5 502	0

In accordance with article 391, no. 4 of the Commercial Companies Code, approved by Decree-Law no. 262/86, of 2 September, by reference to article 435, no. 2 of the same Code, the members of the General and

Supervisory Board remain in office until they are reappointed, so since there was no reappointment when the members of the other statutory bodies were elected, there was no change to the elected members of the General and Supervisory Board.

STATUTORY AUDITOR

With regard to the Statutory Auditor, the general meeting of 19 March 2019 (Minutes of the General Meeting no. 03/2019) set the maximum limit for the fees to be awarded for this position at 35% of the overall remuneration of the Chairman of the Executive Board of Directors, plus VAT at the legal rate in force.

(Figures in Euro)

	2023	2022
Vítor Almeida & Associados, SROC, Lda.	35 773	35 773

28. STANDARDS ISSUED BUT NOT YET EFFECTIVE

New standards, interpretations and amendments, effective from 1st January 2023

IFRS 17: Insurance Contracts (Commission Regulation 2021/2036 of 19 November 2021)

IFRS 17 solves the comparison issue created by IFRS 4 requiring all insurance contracts to be accounted for in a consistent manner, thus benefiting both investors and insurance companies. Insurance obligations are now accounted for using current values instead of historic cost. Information is updated on a regular basis, providing useful information to users of the financial statements.

The amendments are effective from 1 January 2023.

This change had no impact on the Group.

Amendments to IAS 12- Income tax: International tax reform - Pillar 2 Model Rules (Commission Regulation 2023/2468 of 8 November 2023)

The amendments to IAS 12 give entities temporary relief in accounting for deferred taxes arising from the OECD's new international tax reform, introducing:

- a temporary exemption from accounting for deferred taxes arising in jurisdictions that implement global tax rules. This will help ensure consistency in the financial statements while facilitating the implementation of these same rules; and
- specific disclosure requirements to help investors better understand the entity's exposure to the income taxes that will result from this reform, especially before the legislation implementing these rules comes into force.

Entities will be able to benefit from this temporary exemption immediately but are required to provide disclosures to investors for annual reporting periods beginning on or after 1 January 2023.

This change had no impact on the Company.

Amendments to IAS 1 and to IAS 8 (Commission Regulation 2022/357 of 02 March 2022)

- The changes to IAS 1 require entities to disclose their material accounting policy information instead
 of its significant accounting policies.
- The changes to IAS 8 clarify how entities should distinguish between accounting policies and accounting estimates. This distinction is important because changes in accounting estimates are applied prospectively only to future transactions and other events, but changes in accounting policies are generally applied retrospectively to past transactions and other events.

Applicable to financial years beginning on or after 1 January 2023, with early adoption permitted.

The amendment to IAS 1 was applied to the Group and its effects can be seen in notes 2.3 and 2.4.

Amendments to IAS 12: Deferred taxes related to assets and liabilities arising from a single transaction (Commission Regulation 2022/1392 of 11 August 2022)

IAS 12 grants an exemption to entities from recognising deferred taxes when they result from the initial recognition of assets and liabilities. However, there was some uncertainty as to whether this exemption would apply to transactions such as lease contracts and decommissioning obligations in which entities simultaneously recognise both an asset and a liability. This amendment clarifies that the exemption from initial recognition does not apply to these transactions in which equal amounts of taxable and deductible differences result from initial recognition and, therefore, entities must recognise the deferred tax associated with such transactions.

Applicable to financial years beginning on or after 1 January 2023, with early adoption permitted.

This change had no impact on the Company.

Amendments to IFRS 17: Initial application of IFRS 17 and IFRS 9 - Comparative information (Commission Regulation 2022/1491 of 8 September 2022)

IFRS 17 and IFRS 9 have different transition requirements. For some insurers, these differences may cause accounting mismatches between the financial assets and liabilities of insurance contracts in the comparative information that is presented in their financial statements when IFRS 9 and IFRS 17 are applied for the first time. This amendment, by introducing an option for the presentation of comparative information about financial assets, helps insurers to avoid these temporary accounting mismatches and thus increase the usefulness of comparative information for investors.

Applicable to financial years beginning on or after 1 January 2023, this amendment may only be applied when IFRS 17 Insurance Contracts and IFRS 9 Financial Instruments are initially applied.

This change had no impact on the Company.

New standards, interpretations and amendments effective as of or following 01 January 2024

Amendments to IAS 1 - Classification of liabilities as current or non-current and non-current liabilities with covenants (Commission Regulation 2023/2822 of 19 December 2023)

These amendments to IAS 1 - Presentation of Financial Statements, clarify the requirements that an entity applies to determine whether a liability is classified as current or non-current. These amendments, in nature, are only intended to be a reduction in scope, clarifying the requirements of IAS 1, and not a modification of the underlying principles.

Applicable to financial years beginning on or after 1 January 2024 retrospectively, in accordance with IAS 8.

This amendment will have no material impact.

Amendments to IFRS 16 - Lease liabilities in a sale and leaseback (Commission Regulation 2023/2579 of 20 November 2023)

The IASB issued a limited scope amendment to the requirements for sale and leaseback transactions included in IFRS 16 Leases, adding to the existing requirements explanations on how an entity accounts for the sale and leaseback transaction after the date of the respective transaction.

IFRS 16 includes requirements on how an entity should account for a sale and leaseback transaction on the date the transaction takes place. However, IFRS 16 did not specify how such a transaction should be measured after that date.

The amendments now issued add to the sale and leaseback requirements of IFRS 16, thus supporting a consistent application of this accounting standard.

These amendments do not change the accounting for other leases that do not result from a sale and leaseback transaction.

The amendments are effective from 1 January 2024.

This amendment will be analysed.

Standards (new or revised) issued by the IASB and interpretations issued by the IFRIC and not yet endorsed by the European Union

Additionally, as of the date of approval of these financial statements the following standards and interpretations were issued by IASB, though they are not yet endorsed by the European Union:

Amendments to IAS 7 and IFRS 7 - Financing Arrangements with Suppliers (issued by the IASB on 25 May 2023)

The amendments to IAS 7 and IFRS 7 introduce new disclosure requirements to increase the transparency of financing arrangements with suppliers and their effects on an entity's liabilities, cash flows and exposure to liquidity risk, complementing the requirements already in the IFRS and requiring an entity to disclose:

- the respective terms and conditions;
- the amount of the liabilities that form part of the agreements, itemising the amounts for which suppliers have already received payment from lenders and indicating where these liabilities appear on the balance sheet;
- payment due date ranges; and
- information on liquidity risk.

Supplier financing arrangements are often referred to as supply chain financing, accounts payable financing or reverse factoring arrangements.

Applicable to financial years beginning on or after 1 January 2024, these changes are still subject to the endorsement process by the European Union.

This amendment will be analysed.

Amendments to IAS 21 - Lack of interchangeability (issued by the IASB on 15 August 2023)

On 15 August, the IASB issued an amendment to IAS 21 entitled "Lack of Exchangeability". This amendment resulted from the fact that IAS 21, until now, did not include any explicit requirements for determining the exchange rate to be applied when a given foreign currency cannot be exchanged for other currencies, leading to a diversity in the practical treatment that was applied in these situations.

The amendments now introduced essentially include the following:

- The requirements for assessing when a currency is exchangeable into other currencies and when it is not exchangeable;
- The requirements for determining the spot exchange rate when a given currency is not exchangeable in other currencies:
- The additional disclosure requirements applicable when an entity makes estimates about the spot exchange rate because the currency is not exchangeable in other currencies;
- Application guides to assist entities in assessing whether or not a currency is exchangeable in other currencies and estimating the spot exchange rate when it is not exchangeable;
- · Illustrative examples; and
- Amendments to IFRS 1 First-time adoption of International Financial Reporting Standards to align the requirements related to severe hyperinflation with those of the current amendments to IAS 21.

Applicable to financial years beginning on or after 1 January 2025, these changes are still subject to the endorsement process by the European Union.

This change will be analysed by the company and no significant impacts are expected from its implementation.

29. GUARANTEES AND SURETIES

As of 31 December 2023, the liabilities for bank guarantees totalled € 1,366,977 thousand (2022: € 1,366,977 thousand), broken down as follows:

- Guarantees in the amount of € 1,513,905 thousand (2022: € 1,360,994 thousand) provided in favour
 of the Tax Authority arising from the VAT procedure (note 12);
- Guarantees in the amount of € 4,984 thousand (2022: € 5,983 thousand) provided to courts as part
 of litigation proceedings and to other entities.

CONTINGENCIES

See accounting policy 2.3.13.

According to current legislation, tax returns are subject to review and correction by the tax authorities for a period of four years (five years for Social Security) except when there have been tax losses, tax benefits have been granted or inspections, claims or challenges are in progress, in which case, depending on the circumstances, the deadlines are extended or suspended. The Executive Board of Directors, supported by information from its tax advisors, believes that any tax contingencies should not have a significant effect on the Consolidated Financial Statements at 31 December 2023, considering the provisions made and the expectations existing at this date, including the situation of the legal challenges relating to the VAT disputes reported in note 12 and in the paragraph below.

VAT PROCEEDINGS

As of the date of its financial statements, in addition to the proceedings disclosed in Notes 12 and 16, IP Group is facing the following VAT proceedings:

• The final decision of the Tax Administration on the VAT correction for 2006, involving the amount of € 2,816 thousand (see note 14.2.3), was partially upheld by the Tax Authority, and the Group, through IP Património, filed a legal challenge based on the opinion of a tax expert. Notwithstanding the rejection of the administrative claim, the tax opinions on the matter support the Group's conviction that it is right to return the said amount, since there was no tax non-compliance on the part of IP Património in the calculation of tax and treatment of the operation under the VAT code. Ultimately, if the case is not won, the amount already deposited with the AT (note 14.2.3) will have to be recognised as an expense, plus any default and compensatory interest. On 25 May 2015, IP Património was notified of the Tax Authority's opposition and is awaiting a hearing. On 2 June 2022, we were notified to present our arguments, which we declined to do due to the lack of new information that would justify contesting the case, given what had already been presented in the legal challenge.

On 27.09.2023, the company was notified of the Lisbon Tax Court's decision to uphold the legal challenge.

The TA subsequently appealed against this decision, and the company was notified of this on 03.11.2023, for the purpose of submitting counterclaims, which occurred on 26.11.2023.

SUBSIDIES/GRANTS

The subsidies allocated to the (road) concession were awarded in accordance with the eligibility conditions applicable to the respective applications, although they are subject to audits and possible correction by the

2023 Annual Report IV Consolidated Financial Statements and Notes IV. 591 IV. 591

competent authorities. In the case of applications for Community grants, these corrections may occur over a period of five years from payment of the balance.

In the case of subsidies allocated to railway investment activity on behalf of the Grantor, the refund is only reflected in the Grantor's account - State - account receivable.

PENDING LAWSUITS

As of 31 December 2023 pending lawsuits concerning railway expropriations totalled € 32,324 thousand (2022: € 51,741 thousand). This amount has no impact on the Consolidated Statement of Financial Position. In these cases, but only when figures are established by the court, deposits are made in the name of the court where the proceedings are being heard. These deposits are equivalent to the amount arbitrated and are kept by Caixa Geral de Depósitos, and their resolution does not result in a charge for the Group, but rather for the Grantor of the railway infrastructure.

There are also other lawsuits related to accidents in the railway infrastructure that the Company is responsible for, and also to damage caused to neighbouring property and imputable to IP Group. These lawsuits are covered by the business insurance of the IP Group.

SUBSIDIES/GRANTS

The subsidies allocated to the concession were awarded in accordance with the eligibility conditions applicable to the respective applications, although they are subject to audits and possible correction by the competent authorities. In the case of applications for EU subsidies, these corrections may take place over a period of five years from the payment of the balance. In the case of subsidies allocated to railway investment activity on behalf of the Grantor, the refund is only reflected in the Grantor's account - State - account receivable.

31. COMMITMENTS

The IP Group's commitments are primarily the responsibility of its obligation to meet the commitments made in the Road Sub-concession Contracts and replacing the State in its payments and receipts relating to the concessioned road network.

The IP Group's net costs with State Road Concessions and Subconcessions, including toll revenues after the end of the State Concession Contracts with the private partners, which are Group revenues, in accordance with the IP Concession Contract, at constant prices and including VAT, according to the figures sent to the Directorate-General for the Treasury and Finance, which served as the basis for the figures presented in the corresponding table in the 2024 State Budget Report, are summarised in the following table:

Concessions and Sub-concessions expenses (€M)	2024	2025	2026	2027	2028	2029	2030	2031	2032
Gross expenses	1 396	1 174	1 062	981	881	781	648	574	405
Revenue	- 394	- 545	- 413	- 819	- 554	- 512	- 408	- 299	- 239
Net expenses	1 002	630	649	162	328	269	240	276	166

Concessions and Sub-concessions expenses (€M)	2033	2034	2035	2036	2037	2038	2039	2040	2041
Gross expenses	318	306	249	174	148	168	42	13	0
Revenue	- 205	- 207	- 209	- 200	- 167	- 179	- 25	- 8	0
Net expenses	112	100	40	- 26	- 19	- 11	17	5	0

Source: 2024 State Budget Report

According to the 2024 State Budget Report:

"With regard to the figures for the road partnerships shown in the table above, the budget forecasts were based on the contracts in force, and do not take into account expectations of the results of ongoing negotiation processes or pending litigation.

With regard to the Douro Interior, Litoral Oeste and Baixo Tejo sub-concession contracts, the forecasts for the respective net costs do not include, as in previous budget years, the so-called contingent compensation - which will not be paid, in line with the position expressed by the Court of Auditors in this regard.

Compared to the forecast in the State Budget Report for 2023, there has been an increase in the estimated net costs, which is the result of an increase in gross costs, partially mitigated by an increase in revenue. The increase in gross charges can be seen (i) in payments for availability and service - with the growth in the inflation rates considered and road traffic contributing to this increase (the latter only impacts payments for service) -, (ii) in the cost of major repairs - with an estimated multi-year investment higher than in the previous year - and (iii) in the cost of the toll collection service - a consequence of the increase in inflation and traffic, as well as renegotiations in the Algarve and Norte Litoral concessions, the aim of which was to reduce IP's operating risk."

32. INFORMATION REQUIRED BY LAW

- a) Under article 21(1) of Decree-Law 411/91 of 17 October, the Group confirms that it does not have any Social Security payments in arrears. It also informs that it does not have any debts with the Tax Administration.
- b) Impact of the Activity of IP Group on National Accounts and Public Accounts (Base 12, paragraph 3 c) of Decree-Law 110/2009 of 18 May).

National accounts:

After consulting the National Statistics Institute (INE), it is understood that all the accounting headings of IP (parent company of the IP Group) have a direct impact on national accounts. All flows between IP and units outside the General Government perimeter shall have a direct impact on general government aggregates (deficit and/or debt), such impact and the magnitude thereof depending on the operations in question. By way of example, when IP earns interest from financial applications outside the public administration perimeter, it contributes positively to the balance of public administrations. When IP pays for services provided by entities outside the public administration perimeter, it is increasing public expenditure, and consequently the deficit; if IP borrows from the financial sector or the Rest of the World, it is increasing public debt.

Due to the nature of the national accounts system, the estimate of the impact of a single unit should only be taken as indicative. In so far as this is an integrated system, in order to demonstrate the underlying economic relations in a more explicit way, the national accounts methodology establishes that the operations of a unit or set of units are sometimes subject to transformations and the analytical effect of which only makes sense within the broader scope of the accounts.

Public accounts:

Financial reporting on a public accounts basis uses the so-called cash basis where financial flows payments and receipts - are recorded

IP is included in the Reclassified Public Entities on an equal standing with the Autonomous Services and Funds, thus becoming integrated in the State Budget universe.

FORWARD-LOOKING INFORMATION

Table I shows IP's forecast financial flows as at 31 December 2023, bearing in mind the commitments already made by IP. Note that compliance with the PRN 2000 requires making investments during the period of EP's Concession Contract, the financial inflows and outflows of which are not taken into account in the following table. Annual net income, annual borrowing requirements, dividends payable and income tax (IRC) were all forecast.

2023 Annual Report IV Consolidated Financial Statements and Notes IV. 597



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Figures at current prices €th		2024	2025	-	2035	2045	:	2055		2065	3	2075	-	2082
Net Income		45 847	72 447	8	738 662	2009018	00	2 768 7 43	8	3830794	8	5 091 544	33	6 254 187
Annual borrowing requirements	1 1	15/1388	788 072	Til	1		1	1		1	1	*	1 3	ī
Dividends payable (a	(a)	7 (B)	1		640 527	1943369	: g	2 678 252		3711247		4 940 532	- 8	6 076 331
Corporate Income tax (CIT) (b	(g)	(27 680)	(39 956)	18	(293 157)	(793 590)	(i)	(1 089 767)	19	(1 499 479)	li ii	(1982750)	13	(2 428 176)
Financial flows with the State (c	(0)	647 770	649 678	1	(286 646)	(1 948 223)	3)	(2 806 555)	1	(4 038 707)	111	(5 494 597)	1	(6 863 397)

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Figures at current prices. Eth		2024	2025	_	2035	=	2045	-	2055		2065	1	2075		2082
NetIncome		44 948	69 634		578 480		1299511	3	1 469 187		1 667 561	3	1818196	3	1 944 288
Annual borrowing requirements	6. (8)	1 540 577	752 664	1	1	200	1	-	1		.1	10 10 10 10 10 10 10 10 10 10 10 10 10 1	3	-	1
Dividends payable	(a)	E	1	×9	505 051	li i	1257047	133	1 421 170	18	1615521	0.2 82	1 764 269	12	1 888 997
Corporate Income tax (CIT)	(q)	(27 137)	(38 405)	3	(231 152)	1	(513.325)	1	(578 286)	3	(652 729)	Ī.	(708 042)	1	(754 866)
Financial flows with the State	9	632 069	624 450	9	(226019)	13	(1 260 187)	13	(1 489 251)	9	(1 758 066)	100	(1 962 126)	200	(2 133 679)

For these activities only, and since the equity restriction exercise was not carried out, it is assumed that the cash flow available following repayment of debt may be distributed as dividends, though not for a higher amount than the year's net income.

⁽b) From a cash flow standpoint

⁽c) From 1P's standpoint Includes outflows. CIT, Concession Rent and Dividends; and inflows Consignment of ISP (oil tax) (through creation of the RSC), from a cash flow standpoint.



33. OTHER RELEVANT FACTS

Compensations, reservation of rights, requests for reinstatement of financial balance (REF) and challenging of fines in the Sub-concessions and Service Provision Contracts.

has to formulate what is known as a "reservation of right", i.e. it has to inform IP that it believes that a certain fact is eligible for REF. It is after this reservation that REF applications are or can be submitted. It should also be noted that if the reservation of entitlement is not made within 30 days of the event occurring, Under the terms of the Subconcession Contracts, even before any specific request for restoration of financial equilibrium (REF) is submitted, IP's counterparty the putative and possible right to REF lapses.

The following REF requests were submitted up to 31 December 2023:

2023 Annual Report IV Consolidated Financial Statements and Notes IV. 599



Sub-concession	Type of request made	Fact generating request	Stock of the situation
Auto-Estrada Transmontana (AEXXI)	Interest on late payment of remuneration	Interest on arrears due to late payment of remuneration	IP's EBD suspended payments, at least until the Court of Auditors' decision on AL's CSA appeal; payments resumed after the Court of Auditors' decision (non-submission decision following resubmission).
Auto-Estrada Transmontana (AEXXI)	Interest on late payment of remuneration	Interest on arrears due to late payment of remuneration	IP falled to pay the remuneration due, the deadline for which was 31 August 2021; On 7 and 10 September 2021 the situation was fully regularised.
Baixo Alentejo	Interest on late payment of remuneration	Interest on arrears due to late payment of remuneration	IP failed to pay the remuneration due, the deadline for which was 31 August 2021; On 7 and 10 September 2021 the situation was fully regularised.
Baixo Tejo (AEBT)	Reinstatement of financial balance	Legal and administrative measures taken to contain/mitigate the spread of the pandemic and its socio-economic effects; they qualify as specific legislative changes	In progress
Douro Interior (Ascendi DI)	Reinstatement of financial balance	Pandemic and measures taken to contain its spread	In progress
Litoral Oeste (AELO)	Reinstatement of financial equilibrium (based on unilateral change in Reformed SCC)	IC9-Alburitel/Carregueiros e IC9 - Carregueiros/Tomar stretches; repair of pathologies in slopes transferred to AELO	Unilateral change in Reformed SCC, IP decision There is consensus between IP/AELO about the REF and amount required, IP triggered proceedings provided in DL 111/2012, of 23 May, letter SET dated 24.10.2019; pending Government decision (regarding the setting up of negotiation committee).
Litoral Oeste (AELO)	Interest on late payment of remuneration	Interest on arrears due to late payment of remuneration	IP failed to pay the remuneration due, the deadline for which was 31 August 2021; On 7 and 10 September 2021 the situation was fully regularised.
Litoral Oeste (AELO)	Reinstatement of financial balance	Legal and administrative measures taken to contain/mitigate the spread of the pandemic and its related-economic effects, they qualify as specific legislative changes	In progress
Pinhal Interior (Ascendi PI)	Interest on late payment of remuneration	Interest on arrears due to late payment of remuneration	IP's EBD suspended payments, at least until the Court of Auditors' decision on AL's CSA appeal; payments resumed after the Court of Auditors' decision (non-submission decision following resubmission).
Algarve Litoral	Compensation lawsuit	Lawsuit proposed by financing banks	In progress
Algarve Litoral	Termination of Reformed Sub-Concession Contract	Termination of Reformed Sub-Concession Contract, for reason attributable to IP	The case is orgoing but has been halted due to inertia on the part of the Arbitral Tribunal, which is why IP has requested the removal of the President of the Arbitral Tribunal (decision awaited); TA has dismissed the exceptions Invoked by IP.
Algarve Litoral	Injunction within the scope of proceedings for the rescission of the reformed Sub-Concession Contract	Injunction within the scope of proceedings for the rescission of the reformed Sub-Concession Contract	Arbitral decision: IP ordered to pay €30,007,923.12, plus a monthly amount until the final decision is handed down, of at least €1,62,805.95, and €1,262,805,95 after 45 days of the arbitration decision; IP asked for partial annulment of the decision (on the decision that the Arbitration Court has jurisdiction)

1V Consolidated Financial Statements and Notes Infraestruturas IV. 600 de Portugal



Stock of the situation	IP accepted the experses presented as eligible, and these will be approved or rejected on a case-by-case basis.
Fact generating request	Specific change in the law: Amendment to Law no. 25/2006 IP accepted the expenses presented as eligible, and these pursuant to approval of Law 64-B/2011, of 30 December or rejected on a case-by-case basis.
Type of request made	Reinstatement of financial balance
Service Provider Agreement	Vialivre - Norte Litoral

COMPENSATIONS, RESERVE OF RIGHTS AND REQUESTS FOR THE REINSTATEMENT OF THE FINANCIAL EQUILIBRIUM IN STATE CONCESSIONS

As these are State concessions negotiated by the State with the Concessionaires, the IP Group is not a counterparty to the contracts, but only has knowledge of these situations through the State's representative, the IMT. Within the scope of its Concession Contract with the State, the IP Group may be called upon to pay for REF situations if the Grantor so determines.

In the 2023 financial year, the IP Group recorded charges totalling EUR 64,757 thousand in co-payments, compensation and rebalancing, of which the following stand out:

- Compensation to AUTO ESTRADA DO MARÃO S A, totalling € 46,943 thousand, under the terms of the Extra-Judicial Settlement Agreement relating to the Marão Tunnel Concession;
- ii. Compensation to the concessionaire BRISAL-Auto-Estradas do Litoral, in the amount of € 15,743 thousand, relating to 2022 and 2023, under the terms of the Arbitration Court's ruling of 15 April 2015;
- iii. Compensation to the concessionaire AEDL Auto-Estradas do Douro Litoral, in the amount of €
 9,460 thousand, under the terms of the Arbitration Court's ruling of 7 February 2017;
- iv. Implementation of the Financial Rebalancing Agreements with Lusoponte, resulting in a balance of €8,162 thousand in favour of the IP Group.
- v. Reimbursement of the Road Infrastructure Regulation Fee (TRIR) and Electronic Transaction Fee to the various concessionaires, totalling € 772 thousand.

34. EVENTS AFTER THE REPORTING PERIOD

See accounting policy 2.3.18.

i) Share capital increase

According to Unanimous Shareholders' Resolution in Writing, dated 16 February 2024, it was decided to increase IP's share capital by € 456,845 thousand, corresponding to 91,369 new shares.

According to Unanimous Shareholders' Resolution in Writing, dated 4 March 2024, it was decided to increase IP's share capital by € 33,950 thousand, corresponding to 6,790 new shares.

According to Unanimous Shareholders' Resolution in Writing, dated 26 March 2024, it was decided to increase IP's share capital by € 159,000 thousand, corresponding to 31,800 new shares.

ii) Ministerial order no. 418/2023, of 11 December - New system of discounts to be applied to toll rates that comes into force on 1 January 2024

This decree regulates the reduction scheme applicable to the amount of tolls charged to users on the sections and sub-sections identified in Decree-Law no. 111/2011, of 28 November (A22, A23, A24 and A25), and on the sections and sub-sections of the A 4 - Marão tunnel, A 4 - Vila Real-Bragança (Quintanilha), A 13 - Atalaia (A 23)-Coimbra Sul and A 13-1 motorways.

Although toll rates will be reduced by 65 per cent, the said decree determines the end of the modular system of discounts during the day (15 per cent and 35 per cent, depending on the ex-SCUT in question) and also a 15 per cent reduction in the discounts currently provided for the aforementioned sections of the A4, A13 and A13-1 (which are currently 55 per cent and will be reduced to 40 per cent) during the night, on working days, public holidays and weekends

iii) Moratorium on state loans originating from the motorway

Under the terms of the Order of the Minister of Finance of 23 February 2024, IP was authorised to defer the payment of the debt service on the loans granted by the Directorate-General for the Treasury and Finance (DGTF) to IP, maturing on 30 November 2023, to 31 December 2024, at no additional cost.

iv) New framework contract for the period 2024-2028

Council of Ministers Resolution no. 3/2024, of 5 January, authorises expenditure on the compensatory allowances to be paid by the State to IP, for fulfilling the public service obligations of managing the railway infrastructure, arising from the new railway programme contract, for the period 2024-2028. Each year, the state will pay IP the sum of € 89,426 thousand (plus VAT at the legal rate in force).

v) International tender for the first section of the High-Speed Line

The international tender for the first section of the High-Speed Line (LAV) linking Lisbon and Porto was launched on 12 January 2024. Phase 1 comprises the section between Porto/Soure and has an estimated investment of around 4,750 M€+VAT, with work scheduled to begin in 2025.

vi) CAM Ring - Contract for the construction of the new CAM Ring

The contract for the Design, Construction, Supply, Installation, Assembly and Entry into Operation of the Submarine Fibre Optic Telecommunications Cable of the new CAM Ring (CAM - Mainland, Azores, Madeira) was signed on 13 March 2024 between IP and Alcatel Submarine Networks (ASN).

vii) VAT proceedings

On 31 March 2024, the Almada Administrative and Tax Court handed down first instance judgements in favour of IP for the 2013, 2015 and 2016 financial years.

Almada, 23 April 2024

The Executive Board of Directors

		Chairman Miguel Jorge de Campos Cruz		
Financial Director	Maria do Carmo Almiro do Vale Duarte Ferreira	Vice- chairman	Carlos Alberto João Fernandes	
		Vice- chairman	Maria Amália Freire de Almeida	
		Member	Alexandra Sofia Vieira Nogueira Barbosa	
Certified Accountant	Diogo Mendonça Lopes Monteiro	Member	Gina Maria dos Santos Pimentel	



General and Supervisory Board

OPINION OF THE GENERAL AND SUPERVISORY BOARD 2023 Annual Report and Accounts

BAKGROUND

In compliance with the legal and statutory provisions applicable to Infraestruturas de Portugal, S. A. (IP or the Company), and complying with the mandate conferred upon us, we hereby issue our Opinion on IP's "Annual Report 2023", which contains the 2023 Management Report, the Separate and Consolidated Financial Statements and Notes attached thereto, the Budgetary Statements and Annexes and the Corporate Governance Report, as well as the GRI Standard Table and the corresponding Audit Reports and Legal Certifications of the Accounts, all for the financial year ending 31 December 2023, as well as the Proposal for the Appropriation of Results.

The General and Supervisory Board (GSB) monitored the work carried out by the Statutory Auditor "Vítor Almeida & Associados, SROC, Lda." and the External Auditor, BDO & Associados, Sociedade de Revisores Oficiais de Contas, Lda.; the selection process for the auditors was only finalised in March 2024, which was the date they took up their duties. As mentioned above, the GSB monitored the work on a regular basis and analysed the Legal Certifications of Accounts and the Audit Reports on the Separate and Consolidated Financial Information, as well as the Relevant Audit Findings and the Emphases expressed in the aforementioned Certifications and Reports, which were taken into account in the work carried out and in forming the opinion.

The work of the Financial Matters Committee and the GSB, particularly with regard to the internal control system and the certification and auditing of the financial statements, was based on the work of the firm of Statutory Auditors and the External Auditor. We express our agreement with the Legal Certifications of the Accounts and the Audit Reports on the Separate and Consolidated Financial Information, which were issued without Reservations, but with Emphases and mention of the Relevant Audit Findings, herewith reproduced in full, forming an integral part of this Opinion; we also point out the importance of the content of the Annual Activity Report of the General and Supervisory Board - Financial Year 2023, dated 29 April 2024, which should be read in addition to and together with this Opinion.

In the course of the financial year we monitored the Company's business activity, as and when deemed necessary. We verified the timeliness and adequacy of the accounting records and supporting documentation, as well as the effectiveness of the internal control system, insofar as it is relevant to IP's activity, the presentation of separate and consolidated financial statements, corporate governance, risk management and compliance, contracts, logistics system and the



internal audit systems. We also ensured that the law and the Company's bylaws were duly complied with.

We have examined the adequacy of the understanding of the financial situation of IP, its results, comprehensive income, changes in equity and cash flows on a separate and consolidated basis as expressed in respective financial statements and corresponding attached Notes, complemented with the Legal Certifications of Accounts issued by "Vitor Almeida & Associados, SROC, Lda", and by the (external) Audit Reports issued by BDO & Associados, Sociedade de Revisores Oficiais de Contas, Lda, under the terms provided in Article 245(1)(b) of the Securities Code.

The Executive Board of Directors proposes that the profit for the 2023 financial year of € - 18,774,068.07 (eighteen million, seven hundred and seventy-four thousand, sixty-eight Euro and seven cents) be applied to retained earnings, taking into account the provisions of article 32 of the Companies Code.

Under the terms and for the purposes of article 420, no. Under the terms of Article 420.6 of the Companies Code, the GSB and its members individually declare that, to the best of their knowledge, the financial information analysed, including in particular the separate and consolidated accounts, has been prepared in accordance with the applicable accounting standards, giving a true and fair view of the assets, liabilities, equity and cash flows, as well as the financial situation and results of the Company, which the GSB considers to be adequately included in the Annual Report, as well as the information relating to the evolution of IP's business, performance and position.

Within the scope of the above, we report the following:

- In 2023, the State Budget Law established that the overall growth in the indebtedness of state-owned companies is limited to 2%, taking into account interest-bearing financing corrected for paid-up share capital and excluding capital expenditure. Accordingly, if we exclude the amounts allocated to cover payments for State Concessions and road subconcessions from the value of the capital increase, the ratio stands at 3.1 per cent.
- On 31 December 2023, in relation to the State's Treasury Unit Principle, IP held € 260.6 million of its available financial resources with IGCP Agência de Gestão da Tesouraria e da Dívida Pública (Treasury and Public Debt Management Agency). Remaining net assets were deposited with the national banking system, following authorisation provided by IGCP, under the terms of notice 242/2022 of 4 December, which authorised the use of certain retail banking services (exempting the company from complying with the TUP in such cases).

2. IP'S ACTIVITY IN 2023

Of the activities carried out by IP in 2023, we highlight the following points:

• The new Corporate Capitalisation Incentive Tax Benefit (ICE) will have a significant impact on IP's current tax assessment in 2023 and beyond. However, in 2023 and due to the downward revision of the valuation rate, there was a very significant negative impact on deferred taxes, which explains around € 39 million of the more than € 80.8 million change compared to 2022.



- The net result for the 2023 financial year is negative by € -18.774 million, which compared to the net result in 2022, corresponds to a decrease of € 66.6 million, with a budget forecast of € +32.6 million.
- Sales and Services fell approx. €145 million below the budgeted figure (11%).
- Income from compensatory allowances totalled € 65.4 million, € 24 million less (-27%) than
 forecast in the budget. The amount of income recognised in 2023 was that provided in
 Council of Ministers Resolution 3/2024; IP did not receive any sum during 2023.
- RSC income totalled € 641.7 million, € 57.7 million below the budget forecast (-8.3%).
 Compared to the same period in 2022, it decreased by € 23.8 million (-3.6%). In 2023, IP did
 not bear any collection costs, as the RSC became an integrated part of the ISP, which is
 subsequently transferred from the State Budget.
- The direct loss of potential revenue associated with the application of the 50% discount on ex-SCUT tariffs amounts to around € 107.6 million in the cumulative amount as at 31 December 2023.
- The reduction in depreciation and amortisation costs of approximately € 37 million resulted from the reduction in the amortisation rate stemming from the update of IP's Business Plan, which resulted in an upward revision of future revenues from state concessions.
- The overall implementation of Ferrovia 2020 investments, totalling € 466.2 million, corresponds to 65% of what was forecast in the budget
- Some situations relating to the Subconcession Contracts are not yet settled, namely the
 contracts relating to Algarve Litoral, Baixo Tejo and Douro Interior, whilst the Amended
 Subconcession Contracts (CSA) for the rest remain applicable.
- At the end of 2023, the share capital totalled € 12,586,670,000.00, and share capital increase operations were carried out during the 4th quarter of 2023, totalling € 245,240,000.00.

3. REFERENCE GUIDELINES

The set of reference financial principles presented in this section are those set out in Order no. 252/2022-SET. Thus:

PDB	2023 Forecast	2023 Effective	2022 Effective	2021 Effective	2020 Effective	2019 Effective	Effective 2023 / Effective 2022		Effective 2023 / Effective 2019	
							Amount	96	Amount	96
(1) COGS	409 217 304	323 027 101	280 585 116	259 141 547	274 091 034	429 896 687	42 441 985	15,1%	-106 869 586	-24,9%
(2) Supplies and servies	386 914 064	382 207 919	359 549 644	313 781 318	300 907 152	304 085 896	22 658 275	6,3%	78 122 022	25,7%
(3) Personnel expenses	146 764 378	141 012 036	132 239 098	131 114 042	127 218 388	127 320 165	8 772 938	6,6%	13 891 871	10,8%
(4) Operational expenses = (1) + (2) + (3)	942 895 746	846 247 055	772 373 858	704 036 906	702 216 574	861 302 748	73 873 197	9,6%	-15 055 693	-1,7%
(5) Turnover (T)	1 308 463 293	1 163 193 726	1 138 436 412	1 072 671 546	1 021 798 369	1 319 954 921	24 757 314	2,2%	-158 781 195	-11,9%
Operating subsidies					П					
(6) Compensatory Allowances	89 426 131	65 404 828	55 055 058	55 055 058	55 055 058	59 747 982	10 349 770	18,8%	5 656 846	9,5%
(7) Weight of Expenses/T= (4)/(5+6)	67,5%	68,9%	84,7%	62,4%	65,2%	62,4%	4,2 p.p	6,4%	6,5 p.p	10,3%



The Weight of Expenses/Sales shows a deviation of 1.4 p.p. compared to the forecast in the 2023-2025 PDB, having worsened since 2021. In 2023, the figure achieved was essentially the result of the deviation in Turnover, which in turn was due to revenue from RSC and from Railway Services falling short of what had been planned, by \in 23.8 million and \in 4.4 million respectively, in the latter case due to the prolonged strike periods in 2023 at both IP and CP - Comboios de Portugal.

4. 2023 STATE BUDGET

The State Budget approved for 2023 (2023 SB) included significant changes to the budget proposed by IP. The GSB points out the following:

- Cuts in the expenditure and revenue budgets compared to those proposed by IP total approx. € 400 million.
- The overall balance of implementation in 2023 shows an increase of € 126.6 million compared to the same period in 2022 and reflects an implementation rate of 84% compared to what was forecast in the 2023 SB.
- Public-Private Partnerships (PPPs), financial expenses and capital expenditure were the main components of expenditure responsible for a deficit of € 1,251.7 million. In addition to debt repayments, this gave rise to borrowing requirements of € 1,433 million, which were met through capital appropriations totalling € 1,434.5 million.
- IP ended the year with a € 22 million increase in the management balance.
- The implementation of revenues in relation to the budget accounted for 84 per cent of what
 was forecast; only 81 per cent of the amounts relating to Sales and Services were received,
 as operators failed to pay the user fee, in particular the main operator (CP); Only 93% of
 the RSC sum were received.
- The receipt of funds relating to Bad Weather (€ 25 million) and the Toll Support Mechanism (€ 32.1 million), which were not provided for in the State Budget for 2023, partially offset the above losses.
- The relatively low level of implementation of railway investments, 68 per cent of the 2023 State Budget, made it possible to balance financing requirements, with the capital increases made by the State Shareholder falling short of the limit set in the State Budget.
- IP's budget management also resorted to various requests for exceptions in the calculation of available funds, which are crucial for the smooth and regular implementation of its budget.

5. SHAREHOLDER-STATE'S RECOMMENDATIONS



In the General Meeting no. 5/2020, the Shareholder-State recommended to IP that it "Strengthen the internal control system for the vehicle fleet, in order to have a fleet management system equipped with vehicle localisation, optimisation and monitoring of services, control of energy efficiency and operating costs, allowing for the following:

- (i) An effective cost reduction;
- (ii) An optimisation of journeys;
- (iii) An increase in productivity
- (iv) Control in fuel supply;
- (v) assistance, possibly including the implementation of a car-sharing system, where viable.

The report under review demonstrates the work carried out and the efficiency gains achieved by the company in this area.

6. GOVERNANCE AND FINANCING MODELS

The GSB emphasises the following issues linked to the Company's governance and financing model. Thus:

- On the initiative of the Executive Board of Directors, in January 2024, a reflection was
 formally launched with the participation of the Sectoral Authority, namely the Secretary
 of State for Infrastructures, Mr Frederico Francisco, and various public and private entities
 and stakeholders with a special focus on academia; a Working Group was set up at IP
 dedicated to studying the sustainability of IP's financing model.
 - The GSB also emphasises how important it is that the Shareholder-State bears in mind the contribution of this work to IP's financial autonomy and the consequent exclusion from the State Budget consolidation perimeter, in order to streamline its management and overcome the constraints imposed by the State Budget requirements.
 - In addition, as pointed out in previous reports, the GSB considers that the current model is not sustainable and places great demands on the support that the Shareholder-State must give as has been the case to ensure the Companys on-going concern.
- In view of the evolution of the RSC with the increase in traffic of exclusively electric or hybrid vehicles, the changes to the toll regime that constitute the Company's revenue, the increase in the costs of maintaining both the railway and the road networks, the GSB again strongly recommends the need to define a new financing model for IP, compatible with the sustainability of the sector and the balance of the road network concession contract, particularly in the coming years when several concessions will be reversed.
- Toll revenue grew despite the reduction in the price of ex-SCUT tolls decreed by LOE 2021, which will give rise to a very significant direct loss of revenue as a result of yhe 50 per cent discount on ex-SCUT tariffs. Given the relevance of the sum, the GSB maintains its recommendation that a structural solution be found with the Shareholder-State to restore IP's financial balance.



It is also important to clarify IP's role as a public service provider. To this end, it is essential
to formalise the new Framework Contract to be signed with the Portuguese State, in order
to stabilise the company's management and its relationship with the Grantor.

7. RECOMMENDATIONS, CONCLUSION AND OPINION

Bearing in mind the Legal Certifications of the Accounts and the Audit Reports on the Separate and Consolidated Financial Information, which were issued without Reservations, but with Emphases and mention of the Relevant Audit Findings, herewith reproduced in full, and forming an integral part of this Opinion, the GSB underlines the importance of the support of the Shareholder-State for IP's Ongoing Concern and, consequently, the actions of the EBD, namely in defining the following situations:

- a) Follow up with the Government on the work started by the EBD in January 2024 on the company's financing model, since the current model requires substantial financial support from the Shareholder-State in order to guarantee the ongoing concern.
- b) Diligence made with the Government for the contractualisation of the management of the National Railway Network infrastructure and clarification of the financing model for investments made on behalf of the state in LDI - Long Duration Infrastructures.
- c) Progress in the dispute with the Algarve Litoral Subconcessionaire, regarding the contract in force, which is underway as part of the arbitration proceedings against the Company, the main action of which is aimed at cancelling the reformed contract, and a second action relating to a claim for compensation, brought by the financing entities, as mentioned in point 32 of the notes to the financial statements, the possible impact of its outcome is still unknown.
- d) Clarification of the main assumptions considered in the revision of the financial model for road activity, namely, taking into account the compensatory measures for the loss of revenue associated with toll discounts and their increase from 2025 onwards, as well as for the inclusion of new sections of the concessions and the collection model, bearing in mind the most significant and immediate negative impacts that may result from the possible nonallocation of compensatory measures by the Grantor.
- e) Seek a solution to prevent the situation from escalating in relation to the dispute with the Tax Authority (TA) regarding the right to deduct VAT on inputs that contribute to road activity, as mentioned in previous reports by the CFM and the GSB.

As mentioned in points 2.2.6., 2.3. and 6. of the notes to the financial statements, the Entity amortises its road concession right, recognised under Intangible Assets in the amount of €



21,773,390 thousand, using the equivalent production unit method; this depreciation is based on: i) an estimate of all the income to be generated by the concession until it expires and ii) the valuation of all the investments already made and to be made in the future by the Entity. In particular, point 2.3 of the notes to the financial statements explains the main assumptions used to estimate the income to be generated by the concession until its end, which involve a high degree of uncertainty, and discloses in this same note, in the context of a sensitivity analysis, the net impacts that would be generated in the result for the year if there were changes in some of these assumptions. The most significant and immediate negative impacts stem from the possible non-allocation of compensatory measures by the Grantor to deal with the loss of revenue resulting from successive toll discount schemes, the most decisive effects of which stem from Decree-Law no. 97/2023 of 17 October, regulated by Ministerial Order no. 418/2023, which came into force on 1 January 2024. However, it should be borne in mind that the legal provisions that set these discounts are likely to fall within the scope of paragraph c) of Clause 87.1. of the Concession Contract signed between the Grantor and the Entity on 23 November 2007, which states that "legislative changes of a specific nature that have a direct impact on revenues or costs relating to the activities included in the Concession" are likely to give the Concessionaire the right to restore the financial balance of the Concession; the Entity has already formalised its reservation of rights in this regard.

In compliance with the recommendation of the Shareholder-State at the last General Meeting, the budget statements, which comprise the statement of budgetary performance, the statement of budgetary implementation of revenue, the statement of budgetary implementation of expenditure and the statement of implementation of the multiannual investment plan for the year ending 31 December 2023 and whose preparation and approval are the responsibility of the management body, it is the opinion of the GSB that they have been prepared, in all material respects, in accordance with NCP 26 of the Accounting Standardisation System for Public Administration.

In compliance with Article 451(3)(e) of the Commercial Companies Code, the GSB is of the opinion that the Management Report, which corresponds to a single report, has been prepared in accordance with the applicable legal and regulatory requirements in force and the information contained therein is in accordance with the financial statements presented. Therefore, taking into account our knowledge and assessment of the company, no material inaccuracies were identified, although the emphases and relevant audit findings should be considered, with which we agree and consider to be fully reproduced in this Opinion.

In compliance with article 451.6 of the CSC, the GSB states that the company has included in its management report the non-financial statement provided for in article 66B of the said Code.

The financial statements of Infraestruturas de Portugal, S.A. for the year ended 31 December 2023 must comply with the applicable requirements set out in the Commission Delegated Regulation (EU) 2019/815 of 17 December 2018 (ESEF Regulation). In the opinion of the GSB, supported by the auditors' analysis, the financial statements included in the annual report are presented in all material respects in accordance with the requirements established in the ESEF Regulation.

After examining the 2023 Corporate Governance Report presented by the EBD in Part V of the 2023 Annual Report, the GSB confirms that this document contains the required, current and complete information on all the matters set out in Chapter II of the RJSPE and that IP followed the instructions sent by the DGTF - Directorate-General for the Treasury and Finance, via Official Letter SAI_DGTF/2024/269 of 6 February 2024, for the preparation of this report Likewise, the GBS



attests that the said Report includes the elements provided in Article 245-A of the Securities Code, in the part applicable to IP as issuing company exclusively held by the State.

Taking into account the information received from the Executive Board of Directors and the Company's management, as well as the conclusions contained in the legal certification of the accounts and the audit report on the separate and consolidated financial statements, we express our agreement with the Management Report, the Corporate Governance Report, the non-financial information, the separate and consolidated financial statements and the proposal for the appropriation of the net profit for the financial year 2023, and are therefore of the opinion that nothing stands in the way of their approval.

As a result of the work carried out and considering what is reported in this report and in the Annual Report of the GSB, issued separately, the General and Supervisory Board gives a favourable opinion on IP's Annual Report for the year ending 31 December 2023, presented by the Executive Board of Directors in its assessment of the accounts for the year.

The General and Supervisory Board would like to thank IP's Executive Board of Directors for their availability and co-operation with the General and Supervisory Board in carrying out its duties.

Accordingly, taking into account the information received from the Executive Board of Directors and other IP bodies and departments, and the opinions and Emphases and mention of Relevant Audit Findings expressed in the Legal Certifications of Accounts and in the Audit Reports, on the consolidated and separate financial information, we are of the opinion that the General Meeting approves:

- IP's 2023 Annual Report, which includes the Management Report, the separate and consolidated Financial Statements and the corresponding Notes to the Financial Statements, the Budgetary Statements (Part III) and the 2023 Corporate Governance Report (Part V of the Annual Report).
- 2. The Proposal for the Appropriation of Results presented by the EBD, under which the negative net profit for the 2023 financial year, in the amount of € -18,774,068.07, is transferred to Retained Earnings.

Almada, 30 April 2024

The General and Supervisory Board

José Emilio Castel-Branco

Duarte Pitta Ferraz

AUDITOR'S REPORT

REPORT ON THE AUDIT OF THE FINANCIAL STATEMENTS

Opinion

We have audited the accompanying financial statements of Infraestruturas de Portugal, SA (IP or the Company), which comprise the statement of financial position as at 31 December 2023 (which shows total assets of € 30,046,539 thousand and total equity of € 12,863,907 thousand, including a net loss of € 18,774 thousand), the statement of comprehensive income, the statement of changes in equity and the statement of cash flows for the year ending on that date, and the notes to the financial statements, including material information on the accounting policy.

In our opinion, the accompanying financial statements give a true and fair view, in all material respects, of the financial position of nfraestruturas de Portugal, S.A., as at 31 December 2023, and of its financial performance and its cash flows for the year then ended in accordance with the International Financial Reporting Standards (IFRS) as adopted by the European Union.

Bases of the opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs) and further technical and ethical standards and guidelines as issued by Ordem dos Revisores Oficiais de Contas (the Portuguese Institute of Statutory Auditors). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section below. We are independent of the Entity in accordance with the law and we have fulfilled other ethical requirements in accordance with the Ordem dos Revisores Oficiais de Contas code of ethics.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Emphases

1. As disclosed in point 5.6.1 of the Management Report and in Note 32 of the Notes to the financial statements, the Court of Auditors confirmed, through Ruling no. 13/2019, of 31 May, following an appeal lodged by IP against the decision contained in Ruling no. 29/2018, the refusal to grant approval to the Amended Algarve Litoral Subconcession Contract, agreed with the Subconcessionaire as part of a renegotiation process. IP appealed to the Constitutional Court against this decision, but the appeal was refused in September 2020; IP subsequently appealed to the Plenary of the Constitutional Court, which issued its final and definitive decision (58/2021, of 22 January) against the appeal. On 17 July 2019, and pursuant to applicable law, the Subconcessionaire submitted a request for the declaration of termination of the subconcession agreement, which was not accepted by the Entity, which led the Subconcessionaire to initiate

in early September 2019 an arbitration proceeding against IP; The Arbitration Court was set up in 2020 and the proceedings are still ongoing. Additionally, the financing entities filed a compensation lawsuit, as disclosed in said note 32, which is still ongoing.

- 2. As disclosed in Note 10 of the notes to the financial statements, current assets recognised under the State and Other Public Entities heading almost entirely relate to VAT calculated under the road concession by EP Estradas de Portugal, SA (EP) and by IP, since the merger with REFER, totalling € 2,254,948 thousand. As a result of the framework given by the Tax Authority to the activity carried out by IP, and in particular to the Road Service Consignment (RSC), several additional VAT settlements were issued, which for the financial years inspected up to 2019 amount to € 2,535,030 thousand, plus interest from the date of the assessments of € 174,244 thousand. All the settlements are currently being contested, either through administrative claims or legal challenges. IP has already been notified of some favourable first appeal decisions that are being contested by the Tax Authority. IP is setting aside a specific provision corresponding to the total VAT deducted on activities financed by the RSC, which as at 31 December 2023 amounted to € 527,429 thousand. It should be noted that any risk associated with deducted VAT not taken into account within the scope of the provision will have an impact in the accounts, essentially on the cost of the concession right for the national road network.
- 3. As disclosed in Note 12.3.2 to the financial statements, a significant part of the IP's financing has been provided by the State shareholder: as at 31 December 2023, total funding/shareholder loans including interest, totalled € 2,332,667 thousand, including € 2,215,578 thousand of financing related to the motorway segment, with maturity already reached, for which a moratorium was granted with suspension of interest until 31 December 2024. As disclosed in note 12.2.1, current assets include € 4,907,716 thousand of investments in long duration railway infrastructures made by IP on behalf of the State.
- 4. As mentioned in Notes 2.2.6., 2.3. and 6 of the Notes to the Financial Statements, IP amortises the road concession right using the equivalent production units method; depreciation is based on i) the estimate of the total income to be generated by the concession until its end and ii) the valuation of all the investments to be made by IP. As disclosed in Note 2.3 of the Notes to the Financial Statements, the effect of the reduction of successive discount schemes on toll rates, the most decisive effects of which derive from Decree-Law no. 97/2023 of 17 October, regulated by Ministerial Order no. 418/2023 of 11 December. 97/2023, of 17 October, regulated by Ministerial Order no. 418/2023, of 11 December, which came into force on 1 January 2024, was considered at assumption level until the end of 2024, as it is understood that a mechanism will be considered between the Grantor and IP to ensure compensation for the loss of revenue associated with these toll discounts, considering the provisions of paragraph c) of Clause 87.1. of the Concession Contract signed between the Grantor and IP on 23 November 2007. If the aforementioned compensation measures and revenue increases considered in the base scenario do not occur as expected, this would imply the impact estimated in scenario d) of the sensitivity analysis presented in Note 2.3. of the Notes to the Financial Statements.

Our opinion did not change in relation to these matters.

Significant audit findings

Relevant audit matters are those which, in our professional judgement, had larger importance in the audit of the financial statements for the current year. These matters were considered in the

context of the audit of the financial statements as a whole, and when forming our opinion, we do not issue a separate opinion on these matters.

Significant audit findings

Summary of the audit response

1. Intangible Asset - Road Concession Right

As disclosed in Notes 2.3.6, 2.4 and 7 to the Consolidated Financial Statements, the Road Concession Right provided under the Road Concession Contract entered with the State, which is recognised as intangible assets, under the terms of IFRIC 12 - Service Concession Agreements, and which accounts for 72% of the Group's assets, is recognised under the cost method, added annually of the construction services carried out either directly of via the sub-concessions, including financial expenses, and payments for availability and services, net of toll receivables relating to the network under concession.

The concession right is amortised using the unit of production method as provided in IFRIC 12. This amortisation is based on the estimated total income to be generated by the Concession up to its term and the valuation of all the investments to be made by Group over the concession period. Annual amortisation is determined by applying the rate resulting of the proportion of eligible income for the period, vis-à-vis total eligible income projected for the concession period, and total costs relating to such right. The same criterion is used to recognise investment subsidies in results.

Projected income and costs supporting the amortisation for the period are based on assumptions and estimates involving significant level of judgement and economic and financial projections, which are revised annually by the Management, taking into account the impacts of the economic situation on estimated results.

The concession right involves the obligation of maintaining the average quality index of the road network; as a result, an estimate for periodic maintenance expenses is recorded annually, having amounted to € 55,665 thousand in 2023; the total amount recorded as of 31 December 2023 was € 354,151 thousand. The internal estimates take into account the type of

The audit response involved the implementation of the following procedures:

- i) Analysis of the method adopted by IP to measure the intangible asset and record respective amortisation, checking the coherence and consistence of the assumptions, and evolution in relation to the previous year;
- ii) Analysis of the controls and audit tests performed on a sample basis to increases and decreases in the concession right, and analysis of the concession and subconcession contracts, including among other things, analysis of availability payments and service to validate annual remuneration recognised for accounting purposes, construction costs, interest, financial rebalance and toll revenues;
- iii) Verification of the calculation of the amortisation expense deriving from the concession right;
- Iv) Assessment the impact of the legislative measures that have been taken in relation to toll rates on the Entity's Business Plan and its framework in the Concession Contract:
- iv) External confirmation of balances and other information with Concessionaires and Sub-concessionaires and analysis of reconciliations;
- v) Analysis of periodic maintenance costs for the year and use of respective accrued expense for works performed in the year;
- vii) Confirmation by the Management Body that the assumptions and estimates used were based on the best information available and studies made at the date of the financial report;
- viii) Revision of the effects associated with the various sensitivity analysis scenarios;
- ix) Verification that the financial statements' disclosures are in accordance with the relevant accounting standards.

Significant audit findings

Summary of the audit response

1. Intangible Asset - Road Concession Right

typology of the network and specific intervention strategies with periodic conservation based on the study carried out for the implementation of the business plan.

Given the amounts involved and the level of judgements and assumptions required to determine the amortisation rate of intangible assets, such as the overall amount of expenditure and income expected until the end of the concession, and given that future events may not occur in the manner expected, namely due to factors beyond the control of IP, such as the evolution of macro economic variables, political decisions and social and economic changes, the financial and economic performance of the Concession may be significantly affected if the assumptions considered change, this matter is considered a relevant audit matter.

Summary of the audit response

2. Long duration railway infrastructures: Grantor- State - Account Receivable

As disclosed in notes 2.2.9., 2.3, and 12.2.1 to the financial statements, IP is responsible for the construction and renovation of long duration railway infrastructures, in line with the Shareholder directives, financed by capital, subsidies and loans most of which guaranteed by the State, where IP acts as "agent" of this activity.

Railway infrastructures belong to the Public Railway Domain, to which IP has access to provide the public infrastructure management service. Assets are recorded in the Statement of Financial Position under caption Grantor - State - Accounts Receivable, as they represent an unconditional right to receive moneys from the State for the expenditure carried out; as a result, this activity is considered as service concession agreements according to IFRS 12, using the financial asset model.

As of 31 December 2023 financial assets totalled € 4,907,716 thousand, corresponding mainly to the value of the assets under concession at the date of the merger, added of the value of assets acquired or built subsequently, and interest charged to the Grantor - State, deducted of the subsidies received and compensation made with shareholder loans for 2018, 2019 and 2020. These receivables have no defined maturity, and are therefore considered due on debit date, and they are recorded under current assets

The risk of material distortion associated with this matter concerns the charging of the costs incurred with the railway infrastructures, including financing expenses.

- i) Confirmation of the approval of the financial statements relating to former years by the Shareholder State and Grantor of the railway infrastructures;
- ii) Analysis of the controls made and audit tests performed on a sample basis, to the acquisition of goods and services recorded in the period as receivables from the Grantor, and verification of the criteria used to charge financing expenses to long duration railway infrastructures:;
- iii) Confirmation by the Management Body of the adequacy of the assumptions associated with the debit of expenses to the Grantor -State:
- iv) Verification that the financial statements' disclosures are in accordance with the relevant accounting standards.

Summary of the audit response

3. Recognition of revenue of sales and rendered services

IP's revenue results mainly from the road activity arising from the road concession contract entered by the State and former EP, on 23 November 2007, and the management of the railway infrastructure as provided in contract entered with the State on 11 March 2016.

As disclosed in Notes 2.2.13 and 15 to the Financial Statements, revenue from sales and services totalled € 1,163,194 thousand, deriving mainly from: Road Service Contribution (RSC) revenue in the amount of € 641,731 thousand: road toll revenues totalling € 328,409 thousand; Railway User Fees totalling € 66,243 thousand and construction contracts for new road infrastructures, and capitalised financial expenses in the amount of € 71,794 thousand; and investment in long duration infrastructures (LDI) charged to the Grantor – State, totalling € 30,630 thousand.

In view of the relevant revenue in the Statement of Comprehensive Income and the fact the amounts received relating to State concession tolls (net of collection expenses) are deducted to the IP's investment in the acquisition of rights on the same concession network, as this deduction is recorded against the Cost of Goods Sold and Materials Consumed (Note 17), this matter is considered relevant for audit purposes.

The audit response involved the implementation of the following procedures:

- i) Analysis of the main components of the estimated revenue in IP Budget and Business Plan for 2023 and recorded income;
- ii) Verification of the transfers of funds by the Directorate-General for the Budget relating to RSC, analysis and checking of the revenue recognised in the period vis-à-vis the information available on the Tax Authority website, and external confirmation of the revenue charged relating to RSC;
- iii) In respect of toll revenue, audit procedures comprised analysis of the controls followed by IP to ensure the comprehensive recognition of the revenue, the performance of audit tests on a sample basis, and external confirmations of balances with subconcessionaires and analysis of balance reconciliations.
- iv) As regards the revenue of construction services for road infrastructures and investment in long duration railway infrastructures charged to the Grantor State, the costs incurred were tested on a sample basis, and external confirmations of the balances were carried out:
- v) Verification on a sample basis of the revenue amount associated to the management of the railway Infrastructure and other sales and services, including external confirmations of main clients;

Responsibilities of management and the supervisory body for the financial statements

Management is responsible for:

- the preparation of financial statements that give a true and fair view of the Entity's financial position, financial performance and cash flows in accordance with the International Financial Reporting Standards (IFRS), as adopted in the European Union;
- the preparation of the management report in accordance with applicable laws and regulations;
- designing and maintaining an appropriate internal control system to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error;
- the adoption of accounting policies and principles appropriate in the circumstances; and
- assessing the Entity's ability to continue as a going concern, and disclosing, as applicable, the matters that may cast significant doubt about the Entity's ability to continue as a going concern.

The supervisory body is responsible for overseeing the Entity's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

Our responsibility is to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with ISAs, we exercise professional judgement and maintain professional scepticism throughout the audit. We also:

- identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control;
- obtain an understanding of internal control relevant to the audit in order to design audit
 procedures that are appropriate in the circumstances, but not for the purpose of
 expressing an opinion on the effectiveness of the Entity's internal control;
- evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management;
- conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Entity's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Entity to cease to continue as a going concern;
- evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation;
- communicate with those charged with governance, including the supervisory body, regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit;
- determine, from the findings communicated with those charged with governance, including the supervisory body, those findings that were of most significance in the audit of the financial statements of the current period and are therefore the key audit findings.
 We describe these matters in our auditor's report unless law or regulation precludes their public disclosure;
- provide the supervisory body with a statement that we have complied with relevant ethical requirements regarding independence, and communicate all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

Our responsibility also includes the verification that the information contained in the management report is consistent with the financial statements, and the verifications provided in paragraphs 4 and 5 of article 451 of the Companies Code relating to Corporate Governance, as well as the verification that the non financial statement was presented.

REPORT ON OTHER LEGAL AND REGULATORY REQUIREMENTS

On the budgetary statements

We audited the Entity's budget statements, which comprise the statement of budgetary performance, the statement of budgetary implementation of revenue (which shows total revenue collected net of € 3,156,515 thousand), the statement of budgetary implementation of expenditure (which shows total expenditure paid net of repositions of € 3,112,756 thousand) and the statement of implementation of the multi-annual investment plan for the year ending 31 December 2023.

The management body is responsible for preparing and approving the budgetary statements as part of the organisation's financial reporting. Our responsibility is to verify that the accounting and reporting requirements set out in Public Accounting Standard (NCP) 26 - Accounting and Budgetary Reporting, of the Accounting Standardisation System for Public Administrations, have been met

In our opinion, the accompanying budgetary statements are prepared, in all material respects, in accordance with NCP 26 of the Accounting Standardisation System for Public Administrations.

On the management report

Pursuant to article 451.°, n.° 3, al. (e) of the Portuguese Companies' Code, it is our opinion that the management report was prepared in accordance with the applicable legal and regulatory requirements and the information contained therein is consistent with the audited financial statements and, having regard to our knowledge and assessment over the Entity, we have not identified any material misstatements.

On the Corporate Governance Report

In compliance with article 451(4) of the Companies Code, it is our opinion that the Corporate Governance Report includes the elements legally required under the terms of article 29-H of the Securities Code, and we did not detect any material misstatement in the information provided therein, complying with provisions in sub-paragraphs c), d), f), h), i) and m) of the said article.

On the statement of non financial information

In compliance with Article 451(6) of the Companies Code, we would like to inform you that IP has prepared a separate report from the management report that includes the non-financial statement, as provided for in Article 66-B of the Companies Code, which has been disclosed together with the management report.

European Single Electronic Format (ESEF)

The financial statements of Infraestruturas de Portugal, S.A. for the year ended 31 December 2023 must comply with the applicable requirements set out in the Commission Delegated Regulation (EU) 2019/815 of 17 December 2018 (ESEF Regulation).

The management body is responsible for preparing and disclosing the annual report in accordance with the ESEF Regulation.

Our responsibility is to obtain reasonable assurance about whether the financial statements

included in the annual report are presented in accordance with the requirements set out in the ESEF Regulation.

Our procedures took into account the Technical Application Guide on ESEF reporting issued by OROC and included gaining an understanding of the financial reporting process, including submitting the annual report in valid XHTML format;

In our opinion, the financial statements included in the annual report are presented, in all material respects, in accordance with the requirements established in the ESEF Regulation.

On the additional findings as provided in article 10 of the Regulation (EU) nº 537/2014

Pursuant to article 10 of the Regulation (EU) no 537/2014 of the European Parliament and of the Council, of 16 April 2014, in addition to the significant audit findings mentioned above, we also report the following:

- We were appointed auditors of the Entity on 24 June 2020 for the financial years 2020 to 2022 and on 5 March 2024 for the financial years 2023 to 2025.
- The management body has confirmed to us that it is not aware of any fraud or suspected fraud with a material effect on the financial statements. In planning and executing our audit in accordance with ISAs we maintained professional scepticism, and we designed audit procedures to respond to the possibility of material misstatement in the financial statements due to fraud. As a result of our work we have not identified any material misstatement on the financial statements due to fraud.
- We confirm that our audit opinion is consistent with the additional report that we prepared and delivered to the supervisory board on this same date.
- We declare that we have not provided any services prohibited under Article 5(1) of Regulation (EU) No 537/2014 of the European Parliament and of the Council and that we have maintained our independence from the Group during the audit.

Lisbon, 29 April 2024

Sandra Maria Simões Filipe de Ávila Valério (ROC no. 995, registered with CMVM under no. 20160610) on behalf of BDO & Associados— SROC

AUDITOR'S REPORT

REPORT ON THE AUDIT OF THE CONSOLIDATED FINANCIAL STATEMENTS

Opinion

We have audited the accompanying consolidated financial statements of Infraestruturas de Portugal, SA (IP or Group), which comprise the consolidated statement of financial position as at 31 December 2023 (which shows total assets of \leqslant 30,092,216 thousand and total equity of \leqslant 12,903,612 thousand, including net losses of \leqslant 18,087 thousand), the consolidated statement of comprehensive income, the consolidated statement of changes in equity and the consolidated statement of cash flows for the year ending on that date, and the notes to the consolidated financial statements, including material information on the accounting policy.

In our opinion, the accompanying consolidated financial statements give a true and fair view, in all material respects, of the financial position of Infraestruturas de Portugal, S.A., as at 31 December 2023, and of its financial performance and its cash flows for the year then ended in accordance with the International Financial Reporting Standards (IFRS) as adopted by the European Union.

Bases of the opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs) and further technical and ethical standards and guidelines as issued by Ordem dos Revisores Oficiais de Contas (the Portuguese Institute of Statutory Auditors). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Consolidated Financial Statements section below. We are independent from the entities which compose the Group under the terms of the law, and we comply with relevant ethical requirements under the terms of the Code of Ethics of the Certified Auditors Association.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Emphases

1. As disclosed in point 5.6.1 of the Management Report and in Note 33 of the Notes to the financial statements, the Court of Auditors confirmed, through Ruling no. 13/2019, of 31 May, following an appeal lodged by the Group against the decision contained in Ruling no. 29/2018, the refusal to grant approval to the Amended Algarve Litoral Subconcession Contract, agreed with the Subconcessionaire as part of a renegotiation process. IP lodged an appeal against the decision with the Constitutional Court, which was rejected in September 2020, following which IP lodged a complaint with the Plenary of the Court, which took the final and definitive decision not to admit the appeal, pursuant to Ruling no. 58/2021 of 22 January. On 17 July 2019, the Subconcessionaire submitted a request for a declaration of termination of the sub-concession contract, under the terms of the applicable law, which, which was not accepted; as a result, the

Subconcessionaire initiated arbitration proceedings against IP in early September 2019; the Arbitration Tribunal was formally constituted in 2020 and the proceedings is still ongoing. Additionally, the financing entities filed a compensation lawsuit, as disclosed in said note 33, which is still ongoing.

- 2. As disclosed in Note 12 of the notes to the financial statements, current assets recognised under the State and Other Public Entities heading almost entirely relate to VAT calculated under the road concession by EP Estradas de Portugal, SA (EP) and by IP, since the merger with REFER, totalling € 2,255,610 thousand. As a result of the framework given by the Tax Authority to the activity carried out by IP, in particular the Road Service Consignment (RSC), VAT settlements were issued, totalling € 2,535,030 thousand for the years inspected up to 2019, plus interest to date of € 174,244 thousand. All the settlements are currently being contested, either through administrative claims or legal challenges. IP has already been notified of some favourable first appeal decisions that are being contested by the Tax Authority. IP is setting aside a specific provision corresponding to the total VAT deducted on activities financed by the RSC, which as at 31 December 2023 amounted to € 527,429 thousand. It should be noted that any risk associated with deducted VAT not taken into account within the scope of the provision will have an impact in the accounts, essentially on the cost of the concession right for the national road network.
- 3. As disclosed in Note 14.3.2 to the financial statements, a significant part of the Group's financing has been provided by the State shareholder: as at 31 December 2023, total funding/shareholder loans including interest, totalled € 2,332,667 thousand, including € 2,215,578 thousand of financing related to the motorway segment, with maturity already reached, for which a moratorium was granted with suspension of interest until 31 December 2024. As disclosed in note 13.2.1, current assets include € 4,907,726 thousand of investments in long duration railway infrastructures made by the Group on behalf of the State.
- 4. As mentioned in Notes 2.3.6., 2.4. and 7 of the Notes to the Financial Statements, IP amortises the road concession right using the equivalent production unit method; depreciation is based on i) the estimate of the total income to be generated by the concession until its end and ii) the valuation of all the investments to be made by IP. As disclosed in Note 2.4 of the Notes to the Financial Statements, the effect of the reduction of successive discount schemes on toll rates, the most decisive effects of which derive from Decree-Law no. 97/2023 of 17 October, regulated by Ministerial Order no. 418/2023 of 11 December. 97/2023, of 17 October, regulated by Ministerial Order no. 418/2023, of 11 December, which came into force on 1 January 2024, was considered as assumption until the end of 2024, as it is understood that a mechanism will be considered between the Grantor and IP to ensure compensation for the loss of revenue associated with these toll discounts, considering the provisions of paragraph c) of Clause 87.1. of the Concession Contract signed between the Grantor and IP on 23 November 2007. If the aforementioned compensation measures and revenue increases considered in the base scenario do not occur as expected, this would imply the impact estimated in scenario d) of the sensitivity analysis presented in Note 2.4. of the Notes to the Financial Statements.

Our opinion did not change in relation to these matters.

Significant audit findings

Significant audit findings are those which, in our professional judgement, had larger importance in the audit of the consolidated financial statements for the current year. These findings were considered in the context of the audit of the consolidated financial statements as a whole; when forming our opinion, we do not issue a separate opinion on these findings.

Significant audit findings	Summary of the audit response
Intangible Asset - Road Concession Right	

As disclosed in Notes 2.3.6, 2.4 and 7 to the Consolidated Financial Statements, the Road Concession Right provided under the Road Concession Contract entered with the State, which is recognised as intangible assets, under the terms of IFRIC 12 - Service Concession Agreements, and which accounts for 72% of the Group's assets, is recognised under the cost method, added annually of the construction services carried out either directly of via the sub-concessions, including financial expenses, and payments for availability and services, net of toll receivables relating to the network under concession.

The concession right is amortised using the unit of production method as provided in IFRIC 12. This amortisation is based on the estimated total income to be generated by the Concession up to its term and the valuation of all the investments to be made by Group over the concession period. Annual amortisation is determined by applying the rate resulting of the proportion of eligible income for the period, vis-à-vis total eligible income projected for the concession period, and total costs relating to such right. The same criterion is used to recognise investment subsidies in results.

Projected income and costs supporting the amortisation for the period are based on assumptions and estimates involving significant level of judgement and economic and financial projections, which are revised annually by the Management, taking into account the impacts of the economic situation on estimated results.

The concession right involves the obligation of maintaining the average quality index of the road network; as a result, an estimate for periodic maintenance expenses is recorded annually, having amounted to € 55,665 thousand in 2023; the total amount recorded as of 31 December 2023 was € 354,151 thousand. The internal estimates take into account the type of

The audit response involved the implementation of the following procedures:

- i) Analysis of the method adopted by the Group to measure the intangible asset and record respective amortisation, checking the coherence and consistence of the assumptions, and evolution in relation to the previous year;
- ii) Analysis of the controls and audit tests performed on a sample basis to increases and decreases in the concession right, and analysis of the concession and subconcession contracts, including among other things, analysis of availability payments and service to validate annual remuneration recognised for accounting purposes, costs, interest, construction financial rebalance and toll revenues:
- iii) Verification of the calculation of the amortisation expense deriving from the concession right;
- Iv) Assessment of the impact of the legislative measures that have been taken in relation to toll rates on the Entity's Business Plan and its framework in the Concession Contract;
- iv) External confirmation of balances and other information with Concessionaires and Sub-concessionaires and analysis of reconciliations;
- v) Analysis of periodic maintenance costs for the year and use of respective accrued expense for works performed in the year;
- vii) Confirmation by the Management Body that the assumptions and estimates used were based on the best information available and studies made at the date of the financial report:
- viii) Revision of the effects associated with the various sensitivity analysis scenarios;
- ix) Verification that the financial statements' disclosures are in accordance with the relevant accounting standards.

Significant audit findings

Summary of the audit response

1. Intangible Asset - Road Concession Right

typology of the network and specific intervention strategies with periodic conservation based on the study carried out for the implementation of the business plan.

Given the amounts involved and the high level of judgements and assumptions required to determine the amortisation rate of intangible assets, such as the overall amount of expenditure and income expected until the end of the concession, and given that future events may not occur in the manner expected, namely due to factors beyond the control of the Group, such as the evolution of macro economic variables, political decisions and social and economic changes, the financial economic performance Concession may be significantly affected if the assumptions considered change, this matter is considered a significant audit finding.

Summary of the audit response

2. Long duration railway infrastructures: Grantor- State - Account Receivable

As disclosed in notes 2.3.10., 2.4, and 14.2.1 to the Consolidated Financial Statements, the parent company is responsible for the construction and renovation of long duration railway infrastructures, in line with the Shareholder directives, financed by capital, subsidies and loans most of which guaranteed by the State, where the parent company acts as "agent" of this activity.

Railway infrastructures belong to the Public Railway Domain, to which the parent company has access to provide the public infrastructure management service. Assets are recorded in the Consolidated Statement of Financial Position under caption Grantor - State - Accounts Receivable, as they represent an unconditional right to receive money from the State for the expenditure carried out; as a result, this activity is considered as service concession agreements according to IFRS 12, using the financial asset model.

As of 31 December 2023 consolidated financial assets totalled € 4,907,726 thousand, corresponding mainly to the value of the assets under concession at the date of the merger, added of the value of assets acquired or built subsequently, and interest charged to the Grantor - State, deducted of the subsidies received and compensation made with shareholder loans for 2018, 2019 and 2020. These receivables have no defined maturity, and are therefore considered due on debit date, and they are recorded under current assets.

The risk of material distortion associated with this matter concerns the charging of the costs incurred with the railway infrastructures, including financing expenses.

- i) Confirmation of the approval of the consolidated financial statements relating to former years by the Shareholder State and Grantor of the railway infrastructures;
- ii) Analysis of the controls made and audit tests performed on a sample basis, to the acquisition of goods and services recorded in the period as receivables from the Grantor, and verification of the criteria used to charge financing expenses to long duration railway infrastructures:;
- iii) Confirmation by the Management Body of the adequacy of the assumptions associated with the debit of expenses to the Grantor -State:
- iv) Verification that the financial statements' disclosures are in accordance with the relevant accounting standards.

3. Recognition of revenue of sales and rendered services

The Group's revenue results mainly from the road activity arising from the road concession contract entered by the State and former EP, on 23 November 2007, and the management of the railway infrastructure as provided in contract entered with the State on 11 March 2016

As disclosed in Notes 2.3.14 and 17 to the Consolidated Financial Statements. consolidated revenue from sales and services totalled € 1,200,890 thousand, deriving mainly from: Road Service Contribution (RSC) revenue in the amount of € 641,731 thousand: toll revenues totalling 328.409 thousand: Railway User totalling € 66,243 thousand and construction contracts for new road infrastructures, and capitalised financial expenses in the amount of € 71,794 thousand; and investment in long duration infrastructures (LDI) charged to the Grantor – State, totalling € 34,140 thousand.

In view of the relevant revenue in the Statement of Comprehensive Income and the fact the amounts received relating to State concession tolls (net of collection expenses) are deducted to the Group's investment in the acquisition of rights on the same concession network, as this deduction is recorded against the Cost of Goods Sold and Materials Consumed (Note 19), this finding is considered relevant for audit purposes.

- i) Analysis of the main components of the estimated revenue in IP Budget and Business Plan for 2023 and recorded income;
- ii) Verification of the transfers of funds by the Directorate-General for the Budget relating to RSC, analysis and checking of the revenue recognised in the period vis-à-vis the information available on the Tax Authority website, and external confirmation of the revenue charged relating to RSC;
- iii) In respect of toll revenue, audit procedures comprised analysis of the controls followed by the Group to ensure the comprehensive recognition of the revenue, the performance of audit tests on a sample basis, and external confirmations of balances with subconcessionaires and analysis of balance reconciliations.
- iv) As regards the revenue of construction services for road infrastructures and investment in long duration railway infrastructures charged to the Grantor State, the costs incurred were tested on a sample basis, and external confirmations of the balances were carried out;
- v) Verification on a sample basis of the revenue amount associated to the management of the railway Infrastructure and other sales and services, including external confirmations of main clients;

Summary of the audit response

4. Measurement of Goodwill

Goodwill amounting to € 21,687 thousand recorded in the consolidated statement of financial position derived from the acquisition in 2014, of the remaining share capital of GIL-Gare Intermodal de Lisboa, SA, integrated in 2018 into IP Património, as disclosed in Notes 2.3.1 and 5 to the Consolidated Financial Statements.

Goodwill related to the commercial areas' cash-generating unit and was subject to impairment test in accordance with assumptions described in Note 5 to the Consolidated Financial Statements.

The recoverable amount for this cashgenerating unit was determined based on its value-in-use, in accordance with provisions of IAS 36.

The risk of material distortion is associated with the estimates considered to determine the respective recoverable amount, calculated based on its value-in-use.

- i) Confirmation of the acquisition value of the investment and respective goodwill determined at the date of acquisition;
- ii) Analysis of projected cash flows and other assumptions used in the calculation of the amount recoverable of this cash-generating unit and conclusions of the impairment test;
- iii) Verification that the financial statements' disclosures are in accordance with the relevant accounting standards.

Responsibilities of management and the supervisory body for the consolidated financial statements

Management is responsible for:

- the preparation of consolidated financial statements that give a true and fair view of the Entity's financial position, financial performance and cash flows in accordance with the International Financial Reporting Standards (IFRS), as adopted in the European Union;
- the preparation of the management report in accordance with applicable laws and regulations;
- designing and maintaining an appropriate internal control system to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error:
- the adoption of accounting policies and principles appropriate in the circumstances; and
- assessing the Group's ability to continue as going concern, disclosing, where applicable, any subject that may cast significant doubt upon their ability to continue as a going concern.

The supervisory body is responsible for overseeing the Entity's financial reporting process.

Auditor's responsibilities for the audit of the consolidated financial statements

Our responsibility is to obtain reasonable assurance about whether the consolidated financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with ISAs, we exercise professional judgement and maintain professional scepticism throughout the audit. We also:

- identify and assess the risks of material misstatement of the consolidated financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control;
- obtain an understanding of internal control relevant to the audit in order to design audit
 procedures that are appropriate in the circumstances, but not for the purpose of expressing
 an opinion on the effectiveness of the Entity's internal control;
- evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management;
- conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty

exists related to events or conditions that may cast significant doubt on the Entity's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Entity to cease to continue as a going concern:

- evaluate the overall presentation, structure and content of the consolidated financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation;
- obtain sufficient and adequate audit evidence relating to the financial information of the
 entities or activities within the Group in order to express an opinion on the consolidated
 financial statements. We are responsible for the guidance, supervision and performance of
 the Group's audit and we are ultimately responsible for our audit opinion;
- communicate with those charged with governance, including the supervisory body, regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit:
- determine, from the findings communicated with those charged with governance, including the supervisory body, those findings that were of most significance in the audit of the financial statements of the current period and are therefore the key audit findings. We describe these matters in our auditor's report unless law or regulation precludes their public disclosure;
- provide the supervisory body with a statement that we have complied with relevant ethical requirements regarding independence and communicate all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

Our responsibility also includes the verification that the information contained in the consolidated management report is consistent with the consolidated financial statements, and the verifications provided in paragraphs 4 and 5 of article 451 of the Companies Code relating to Corporate Governance, as well as the verification that the consolidated non-financial statement was presented.

REPORT ON OTHER LEGAL AND REGULATORY REQUIREMENTS

On the management report

Pursuant to article 451.°, n.° 3, al. (e) of the Portuguese Companies' Code, it is our opinion that the management report was prepared in accordance with the applicable legal and regulatory requirements and the information contained therein is consistent with the audited consolidated financial statements and, having regard to our knowledge and assessment over the Entity, we have not identified any material misstatements.

On the Corporate Governance Report

In compliance with article 451(4) of the Companies Code, it is our opinion that the Corporate Governance Report includes the elements legally required under the terms of article 29-H of the Securities Code, and we did not detect any material misstatement in the information provided therein, complying with provisions in sub-paragraphs c), d), f), h), i) and m) of the said article.

On the consolidated statement of non-financial information

In compliance with Article 451(6) of the Companies Code, we would like to inform you that the Group has prepared a separate report from the management report that includes the consolidated non-financial statement, as provided for in Article 508-G of the Companies Code, which has been disclosed together with the management report.

European Single Electronic Format (ESEF)

The consolidated financial statements of Infraestruturas de Portugal, S.A. for the year ended 31 December 2023 must comply with the applicable requirements set out in the Commission Delegated Regulation (EU) 2019/815 of 17 December 2018 (ESEF Regulation).

The management body is responsible for preparing and disclosing the annual report in accordance with the ESEF Regulation.

Our responsibility is to obtain reasonable assurance about whether the consolidated financial statements included in the annual report are presented in accordance with the requirements set out in the ESEF Regulation.

Our procedures took into account the OROC Technical Application Guide on ESEF reporting and included, among others:

- gaining an understanding of the financial reporting process, including submitting the annual report in valid XHTML format;
- the identification and assessment of the risks of material misstatement associated with the marking of information in the consolidated financial statements in XBRL format using iXBRL technology. This assessment was based on an understanding of the process implemented by the Group to mark the information.

In our opinion, the consolidated financial statements included in the annual report are presented, in all material respects, in accordance with the requirements established in the ESEF Regulation.

On the additional findings as provided in article 10 of the Regulation (EU) nº 537/2014

Pursuant to article 10 of the Regulation (EU) no 537/2014 of the European Parliament and of the Council, of 16 April 2014, in addition to the significant audit findings mentioned above, we also report the following:

- We were appointed auditors of the Entity on 24 June 2020 for the financial years 2020 to 2022 and on 5 March 2024 for the financial years 2023 to 2025.
- The management body has confirmed to us that it is not aware of any fraud or suspected fraud with a material effect on the financial statements. In planning and executing our audit in accordance with ISAs we maintained professional scepticism, and we designed audit

- procedures to respond to the possibility of material misstatement in the financial statements due to fraud. As a result of our work we have not identified any material misstatement on the financial statements due to fraud.
- We confirm that our audit opinion is consistent with the additional report that we prepared and delivered to the supervisory board on this same date.
- We declare that we have not provided any services prohibited under Article 5(1) of Regulation (EU) No 537/2014 of the European Parliament and of the Council and that we have maintained our independence from the Group during the audit.

Lisbon, 30 April 2024

Sandra Maria Simões Filipe de Ávila Valério (ROC no. 995, registered with CMVM under no. 20160610) on behalf of BDO & Associados– SROC

