

SUSTAINABILITY REPORT 2023



Infraestruturas
de Portugal

IP GROUP

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About the Report

1. ABOUT THE REPORT

Infraestruturas de Portugal S.A. (hereinafter IP) publishes its Sustainability Report as a stand-alone publication for the first time this year. The report describes the performance of IP Group companies in the environmental, social and governance (ESG) fields, and conveys as clearly and objectively as possible the most relevant results and indicators of their activity.

The 2023 Sustainability Report includes the IP Group's strategic approach to sustainability, its alignment with the United Nations Sustainable Development Goals (SDGs), its performance at ESG level and the company's business and its value chain's main challenges and commitments to a sustainable development.

This report was prepared in accordance with the sustainability reporting standards of the Global Reporting Initiative (GRI Standards, 2021 version), while also complying with the legal requirements arising from the obligations to disclose non-financial and diversity information set out in Decree-Law 89/2017.

The Company recognises the relevance of sustainability-related issues. It has thus set up the creation of the Sustainability and Innovation Department following the IP Group's most recent organisational restructuring, which took place in 2023. This department is responsible for the strategic approach to sustainability within the IP Group and for its implementation, in conjunction with the company's various organic units.

Structure

This report is made up of 9 parts:

- **Chairman's Message;**
- **Who we are**, where we present the IP Group, its mission, vision and values, as well as its organisation and main assets, both in terms of networks and human capital;
- **Highlights for 2023**, where we highlight the main achievements in terms of sustainability during 2023;
- **Our Sustainability Strategy**, where we identify the main challenges facing the mobility and transport system and, in particular, the management of road and rail infrastructure, and the IP Group's strategic approach to sustainability to meet these challenges. The strategic approach to sustainability is based on 3 strategic goals, which are materialised through 12 areas of intervention, which in turn are translated into a set of programmes and actions that contribute to the company's performance in the 3 ESG dimensions - environment, social and governance - and to achieving the Sustainable Development Goals and the targets set for 2030;
- **Performance at Environmental level**, where we describe the IP Group's performance in 2023, in each of the intervention axes in the environmental field;
- **Performance at Social level**, where we describe the IP Group's performance in 2023, in each of the intervention axes in the social field;

- **Performance at Governance level**, where we describe the IP Group's performance in 2023, in each of the intervention axes in the governance field;
- **Other Performances**, which are complementary to those described in each of the previous fields;
- **Major challenges for 2024**, i.e. the main sustainability challenges and opportunities to improve the IP Group's sustainability performance.

Annexes to the Report include the systematisation of the alignment of the IP Group's 2023 sustainability report with the GRI Table and more detailed information on the main highlights for 2023 and the climate risk assessment.

Publication cycle and reporting period

The information reported in this report refers to the period between 1 January 2023 and 31 December 2023, coinciding with the period covered by IP, SA's annual report and accounts.

A special acknowledgement

We would like to express our special thanks to all the employees who have helped with information to this sustainability report, thus acknowledging the joint and shared efforts of the different areas that make up IP's organisational structure.

Opinion and Contact Details

At the IP Group we value the opinion and contributions of all our stakeholders. Any suggestions or requests for clarification on this document can be sent to dsn@infraestruturasdeportugal.pt.

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

2. CHAIRMAN'S MESSAGE



This is the first year of the Sustainability Report is prepared with this format and type of contents. This Sustainability Report is a step forward in terms of impact assessment metrics, measuring activities, transparency in the objectives set and achieved; but it also shows our structured and collective commitment to the Sustainable Development Goals and the collective awareness and responsibility that, without IP's contribution, some of the country's environmental sustainability objectives would be difficult to achieve.

Changes are introduced in processes, methodologies or types of reporting documents mean a considerable effort on the part of those involved, as it has to be added to an already high workload. That's what happened with the preparation of this Sustainability Report.

My first words must therefore be addressed to all the teams involved in its preparation. I therefore thank the Sustainability and Innovation Department and, in

particular, its Head, for the work, effort, commitment, persistence and hours of work put in this report.

We are living through a period of profound transformation at the most diverse levels, and the mobility and transport sector is no exception, given its particularities and impacts, particularly its importance for the connectivity, competitiveness, cohesion and, overall, the well-being of the population.

Against a background of increasing challenges and after two years marked by the COVID-19 pandemic, which have been very disruptive in terms of behaviours and the logistics chain, plus the tension caused by the war in Europe and the Middle East, with economic and other impacts in Portugal and around the world, structural responses at societal and corporate levels are more than ever needed.

With regard to the mobility system, we are witnessing the gradual automation of transport itself, with changes in construction methods and logistics operations, which, combined with increased technology and connectivity, the digitalisation and dematerialisation of procedures and the use of artificial intelligence, will continue to introduce disruptions in the mobility system and infrastructure management as we know it today. All these trends, combined with the social and demographic changes that have taken place, from remote working to an ageing population, will pose major challenges for organisations like IP.

As a transport infrastructure management company with a central role in national mobility, IP needs to keep the future very much in mind, both in terms of its investments and its commercial activity. It needs to ensure that its projects and plans, regardless of the uncertainty associated with some of these transformations in the mobility and transport system, will continue to guarantee basic and fundamental sustainability values such as decarbonisation, circularity, accessibility, safety, ethics,

inclusion and resilience. In this context, strategic consistency and stability in planning are crucial, despite difficulties, whether in the field of materials, prices, labour or responding to the market with quality and deadlines.

At the IP Group, the year 2023 was marked by an adjustment of the internal organisation; this is an essential instrument for pursuing the companies' mission, subject to continuous improvement to promote their contribution to the desired results. The change solution implemented viewed to improve the interfaces between support processes and the value chain, such as planning and budget management, and to reinforce visibility and orientation towards particularly important goals in the pursuit of IP's mission, such as corporate sustainability. To this end, IP set up the Sustainability and Innovation Department, which integrates the company's vision for the three ESG pillars - Environment, Social and Governance.

As sustainability is one of the fundamental values underpinning the IP Group's activity, we endeavour to integrate the principles of sustainable development into our operations and strategic decisions. The company carries out its activity in close collaboration with stakeholders and business partners, assessing both financial and non-financial performance, always bearing in mind that the success of this performance is also revealed in the way it impacts shareholders, employees, customers, suppliers, communities and the environment, among others.

We focus on promoting the development of the territories where we operate, fostering proximity between local communities, investing in initiatives that contribute to sustainable mobility and a safe and efficient service, adopting the best accountability and management information reporting practices and ethical business conduct.

IP's sustainability strategy covers the three ESG pillars and is aligned with the Sustainable Development Goals (SDGs), in particular those that are considered priorities for the IP Group, as they relate directly to our core business and its main impacts.

Following the identification of the major SDGs and the definition of the respective targets to be achieved by 2030, the IP Group's commitment and alignment with sustainability and, specifically, with the priorities and aspirations of global sustainable development for 2030 is clear.

With regard to environmental sustainability, in 2023 the IP Group continued to invest in the decarbonisation and circularity of its activity and the transport sector, meeting the objectives set by the European Commission's Green Deal and Strategy for Intelligent and Sustainable Mobility.

In this context, among other actions carried out in 2023, our focus is on expanding and modernising the railway and promoting the environmental edge of this mode of transport, through, for example, the electrification projects underway on the National Railway Network (NRwN), as part of the Ferrovia 2020 programme, and the completion of the international public tender procedure for the first public-private partnership (PPP1) for the Porto-Lisbon High-Speed Line (LAV), as part of the National Investment Programme 2030 (PNI2030), launched on 12 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 impact the entire country. The Porto-Lisbon High Speed Line (LAV) project will allow implementing a high quality service, characterised by significantly lower journey times, extended to a vast expanse of the Portuguese

territory and by a disruptive leap in terms of service frequency on the Porto-Lisboa route. As a result, this project will have the potential to attract passengers from road and air transport, contributing to the national goal of reducing greenhouse gas (GHG) emissions.

Within the scope of energy transition and decarbonisation, resilience and circularity, it is also important to highlight the preparation of the tender for a pilot project for photovoltaic production to feed traction energy in the NRwN, the completion of the 1st phase of the Infrastructure Resilience Plan for Climate Change and the development of innovative projects that incorporate "eco-design" principles, such as the paving of the section of the IC2 (EN1) between the Asseiceira junction, in the municipality of Rio Maior, and the urban area of Freiras, in the municipality of Alcobaça, based on the reuse of 30% of the damaged pavement of the section under intervention, and the installation of innovative noise barriers on the new rail link between Évora and Évora Norte, made up of concrete-rubber panels resulting from the recycling process of end-of-life tyres.

2023 was also marked by a significant increase in IP's implementation of RRP projects, all focused on the objectives of +economy, +mobility, +safety, +sustainability. In 2023, the load of RRP projects under IP's responsibility was also increased with the addition of a railway signalling project that will be essential for the articulation of the High Speed line with the Northern Line.

Also noteworthy in 2023 was the approval of IP's carbon reduction targets for 2030 by the SBTi (Science Based Targets Initiative), which was the culmination of a thorough analysis of all the business processes in the company's value chain that contribute more or less directly to GHG emissions.

Among other things, these actions will help the alignment of the IP Group's sustainability strategy with the Sustainable Development Goals, in particular SDG 7 - Renewable and Accessible Energy, SDG 9 - Infrastructure, Industry and Innovation, SDG 12 - Sustainable Production and Consumption and SDG 13 - Climate Action.

In the pillar of social sustainability, in 2023 the IP Group developed a series of partnerships and social responsibility initiatives covering 6 different areas - environment, quality of life, mobility, safety, innovation and ethics, compliance and cybersecurity - which reflect the company's commitment to acting responsibly, focused on the safety of its customers and employees, promoting innovative and sustainable mobility and improving road and rail accessibility, contributing to reducing accidents, territorial cohesion and promoting a balanced access to economic, social and cultural opportunities throughout the country.

Among the main actions carried out in 2023 were the approval of the IP Group's Corporate Volunteering programme - "IP Solidária", whereby the company is committed to greater social intervention and a spirit of solidarity, through the active participation of its employees in social volunteering initiatives, a wide range of partnerships, collaborations and campaigns in the areas of diversity and inclusion, gender equality, safety and culture, as well as interaction with the main external stakeholders, by carrying out satisfaction surveys with customers who use IP's infrastructures, namely the railway, such as railway operators and individual customers.



Still within the scope of this pillar of sustainability, it is important to emphasise that human capital is one of the IP Group's most important assets. The high level of specialisation of IP employees, based on many years of experience, is a fundamental asset for the management of the road-rail infrastructure, including traffic management.

To this end, in 2023, the IP Academy provided our employees with a total of more than 169,600 hours of training in various areas of knowledge, mainly in professional areas associated with the IP Group's business and core activity, namely in the areas of engineering, management, ethics and transparency, technologies and digital transformation, operations, security and cybersecurity, as well as promoting initiatives to integrate new IP employees, namely through the "Somos IP 2023" welcome and integration programme.

In terms of the governance pillar, we continuously ensure the implementation of best corporate governance practices and always have the interests of our stakeholders at heart.

We promote a culture based on the best ethical and compliance principles. In 2023 we strengthened the risk and opportunity management activities implemented since 2015, having carried out the 2nd revision of the Code of Ethics, which was approved by the Mobility and Transport Authority; the global review of policies/procedures and whistleblowing channels; the publication of the Anti-Fraud Policy Statement, as an instrument to reinforce transparency practices and promote a culture of ethics associated with investments, namely those included in the Recovery and Resilience Plan; and finally, from the perspective of the company's commitment to innovation, the review and updating of IP's 50 RDI Challenges Programme.

In terms of external recognition of the sustainable practices adopted by IP, mention should be made of the distinctions received in 2023, namely the prestigious Portuguese Association of Business Ethics (APEE) award for "Recognition of Practices in Social Responsibility and Sustainability", which honoured 5 of the company's sustainability initiatives, 2 in Axis II - Sustainable Development Goals and 3 in Axis I - Social Responsibility, and the BUILT CoLAB's "Sustainability in the Built Environment Award": IP won 1st prize in the Circularity category for its project to incorporate recycled, reacted and activated rubber waste (RAR) into bituminous mixtures used in road paving.

Looking to the near future, IP is expected to take on a number of challenges in 2024, including the implementation of various initiatives and programmes related to IP's energy transition and sustainability, such as the Business Ambition 1.5° commitment, the targets of IP's priority Sustainable Development Goals, the EcoAP and REPower IP programmes, the launch of PPP2 for the Porto-Lisbon High Speed Line project, the implementation of the investments in the Recovery and Resilience Plan, the launch of the tender for the renewable energy self-production project (solar) for traction, the development of the 2nd phase of the Infrastructure Resilience Plan for Climate Change, the adaptation of contracting practices to ensure compliance with the requirements of RCM 132/2023: Ecological criteria applicable to the conclusion of contracts by the State's direct and indirect administration entities, the development of the Strategic Study for the Financing and Management of the RRN, the launch of the 1st Road Customer Satisfaction Survey, the implementation of the IP Solidária volunteer programme and the implementation of IP's Dual Materiality and the classification of its activities according to the Green Taxonomy, in order to comply with the new Corporate Sustainability Reporting requirements imposed by the new CSRD Directive (Directive 2022/2464).

Through its commitment to sustainability, the IP Group joins all the players at national and international level who are endeavouring to tackle environmental deterioration and climate change, helping to maintain a fairer, more equitable and sustainable society.

IP encompasses diverse cultures and successive generations, who have contributed and will continue to contribute to the sustainable development in the field of accessibility and to bringing communities closer together.

Finally, on behalf of the Executive Board of Directors, I would like to express our gratitude to the IP Group team, the men and women without whom our achievements would not have been possible, and who believe that it is possible to successfully embrace the new challenges facing the mobility and transport system, and provide a benchmark public service, with a transversal focus on sustainability.

We connect destinations with sustainability and innovation!



Miguel Jorge de Campos Cruz

Chairman of the Executive Board of Directors



who we are

3. WHO WE ARE

3.1 The IP Group

Infraestruturas de Portugal (IP) is Portugal's largest transport infrastructure management company; its main objective is to provide a safe, efficient and sustainable multimodal mobility service.

Infraestruturas de Portugal is a public limited company with exclusively public capital, resulting from the merger between Rede Ferroviária Nacional - REFER, EPE (REFER) and EP - Estradas de Portugal, SA (EP), which took place on 1 June 2015, following the publication of Decree-Law 91/2015 of 29 May.

On 1 June 2015, a large company was born, Infraestruturas de Portugal, and with it emerged a new paradigm for business and customer relations in the road and rail accessibility sectors. We are therefore a novel organisation.

So where does our cumulative knowledge and experience come from?

Both companies have a long-time history: REFER's can be traced back to the foundation of the Companhia dos Caminhos de Ferro Portugueses in 1860 and EP's to the establishment of the Junta Autónoma de Estradas in 1927, succeeding the Administração Geral de Estradas e Turismo, created in 1920.

Over the many decades that have passed, each of these companies has developed a sense of belonging built around the idea of being a "repository of engineering know-how" for roads and railways.

Our present ambition is to "re-found" our roots and build a unique, positive and distinctive identity.

We have a past, memories, but we are also radically "different", and we can be both more resilient and more dynamic than when we were separated.

From the point of view of its relationship with the state shareholder, IP is responsible for managing transport infrastructures, under the terms of the General Concession Contract (CCR) for the National Road Network (NRN) and the Framework Contract (CPF) for the Management of the National Railway Network (NRwN):

Conception, design, construction, financing, maintenance, operation, upgrading and modernisation of national road and rail networks, including command and control of rail traffic.

Also included in the company's remit are:

Activities to operate the State's public railway (DPF) and road (DPR) domain, and its autonomous assets.

These activities include the operation of service areas and car parks, as well as traffic information and management systems, rail and road safety systems, the technical channel and communications

networks between infrastructures or between them and vehicles, stations, terminals and other railway facilities.

It should also be noted that given the need to replace the current system of submarine cables between mainland Portugal, the Autonomous Region of the Azores and the Autonomous Region of Madeira, which has been in operation since 1999, the so-called CAM Ring, the government decided to promote the implementation of a new CAM Ring connecting the mainland and the Autonomous Regions, thus ensuring territorial continuity and cohesion, also in digital terms, increasing its capacity and redundancy and significantly reducing interconnection prices.

To this end, through Decree-Law 63/2022 of 26 September, IP's mission was also extended to:

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..

IP was thus mandated to implement the new CAM Ring project by the end of 2026, with a capital expenditure of approx. € 154.4 million, co-financed by EU funds from the CEF Digital Programme.

In addition to the toll fees charged on toll roads and other concession operating income, the NRN is funded by the road service contribution (RSC) created by Law 55/2007, and the NRwN is financed through tariff fees charged to railway operators, surpluses resulting from complementary activities associated with the operation of the railway infrastructure and compensatory allowances to cover costs arising from the fulfilment of public service obligations that cannot be covered by the aforementioned revenues.

Infraestruturas de Portugal currently holds stakes in the share capital of three companies: IP Engenharia (IPE), IP Património (IPP) and IP Telecom (IPT).

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's mission is to develop transport engineering studies and projects, managing, coordinating and supervising works in this field, and to promote the Group's international business.

IPE provides specialised services in railway engineering services, dedicated to the coordination, preparation and review of studies and projects and the management, coordination and supervision of works, under the responsibility of Infraestruturas de Portugal.

IPE also has a strategy for approaching the international market, focusing on the Group's good institutional relations with the public bodies that manage road and railway infrastructures in Portuguese-speaking countries, based on sharing knowledge and experience by providing integrated technical assistance and training services. In this context, it has established various partnerships, protocols and cooperation actions with Portuguese-speaking countries (PALOPs).

IP Património 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, requalification and preservation.

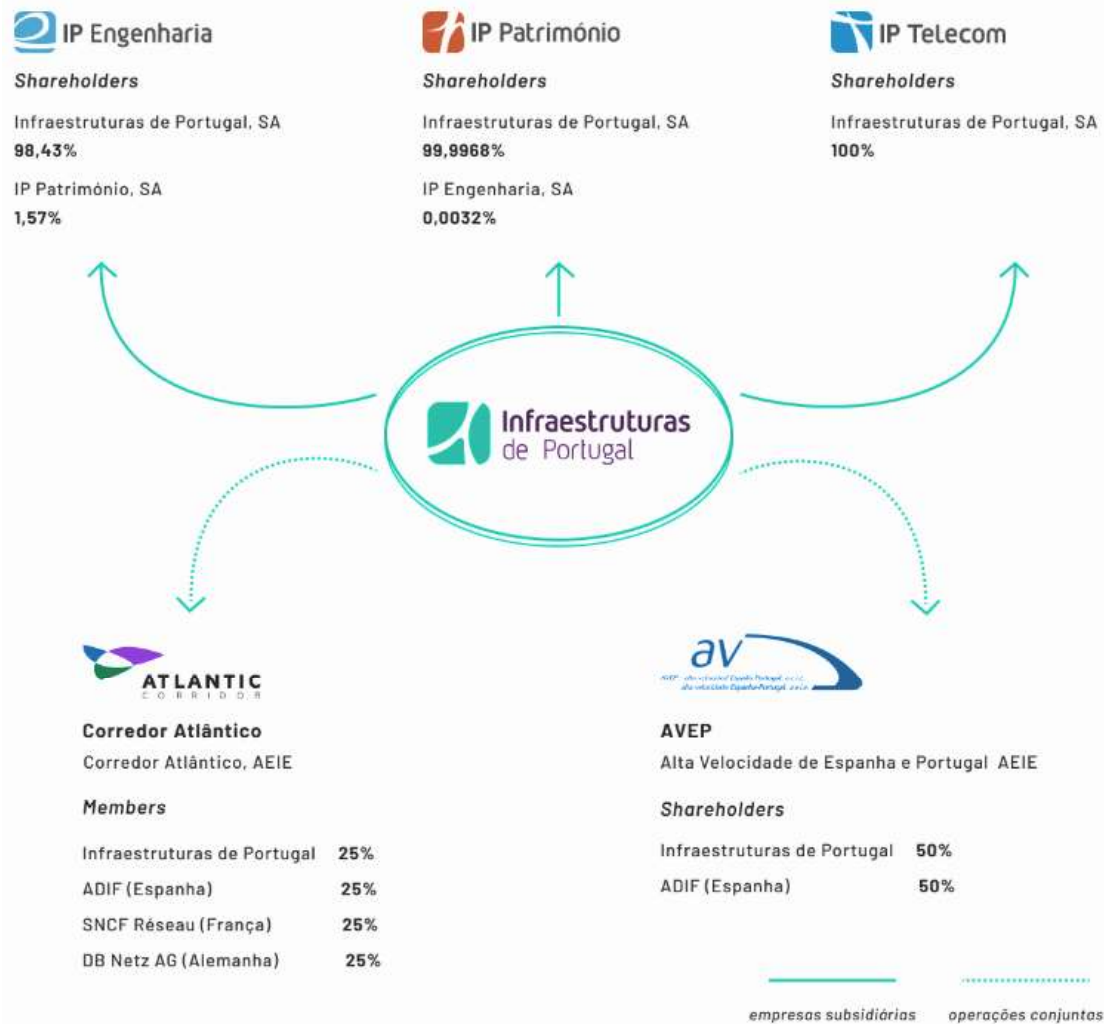
IPP operates in business segments such as car parks, commercial spaces in stations, offices, restaurants, accommodation and hotels in IP buildings and land, the ecotrail network, among others.

Finally, as part of the IP Group, **IP Telecom** is responsible for ensuring the effective management of the telecommunications infrastructure, based on optical fibre and road technical channel, and for ensuring the supply and provision of Information Technology and Telecommunications Systems and services, based on innovative solutions with 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.

IP Telecom is also responsible for operating the CAM RING for the next 25 years.

IP also has a stake in the share capital of the Atlantic Corridor (AEIE) and AVEP - High Speed Spain/Portugal, entities formed with European companies that are similar to IP and whose aim is, respectively, to promote the competitiveness of rail freight transport and to carry out studies on international rail corridors.



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, the traffic command and control.

3.2 Mission, Vision and Values

In a broader context, IP's Mission, as we understand and fulfil it, is:

To contribute to the well-being of the Portuguese in a field that is central to their daily lives - the mobility that modern life imposes and requires, based on a relationship of safety and proximity to the community - without losing sight of the Company's sustainability as major guarantee of our future!



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**.



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

SAFETY - Acting with respect for people's lives and their physical integrity, the feature that most marks our service.

SUSTAINABILITY - Acting oriented towards environmental, social and governance sustainability.

The IP Group has made a number of commitments to its employees and to society in terms of management, safety, ethics and social responsibility.

By contributing to the development and management of road and rail transport in Portugal, the Group recognises its responsibility to generate value for the community and is committed to conducting its business in a safe, ethical and sustainable manner.

With regard to safety, it should be noted that as the entity responsible for managing the road and rail infrastructure, IP is constantly focusing on reducing accidents and mitigating risks, making the road and rail networks ever safer.

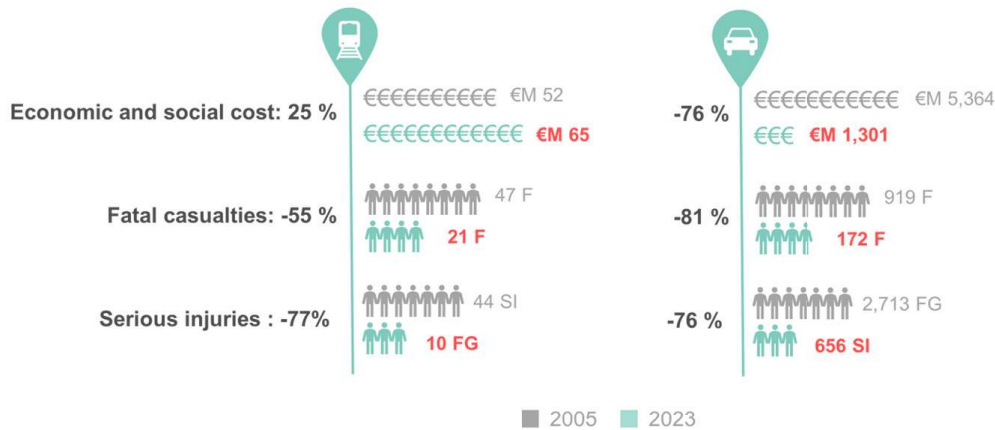
In this context, IP is committed to an integrated approach to safety, covering the road and rail dimensions, and focusing on the safety of workers, users and entities involved in the design, maintenance and operation of the infrastructures under its responsibility.

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

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

In the field of railway accidents, figures relate to all the Significant Accidents (SA) recorded throughout the NRwN, regardless of IP's direct responsibility, and mostly derive from external factors to 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 comparison of the evolution of accidents and economic and social costs, by year, on the rail network (2005 and 2023) and road network (2000 and 2023), is shown below.



Source: Annual Railway Safety Report 2022, IMT/ ERA

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
- 2023 prices

IP's constant aim is to promote an increasingly consolidated safety culture that goes far beyond strict compliance with the rules. This is a journey that the company has been undertaking collectively, involving the entire structure, and which aims to culminate in the promotion of safe behaviours, making them intrinsic to IP's identity and brand.

3.3 How we are organised

Infraestruturas de Portugal is a state-owned enterprise set up as a public limited company; it was incorporated and is governed by the following: Decree-Law 91/2015 of 29 May; its by-laws approved in annex to said law; the legal regime for the state-owned business sector, as approved by Decree-Law 133/2013 of 3 October; the good practices of corporate governance applicable to the sector; provisions of the Portuguese Commercial Companies Code; and, internal regulations and national and European legal norms underlying its business activity.

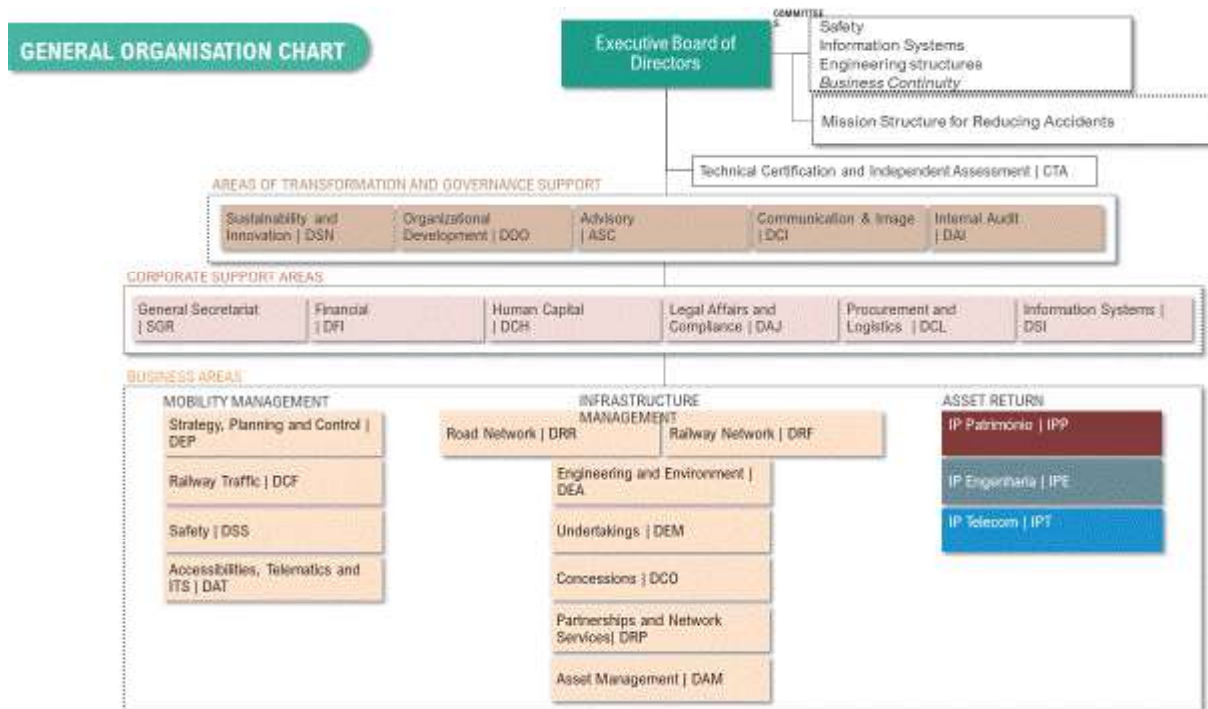
In order to respond to the mission, vision and values indicated above, and after 8 years of consolidation of the merger between the companies, during 2023 adjustments were made to the organisational structure to boost the generation/creation of value in the face of the new challenges and the needs and 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 (CTA): 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).

IP's 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 Executive Board of Directors 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.



The governance of the IP Group's subsidiaries

Subsidiaries aim to optimise the IP Group's non-core revenues by making the most of excess asset capacity not used in core activities and non-core assets.

The Boards of Directors (BoD) of the Subsidiaries are made up of a member of IP's EBD, who chairs the BoD, and two other members with executive functions.

IP's Corporate Support also serves the activities of the Subsidiaries, which focus on their core activities, without including these aspects in their organisational models.

The Sustainability and Innovation Division

The organisational adjustments made in 2023 were aimed at generating additional gains in the efficiency of the organisational structure and giving greater focus to matters that, in the current climate, required greater emphasis.

In this context, the new Sustainability and Innovation Department (DSN) was created, as part of the Transformation and Governance Support Areas, with the mission of coordinating the IP Group's action towards sustainability and innovation, ensuring international representation and for identifying and promoting good practices.



3.4 Our networks

3.4.1 Railway Network

The lines and branches of the national railway network (RFN) have a total length of 3,600 km, of which around 70 per cent are in operation and around 30 per cent are currently out of operation.



2023

2,527 km

Currently operating railway network

1,916 km

Single track

563 km

Double track

48 km

Multiple track

1,794 km

Electrified track

(71% of the overall operating railway network)

563 active stations and stops

292 exclusively passenger service

12 exclusively freight service

245 mix service

The characteristics of the NRwN, the general conditions of access/use and other services related to railway activity provided by IP to railway operators are available in a document published annually

and called the Network Directory. This document also explains the principles governing the fixing of fees and tariffs, including methodology and rules to be followed.

Railway Framework Contract

The management and operation of the NRwN by IP is covered by the Railway Framework Contract (CPF) signed with the state on 11 March 2016 (Decree-Law 217/2015).

The Framework Contract has a duration of 5 years and includes the state's obligations to finance the management of railway infrastructure and IP's obligations to meet performance objectives aimed at users, in the form of quality indicators and criteria, covering elements such as train performance, network capacity, asset management, activity volumes, safety levels and environmental protection.

The Framework Contract is being extended for periods of six months every six months since the 1st semester of 2021, through Addenda determined by Resolutions of the Council of Ministers; its current term date is June 30, 2022 .

These addenda are required because a new multi-year Framework Contract has not yet been signed.

3.4.2 Road Network

The total length of the national road network (NRN) operated by IP is currently 14,860 km, of which 13,833 km are directly managed, and 1,027 km are subject to concession.

**2023****17 521 km**

National Road Network

80% of foreseen lengthNational Road Plan
(Latest revision in 1998)**13 833 km**

Network under IP's direct management

463 km

IP (Main Itineraries)

1 807 km

IC (Complementary Itineraries)

4 673 km

EN (National Roads)

3 352 km

ER (Regional Roads)

3 538 km

ED (Declassified Roads)

118 km

Roads transferred to Municipalities

Road Concession Contract

In terms of network management, the network is divided into 15 Concession Contracts: the Road Concession Contract (CCR) signed with the State, which in turn includes 7 Sub-Concession Contracts, and another 14 Concession Contracts that the State has signed with other concessionaires.



In 2007, the state signed a concession¹ contract with the former EP, SA (now IP), the bases of which were approved by Decree-Law 380/2007 and subsequently amended by Law 13/2008, Decree-Law 110/2009 and Decree-Law 44-A/2010.

One of the more important 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 produced by them, translated in performance indicators.

The service levels to be met by the different road sections of the NRN, which are laid down in the Concession Contract and in accordance with the National Road Plan 2000, are: Level B for the Core Network and Level C for the Supplementary Network.

Public-private Partnerships

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

Also according to the terms of the Concession Contract, IP is contractually responsible for making the payments and for collecting the amounts on behalf of the State, pursuant to the State Concession contracts.

Renegotiation of the Concession and Sub-Concession Contracts

The Renegotiation of Concession and Subconcession Contracts relating to all state concession contracts was completed during 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 road concessions.

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.

¹ IP's Road Concession Contract with the Portuguese State was signed in 2007 and published on the same date by Council of Ministers Resolution 174-A/2007.

Thus, the road network of the 7 sub-concession contracts in force totalled approximately 1,019 km, with around 911 km in service (work completed).

3.4.3 Trans-European Transport Network

Part of the NRN and NRwN is integrated in the Trans-European Transport Network (TEN-T), with the aim of strengthening the social, economic and territorial cohesion of the Union and create an efficient and sustainable single European transport area that provides more benefits to its users and supports inclusive growth.

The TEN-T comprises 2 levels of European networks to be developed gradually: the Global Network to be completed by the end of 2050 and the Core Network, integrated into the Atlantic Corridor, to be completed by the end of 2030 and comprising the parts of the global network considered most important for achieving the TEN-T's development objectives.

Around 1800 km of the NRwN are part of the global network, of which 900 km are part of the main network. As for the NRN, approximately 800 km form part of the main network.

3.4.4 Telecommunications network

Through IP Telecom, the IP Group also ensures the supply and provision of Information and Telecommunications Systems and Technologies services, based on innovative solutions focused on Cloud and Security technologies and on the main national telecommunications infrastructure.

IPT makes use of a unique asset in the market, which is the existing fibre-optic infrastructure deployed across the country along the NRwN, which supports the High Speed Networks made available to clients and also a high-potential asset - the technical road channel, providing unique national coverage.

IPT's telecommunications network thus covers the whole country and includes thousands of kilometres of fibre-optic cables and 3 state-of-the-art data processing centres interconnected by high-speed fibres, which ensure 24/7 operation.

Thanks to its extensive infrastructure IPT has the capacity to provide ICT services to the private business market and the public administration.

3.4.5 IP Networks' Main Assets

IP's rail and road networks comprise a very extensive set of assets, which are managed by the company in accordance with strict sustainability criteria aimed at optimising their life cycle and providing an infrastructure with high levels of safety and quality.

The main assets of IP's 3 networks are presented below.

National Railway Network (NRwN)

The railway network includes the railway infrastructure and platform, the railway superstructure, the engineering structures, the signalling and operational safety systems and the overhead contact line and traction power.


Railway Infrastructure and Platform

- Containment Works (113)


Rail Superstructure

- Track (3 161 linear km of tracks)
- Points and switches (2 9819)


Engineering structures

- Bridges (1943)
- Tunnels (79)


Operating Signalling and Safety Systems

- Interlocks and Outdoor Equipment (70 units)
- ATP system (50 units)


Catenary and traction power

- Catenary (2 511 linear km of catenary)
- Substations (29) and Catenary Stations (459)

National Road Network (NRN)

The road network includes pavements, engineering structures, road markings and retaining walls.


Road surfaces

(14 416 km of roads, corresponding to 13 905 km of network)


Engineering structures

(of which 5 856 are tunnels)


Roads

(13 861 km of roads)


Containment Works

(82 active)

Telecommunications Network (TN)

IPT's telecommunications network also includes an extensive set of assets.

IPT's infrastructure encompasses a nationwide network of more than 6,900 km of fibre-optic cables, largely installed along the RFN and the Canal Técnico Rodoviário, supported by 7 regional intervention centres (Tunis, Barreiro, Lisbon, Entroncamento, Castelo Branco, Porto and Régua), 3 in-house data centres located in Lisbon, Porto and Viseu.

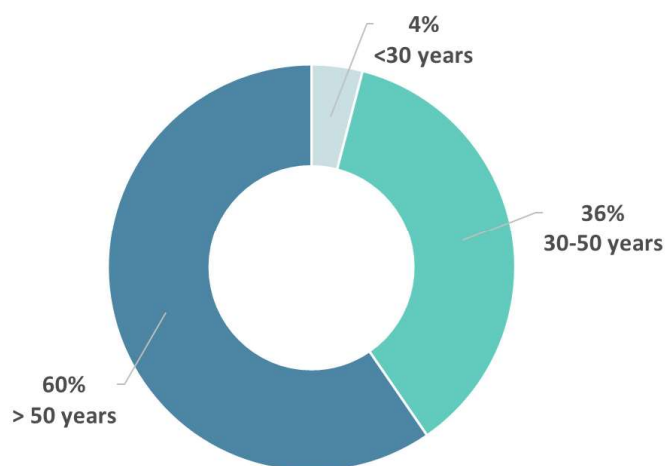
TN Activity	
Optical Fibre Network (km)	6 975
Data Centers	3
Technical road channel (km)	4 782
Total of equipment and telecommunications rooms	1 099

3.5 Our People

In December 2023 the IP Group had **3 630 employees**, less 17 employees (-0.47%) than in December 2022.

Employee **seniority** at around **23 years** has evolved steadily; the proportion of **university graduates** in the company's workforce increased slightly to **38.2%** (37.5% in 2022).

This year, IP continued to recruit new staff, resulting in **163 new employees**.



2023

3 630

Employees

51.2 years

Average age

60 %

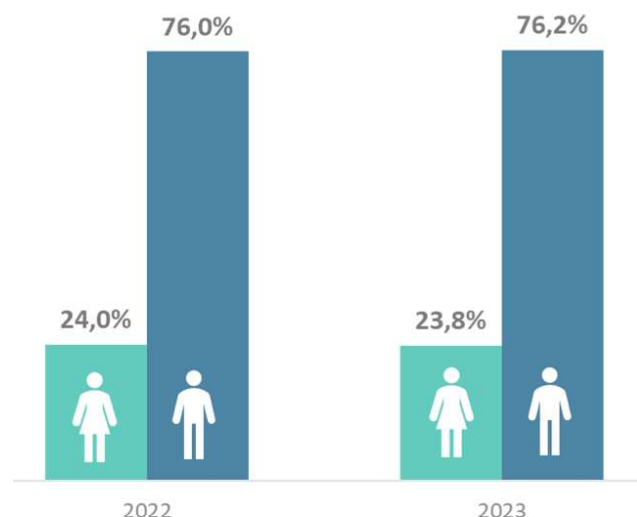
Over 50 years

50% of senior technicians

30 to 50 years

There is a predominance of male employees, with the male population remaining at around 76.2 per cent and the female population at 23.8 per cent in 2023.

In terms of **managerial positions**, there has been a slight increase compared to 2022, **with more than a third of managers currently being women** (33.1 per cent, compared to 36.3 per cent in 2022).



The IP Group continues to have three different labour regimes, although the number of employees covered by collective bargaining agreements currently stands at 3,295, corresponding to 90.8% of all employees.

The three existing regimes are:

- Collective Bargaining Agreement (ACT) – governs relations with employees with individual employment contract who adhered voluntarily thereto.
- Civil Servants General Employment Law - governs relations with civil service employees stemming from former Junta Autónoma de Estradas (JAE) which preceded former EP (accounting for 9.7% of the workforce);
- Other - includes IP Group employees with individual employment contracts who have not signed up to the ACT, workers on loan from other companies and public interest assignments (with a weight of around 0.2% of the workforce).

Table below shows the breakdown of the workforce by type of contract and gender.

Characterisation of Human Resources	Gender	TOTAL
Permanent contact	F	851
	M	2 740
	Total	3 591
Fixed term contract	F	1
	M	1
	Total	2
Open-ended contract	F	11
	M	25
	Total	36
Other type of contract	F	3
	M	5
	Total	8

IP has strongly banked on developing the talent and careers of its employees, with a number of initiatives and programmes in these areas, fostering a culture of learning, sharing and disseminating knowledge, particularly technical knowledge specific to road and rail activity, and innovation, as well as strengthening the internal safety culture

In 2023 IP provided **over 169 600 hours of training** to **3 313 employees**, in various areas of expertise and spread across different professional categories, always with three approaches in mind - flexibility, adaptation and resilience.



Top Honours in 2023

4. TOP HONOURS IN 2023

- **IP wins 1st edition of the Sustainability in the Built Environment Award**



IP received an award in the Circularity category for developing a project to incorporate recycled rubber waste from used tyres into bituminous mixtures used in road paving.

The Sustainability in the Built Environment Award is an initiative of BUILT CoLAB that values innovative practices in construction, which are crucial to meet the challenges of the future in terms of environmental, social and economic sustainability. In this first edition, relating to 2022, the Award covered two categories: "Sustainability" and "Circularity". **IP was awarded 1st prize in the Circularity category for its project entitled "Bituminous binders modified with reacted and activated rubber (RAR)".**

- **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 societal impact of their activity.



- **Five sustainability initiatives were honoured under Axis II - Sustainable Development Goals and Axis I - Social Responsibility:**



- NRwN Electrification Programme
- Portuguese Ecotrails Network
- Sustainability and Efficiency Programme – SEE
- Fauna Mortality Monitoring Programme on the NRN
- +PAI Measure

- **Approval of IP's climate targets by the Science Based Targets Initiative (SBTi)**



IP has followed a decarbonisation strategy based on various initiatives, including its adherence to the Business Ambition for 1.5° C global climate commitment, created by the United Nations (UN-Global Compact), the World Wildlife Fund for Nature (WWF), the World Resources Institute (WRI), CDP - Disclosure Insight Action and the Science Based Targets Initiative (SBTi). Membership was signalled by IP through the signing of a Letter of Commitment; IP has since taken all the subsequent steps of this initiative, culminating in the submission of climate targets for the reduction of GHG emissions associated with its activity, which were approved at the end of 2023.

- **Renewal of the IP Group's commitment to the Portuguese Platform for Integrity**



As a signatory of the Portuguese Platform for Integrity (PPI), IP was represented by Alexandra Barbosa, Member of the Board of Directors, who renewed the IP Group's commitment to developing anti-corruption measures and implementing policies that encourage the establishment of good governance systems.

- **IP accredited as a Designated Body (DeBo)**

The accreditation of IP as Designated Body (DeBo) was completed on 30 June, in accordance with standard NP EN ISO/IEC 17065:2014 - "Conformity assessment: requirements for bodies operating certification systems for products, processes and services".



- **IP President elected Vice-President of the EIM Association**



The Chairman of IP, Miguel Cruz, has been elected Vice-President of the European Rail Infrastructure Managers Association (EIM). EIM was established in 2002 following the liberalisation of the European Union (EU) rail market. This association aims to promote the interests of all railway infrastructure managers in the EU and the European Economic Area (EEA).

Other highlights of IP's activity during 2023 are described in Annex 2 to this Report.



Our Sustainability Strategy

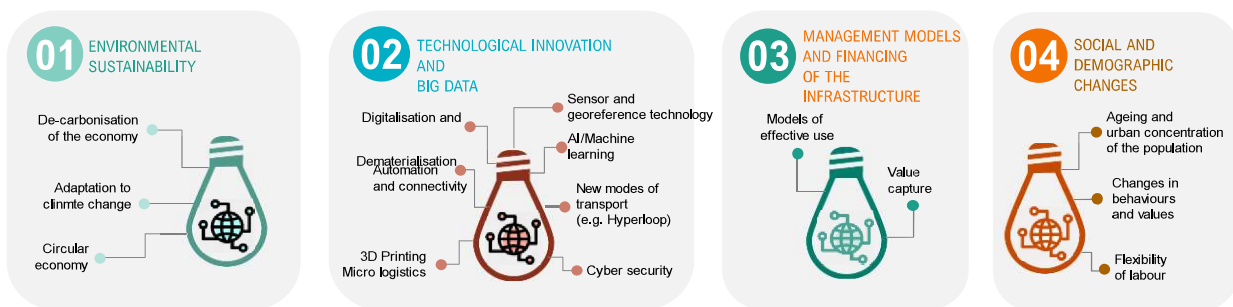


5. OUR SUSTAINABILITY STRATEGY

5.1 The Sector's Main Challenges

The mobility of people and goods has changed substantially, but the 21st century will be even more fruitful in terms of developments and revolutions.

Summing up the major trends with implications for the mobility and transport system, we point to four groups: environmental sustainability, technological innovation and the data generation, new management and financing models and demographic and social changes.



In the global context of the future of mobility systems and transport infrastructures, it is imperative that greater environmental sustainability is achieved, through decarbonisation, the circular economy, behavioural changes and changes in travel needs, as well as changes in economic growth models and the resilience of infrastructures, particularly to climate change.

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



The Green Deal redefines the Commission's commitment to tackling climate and environmental challenges, aiming to reduce greenhouse gas (GHG) emissions by at least 55 per cent compared to 1990 levels by 2030, as agreed in the EU Climate Law. In order to achieve its climate objectives, the European Commission has defined several lines of action in the Green Deal, including accelerating the transition to sustainable and intelligent mobility.

Considering that transport is responsible for a quarter of GHG emissions in the EU, a figure that continues to rise, the Commission has determined that in order to achieve climate neutrality, a 90 per cent reduction in transport emissions will be required by 2050.

It is on the basis of the premises of the Green Deal and the problems identified in it that **the European Strategy for Sustainable and Intelligent Mobility**, was published in December 2020, which sets out a roadmap to put European transport firmly on the path to a sustainable and intelligent future, defining several milestones to guide the path of the European transport system and achieve the objectives of sustainable, intelligent and resilient mobility, some of which have a direct impact on long-distance rail and AV transport, namely the following milestones:



- By 2030: high-speed rail traffic should have doubled and scheduled public transport journeys in the EU, for distances of less than 500km, should be carbon neutral; and
- By 2050: high-speed rail traffic should have tripled and the Global Network envisaged in the Trans-European Transport Network (TEN-T), equipped for sustainable and intelligent transport with high-speed connectivity, should be operational.

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 aim of decarbonising the economy, the 2050 Carbon Neutrality Roadmap (RCM 107/2019), which aims to make the national economy carbon neutral by 2050 (which has since also been brought forward to 2045, via the Basic Climate Law (Law 28/2021)).

In pursuit of this goal, the **decarbonisation** of transport through the accelerated transition to **electric mobility** based on renewable energies is already underway, with major investment in the electrification of transport, including the extension and flexibility of battery charging for electric road vehicles and the performance of the batteries themselves.

In the context of **renewable energy production**, linear transport infrastructures can play an important role by being used beyond their primary purpose as communication routes. The slopes along roads and the pavements themselves can ultimately be used to produce energy. Also in the field of energy supply, road infrastructure can play a role in boosting electric mobility. If an electric vehicle can be charged while driving, it can gain time and autonomy, increasing its potential. Whether by overhead line or conductor rail earthing, or by wireless magnetic induction, these roads supply electrical energy to vehicles while moving. There are already several Electric Road projects implemented around the world.



However, in order to ensure greater sustainability in the sector, trends suggest that the energy transition will have to be followed by **changes in economic growth models** integrating other dimensions of performance in addition to Gross Domestic Product, as well as **changes in behaviours** to turn global challenges into personal ones, by adopting more sustainable transport options and **changing travel needs**, reducing journeys, based on city planning focused on proximity relationships between different activities and cancelling journeys, through making work more flexible and dematerialising the workplace (e.g. teleworking).



It is also crucial to make **transport infrastructures more robust and resilient to climate change and extreme events**, before, during and after these natural events, in order to minimise damage and ensure minimum accessibility in the event of a disaster.

The integration of the **circular economy** into the mobility and transport system is also a trend, by minimising the use of resources and the production of waste, increasing the useful life of products.

We will also see the **automation of transport** itself, **construction methods and logistics operations**, combined with increased **sensing technology and connectivity** of all systems, producing huge amounts of data, which will make major transformations possible both in terms of mobility in general and logistics chains.

The **sensor-equipped vehicles and infrastructure will allow everything to be monitored at all times**, from local weather conditions, the state of repair of the infrastructure, traffic conditions, the occurrence of incidents/accidents, the existence of obstacles, etc.

The **management of this information, using artificial intelligence**, will make it possible, on the one hand, to **manage mobility in real time and centrally, more safely and intelligently** and with greater capacity and flexibility, and, on the other, to **monitor and manage the assets of the infrastructures** themselves more efficiently, giving them new potential in terms of conservation and maintenance.

Artificial Intelligence also brings ethical and social challenges, which will have to be accommodated by infrastructure managers. For instance, in determining liability in the event of an accident involving an autonomous and connected vehicle (liability of those who programmed it, those who were in the car or those who provided the infrastructure).

On the other hand, it will be essential to ensure that the entire transport network has **network coverage and the capacity to support telecommunications and data exchange**, supporting 5G communications and other generations that will arise, so that the mobility system can function seamlessly.

Digitalisation and connectivity in mobility also raise very important **cybersecurity** issues, which is why it is essential that all infrastructure support systems are redundant, vigilant and incorporate backup measures in the event of cyber attacks.

The incremental technological development associated with **3D printing**, for example, will continue to change the patterns and flows of goods as we know it today, presenting opportunities in terms of construction methods, infrastructure design itself and the maintenance and upkeep processes.

The very **models for managing and financing transport infrastructures** have also changed considerably, and there are various lines of scientific research into the value generated by infrastructures and the possible ways of capturing this value.

At IP in particular, on the one hand, the 15 years of the NRN Concession Contract signed with the State have resulted in a natural misalignment with trends in the mobility and transport system and infrastructure management. The reduction in the Road Service Contribution (RSC) as a result of the growing electrification of mobility, demographic trends that point to a decrease in population and, consequently, a potential decrease in the number of vehicles circulating on the NRN stand out as critical factors. In addition, the increased investment needed to comply with the safety levels imposed by national and European legislation, to ensure the technological requirements and resilience of the road infrastructure to climate change and the public pressure to eliminate tolls also represent significant challenges. On the other hand, the existence of a consolidated road network, the high level of expertise of the public sector in managing concessions, the fact that the first generation of

concessions is progressively coming to an end, the available capacity of the network and the growing public awareness of the social and environmental impacts all lead to the opportunity to **redesign the NRN's financing strategy**, which is in itself one of the **major challenges for IP's financial sustainability**.

Finally, people and the way they organise themselves are also changing, embodying significant **social and demographic changes** that will naturally have consequences for current mobility patterns and the transport systems of the future. An **ageing population**, concentration in large urban areas, the rise of the sharing economy and the **dematerialisation of processes and workplaces** will require multimodal, real-time responses to the new mobility needs of future society.

This will require a more **integrated, intelligent, flexible and multi-mode mobility system**, where each mode of transport must be as sustainable and efficient as possible in terms of emissions per kilometre travelled. Transport interfaces will play an increasingly important role - both physically and digitally, and the trend will be towards simpler interfaces, with fewer barriers and much easier to use.

While many of these trends bring opportunities to IP in terms of the management and maintenance of its infrastructures, they also bring risks associated with the ageing of its workers, the loss of resources associated with their retirement and the disappearance of some functions; thus, IP will have to focus on updating and retraining its workers, ensuring the retention of knowledge, while at the same time renewing itself by attracting new profiles and skills, ensuring a fair transition that leaves no one behind.

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 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 crucial for understanding the operation and management of transport infrastructures and which could strongly condition its medium and long-term planning and strategy.

5.2 A sustainability approach aligned with the SDGs

IP views to position itself as a **multimodal mobility manager**, boosting asset management and ensuring the **provision of a safe, efficient and sustainable service**, enhanced by the **profitability of secondary assets**.

This vision is aligned with IP's strategic approach to sustainability through 3 strategic goals:

- **An organisation prepared for the future**, investing in innovation, in the qualification of existing human resources and in the retention of new talent, ensuring that the transitions to be carried out integrate principles of social responsibility and ensure that the value chain of IP's activity is aligned with ethical and responsible principles;
- **Sustainable mobility**, focusing on mobility that is less carbon-intensive and more adjusted to expected social/behavioural and demographic changes, more accessible and inclusive and supported by infrastructures that are also less carbon-intensive;
- **Smart, secure and resilient infrastructures**, digitising and sensing infrastructures, using Artificial Intelligence to optimise decision-making and make asset management more predictive and efficient, improving security and adequately enabling infrastructures to be resilient to climate change and extreme events, throughout the disaster cycle.

A holistic approach, integrating sustainability criteria throughout the life cycle of infrastructure, on the critical path to prosperity.

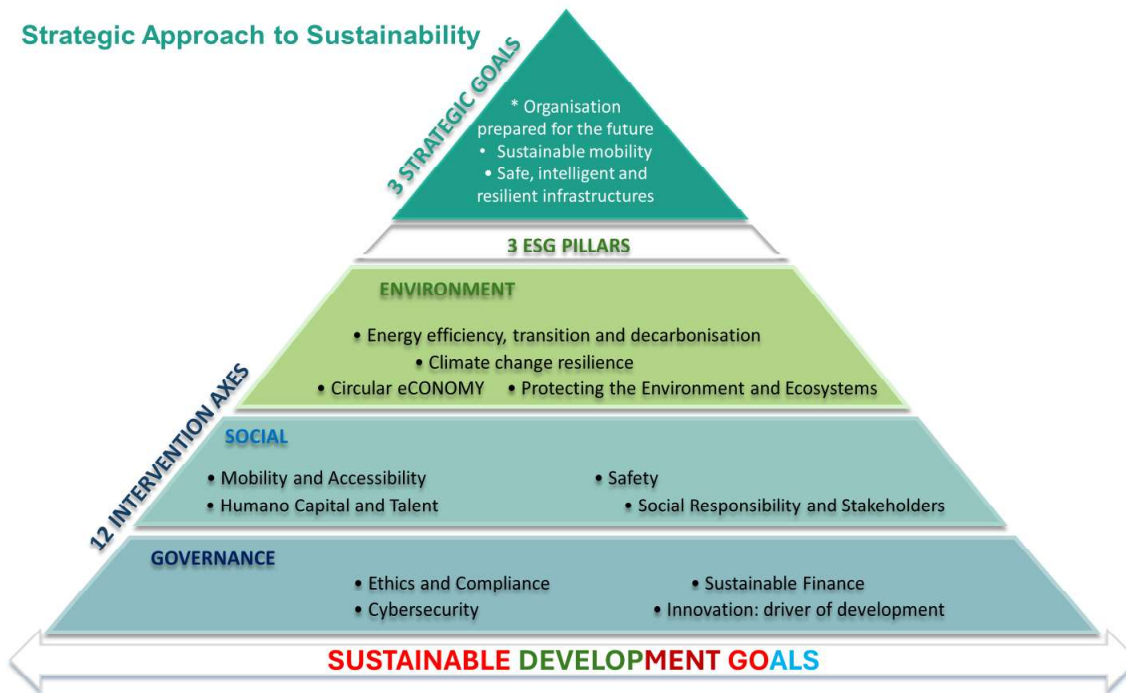


From a **sustainability** perspective, environmental and social assets condition economic growth.

3 strategic goals, materialised through **12 axes of intervention** aligned with the Sustainable Development Goals and supported by the **3 ESG pillars** - Environment, Social and Governance.

IP's strategic goals are materialised through 12 lines of action which, in turn, translate into a set of programmes and actions that assist to the company's performance at the 3 ESG levels - environment, social and governance - and to achieving the Sustainable Development Goals and the targets set for 2030.

Strategic Approach to Sustainability



The 2030 Agenda for Sustainable Development, adopted by all United Nations Member States in 2015, defined the priorities and aspirations of global sustainable development for 2030, and seeks to mobilise global efforts around a set of common goals and targets.

The 17 Sustainable Development Goals (SDGs) represent an urgent call to action by all countries in areas that affect the quality of life of all the world's citizens and those yet to come, and are structured around 5 Principles: Planet, People, Prosperity, Peace and Partnerships.

The SDGs recognise that the eradication of poverty and other deprivations must go hand-in-hand with strategies that improve health and education, reduce inequality and stimulate economic growth - while combating climate change and preserving ecosystems.



Through our sustainability strategy, we are committed to the United Nations' 2030 Agenda and contribute to around **14 Sustainable Development Goals (SDGs)**.

Recognising that companies must have a strong involvement in the implementation of the 2030 Agenda, since it is in their value chains that the main impacts occur, IP has identified its priority Sustainable Development Goals, anchored in its business and aligned with its lines of action. Thus, contributing to a wide range of SDGs, those considered to be IP's priorities, i.e. those associated with the most relevant impacts of its core business, are the following:

	Ensuring access to reliable, sustainable and modern energy sources for all		Ensuring sustainable consumption and production patterns
	Building resilient infrastructures, promoting inclusive and sustainable industrialisation and fostering innovation		Adopting urgent measures to combat climate change and its impacts

The IP Group's sustainability performance has been reported in accordance with the guiding principles of the Global Reporting Initiative (GRI, Standards 2021); moreover, IP is currently preparing its sustainability reporting to meet the challenges imposed by Directive 2022/2464 of 14 December on **Corporate Sustainability Reporting (CISE/CSRD)**, in accordance with the European Financial Reporting Advisory Group's (EFRAG) European Sustainability Reporting Standards (ESRS).

In order to materialise the 3 strategic goals, 12 lines of action were defined, 4 for each ESG dimension, taking into account IP's activities, its potential impacts on the economy, the environment and people, the products and services it offers, its business relationships, its stakeholders, its human capital and the sustainability context of all the entities it influences or in which it has a stake.

In terms of the **environmental dimension**, the lines of intervention are aligned with the objectives of promoting energy transition, mitigating and adapting to climate change, integrating circular economy principles into IP's activities and preserving biodiversity and ecosystems.

With regard to the **social dimension**, the lines of intervention consider employees, the mobility/accessibility services we provide, the communities impacted by IP's activity and the end users of our infrastructure and services.

In the **governance dimension**, the axes of intervention aim to translate the extent to which governance contributes to the sustainable development of the company, enabling it to face the challenges of the future more efficiently. To that extent, these axes seek to reflect IP's governance in terms of business conduct, ethics, transparency and the prevention of corruption, as well as the culture of innovation applied to the development of activities and processes, the protection of information and infrastructure (cybersecurity) and financial performance.

In terms of the performance of this dimension, IP ensures that it carries out its activities in compliance with the law, adopting efficient management practices in line with ethical and responsible principles,

promoting innovation in activities and processes, seeking a sound financial performance and assuming transparency in the disclosure of information, which allows it to face the future in a more sustainable and resilient way.

IP's lines of action by ESG dimension, details of some of the programmes and initiatives underway, their contribution in terms of the SDGs, the 2030 targets and performance in 2023 are described hereinbelow.



Performance in the Environment Dimension

6. PERFORMANCE IN THE ENVIRONMENT DIMENSION

6.1 Intervention Axis 1 - Energy Efficiency, Transition and Decarbonisation

Materialising the strategic approach to sustainability

Axis 1: Energy efficiency, transition and decarbonisation

- Electric mobility: fleet renewal and charging stations
- Contracted energy mix with greater incorporation of renewables
- Self-production of renewable energy (solar) for traction
- Installation of solar photovoltaic systems for self-consumption (buildings and stations)
- Sustainability and efficiency programme – SEE
- REPower IP programme
- NRwN electrification programme
- Promotion of active mobility through the National Ecotrails Plan
- Operationalisation of the 1.5°C Programme - compliance with the decarbonisation targets approved by SBTi

Environment Dimension



2030 Targets

- 100% of energy consumption comes from renewable energy
- 15% of energy consumption (excluding traction) from renewable energy self-production
- 20% average reduction in electricity consumption at the main railway stations
- **97% of the NRwN electrified**
- 46.2 per cent reduction in GHG emissions in Scopes 1, 2 and 3

IP has sought to ensure the **energy transition and the decarbonisation of its activities** by investing in systems that increase the penetration of renewable energies in the Company's overall energy matrix, both through the expansion of solutions for self-production and self-consumption of energy from renewable sources and the development of self-production solutions to supply traction energy. In terms of **energy efficiency**, IP has continued to implement a strategy to reduce consumption and energy intensity, and it is expected that the measures implemented in 2023 will lead to significant annual savings, estimated at 1,502,345 kWh. These energy efficiency measures include the following:



- The **replacement of lamps or luminaries** with new LED technology in various IP stations and buildings. Of particular note in this regard is the contract starting in 2023 at the Oriente railway station, where all the existing lighting will be replaced with more efficient LED lighting.



- The **modernisation of office lighting systems**, in particular the major renovation underway at the IP campus in Pragal.
- The **conversion of air conditioning systems to more efficient, centralised equipment** (chillers), in particular the installation of new equipment at the Pragal campus, namely in Building 2.

- The **modernisation of electromechanical equipment in stations**, in particular the replacement of hydraulic lifts with new, more efficient electric lifts.
- **Awareness-raising and prevention actions for the efficient use of energy.**

Regarding IP's **vehicle fleet**, despite the renewal of part of IP's fleet to electric or hybrid vehicles, which has been taking place since 2019, and which has allowed IP to have 90 vehicles with a lower carbon footprint by 2023, the consumption of fossil fuels by the fleet - around 800 vehicles - still contributes significantly to GHG emissions.

Number of Low Carbon Vehicles	2023	2025*
Electric Vehicles (BEV)	45	95
Hybrid plug-in vehicles (HPEV)	7	34
Non-plug-in hybrid vehicles	38	318
Total Low Carbon IP Fleet Vehicles	90	447

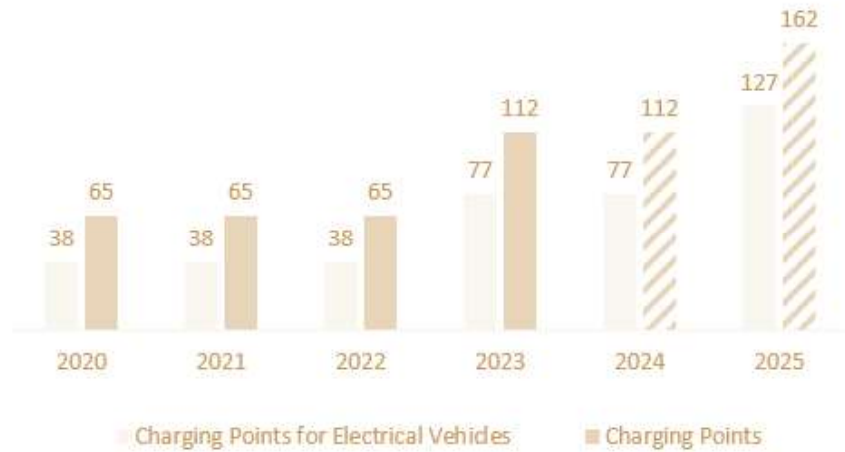
**Estimate relating to strategic target subject to approval by the relevant government entities*

Since fleet renewal is evolutionary, IP may also benefit from technological improvements in terms of vehicle and battery autonomy that are expected in the coming years, further reducing the current constraints on the development of some of its activities, fundamentally related to the aforementioned autonomy of low-carbon vehicles.

In addition to renewing its fleet, IP has been promoting the energy transition of mobility by installing **electric vehicle (EV) chargers** at various facilities across the country.

In 2023, 47 new charging points for 47 EVs were installed, with a very significant increase in the number of charging stations (PCVE) and the number of charging points (PC) expected in 2025.





With regard to **solar energy self-production projects**, in 2023 IP has installed a capacity of around 700kWp (peak) - 22 units - in partnership with private promoters, selling energy to the grid, and around **300kWp - 9 units - for self-consumption**, with the intention of having around 4,000kWp for self-consumption in the medium term (by 2030). Investments in these self-production plants are made by private promoters, whereby IP concedes the roofs of buildings and stations and the profits from the sale of energy to the public grid are shared between IP and the promoter, or made directly by IP for self-consumption.

In the context of production for self-consumption, IP has installed several solar units that produce renewable energy, such as solar photovoltaic systems on IP buildings and stations and in car parks. In the latter case, with the particularity of being integrated into *Carport* systems and equipped with electric vehicle charging stations. These systems have the advantage of simultaneously providing shading, energy production and electric vehicle charging.



This initiative to produce renewable energy in IP Buildings and Facilities also aims to comply with the regulations and national decarbonisation targets currently in force, such as the ECO.AP 2030 Regulation, approved by Council of Ministers Resolution no. 104/2020 of 24 November, which approves the Resource Efficiency Programme for the Public Administration for the period up to 2030.

IP must therefore contribute to the fulfilment of the following targets by 2030:



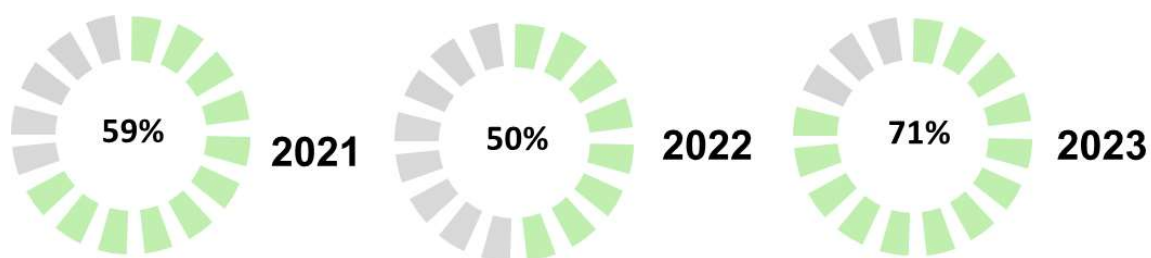
- Reduce primary energy consumption by 40 per cent;
- Contribute to 10 per cent of energy consumption being ensured by self-consumption solutions from renewable energy sources;
- Reduce water consumption by 20%;
- Reduce materials by 20%;
- Achieve a 5% energy and water renovation rate for buildings.

IP has already submitted its ECO.AP 2030 Plan to the Portuguese Environment Agency (APA) and the Directorate-General for Energy and Geology (DGEG), which includes the operationalisation of various measures that are already being implemented throughout the IP Group.

With regard to the **renewable energy (solar) self-production project for traction**, it should be noted that the National Railway Network (NRwN) is very energy-dependent, consuming 300GWh/year in traction energy overall. With the construction of new electric railway lines and the electrification of existing sections, energy consumption will continue to increase. In this context, and given the new legal obligations in terms of traction energy consumption for rail transport (DL 84/2022 of 9 December), IP felt it was a priority to look for solutions that would reduce dependence on fossil energy and also external energy contracting with a green energy label.

In this context, during 2023, IP promoted the development of a **pilot photovoltaic energy self-production project for traction**, to be located next to the Entroncamento substation, which is currently at tender stage. The photovoltaic plant to be built is expected to have a maximum production capacity of 5MWp, which will enable the production of 7.7GWh/year of renewable energy for use in railway traction, corresponding to an estimated annual reduction in emissions of 1,863 tonCO₂.

In 2023, IP maintained its **model of purchasing energy from external suppliers** in order to **increase the share of renewable energy in the overall energy consumed by the company** and by users of its infrastructures.



The weight of renewable energy in the contracted energy mix increased from 50 per cent in 2022 to 71 per cent in 2023.

This contracting model involves setting a minimum percentage of renewable energy, requiring, whenever possible, the respective Guarantee of Origin Certificates, thus enabling an increase in the penetration of renewable energies in the energy supplied by suppliers.



The **Sustainability and Efficiency Programme (SEE Programme)** includes a set of processes for improving the company's energy performance, with a view to reducing energy consumption and intensity, as well as rationalising energy costs and greenhouse gas (GHG) emissions.

This programme includes the implementation of various actions ranging from carrying out analyses and diagnoses of the IP Group's energy consumption, energy audits of installations and/or equipment, Energy Certification of Buildings, as well as the implementation of a wide range of energy efficiency measures. In addition to the energy dimension, the SEE also includes the water, landscape, mobility and waste dimensions.

The **REPowerIP Plan** aims to respond to the measures set out in Council of Ministers Resolution (RCM) no. 82/2022 of 27 September, which establishes the 2022-2023 Energy Saving Plan for Portugal, by defining a set of mandatory measures to reduce energy and water consumption, particularly for central public administration companies, including IP.

This RCM stems from the guidelines laid down by the European Commission, which, in response to the difficulties and disruptions in the global energy market, established the REPower EU plan, which views to accelerate the energy transition and the adaptation of industry and infrastructures to different energy sources and suppliers, thus reducing dependence on fossil fuels.

In order to comply with the stipulations, IP has drawn up its action plan, known as the REPowerIP 2022/2023 plan, which aims to respond to the measures set out in RCM 82/2022, in terms of reducing energy and water consumption, by adopting short-term measures with a broader scope, but also with the strong involvement of our employees.

The planned **NRwN electrification investments**, which will reach 88% of the network with the completion of the Ferrovia 2020 programme, will be a fundamental contribution by IP to decarbonisation. The electrification covers the Nine-Valença section of the Minho Line, the Caíde-Marco de Canaveses-Régua section of the Douro Line, the Meleças-Caldas da Rainha section of the Oeste Line, the Covilhã-Guarda section of the Beira Baixa Line, the Elvas-Fronteira section of the Leste Line, the Évora Variant and the Évora Norte-Linha do Leste section of the Évora Line and, Faro-Vila Real de Santo António and Tunes-Lagos of the Algarve Line, with an estimated annual reduction in GHG emissions of around 152 ktCO₂eq, due to both the replacement of rolling stock (diesel to electric) and the modal shift from road to rail promoted by the modernisation and improvement of the rail system.

Additionally, IP expects to reduce emissions with the **electrification of a further 9% of the NRwN provided for in the PNI2030**, which has not yet been rigorously estimated due to the less mature nature of the respective projects.



The **promotion of active mobility**, through the implementation of the National Ecotracks Plan, makes it possible to reuse and adapt decommissioned railway channels, transforming them into non-motorised walking routes that promote the development of sustainable tourism and environmental quality. The recovery of deactivated channels on Ecotracks is promoted by IP Património and is carried out via its sub-concession to Municipalities and Intermunicipal Communities that promote the respective investment and maintenance.

As a result, 15 ecotracks have already been built and are in full use, currently totalling 465 km. There are also plans for 9 new ecotracks, which will add another 300 kilometres to this cycling network.

The operationalisation and compliance with the **scientific targets approved by the Science Based Targets initiative (SBTi)** in 2023, within the framework of the **Business Ambition 1.5°C Programme**, which implies the adoption of measures to decarbonise IP's activity, including, in addition to those already mentioned, reducing the carbon footprint of purchases of products, materials and services from suppliers in order to meet its decarbonisation targets by 2030:

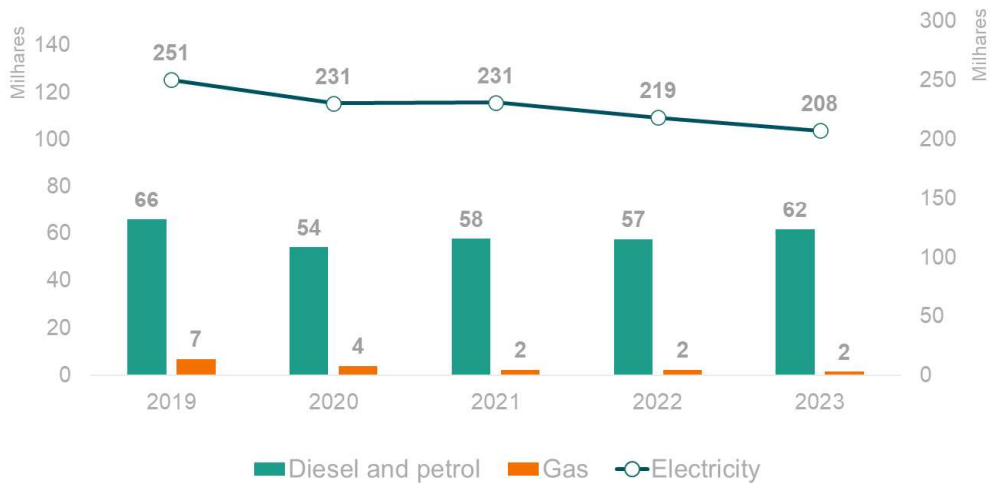


- Scope 1 emissions - 46% reduction compared to 2019, equivalent to an annual reduction of 2,185 tonCO₂e at IP;
- Scope 2 emissions - 46% reduction compared to 2019, equivalent to an annual reduction of 14,036 tonCO₂e at IP;
- Scope 3 emissions - 46% reduction compared to 2019, equivalent to an annual reduction of 71,473 tonCO₂e at IP;

In 2018 IP joined the Business Ambition for 1.5°C C global climate commitment, created by the United Nations (UN-Global Compact), the World Wildlife Fund for Nature (WWF), the World Resources Institute (WRI), CDP - Disclosure Insight Action and the Science Based Targets Initiative (SBTi).

As a result of the various programmes and initiatives described above, the IP Group's evolution in terms of energy consumption and GHG emissions is as shown below.

Evolution (GJ) of energy consumption within IP Group



NOTE: electrical energy excluding traction energy

IP's total energy consumption in 2023 was in the order of 270,846 GJ, was in the order of 270,846 GJ, excluding the electricity consumed by railway traction.

Electricity and fuel consumption thus continue to be the most significant in the organisation, in contrast to gas consumption, which is less important than the other sources.

Fuel consumption is mainly associated with consumption by IP's car fleet. The increase in fuel consumption coincided with an increase in kilometres travelled by the IP fleet in 2023.

On the other hand, the substantial reduction in gas consumption, of around 51% compared to 2022, was mainly the result of the modernisation of IP's air conditioning systems.

In 2023, electricity consumption, excluding that related to traction energy, was 207,721 GJ, which corresponds to a 5% reduction compared to 2022 (218,724 GJ), thanks to the initiatives carried out in terms of energy efficiency, which will be detailed below.

The overall evolution of electricity consumption (in kWh and GJ) for the 2019-2023 period is shown below, with particular emphasis on the consumption of traction energy in 2023.

Year	Consumption (kWh)	Consumption (GJ)	Traction consumption (kWh)*	Traction consumption (GJ)*
2019	69 606 456	250 583	n.a.	n.a.
2020	64 109 943	230 796	n.a.	n.a.
2021	64 279 681	231 407	n.a.	n.a.
2022	60 756 570	218 724	n.a.	n.a.
2023	57 700 392	207 721	67 229 360	242026

* traction energy consumption refactored by IP to third parties

- n.a. - Information not available

The evolution of consumption, broken down by main consumption units, without considering the "unit" of traction energy, for the period 2019-2023, is shown below.

Consumption (kWh) by energy consumption units	2019	2020	2021	2022	2023
Logistics Terminals	1 438 154	n.q.	n.q.	797 523	653 872
Data Centers	2 995 624	n.q.	n.q.	1 277 975	1 316 915
Stations and other Facilities	29 207 731	n.q.	n.q.	21 978 030	21 797 531
Commerce, Services and Housing	24 352 403	n.q.	n.q.	23 421 805	18 465 188
Roads @ Engineering structures	10 176 818	n.q.	n.q.	11 199 716	11 016 882
Signalling and Remote Control	1 435 726	n.q.	n.q.	2 081 521	4 450 004
Total	69 606 456	n.q.	n.q.	60 756 570	57 700 392

N.q. - non quantified figures

Despite the energy efficiency initiatives that IP has been adopting, the overall reduction in consumption has not been significant.

In fact, it should be noted that in recent years IP's overall reduction in electricity consumption has been particularly complex, given that IP is going through a period of expansion and modernisation of its road and rail network, with a consequent increase in the number of pieces of equipment installed on the networks, such as lighting, signalling and remote control, which correspond to a greater number of consumption points.

In 2023, GHG emissions associated with IP's activities totalled 9,272 tonnes of CO2 equivalent.

Emissions (ton CO2e)	2019	2022	2023
Scope 1	4 752	4 282	4 427
Scope 2*	30 514	14 683	4 845
TOTAL	35 266	18 965	9 272

Direct emissions (Scope 1) recorded comprise the GHG emissions generated by the burning of fossil fuels from the IP Group's vehicle fleet and also gas consumption. Indirect emissions (Scope 2) were determined taking into account the electricity consumed in buildings, facilities and by equipment.

IP's GHG emissions have been falling since 2019, with a reduction of around 26 per cent in 2023 compared to that reference year, thanks to the company's initiatives in terms of consumption and energy sources.



In 2023, Scope 1 emissions accounted for 48 per cent and Scope 2 emissions for 52 per cent. It should be emphasised that scope 2 emissions in 2023 were substantially reduced compared to previous years, since a significant part of IP's electricity consumption came from a supplier that provided 100% "green" energy, i.e. from totally renewable sources, attested to by the respective certificate from the Guarantees of Origin system.

IP intends to maintain this trend in the coming years, i.e. it intends to continue favouring suppliers that provide 100% green energy.

6.2 Intervention Axis 2 - Resilience to Climate Change

Materialising the strategic approach to sustainability

Axis 2: Climate change resilience

- Studies to Evaluate Adaptation to Climate Change and Resilience to Climate Disasters
- Infrastructure Resilience Plan for Climate Change (PRIAC) - road, railway and telecommunications

Environment Dimension



2030 Targets

- Integration of the conclusions of the analysis of risk and vulnerability to CA in the project

Climate change and extreme weather events require infrastructures in general, and transport infrastructures specifically, to be more robust and resilient, so that the disruption of services can be minimised in the event of these extreme events.

To this end, IP has carried out several Climate Change Adaptation and Resilience to Climate Disasters Assessment Studies (AAAC) for various railway lines/routes, namely:

- Minho Line (2019);
- Cascais Line (2019);
- Vendas Novas Line (2019);
- Access to Porto de Setúbal-Praias do Sado (2019);
- International South Corridor (2022);
- New Porto-Vigo route (2022);
- Alentejo Line (2022);
- Alfarelos Branch (2022);
- Oeste Line (2022);
- New Porto- Lisbon HSL route (2022);
- Douro Line (2023);
- Leixões Line (2023); and also for the
- Mondego Mobility System (2019).

The AAAC studies carried out by IP for some of its infrastructures aim to identify and assess the vulnerabilities and risks associated with climate change and propose mitigation measures, and are also an indispensable element for obtaining EU funding.

With a more global objective, IP began developing a more comprehensive study called the **Infrastructure Resilience Plan for Climate Change (PRIAC)**.

This Plan aims to identify and plan measures and actions to ensure the **resilience of the road, rail and telecommunications networks under IP's management to climate change (CA) and extreme weather events**, with a view to adaptive management over time, anticipating and minimising potential climate risks and thereby contributing to the safety, reliability, sustainability and full management and operating capacity of the infrastructures managed by IP.

The objectives of the first phase of PRIAC, completed in 2023, were to analyse and identify climate hazards and climate factor forecasts in Portugal, so that it would be possible to assess future vulnerabilities (probability), quantify severity (impacts) and evaluate the risk to which infrastructures are exposed, currently and within the 2050 and 2100 horizons, according to the future climate scenarios RCP4.5 and RCP8.5 (RCP = Representative Concentration Pathway).

The climate hazards analysed were: heavy rainfall, excessive heat, rural fires, river flooding, sea flooding and coastal gales, slope instability and intense winds.

After assessing the probability and severity of each climate hazard, the level of importance of each potential risk is estimated by combining these two arguments, Exposure (Probability) X Severity (Impacts). Thus, for each climate hazard, the sections of the NRwN and NRN are classified as Extreme, High, Medium, Low and Negligible Risk.

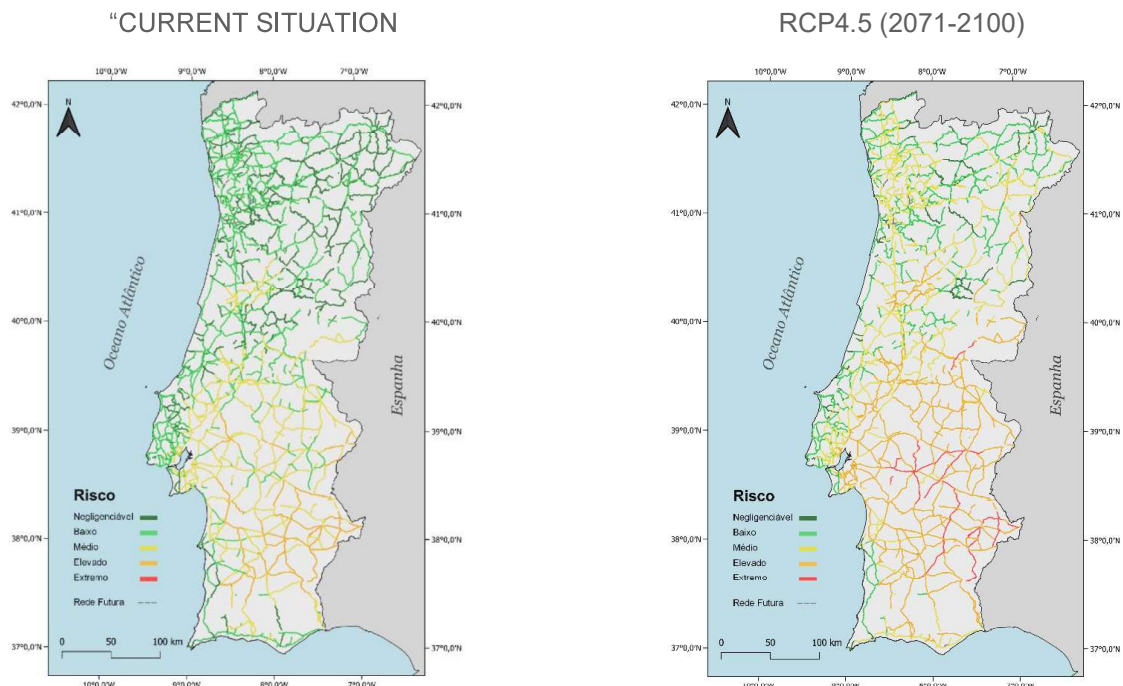
The results are produced in a GIS environment and presented, for each network, in risk maps, by climate hazard, in the climate scenarios and time horizons analysed.

According to the Intergovernmental Panel on Climate Change (IPCC), RCP 4.5 represents a moderate growth scenario for pollutant emissions, peaking around 2040 and decreasing slightly thereafter. RCP 8.5 is a scenario with a high growth forecast for emissions, in which they continue to increase throughout the 21st century.

IP Network (km)	2023 RCP 4.5 (2071-2100) RCP 8.5 (2071-2100)	Future Network (Under design phase)
Extension of the NRN with climate risk assessment	16 943	149
Extension of the NRwN with climate risk assessment	2 715	1 806
Extension of the Telecommunications network * with climate risk assessment	9 621	n/a

* The Telematic Network is the sum of 4 sets, two of which are lines and the other two are points: Road Technical Channel ducts (lines); Railway Public Domain ducts (lines); CTR structures (points) and DPF structures (points). In the table, only the network of lines has been taken into account when calculating the length.

By way of example, we present the risk maps of the NRN for the current scenarios, the RCP 4.5 scenario and the RCP 8.5 scenario, for the climate hazard "Excessive heat".



Current scenario

High risk along 1168 km (7%), in the districts of Santarém, Portalegre, Setúbal, Évora and Beja

Medium risk over 4246 km (25%), in the districts of Faro, Beja, Évora, Setúbal, Portalegre, Castelo Branco, Santarém, Lisboa, Coimbra and Viseu

Low or **negligible** risk on 11529 km (68% of the road network in operation)

There are no roads at **extreme** risk

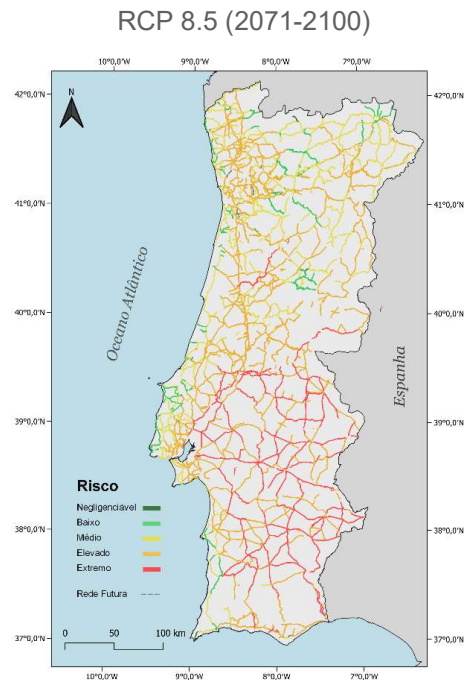
RCP 4.5 and 8.5 Scenarios (2071-2100):

Significant increase in risk

Extreme risk across **662 km** (4%) and **2960 km** (17%) of road

High risk across **5108 km** (30%) and **8521 km** (50%) of road

Districts most affected (in both scenarios and horizons):
Santarém, Portalegre, Setúbal, Évora, Beja and Faro



The results of the NRN and NRwN risk assessment for each climate hazard and time horizon analysed are attached hereto in the Annex.

The second phase of PRIAC, to be deployed in 2024, aims to analyse the impacts of climate change on infrastructures, propose adaptation measures to make them more resilient, minimising damage to infrastructures and disruptions to the services provided, promote short-, medium- and long-term investment planning (from an adaptive management perspective), identify sources of funding, develop measures to increase the life cycle of infrastructures, integrate a culture of adaptation to climate change into IP management and define a governance model.

The PRIAC also aims to strengthen IP's involvement in climate change adaptation through IP's management instruments, both at strategic and operational level.

As well as accompanying future applications for EU funding, PRIAC also contributes to the development of measures that promote an increase in the infrastructure's life cycle, via its resilience and contributing to the circular economy, in line with national and European objectives for decarbonisation.

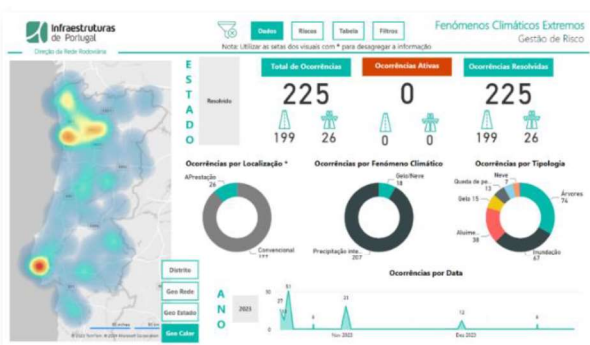
In order to minimise disruptions to the operation of the road network as a result of extreme weather events, organic units of IP, such as the DRR and DRF, are involved in working groups to develop measures to ensure that existing infrastructure, as well as new projects to build or modernise road and rail infrastructure, include requirements to guarantee the resilience of infrastructure in the face of climate change and extreme weather events.

In this regard it should be noted that, given the impact of the bad weather on the road network, for example, between December 2022 and January and February 2023, IP had financially reinforce current maintenance contracts, totalling more than €19.3 million, in order to repair the extensive damage caused to the road network.



Because these occurrences such as these 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**.

Following the risk assessments made, potential vulnerabilities were identified that made it possible to implement targeted measures to mitigate these risks, guaranteeing the continued operation and greater resilience of the infrastructure.



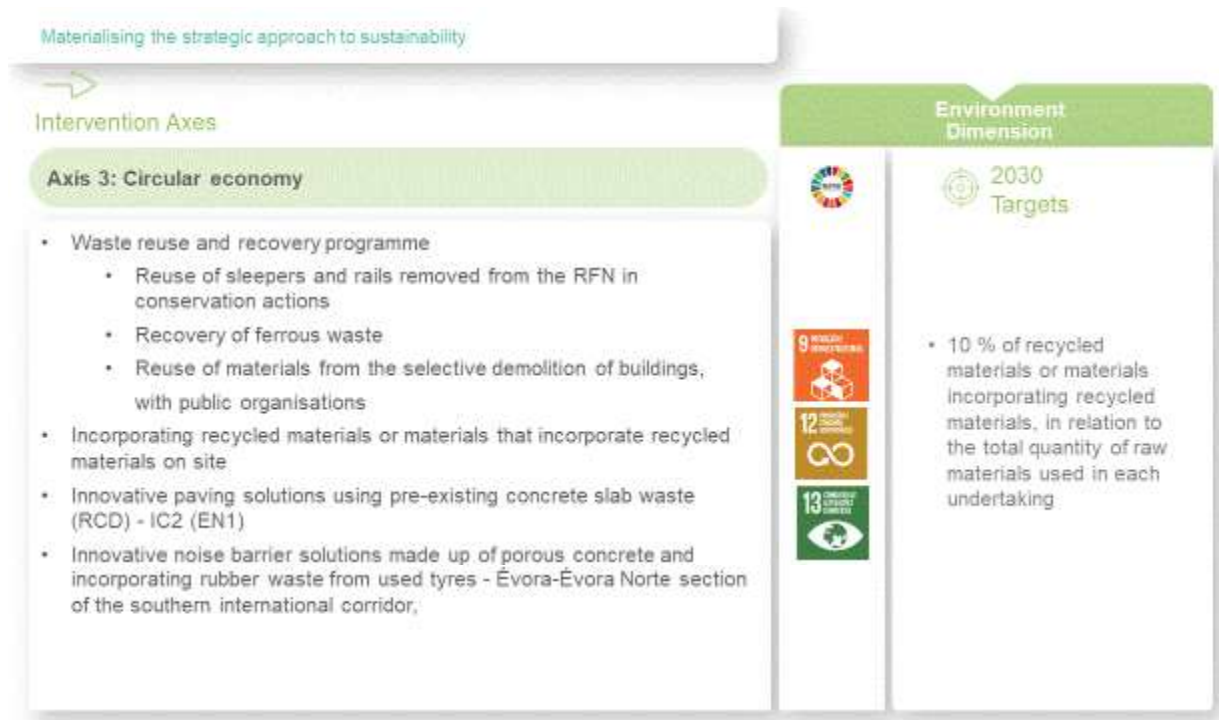
The management of incidents, such as those resulting from extreme weather events, is centralised in Infraestruturas de Portugal's Traffic Control Centre (CCT), which collects information through telematics equipment (CCTV cameras, SOS posts, etc.), from internal sources or from external sources such 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 Portuguese Institute for the Sea and Atmosphere (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, including financial, legal, reputational and human life impacts.

The data recorded since the start of this monitoring of damage to road infrastructure made it possible to classify most of the impacts at level 1, on a scale of 1 (very low) to 5 (very high).

6.3 Intervention axis 3 - Circular Economy



With the main aim of optimising the consumption of resources, IP has banked on a strategy to increase the principles of material circularity in its contracts, covering the entire life cycle of the projects, both through the adoption of more efficient construction methods and through the requirements regarding the materials used and the waste produced.

In the Specifications for its road and railway contracts under the Public Contracts Code (CCP), IP requires the presentation and implementation of a Construction and Demolition Waste (CDW) Prevention and Management Plan, along with compliance with article 28 of Decree-Law 102-D/2020, which requires the use of at least 10 % recycled materials or materials that incorporate recycled materials, in relation to the total amount of raw materials used in each project.

In order to ensure compliance with the requirement of Article 28(5) and the tracking of these regulatory obligations, IP has a corporate application, DESCO, which records all the information about the materials, which is then reflected in the final bill for each contract.

The following table shows IP's performance in 2023, in terms of the inclusion of recycled materials or materials incorporating recycled materials in road and railway network contracts.

Performance	2023
Number of works/procurement contracts including specific circular economy clauses	47
Quantity of recycled material included in contracts (t)	1 038 490
Quantity of recycled material included in contracts/quantity of raw materials included in contracts (average)	10 %

Likewise, the contract documents also include the obligation for the contractor to provide for the reuse of materials or components removed and the recovery on site of waste resulting from building works or demolitions or landslides (abbreviated to "construction and demolition waste - CDW"), thus minimising the amount of waste to be sent to its final destination, also in accordance with the requirements of the same law.

Within the scope of the Programme for the Reuse and Recovery of Waste, the railway network's conservation actions promote, whenever possible, the reuse of track materials that are in a suitable state of repair and come from other railway lines.

Illustrating the above, the consumption, use and reapplication of some of the main track materials - rail, sleepers, fastenings, concrete separators, etc. - in some railway infrastructure maintenance activities in the years 2022 and 2023 are shown below.

Year	Rail		
	Inflow (total) (ton)	Outflow (New) (km)	Outflow (Used) (km)
2022	25 868.5	23 668.7	29 961
2023	7 135.5	14 947.5	1 584

Year	Sleepers (unit)				
	Wood		Concrete (mono and dual block)		
	Inflow	Outflow	Inflow	Outflow (New)	Outflow (Used)
2022	28 144	32 885	223 926	296 683	4 721
2023	75 390	20 372	139 612	185 617	3 719

Reuse of Used Materials (prepared by DCL at the Entroncamento Logistics Complex)		
Materials (unit)	2022	2023
Re-used rail ¹ (t)	1618	86
Used/produced rail ² (t)	993	56
Re-used sleepers ³ (no.)	4 721	3 719
Re-used/produced sleepers ⁴ (no.)	4 741	2 287
Waste of recovered ferrous materials ⁵ (t)	3 710	23 481
Ferrous materials produced/used ⁶ (t)	23 499	12 384

¹ Total used rail prepared by DCL for reuse and sent to the building site

² Total used rail prepared by DCL for reuse

³ Total used bi-block concrete sleepers prepared by DCL for re-use and sent to Works

⁴ Total used bi-block concrete sleepers prepared by DCL for subsequent reuse

⁵ Ferrous waste economically valorised through sale (disposal) procedure

⁶ Used ferrous materials removed from construction sites and delivered to DCL (Entroncamento Logistics Complex)

Some of the materials taken from railway tracks were also reused, but with different uses to the original.

Reapplication of Track Materials (Different use from initial use)			
Material	Unit	Total quantity	
		2022	2023
Rail*	m	1 665	1 285
Used wood beams	Unit	6 402	3 923
Used concrete biblock sleepers	Unit	390	677
Connection and fixing material	Unit	1 248	900
Concrete separators	Unit	50	132
Used ballast	m3	6	5
Profiles	Unit	0	16

* in the case of the rail, it may have been used outside the NRwN, in private branches or quarries

As an example of circularity practices adopted by IP in its contracts, the following stand out in 2023:

- **Use of waste on the construction site for the modernisation of the Oeste Line**

Use of waste on site, with the application (to date) of 3 of the APA's General Rules, namely those defined for concrete waste, mixed RCD and ballast waste, approved and published under the General Waste Management Regime, in strict compliance with the law and the established conditions.

Mira Sintra-Meleças - Torres Vedras section	
	<p>Use of inert ballast waste for the construction of parallel path 26.1 - quantity applied 1000 m³</p>
	<p>Use of inert ballast waste for rockfill in passenger pier foundations - quantity applied 960 m³</p>
Torres Vedras– Caldas da Rainha section	
	<p>Use of inert ballast, lifted from Line I Outeiro, as rockfill in the passenger quay foundation</p>
	<p>Use of inert ballast waste, lifted from Line I of Outeiro, to fill in the drainage system and to fill in the drainage mattress</p>

- **Re-use of materials from the selective demolition of buildings**

By adopting methodologies for prior verification of buildings and establishing the sequential phases of the demolition work, we preserved the physical integrity of materials, which were properly segregated and conserved.

Subsequently, contacts were made with municipalities and parish councils to enable materials to be reused, as part of a materials bank and including an important aspect of social responsibility. This principle will remain in place until the contract is completed; the delivery of wooden beams and drainage slabs to Parish Councils / Municipalities is already planned.

- **Circularity in the municipalities covered by the contract - reused materials**

Use of PVC fittings for the sewage system, for the Roliça Parish Council, with the aim of repairing parish areas for collective use. Ceramic roof tiles and wooden roof structure (wooden beams and slats) for the Campelos and Outeiro da Cabeça Parish Council, for social purposes.

- **Resurfacing of the IC2 (EN1) - Improvement between Asseiceira (65+200) and Freires (85+500)**

This project consisted of an innovative and circular solution for structurally renovating road surfaces by incorporating



construction and demolition waste (CDW) from pre-existing concrete slabs.

Construction and demolition waste (CDW) from the pre-existing concrete slabs (in the order of 1107 tonnes/km) was integrated into the structural renovation of this road surface. This solution was applied to a 12-kilometre stretch of the IC2 (EN1), which is subject to heavy traffic; this had never been tested in Portugal.

This circular solution, integrating recycled material from existing concrete slabs in the renovation of the pavement, allowed, on the one hand, to reduce the need to integrate new aggregates in the renovation of the pavement and, on the other, to reduce the production of waste on the construction site that would have had to be taken to the dump.



Another impact of this initiative was the possibility of processing the waste resulting from this intervention (RCD) and not incorporated into this work, which followed the procedures for its certification, so that it could be used as recycled aggregates in other works, thus once again avoiding the use of new resources in other renovation works.

- The **design of innovative acoustic barriers incorporating recycled rubber** (*ELT - end of life tyres*)



This project stemmed from IP's participation in the Next Lap 2.0 programme, which is an innovation accelerator programme in the circular economy field and which aims to find new solutions for the by-products of the end-of-life tyre recycling process (steel, rubber granules and textile fibres), giving them a new life.

IP contributed to the development and installation of an innovative acoustic barrier model, made up of ELT recycled rubber concrete panels, as an alternative to the installation of traditional concrete acoustic barriers.

This barrier has a total length of 123 running metres and a height of 3m and is installed on the new railway link between Évora and Évora Norte - pk 117. The acoustic performance of the concrete-rubber barrier is expected to suit the needs of the location where it is installed; the actual acoustic performance of the barrier will be monitored in 2024, when the new link opens to rail traffic.

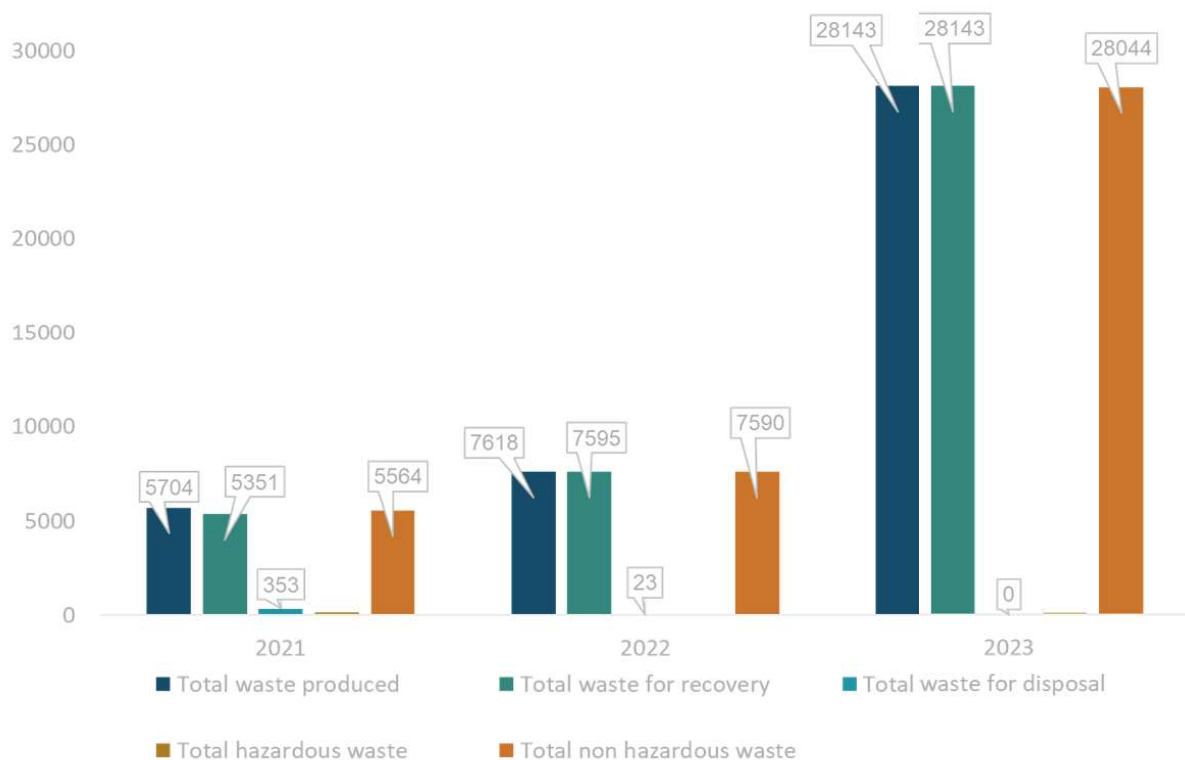
- **Improvements to the EN10 - Marateca (km 59+125) / Pegões (km 72+487) road resurface**

The aim of this project was to improve traffic conditions, safety and user comfort, while maintaining the road's operational safety.

Bearing in mind the conservation status of this road and the need for renovation, solutions were established for the structural reinforcement of the existing pavement, associated with solutions for improvement and conservation of the existing drainage system, as well as signalling and safety equipment.

The work carried out viewed to mitigate negative environmental impacts, particularly with regard to noise and waste. Thus, discontinuous and rough bituminous mixtures were applied and, in order to minimise the impact caused by the need to dispose of pavement waste, **bituminous mixtures incorporating 20% recycled material (milled) from the wear layer of the existing pavement were adopted**. The use of 20% recycled material into the AC20 bituminous mix layer resulted in the use of around 1900 tonnes of recycled material from previously certified bituminous mixtures.

Overall, the evolution of waste management (tonnes) resulting from IP's activities in the 2021-2023 period is as follows.



In 2023, there was a significant increase in waste production compared to 2022, as a result of IP's increased activity and all its ongoing investments. However, the waste was largely recovered.

There were no records of spills of hazardous waste in 2023

The following tables show IP's waste management in 2023, broken down by railway network, road network and buildings.

2023	NRN (ton)	NRwN (ton)	Buildings (ton)	Total (ton)
Total waste produced	27 667.33	340.68	134.748	28 142.76
Total waste for recovery	27 667.33	340.68	134.748	28 142.76
Total waste for disposal	0.000	0.00	0.000	0.00
Total hazardous waste	95.53	0.41	2.411	98.35
Total non hazardous waste	27 571.80	340.63	132.337	28 044.77

6.4 Intervention Axis 4 - Protecting the Environment and Ecosystems

Materialising the strategic approach to sustainability



Intervention Axes

Axis 4: Protection of the environment and ecosystems

- Safe infrastructure permeability
- Fauna mortality monitoring programme
- LYNXCONNECT project to recover the Iberian lynx species
 - Awareness-raising and communication actions on the collective responsibility to conserve the species
 - Detection of Iberian lynx on national roads and alerting users of the WAZE mobile app
- Incorporation of specific requirements to minimise the risk of wildlife being run over in projects to improve or build roads or works of art
- Invasive Plant Management and Control Plan
- Forest defence
- Replanting trees
- Noise management action plans (PAGR)
- Noise mitigation measures (pavements, modernisation of the railway and rolling stock, noise barriers)

Environment
Dimension



In intervention axis 4 - Protection of the environment and ecosystems - among other programmes and initiatives, IP has promoted measures to improve the safe permeability of its infrastructures, to monitor fauna mortality on roads, manage and control of invasive plants, offset the felling of protected trees and implement noise mitigation measures.

Aware of the conflict that linear infrastructures - road and rail - can have with ecosystems, particularly in terms of habitat fragmentation and interference with the mobility of fauna, which can result in mortality from being run over, IP has been developing a series of initiatives to **increase the safe permeability of its infrastructures**.

Some of these initiatives comprise the deployment of wildlife crossings, creating new structures or adapting hydraulic crossings (HC), agricultural crossings (AC) or overpasses (OP), establishing lateral dry crossing corridors.

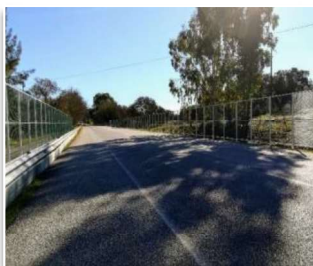


As of December 2023, there were **42 completed wildlife crossings for the NRN**, 31 under construction phase, 68 under planning phase and 32 to be planned (i.e. in initial phase of design or not yet planned). No data is available for the NRwN.



In terms of fencing or other types of structures to minimise wildlife mortality, various types are deployed on the road network:

- complementary "L" netting (attached to the fence and buried), for animals of different sizes and/or burrowing habits - 47.0 km completed, 47.9 km under construction phase, 114.2 under design phase and 43.4 km planned (with design in the initial phase);
- higher fence (greater than or equal to 1.7 m in height) to increase its efficiency for deer and lynx - 18.1 km completed, 41.6 km under construction phase, 83.9 km under design phase and 33.4 km planned;
- Guiding barriers for amphibians to HC - 0.36 km completed;
- barriers to deter the flight of birds and bats - 0.19 km completed, 1.9 km under construction phase and 3.4 km under design phase;;
- netting on slopes to deter rabbits and other burrowing species - 1.3 km completed;
- Ramp escapes in the fences so that wildlife entering the road can get out (number of units) - 34 in the design phase and 16 planned.



In terms of devices to minimise the mortality of fauna in the NRN, we point out the deployment in 2023 of:

- 6 units of colour bands to reduce speed (areas where lynx are run over);
- 2 units of electronic speed control systems (areas where lynx are run over);
- 1.2 kilometres completed with wildlife reflectors;
- road signs to minimise the mortality of fauna on the road (6 vertical signs to reduce speed on stretches where lynx may emerge; 6 vertical signs warning of amphibians (sign A19d) and 18 signs warning of Iberian lynx A19c).



In addition to these measures, there is regular mowing of the embankments to increase visibility and prevent the emergence of small animals that attract predators to the roads.

No data is available for the NRwN..

These measures are implemented particularly in areas of greatest ecological sensitivity, where the highest numbers of wildlife accidents are concentrated, prioritising the stretches with sensitive species, with the aim of reducing the impact on these species.

So far, the results have been quite positive, showing the effectiveness of these measures, especially with regard to walkways for fauna at hydraulic crossings, high fences with L-shaped mesh, barriers to direct amphibians to hydraulic crossings and barriers for flying species.

With the aim of monitoring and minimising the impact of road infrastructure on wildlife, IP has implemented the **Wildlife Mortality Monitoring Programme** on the roads under its jurisdiction, which has been running since 2010.

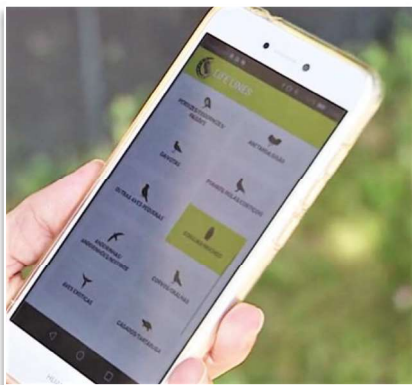
The programme requires all sightings of animal corpses during regular road inspections to be recorded in a georeferenced database.

Specific training is regularly given to those who carry out this monitoring, with the aim of enabling them to identify animals and fill in the computerised record of sightings. A new, more informative and detailed Fauna Identification Manual was recently prepared to help with this task.

In addition to the data collected by the IP teams, the database also includes the records made by the University of Évora, under the partnership established within the framework of the LIFE LINES Project - Network of Linear Infrastructures with Ecological Solutions, and the data recorded by users of the LIFE LINES mobile application.



This application was developed by IP in collaboration with the University of Évora as part of the same project, which enabled the collection of mortality data (georeferenced and photographed) and was available to the public free of charge via Google Play between 30 July 2019 and the end of 2022.



The data available at IP and resulting from the LIFE LINES application (after being validated by experts), as well as that from other entities (Concessionaires and Subconcessionaires, Universities, GNR, etc.) and researchers, was gathered in a national database developed under the aforementioned project, with the aim of supporting environmental impact and planning studies relating to the construction of new roads, or the improvement of existing ones, and the definition of measures to correct and minimise the risks of being run over and the barrier effect to animal movement.

Existing data is analysed to identify critical zones and hotspots, enabling responses to be made to internal requests (e.g. recurrent accident zones due to collisions with medium/large animals, environmental studies, Proximity Plan) and external requests (e.g. Instituto de Conservação da Natureza e das Florestas (ICNF), Secretaria de Estado das Infraestruturas (SEI), Autoridade da Mobilidade e dos Transportes (AMT), Client Manager, collaboration with technical-scientific projects), and propose mitigation measures.

For 2023 IP analysed all roadkill data recorded from the three sources mentioned above. The results are presented in the annual summary report available for consultation on IP's website.

Summing up, in 2023 1,539 animal accidents were recorded on the roads under IP's direct management, a decrease of 28% on the previous year (2022).

Of these 1,539 animals, around 68 per cent were wild animals, while the remaining 32 per cent were domestic pets. Mammals constitute the largest group recorded, especially domestic animals and wild carnivore.

IP is also a partner and beneficiary of the EU project **LYNXCONNECT**, which aims to continue the work begun in the previous project, Life IBERLINCE: Recovery of the historical distribution of the Iberian Lynx in Spain and Portugal (2011-2018).

This project, in which IP was also a partner and beneficiary, contributed to the recovery processes of this species, so that this wild feline is no longer one of the most endangered in the world. Until 2015, the Iberian lynx was on the International Union for Conservation of Nature (IUCN) Red List as a "Critically Endangered" species, and since then it is "Endangered".

In Portugal, its threatened status was only upgraded to "Endangered" in 2023.

The ensuing **LYNXCONNECT Project** will allow us to consolidate and pursue the objectives of reintroduction and the presence of the lynx, as a top species and a driver of balance and enhancement of Mediterranean ecosystems.

In this context, meetings are now being held to plan the conservation actions to be carried out; **public awareness measures have already been implemented with the "Remarkable Lynxes: True Stories of Determination and Freedom"** in 22 railway stations, from the north to the south of the country, from 29 November to 20 December 2023.



This was an action to raise awareness of the collective responsibility to conserve Iberian lynx populations, and the Campaign was publicised on the digital communication channels of IP, ICNF, the LYNXCONNECT Project and the Automóvel Clube de Portugal (ACP).

The Campaign's protagonists are five Iberian lynxes with their own names and real lives - Nossa, Lagunilla, Luso, Lítio and Noctulo - whose stories cross in the Guadiana Valley. Through "humanised" communication, the biographies of these

five lynxes with distinctive personalities and characteristics were revealed.

It should also be noted that, as part of this project, **IP, in partnership with the ICFN and Waze, is developing a project to detect Iberian lynxes on national roads and then alert users of the Waze mobile application.** This new solution enables the implementation of a new, sophisticated and rigorous spatial monitoring system for the Iberian lynx population in Portugal, with data transmitted in real time.

The results of the Fauna Mortality Monitoring Programme are taken into account **when defining specific requirements to be included in road or engineering improvement projects**, as well as in new road projects, in order to consider the need to include or build roads or engineering works.

The need for effective action in the Management and Control of Invasive Plants in the infrastructures managed by IP, due to the negative aspects they entail, both in terms of biodiversity and impacts on human life, as well as the problems caused to the infrastructures themselves (damage and maintenance costs) and to the service provided (standardisation and concealment of the landscape along the roads), made it imperative to define criteria for effective action to mitigate the problem.

Thus, in line with the National Strategy for the Control of Invasive Plants of Infrastructures of Portugal, in compliance with national and European legislation relating to this issue, and in response to the frequent requirements of the Environmental Impact Statements (EIS) and/or Decision on the Environmental Compliance of the Execution Project (DECAPE), published within the scope of the Environmental Impact Assessment (EIA) Processes, we laid down the guidelines to be considered in the preparation of the Invasive Plant Management and Control Plan (PGCPI), in order to guide the company's actions in this area.

A Technical Instruction for the Management and Control of Invasive Plants was also created, which emphasises the principles to be considered when defining the PGCPI.

In revising these documents, IP had the collaboration of the scientific community, through the Functional Ecology Centre of the Life Sciences Department of the University of Coimbra, the Polytechnic Institute of Coimbra and Escola Superior Agrária.

In terms of implementation on the ground, we would highlight the **planting carried out in 2023 in the districts of Évora and Faro**, under the current conservation contracts of **733 and 300 specimens** respectively, mostly trees and shrubs, but also some herbaceous plants.

The locations were chosen to meet the needs of users, as is the case in car parking situations, to provide better enjoyment of the space, emphasising the importance of creating shade for the summer. Taking advantage of existing larger, remaining plots of land under IP management, where biodiversity, often absent from neighbouring agricultural and agroforestry land, could be notably increased, and to counterbalance the loss of many of the trees felled out of necessity for the proper operation of the IP network was also a concern.

In the Évora district:

- EN114 – 3 picnic areas; shade trees for a bus station and various specific situations in the area where sections of the old road, decommissioned by the A6, remain.
- Junction of the EN114-4 with the ER370 in Valeira - reforestation of the area around the old junction with native species and increased biodiversity in the picnic area.
- EN18 / IP2 - landscape restoration of the embankments created by the demolition of two stonemasons' houses, Alagoa and Louseiro.



In the Faro district:

- Landscape integration of IC27 junctions.
- Rearrangement of the land next to the former border control area near Castro Marim.

Recognising the importance of **protecting the forest** and consequently of implementing fire prevention measures along road and rail infrastructures, IP has contributed to the definition of the Fuel Management Strips allocated to its network, reporting to the Municipal Commissions for the Defence of the Forest against Fire (CMDFCI), of which it is a member (by legal imposition), on the actions it carries out in this area. The work to be carried out in the Fuel Management Strips is duly specified and included in the network conservation/maintenance contracts, or through specific contracts for vegetation management.

During 2023 several interventions were carried out relating to this issue, totalling an investment of €13.93 million, of which €7.7 million relates to vegetation management work in fuel management strips, covering an area of around 9,900 hectares.

As part of the development of its road and rail infrastructure projects, IP is required to establish a set of measures, essentially aimed at preventing or offsetting environment impacts, particularly when it is necessary to resort to authorised felling of protected trees, such as cork oaks, holm oaks, etc.

In 2023, IP replanted a total of 1,033 trees to compensate for tree felling associated with interventions on the national road network.

As far as **noise** is concerned, the operation of IP's road and rail networks generates noise in the vicinity of the infrastructure, which can have an impact on the comfort and quality of life of the neighbouring inhabitants.

In this sense, controlling/mitigating noise is a challenge for IP, insofar as it is responsible for internalising the impact and the consequent mitigation costs, in order to comply with the legislation in force (article 11 of the General Noise Regulation (RGR)).

In this context, IP has been developing a series of actions relating to the noise environment which, while covering various areas, have a common goal, i.e. to reduce or, where possible, avoid environmental noise in the surroundings of the transport infrastructures under its management.

The adoption of mitigation measures to reduce noise is often the solution to this issue, and mainly involves reducing noise at source (pavements with sound reduction characteristics, modernisation of railway lines and rolling stock) and, once these solutions have been exhausted, by adopting measures to reduce propagation such as acoustic barriers.

In 2023, the main initiatives carried out by IP in terms of managing the environmental noise produced by its works are highlighted below.

- **Implementation of temporary removable noise barriers in the Modernisation of the Oeste Line contract**



With a view to comply with the Measure on the Environmental Conformity Decision relating to the Implementation Project (DECAPE), temporary removable noise barriers were purchased, which have been widely used, exceeding the DECAPE requirements; their main goal is to protect the rest of residents, along with the other measures defined for this purpose. However, the attenuation of sound levels stemming from the deployment of removable acoustic barriers will depend on a number of factors that will have to coexist (type of activity, distance of noise sources from the acoustic barrier, weather conditions, usable area available, topography of the land and location of the sensitive receptor in relation to the noise sources).

In this contract, the monitoring of noise was carried out (September 2023) associated with the construction of the catenary massif next to TK 64+940 of the Oeste Line. The use of acoustic barriers was found to have attenuated the noise by 14 dB(A), with the average value obtained with acoustic barriers being 59 dB(A) and the average value obtained without acoustic barriers being 73 dB(A).

- 12 Contracts included noise reduction measures by improving the track superstructure, the possibility of using electric rolling stock, which is generally less noisy than diesel, and the installation of noise barriers:
 - Beira Alta Line: Track modernisation, between Pampilhosa and Vilar Formoso;
 - Matinha Line: Improvement of the track superstructure, between pk 0.630 and pk 0.943;
 - Cascais Line: Modernisation of Track and Overhead Line;
 - Évora Line: Railway link between Évora and Évora Norte - Évora bypass;
 - Sines Line: Track modernisation;
 - Algarve Line: Electrification between Lagos and Vila Real de Santo António;
 - Douro Line: Renewal of the carriageway superstructure between pk 151.335 and pk 163.100;

- Minho Line: Treatment of the Platform and Replacement of the Track Superstructure, between pk 40.800 and pk 41.600;
- Norte Line: Complete track renewal between Espinho and Gaia;
- Oeste Line: Modernisation of track between Meleças and Caldas da Rainha;
- Oeste Line: Transformation of Bi-block Wooden/Concrete Crossing and Welded Short Bar/Long Bar, between pk 207.300 and pk 209.100;
- Sul Line: Modernisation of track between Ermidas and Grândola Norte.

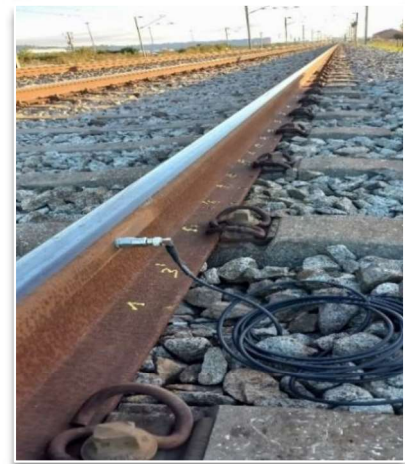
• Innovative noise mitigation solutions

- Completion of the **Lownoise pad (Low cost noise control by optimised rail pad)**, promoted by Union Internationale des Chemins de Fer (UIC), which made it possible to analyse the rail pads in current use on the NRwN, namely their rigidity, with the aim of optimising the TDR (track decay rate) parameter, determined in accordance with EN 15461:2008+A1:2010, and reducing rolling noise originating from rail traffic.

Results show that replacing insoles, a significantly lower-cost operation when compared to other mitigation measures, contributes to reducing the number of people exposed to high noise levels.

As a practical consequence of the results of the Lownoise pad project, IP's internal regulations on track materials were modified to include additional requirements for the insoles to be applied to the railway, ensuring that they contribute to reducing the noise emissions.

We plan to use insoles comparable to those of the Lownoise pad project on the "Linha do Minho - Contumil-Ermesinde - Four-way track" development .



- The collaboration on the Inbrail (Innovative Noise Barriers for Railways) project, developed by the consortium made up of Mota-Engil Engenharia e Construção, the Faculty of Science and Technology of the University of Coimbra and the Faculty of Engineering of the University of Porto, has been completed, with the aim of trialling a low-height noise barrier in real conditions on the Sintra Line.

The project will also provide an additional solution for minimising railway noise, which, in compatible locations, is expected to reduce the number of people exposed to high levels of noise, with a lower visual and social impact when compared to other conventional acoustic barriers. It is expected that the experimental barriers will be transferred to another NRwN site in order to protect sensitive receptors, which are currently subject to high noise levels, and to allow for additional testing of the acoustic and non-acoustic performance of the barriers.

- Completion of the NextLap 2.0 programme (Acceleration Programme for innovative ideas that use end-of-life tyres or tyre materials), promoted by Valorpneu, Genan and Beta-I, which made it possible to install an acoustic barrier in which the absorbent coating, on the railway side, is made up of porous concrete incorporating waste rubber from used tyres.

The acoustic panel ensures at least the same acoustic performance as a traditional panel made only of porous concrete, as measured by the unique sound absorption classification index (DL α) obtained in accordance with the EN 16272-1:2012 and EN 16272-3-1:2012 standards, ensuring a reduction in the number of people exposed to high noise levels while contributing to the reduction of waste rubber from used tyres and to the circular economy.

IP has Noise Management Action Plans (PAGR) for its road and rail networks, corresponding to the requirement for Major Transport Infrastructures (GIT), i.e. railway lines with more than 30,000 trains/year and roads with more than 3 million vehicles/year.

This approach aims to reduce the population exposed to high levels of environmental noise, in line with the European directive on the assessment and management of environmental noise.

The PAGR aims to identify the measures to be adopted as a priority (within a 5-year period) whenever sensitive areas or receptors are detected where the Lden and Ln indicators exceed the limit values set in the General Noise Regulation.

In terms of minimising environmental noise, in 2023 over 75 km of railway track with noise mitigation measures were deployed, i.e. with noise barriers across the NRwN, while over 196 km of road (NRN) had noise barriers.

In this context, IP continues to prepare for the implementation on the ground of the measures set out in the National Railway Network Action Plans, corresponding to the Railway MTIs, i.e. railway lines with more than 30,000 trains/year, namely the development of technical specifications applicable to the design/execution of noise barriers, the definition of criteria for grinding for acoustic purposes (in progress) and continuing contacts with manufacturers of tuned rail vibration attenuators (rail dampers) with a view to carrying out a pilot programme to assess their performance.



Likewise, IP continues to implement noise reduction measures defined in the various Action Plans drawn up for the motorways under its jurisdiction, highlighting in this area, for example, the acoustic barriers recently installed in the vicinity of residents on the A23.

Performance in the Social Dimension



7. PERFORMANCE IN THE SOCIAL DIMENSION

7.1 Intervention Axis 5 - Mobility and Accessibility



Under **intervention axis 5 - Mobility and accessibility** - IP has a number of investment programmes underway focused on improving mobility and accessibility conditions for users of its infrastructure and services and on promoting more sustainable mobility.

IP's main investments in its infrastructures are based on the following 4 national investment programmes: Ferrovia 2020 investment programme, National Investment Programme 2030 (PNI 2030), Recovery and Resilience Plan (RRP) and Business Areas Enhancement Programme (PVAE). In addition, other railway investments have been made to ensure safety conditions and improve the reliability and quality of service provided to customers, as well as investments in management support structures.

In 2023, the amount of IP's investment in its road and rail network, which includes Management Support Investments, was € 620.6 million, namely €550.4 million for the railway segment and €61.1 million for the road segment. This represents an increase of 31 per cent on the figure for 2022, which was € 473.1 million.

These investment figures do not include the costs of the road network's Public Private Partnerships.

The Ferrovia 2020 Programme, involves improvement works across more than 1,000 km of railway in Portugal aimed at increasing the efficiency and competitiveness of rail transport, improving international rail connections, connections to national ports and strengthening rail interoperability.

This programme, for which the total investment is around €2.1 billion, to be completed by 2025, focuses mainly on increasing the competitiveness of freight transport and its interoperability.

The financial implementation of **Ferrovias 2020** in 2023 totalled € 466.2 million, which represents around 65% of the budgeted amount for 2023.

The **National Investment Programme 2030 (PNI 2030)**, defines the country's strategic investments for this decade and is linked to the strategic objectives defined for Portugal 2030. It focuses on 4 sectors - transport and mobility, environment, energy and irrigation - and forecasts an overall capital expenditure of € 43,000 million, of which € 12,490 million are earmarked for rail (16 programmes and projects with a total value of € 10,510 million) and road (8 programmes and projects with a total value of € 1,980 million).

This programme includes a number of railway projects that will continue the improvements made by the "Ferrovias 2020" programme and will contribute to achieving 3 strategic objectives: cohesion; competitiveness and innovation; and sustainability and climate action.

Unlike **Ferrovias 2020**, which focused more on investment in improving rail freight services and international connections, PNI2030 aims to prioritise passenger rail mobility, the national structuring axis and distribution, and it can be said that this programme complements **Ferrovias 2020** by taking a disruptive leap.

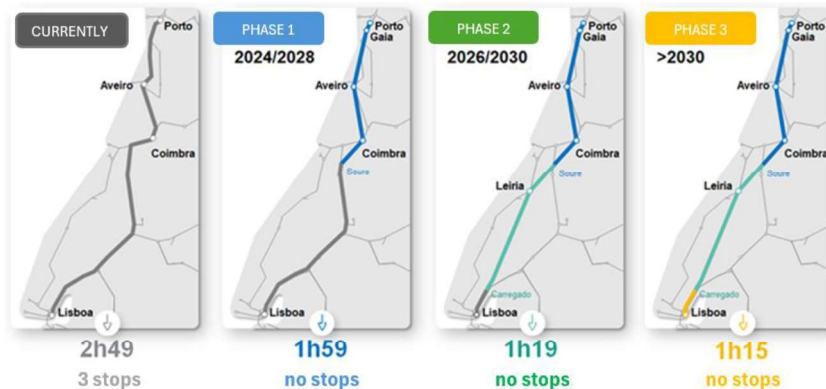
In 2023, the implementation of PNI2030 was essentially centred on the railway component, and mainly on the development of studies and projects related to the New High Speed Line Porto - Lisbon project, namely the respective environmental licensing of the **Porto (Campanhã) - Aveiro (Oiã) and Aveiro (Oiã) - Coimbra sections and the completion of the international tender procedure for the first concession of this project** (Porto (Campanhã) - Aveiro (Oiã)).

Thus, in 2023, the PNI2030 implemented € 20 million in railway projects (25% of the budgeted amount) and € 0.4 million in road projects (9% of the budgeted amount).

The **Porto-Lisbon High Speed Line Project (LAV)** is part of PNI2030 and is a key project for achieving the strategic objectives stated in the Programme.

The Porto-Lisbon HSL, with a total length of 295 km, will be built on double track, for passenger traffic only, in Iberian gauge (1668 mm), using multi-purpose sleepers to facilitate its future migration to European gauge, and will serve 6 stations. A new underground station will be built in Vila Nova de Gaia, and the other five stations, namely Porto/Campanhã, Aveiro, Coimbra-B, Leiria and Lisbon/Oriente, are existing stations that will be adapted to receive the new high-speed (HS) services, along with the other existing long-distance, regional and suburban traffic.

The choice of the Iberian gauge, among other advantages, facilitates the phased development of the project, which is expected to be carried out in three phases, always in conjunction with the conventional railway network.



The main strategic objectives that will result in the underlying benefits of the Porto-Lisbon HSL project are:

- To increase the competitiveness of the rail system by implementing high-speed collective rail transport for passengers, with a high-quality service characterised by significant reductions in journey times, extended to a vast expanse of Portuguese territory, and by a disruptive leap in terms of the frequency of rail transport services on the Porto-Lisbon axis.
- Increasing rail capacity, responding to the availability problems currently experienced on the national rail network and on the Norte Line in particular. By transferring the long-distance service to a dedicated infrastructure, capacity will be freed up for the other services, thus also making it possible to improve the frequencies of suburban and regional services, and to respond more adequately to requests for capacity from freight operators.
- Improving the accessibility and connectivity of the territory by linking the new HS lines with the conventional network, boosting the HS service's articulation with conventional rail services at the current railway stations, namely Lisbon (Oriente), Leiria, Coimbra, Aveiro and Porto/Campanhã, thus maximising the benefits and usefulness of the HS Line.

The construction of the Porto-Lisbon HSL in Iberian gauge will make it possible to obtain connectivity and interoperability benefits from this new line with the conventional NRwN, making the new infrastructure available, directly or indirectly, to an extensive territorial area, which extends far beyond the main axis where it will be located. It will also allow taking advantage of current stations, bringing them closer to urban centres and establishing a greater number of HS service interfaces with other rail services or other modes of transport.

- Contribute to the decarbonisation of the transport sector by attracting demand for road and air transport.
 - . The high demand for road and air transport for long-distance journeys in Portugal is currently out of step with national and European strategic objectives. The use of individual transport is clearly excessive and the existence of air travel on a route of around 300km is unacceptable according to various criteria, particularly with regard to the decarbonisation goals set out in the European Sustainable Mobility Strategy or the European Green Deal. The modal shift from road to rail promoted by the project will contribute to a reduction in CO₂ equivalent emissions estimated at around 3.5 and 5.4 million tonnes by 2050 and 2060.

- Increasing the resilience of the railway system by creating a rail alternative to the Northern line, which is already at capacity in several sections. The construction of the LAV will create some redundancy for the main axis of the national rail transport system. In fact, in the event of incidents or disruptions to traffic on the Northern Line, having alternative routes will make it possible to reduce the impact on commercial operation, minimising the risk of significant disruptions to operation, as is the case today when incidents occur on the Northern Line.

The **Recovery and Resilience Plan (RRP)** was approved by the European Commission in 2021 and is based on three main dimensions: Resilience, Climate Transition and Digital Transition. It is one of the national funding instruments with an implementation period until 2026. IP assisted the Government in the development of a rigorous project selection process that optimises the capitalisation of funds available to leverage the Infrastructure Component, which aims to promote territorial cohesion and improve conditions for attracting and retaining investment in less densely populated territories, boosting economic competitiveness by improving mobility and accessibility conditions.

IP's investments in Missing Links (completion of missing links), increasing the capacity of the road network, cross-border links and business reception areas (AAE) - Road Accessibility - all contribute to this.

The PRR is making positive progress, with a total implemented investment of € 48.7 million at the end of 2023, corresponding to 62% execution.

The **National Railway Plan (NRP)** provides for a new structure for railway services, while at the same time densifying the network and improving its coverage. This is the instrument outlining the railway network that will ensure communications of national and international interest in Portugal, and it aims to give stability to the planning of the railway network over the medium and long term. It should be noted that according to the IMD World Competitiveness Ranking 2023, the stability and predictability of investment cycles in infrastructures and their financing is considered an essential element in guaranteeing the competitiveness of countries' economies.

The NRP will help make the railway system more competitive, establishing itself as a high-capacity mode of transport with environmental and social sustainability.

The **Business Areas Enhancement Programme (PVAE)**, presented by the Government in 2017, aims to strengthen the competitiveness of companies by improving road connections between already consolidated business areas and the existing road network.

One of the aims of this programme is to ensure better access to high-capacity roads for the "drivers" of the economy, which are small and medium-sized companies, an objective to be achieved by IP. Most of the investment is made using IP's budget, and is partially supported by each municipality involved, particularly with regard to the land expropriations required.

This programme covers 8 projects in the North, 2 in the Centre and 2 in the Alentejo and, in 2023, had a financial outlay of €8.3 million.

The **Mondego Mobility System (SMM)** project aims to create a public transport link between Coimbra and the neighbouring municipalities (Miranda do Corvo and Lousã) via a "Metrobus" system, which consists of implementing a BRT (Bus Rapid Transit) type service with electric traction on the old Lousã railway branch and in the Coimbra Urban Area.

The total length of the route is 43 kilometres, linking Serpins, Lousã and Miranda do Corvo to Coimbra, serving Coimbra B station and the Hospitals area. The SMM's main objective is to promote sustainable mobility by implementing an attractive and competitive mobility service operated by electric buses, leading to a modal shift to a more energy-efficient mode of transport with lower emissions, thus aligning itself with the transport sector's decarbonisation objectives.

In 2023, the SMM had a financial outlay of € 38.7 million.

In addition to the investments associated with the aforementioned programmes, other **rail and road investments** are being carried out to ensure safety conditions and improve the levels of reliability and quality of service provided to users.

In 2023, various works were carried out to renovate the railway infrastructure, bring it into line with existing rules and regulations and increase service levels, corresponding to a financial outlay of € 64.2 million. This figure includes the Mondego Mobility System project (funded by POSEUR), which, as already mentioned, totalled € 38.7 million in 2023. In the Road sector, the amount implemented was approx. € 1.8 million.

In 2023, various investments were made in **Management Support Structures**, such as investments in buildings and the purchase of machinery, equipment and road-rail equipment.

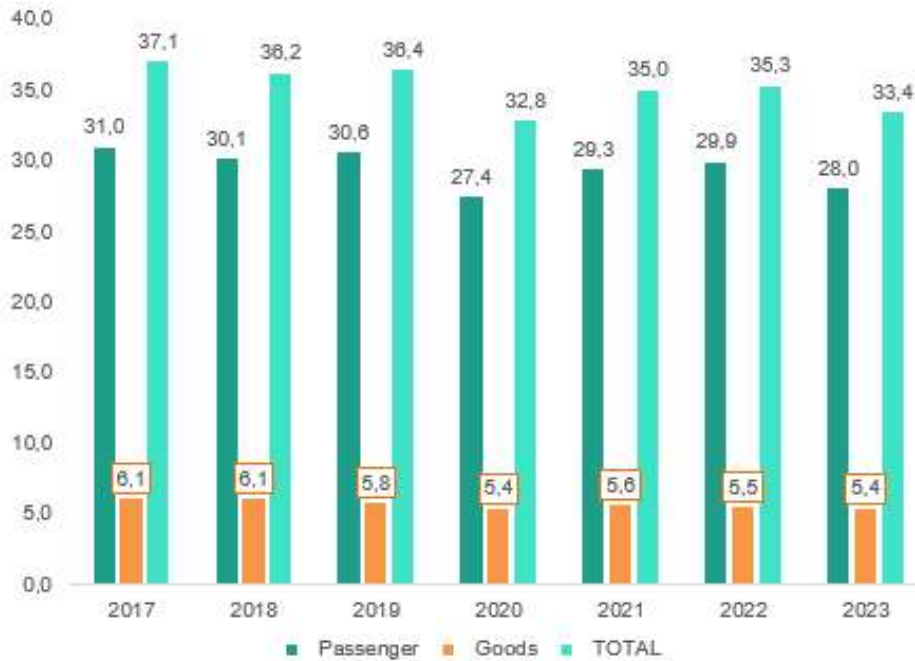
The total amount of the investments in Management Support Structures in 2023 was € 9 million (62% of the budgeted value). Investment in buildings totalled around €4.5 million, including work on the Pragal Campus.

The amount of IP's main investments in Accessibility, Telematics and ITS, to support its road and rail networks and completed by 2023, totalled more than € 44 million, with investments in ITS and Accessibility (IA), Transport Telematics (TT), Telecommunications Network (TN) e Technical Coordination and Regulation (TC).

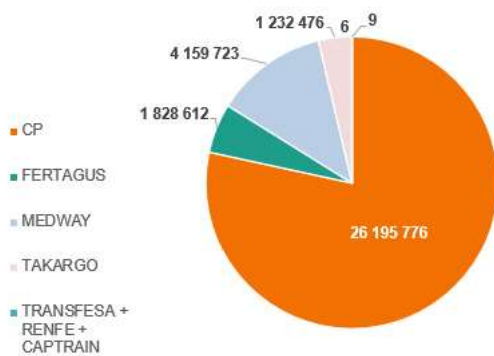
With regard to the use of the **NRwN and NRN**, some indicators are presented below.

In 2023, rail operators ran a total of around **33.4 million train kilometres (tK), of which 83.8% (28.0 million tK)** related to passenger traffic and 16.2% (5.4 million tK) to freight traffic.

Evolution of tK (million) travelling on the NRwN in the period 2017-2023



In 2023, compared to the previous year, overall tK fell slightly, by around -5.4 per cent, with a breakdown of -6.4 per cent for passengers and -1.8 per cent for freight.

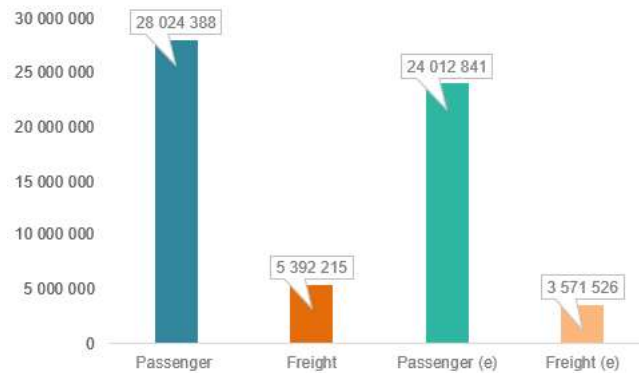


Currently, the railway operators operating on the RFN are CP and Fertagus in the passenger segment and Medway, Takargo, Captrain, Transfesa and Renfe Mercancias in the freight segment.

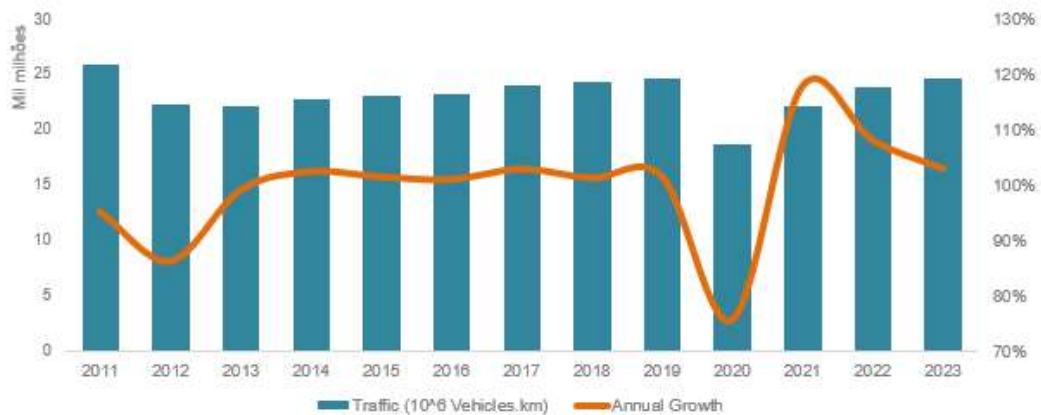
In 2023, **CP** continues to be the operator with the greatest impact on IP's activity, accounting for **over 78 per cent of the market share**, followed by Medway with around 12.5 per cent.

Also in 2023, with regard to the movement of electric trains (etK) on the NRwN, the figure of 27,584,367.5 etK is significantly higher compared to the overall figure for train kilometres (33.4 million tK), broken down into 24,012,841.3 etK for passenger traffic and 3,571,526.2 etK for freight traffic.

tK passengers and freight, 2023



With regard to **road operations**, in 2023 annual traffic grew by 3% on the road network concessioned to IP, reaching 24,707,977,247 vehicle.km, which is justified by the trend towards a return to normality already seen throughout 2021 and 2022, after the severe restrictions on traffic seen in 2020, due to the COVID-19 pandemic.



Numbers in thousand million euros

RAILWAY FRAMEWORK CONTRACT

IP's obligations under the Railway Framework Contract (CPF) include some indicators of the level of service provided to users, which have annual targets set and are presented below.

IP's performance for 2023 is shown in the following table, and no targets have been set for the (RwFC indicators for 2023).

Indicator	Annual Target	Result
	2023	2023
Additional margins (minutes)	n.a.	96.0
Railway punctuality (%)	n.a.	83.3
Network Availability (%)	n.a.	71.3
Safety Levels (SA/MtK)	n.a.	1.07

ROAD CONCESSION CONTRACT

The service levels to be met by the different road sections of the NRN are laid down in the Road Concession Contract (CCR), in accordance with the National Road Plan 2000: Level B for the Core Network and Level C for the Supplementary Network

IP's performance in 2022, in relation to the service levels required in the RCC, is shown below.

Type	Fulfilment				No Fulfilment		Total length (km)
	Without restrictions (km)	With restrictions (km)	Total (km)	%	Amount (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	1 0617.1	642.5	11 259.6	99.5	53.3	0.5	11 312.9

IP's road concession contract with the Portuguese State, signed in 2007 and published on the same date by Resolution of the Council of Ministers no. 174-A/2007, which has since been revised by Decree-Law no. 110/2009, stipulates that the road sections of the RRN comply with service levels in line with those recommended in the PRN 2000: Level B for the Core Network and Level C for the Supplementary Network

* EDIP - Declassified Roads to be Ensured. IP Corridors

** EDIC (Declassified Roads ensuring IC corridors)

Analysis of the results for 2022 showed that the degree of compliance with CCR's service levels was 99.5%.

For 2023, the results of the Road Concession Contract indicators are not yet available.

7.2 Intervention Axis 6 - Safety



Intervention Axis 6 - Safety – Is considered by IP to be paramount, as safety is seen as an essential value for all those who use the national road and rail networks. IP sees and treats Safety in an integrated manner following the same policy in the road and railway segments, with focus on workers, users and entities with which it deals in the scope of the design, maintenance and operation of the infrastructure it manages.

The work carried out by all at IP, and preceding companies, has unequivocally contributed to the major progress achieved in reducing road and rail accidents in Portugal in recent decades.

IP's Safety Coordination department is active in both the railway and road sectors, ensuring that all processes are monitored from a safety perspective (tender documents, projects, works, etc.).

During 2023, opinions/analyses were carried out on a total of 1,053 project specifications, of which 596 related to rail, 293 to road and 164 to other areas, namely civil construction and telecommunications contracts.

In terms of Project Safety Coordination, 134 projects were monitored, 66 on the railway, 62 on the motorway and 6 in other areas.

A total of 818 contracts were managed in terms of Site Safety Coordination, 371 on the railway, 406 on the motorway and 41 in other areas.

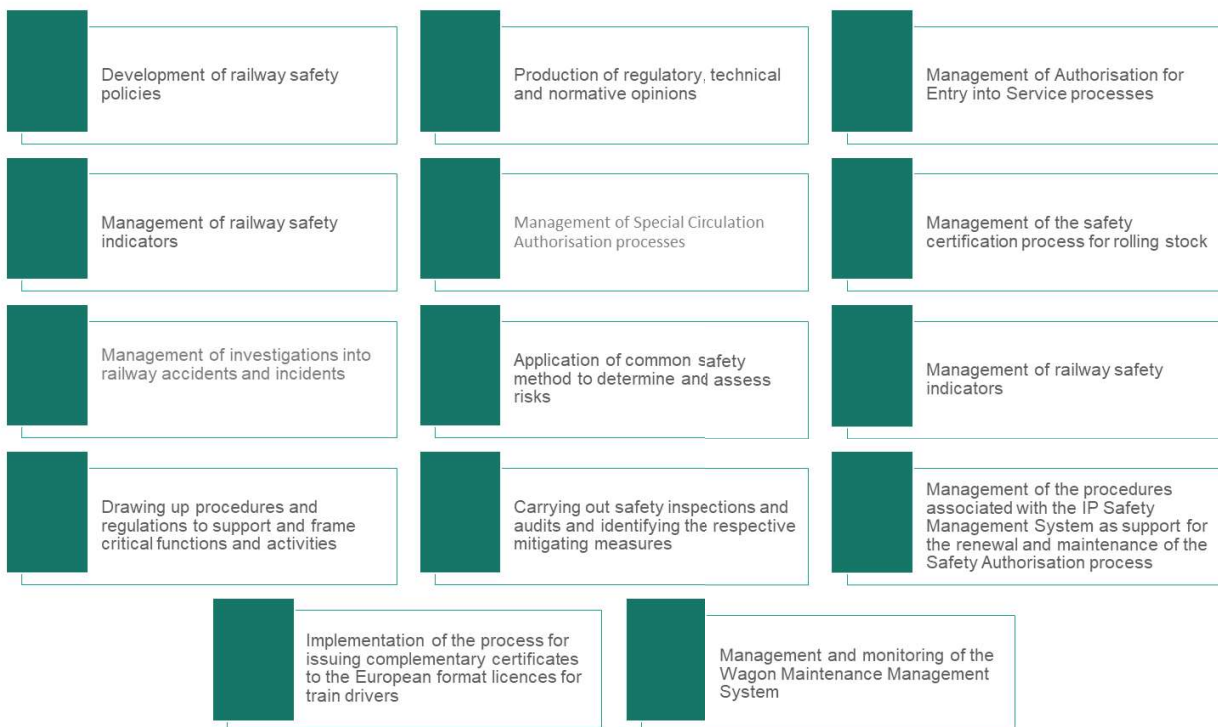
A total of 103 contracts were also monitored as part of External Coordination Supervision, of which 61 were on the railway, 32 on the motorway and 10 in other areas

The materialisation of the various road accident prevention plans and activities points to a **goal of reducing the number of deaths and serious injuries on the roads by 50% by 2030**, in line with the mission of the European Road Safety Charter (ERSC). With regard to the railway, the plan to suppress and reclassify tracks, along with other communication and prevention actions, point to a goal of reducing the number of accidents on tracks to less than 10 by 2030.

In terms of railway safety, it should be noted that IP's management of railway infrastructure is linked to obtaining and maintaining a Safety Authorisation issued by the IMT.

The current Safety Authorisation, with identification number UE: PT21 2023 0002, is valid from 01-06-2023 to 31-05-2028, and confirms acceptance of IP's Safety Management System, in accordance with Directive 2016/798 and Decree-Law 85/2020, and includes the procedures and provisions adopted to comply with the necessary safety requirements in the design and construction of infrastructure, the maintenance of infrastructure, traffic planning, traffic management and control.

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



IP's performance in terms of Road and Railway Safety is presented below.

7.2.1 Railway Safety

With regard to **railway safety performance**, the analysis is divided into 3 topics: safety indicators; safety at level crossings; inspection, conservation and safety actions on the railway network.

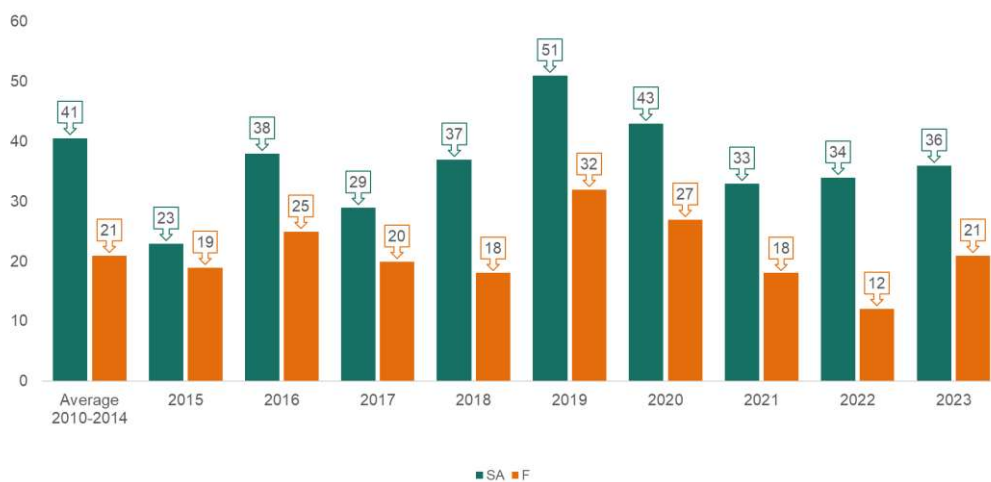
• Rail Safety Indicators

Railway Safety Indicators

- number of Significant Accidents² - number of significant accidents (SA) that occurred on railway lines each year;
- Significant Accident rate - number of significant accidents per million train kilometres (SA/Mtk);
- consequences of Significant Accidents - number of fatalities (F) recorded;
- number of Accident Precursors³ - number of events that are not accidents (e.g. track deformation)

IP is making a strong commitment to railway safety in order to achieve the goal of having an increasingly safe railway system, namely by promoting a proactive attitude with a focus on railway safety issues and adapting safe behaviour.

The evolution of the number of Significant Accidents (SA) and the number of Fatal Victims (F) recorded on the NRwN between 2010 and 2023 is shown in the following graph.



² Significant Accident (SA) - Any accident involving at least one railway vehicle in motion and causing death or serious injury to at least one person or significant damage to equipment, infrastructure, other installations, the environment, or prolonged interruptions to traffic. Accidents occurring in workshops, warehouses and rolling stock parks are excluded.

³ Accident Precursor (AP) - Occurrences duly identified as jeopardising safety and for which measures must be taken to mitigate them by the company(ies) to which this responsibility falls.

In 2023 there were 36 significant accidents (+2 AS compared to the previous year). Compared with the average of SA over the last 5 years, their number fell by 9% (Average over 5 years: 40 SA).

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

With regard to the consequences of the Significant Accidents, of the fatal victims (F) recorded in 2023:

- 62% (13) were unauthorised persons trespassing on railway space, and
- 38% (8) were people who did not respect the safety rules for crossing the LC.

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

The graph below shows the evolution of the railway safety indicator - number of significant accidents per million train kilometres - and the respective comparison between the values recorded and the targets set in the Framework Contract, for the period 2012-2023.



In terms of Accident Precursors, which are events that are not accidents, the evolution of the values obtained in the 2010-2023 period is shown in the following graph, which shows a consistent decrease in accident precursors from 2016 onwards.



In fact, there **was a slight decrease of 3 per cent in Accident Precursors in 2023 compared to 2022**. Comparing the figure recorded in 2023 with the average of the last 5 years shows a more significant decrease of around 27%.

One of IP's objectives is railway safety, namely by promoting a proactive personal behaviour, focusing on the issue of railway safety and adapting safe behaviour.

In 2024 IP intends to continue pushing forward and strengthening 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.

• Level crossings

Accidents at level crossings account for 30 per cent of the total number of deaths in rail transport in Europe. Among the main causes of these accidents are a lack of appreciation of the risk, distraction and inattention to signal indications, both when crossing on foot and on the road.

The Plan for the Elimination and Reclassification of Level Crossings (PSRPN), under the terms of Article 2 of Decree-Law 568/99 of 23 December, establishes an obligation for road and rail network managers to adopt rail safety measures for level crossings, given that they are one of the most disruptive components of the rail operating system and are points of conflict that generate permanent insecurity.

Thus, in order to reduce accidents and make the NRwN's level crossings safer, IP has carried out studies and progressive interventions at various level crossings, as follows:

- Inspection, classification or reclassification of existing level crossings;
- Conversion of traditional level crossings to automated crossings;
- Separation of road and pedestrian traffic on the LCs;
- LC levelling projects.

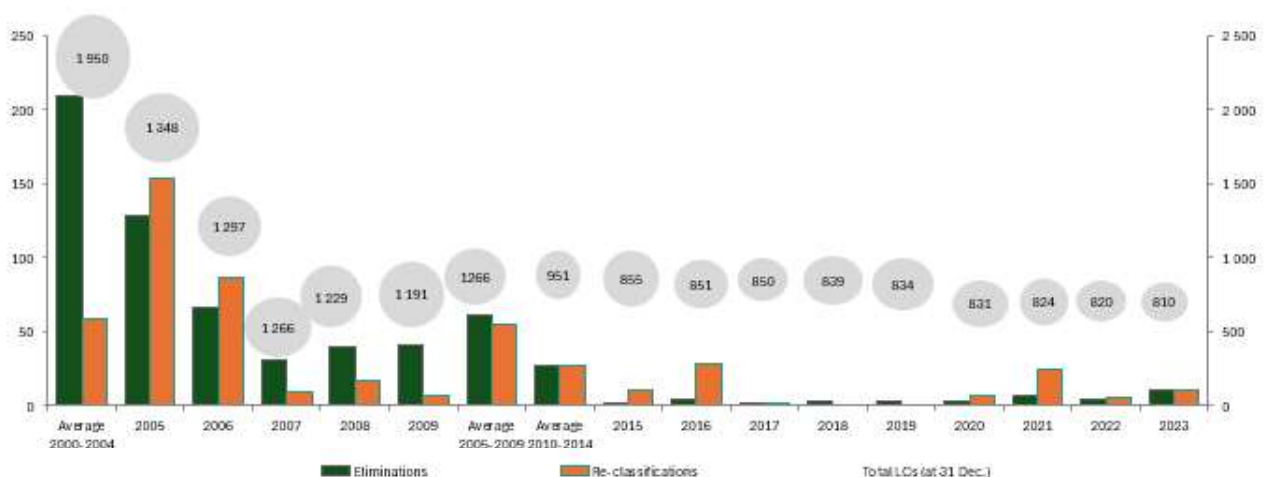
In order to reinforce the safety of the LCs and since many of the accidents recorded depend above all on the behaviour and co-responsibility of users, IP also invests in communication and awareness campaigns on related risks and good practices for crossing them.

In terms of compliance with the PSRPN, 11 suppressions and 11 reclassifications were carried out in 2023, with the associated investment being included in the modernisation contracts for 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 LCs on all lines in railway operation, of which 481 (59%) have active protection, achieved through human guarding or automatic signalling.

At the end of 2023 the mean level crossing density was of 0.32 LC/km.

The evolution of the number of LCs and actions (Suppressions, Reclassifications) carried out in recent years is shown below.



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

As part of the **inspection and characterisation of LCs in the NRwN, 164 LCs were covered in 2023, which** included an assessment of their use and associated risk factors.

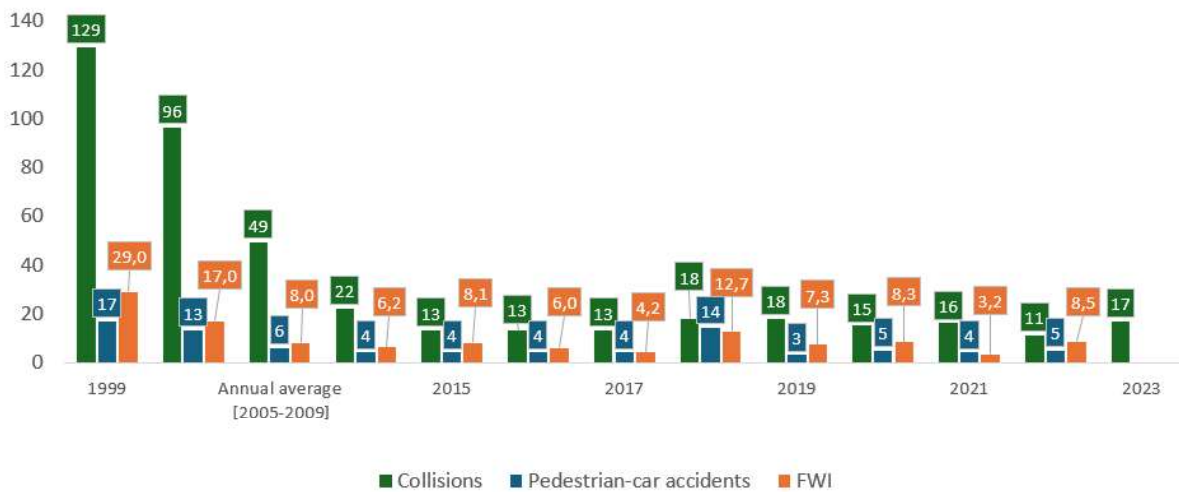
The following studies and/or interventions were carried out in 2023 to mitigate the risk to LCs:

- Road intervention to mitigate the risks of bypassing half-barriers, failure to stop or blockage at LCs, in liaison with the respective GIRs, at 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 their poor visibility.

In 2023 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.

The evolution of accidents in the LC in recent years (1999-2023) is shown below.

FWI - Fatalities and Weighted Injuries = Deaths + (Serious Injuries / 10) + (Light Injuries / 200) - Fatalities and Weighted Injuries= (fatalities+serious injuries)/(10+(light injuries/200))



From 1999 to 2015, there was a decrease of more than 85% in the number of accidents and fatalities on LCs, as a result of the policy of eliminating and improving safety conditions. **Recent years have shown a stabilisation in accident rates.**

The evolution of accidents on active and passive LCs over time (1999-2023) is shown below.



Considering the accidents recorded in the last 5 years, two thirds occurred in LCs equipped with active protection, which shows, on the one hand, a clear disrespect for existing signs, and, on

the other hand, that the efficacy of safety measures will mainly depend on the behaviour and responsibility of LC users.

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

- **Inspections, Maintenance and Repair of the NRwN**

One of the fundamental activities developed by IP in terms of railway safety are Safety Inspections, which allow us to identify any non conformity or risky situation, and propose mitigating measures accordingly.

Below is a breakdown of the number of inspections carried out and the respective length of the railway network, by type of railway safety inspection, over the last 5 years - 2019 to 2023:

Evolution of Railway Safety Inspections					
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

The activity carried out in 2023 continued to strengthen inspections of rolling stock, which fall under the regulatory inspection category.

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, Conditional Preventive Maintenance and Corrective Maintenance.

Overall expenditure on these activities in 2023 was € 21.8 million, increasing over 2022.

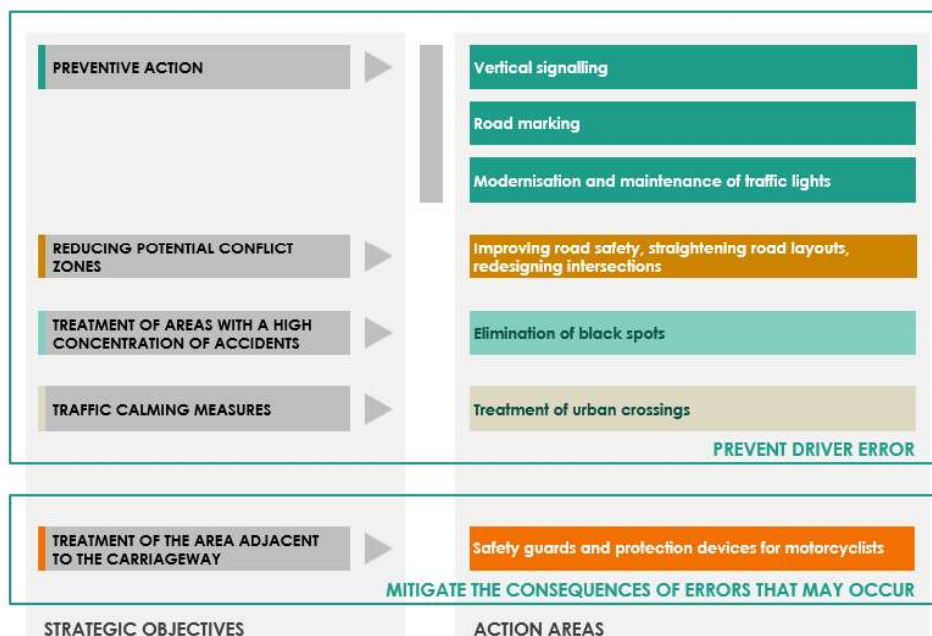
7.2.2 Road safety

With regard to **road safety performance**, the analysis is divided into 3 topics: road safety strategy; safety indicators; and inspection, conservation and safety actions on the network.

• Road Safety Strategy

IP's road safety strategy is in line with the proposal of the National Strategic Road Safety Plan 2020 (PENSE2020), as well as with the best practices of the most advanced countries in terms of road safety, such as Sweden, and has the ethical imperative that "no one should die or become permanently disabled as a result of a road accident in Portugal". This approach is based on the concept of tolerant roads.

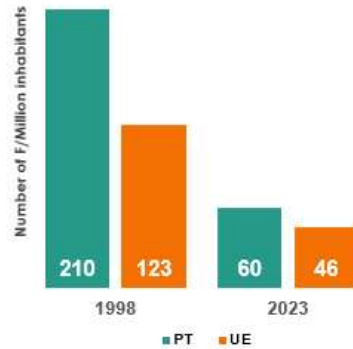
Since it is recognized that road users will always make mistakes and that these can lead to road accidents, the road infrastructure must, on the one hand, prevent and anticipate driver errors, and on the other hand, minimize errors and consequences that may occur.



In line with this approach, IP's Road Safety Plan (PSR) aims to prevent the occurrence of driver errors and mitigate the occurrence of these errors, assuming five strategic objectives - preventive action, reduction of potential conflict zones, treatment of areas with a high concentration of accidents, traffic calming measures and treatment of the area adjacent to the carriageway.

• Road Safety Indicators

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.

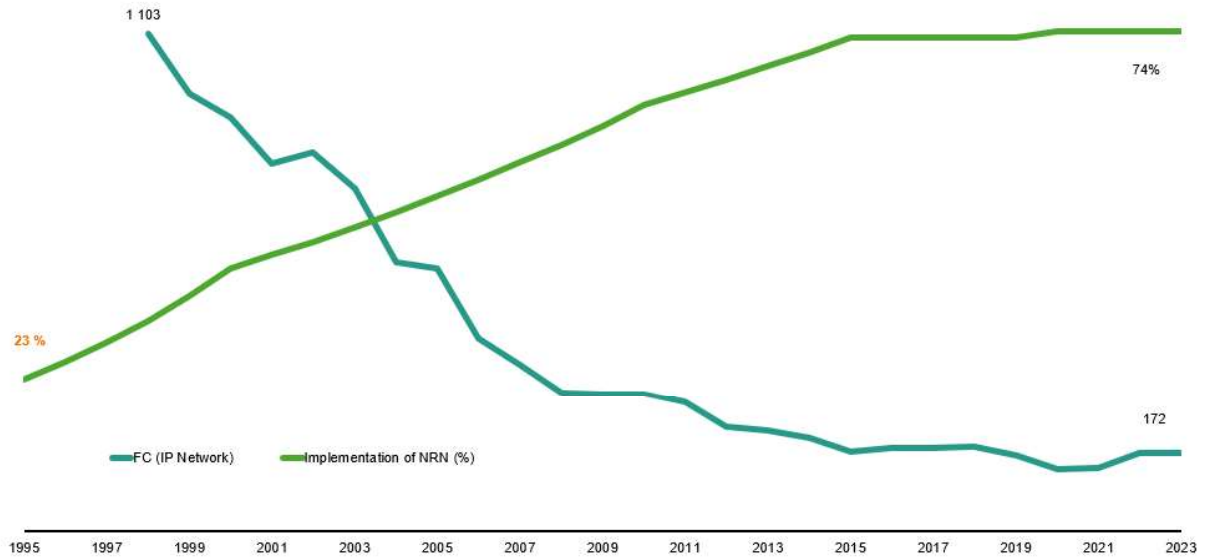


Note: The European Commission has not yet released final figures for 2023.

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

These investments in the NRN have had a significant economic and social benefit for society, saving thousands of lives and the corresponding economic and social costs.

The evolution of the number of fatalities (F) recorded on IP's road network and their relationship with the implementation of the NRP is shown below.



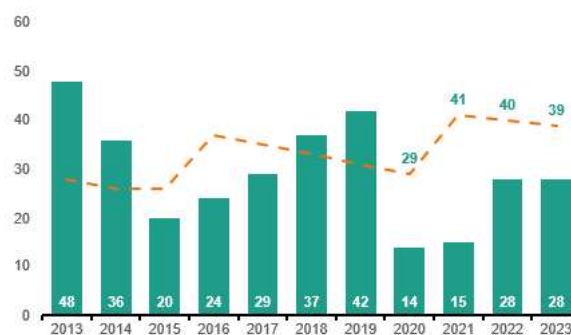
Despite the very significant reduction seen in recent decades, the graph shows that the annual growth of road accident indicators slowed down over the last 3-4 years.

It should also be noted that while Portugal has reduced the number of fatalities by around 75 per cent, the road network under IP's management has managed to achieve higher reductions of around 85 per cent.

The NRN Concession Contract established with the State defines accident reduction objectives, specifying three indicators:

- number of black spots (BS);
- severity index in built-up areas (the 2023 satisfaction level will be calculated at the end of 2024), and
- number of fatalities (F).

Graph below shows the evolution of Black Spots (BP)* on the network under IP management in the period 2011-2023.



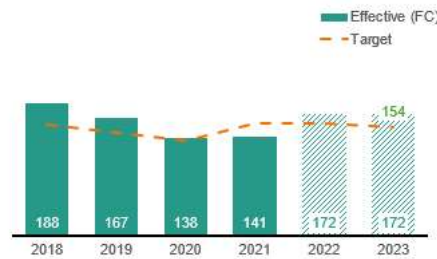
* Number of blackspots recorded on the IP network, including the sub-concessioned IP network and excluding undelivered declassified roads.

It should be noted that the data for some of the indicators presented for 2022 and 2023 is either not yet available or should be considered provisional, since the National Road Safety Authority (ANSR) has not yet finalised the validation of the road accident data recorded in Portugal for those years. However, established targets were revised and approved by Instituto da Mobilidade e dos Transportes (IMT).

It is not possible to indicate with precision the number of Blackspots on IP's network in 2023, as the ANSR has not yet provided any list of Blackspots for 2023 (whether interim or final).

It should only be noted that IP's target for the road network under its management for 2023 is a maximum of 39 blackspots.

The evolution of fatalities (F)** on IP's network over the 2018-2023 period is shown in the graph below.



***Number of fatal casualties recorded in built-up areas within IP Network including the network under sub-concession and excluding declassified roads*

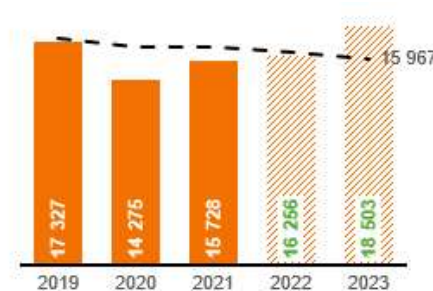
With regard to more serious accidents, according to the provisional 2023 register of fatalities (F)** and serious injuries (SI) on the IP network, the figure is the same as in 2022 (+0 F). When compared to the target set for 2023, the number of fatalities is 12.3 per cent higher (+18 fatalities)

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

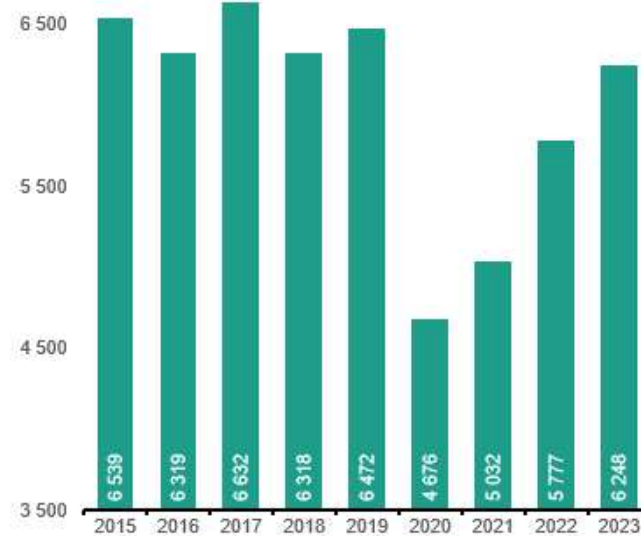
The evolution of the severity indicator in built-up areas (SI BuA) *** also for the 2018-2023 period, where figures for 2022 and 2023 are provisional, shows that the figures for the severity indicator in built-up areas increased by 13.2 per cent compared to 2022, 15.9 per cent above the target set for 2023.

****Severity indicator recorded in built-up areas within IP Network including the network under sub-concession and excluding declassified roads*

*SI = Number of fatalities / Road accidents*100*



The evolution of the number of accidents involving victims (AcV) over the 2015-2023 period is shown below.



The graph shows that the number of accidents involving victims in the period 2010 - 2023, recorded on the IP network, including the sub-concessed IP network and excluding undelivered declassified roads, has seen a slight reduction overall.

- **Inspections, Maintenance and Repair of the NRN**

One of IP's fundamental activities to ensure the best road safety conditions are Road Safety Inspections, carried out by teams of inspectors across the country, allowing to identify non-conformities and road safety problems related to the infrastructure and propose the most cost-effective corrective measures.

Safety inspection activities are of various types, such as inspections of the Network, Black Spots, Hazardous Road Locations, etc., and those carried out in the 2019-2023 period are shown in the following table. It should be noted that in 2022, there is only information available on inspections of black spots and accident sites, and in 2023 on accident sites.

	2019	2020	2021	2022	2023
Planned on the network (km)	114	25.3	44.4		
Blackspots (no.)	39	42	18	15	
Accident Accumulation Areas (no.)	20	23	46		
Monitoring (no.)	9	6			
Inspection to accident sites (no.)	71	125	153	201	208

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

From 2020 onwards 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.

Current Conservation of the road infrastructure views to ensure the maintenance, repair and replacement, in appropriate conditions of functionality, of all road components. The purpose is to ensure traffic safety and comfort to users and to prevent the deterioration of the roads and service conditions.

In 2023, total expenditure on road maintenance, repair and safety was € 48.59 million for the conventional network and € 12.54 million for the high performance network.

The total sum of the repair and maintenance work on the 25 de Abril Bridge carried out in 2023 was around €1.23 million, out of an overall planned capital expenditure of €13.23 million.

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. The amount spent on periodic maintenance in 2023 was € 53.18 million.

Road safety activities are also supported by the Road Safety Plan which, in addition to the autonomous interventions already described, also includes interventions in the field of vertical and horizontal signalling, traffic lights and the placement of new safety barriers, among others.

In 2023, the Signalling and Safety Equipment (SSE) 2022-2025 contract was awarded, covering 18 districts, with the aim of introducing greater regularity and continuity in signalling and safety interventions, helping to improve the safety conditions of the NRN by restoring the initial quality conditions of this equipment in a scheduled manner. This contract is worth € 25.54 million.

The SSE contracts were grouped mainly into 3 types of equipment: Vertical Signalling, Road Marking 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 these contracts, it was found that from the month they were awarded (May 2023) until the end of 2023, an amount of €3.48 million was implemented, almost 60 per cent of which related to road marking activities.



In the area of safety, IP is carrying out various initiatives focused on emergency management. In 2023, the following stand out:

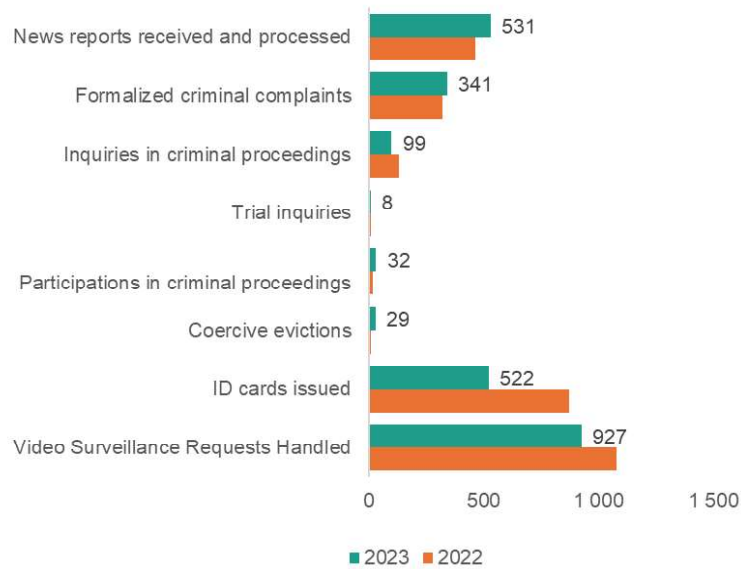
- Safety and Emergency training actions:
 - 8 training sessions given by the Entity Responsible for Maintenance (EMR) to external organisations;
 - 4 training sessions given by the entity responsible for maintenance (EMR) to internal organisations.
- Development of a company information bulletin on adverse weather conditions - safety recommendations and procedures;
- Assessment / inspection of facilities and buildings;
- Initiatives by road tunnel safety officers;
- Analysing and dealing with incidents;
- Representing IP at Civil Protection Emergency Bodies and Municipal Civil Protection Services;
- Activities within the scope of IP's National Defibrillation Programme (PDAE IP);
- Drawing up specific documentation and issuing technical opinions;
- Railway and road drills with external organisations;
- Internal drills.

7.2.3 Security

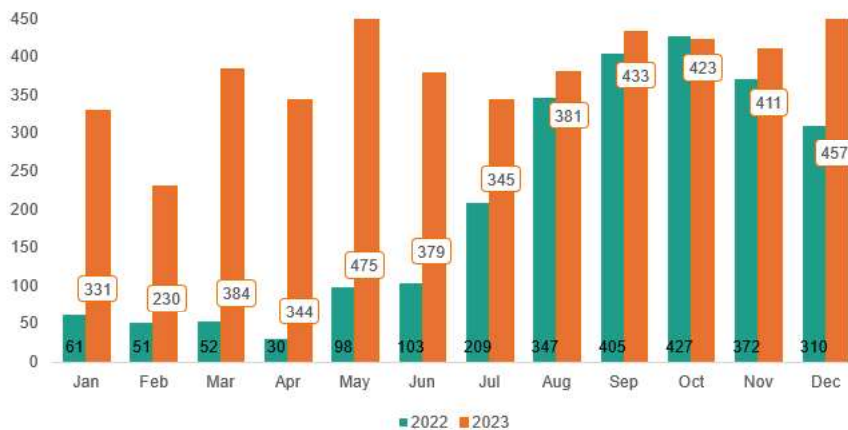
Security at IP is essentially carried out by the Security Centre, Operations and Infrastructure Technicians and by other company employees, particularly those associated with reception and concierge posts.

A relevant part of the work developed in this field is based on the Records of Evidence associated with the Public Railway Domain (PRD), which are analysed, processed or forwarded, as the case may be; and, on other communications of occurrences not associated with the PRD, but stemming from all other departments of IP Group.

During 2023, a total of 466 Notices were received and processed, with 321 criminal complaints and 17 reports to the IMT for administrative offences.



In the work carried out by the Security Centre and the security guards at the railway stations, it is worth highlighting the significant evolution in support for the boarding and unboarding of mobility-impaired people, which previously had little expression and which grew considerably during 2023. This is a service provided by the CP and Fertagus operators to passengers, with the collaboration of station guards working for IP. The following graph shows the number of mobility-impaired people boarding and unboarding for 2022 and 2023, with a significantly higher figure in the first half of 2023.



7.3 Intervention Axis 7 - Human Capital and Talent



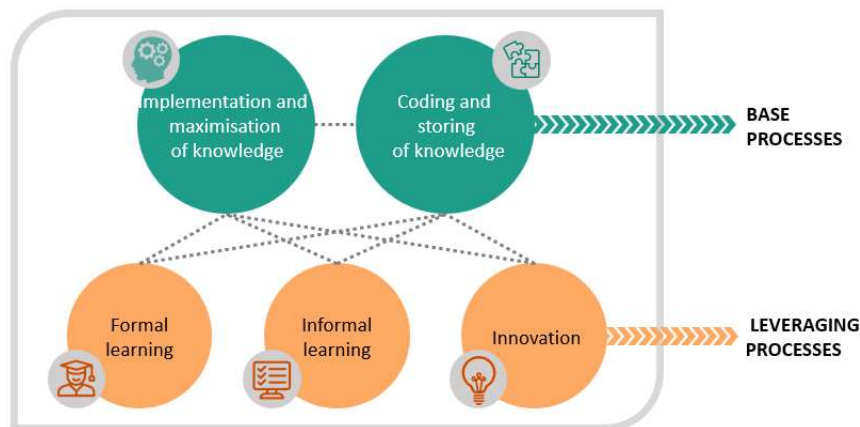
Intervention Axis 7 - Human Capital and Talent - focuses on pursuing a policy of training and managing the performance of its employees, guaranteeing the protection and promotion of the physical and mental health and well-being of all employees.

It should be highlighted that one of the major challenges of this century and for the IP Group concerns the ageing of the population. IP has around 38 per cent of its workforce aged 56 or over, who are expected to leave the company within the next 10 years. At the same time, the change in requirements associated with the digitalisation and dematerialisation of procedures and work tools imposes the need to acquire new skills. In this context, IP must not only guarantee the re-qualification of its employees and ensure the retention of knowledge as older people leave, but it must also create strategies to retain new employees.

In this context, some of the talent management and career and knowledge development initiatives promoted by IP stand out:

- Identification of **critical skills within each department**, in order to identify training and development needs, motivations and expectations for professional development, so that IP can try to promote team training and meet these needs and expectations, keeping employees motivated and committed to IP;
- **emForma Programme**, which consists of a platform for managing employee development, where the available training offer is available, individual and team development needs are identified and all training carried out is recorded. The training on offer has been diverse and wide-ranging, including the acquisition of new skills, such as digital construction modelling (BIM) and cybersecurity;

- The **ReConhecer Programme**, which was launched in 2023 and aims to stimulate recognition practices at IP by encouraging employees to pay attention to each other and give positive feedback whenever they observe behaviour that is in line with the company's values;
- The **Onboarding Programme**, which is a welcoming programme for new employees and retaining talent, the aim of which is to make it easier for new employees to get to know the IP Group, establish contact networks between new employees and create strong relationships that make it easier for them to relate to the different structures;
- **Organisational knowledge management at IP** encompasses all the skills, experiences and professional knowledge that its employees possess in order to solve problems in the workplace. Organisational knowledge management at IP is based on two basic processes, the application and profitability of knowledge and its codification and storage, and on three leveraging processes, formal learning, informal learning and innovation.



At IP, organisational knowledge is made available and shared on the intranet, where employees can find processes, regulations (manuals, procedures and technical instructions), news, good practices, etc. In addition, information is deposited in technical registers, documentation centres and other documentary collections which together make up IP's knowledge databases and directories.

In terms of leveraging processes, formal learning aims to build capacity and develop individual competences. It is a process that is planned, monitored and evaluated in a structured and systematic way, and can take place internally or externally to IP.

Informal learning is also aimed at training and developing competences, but it is a much broader, emergent, dynamic and fundamentally collaborative process. It includes participation in work teams and projects, "lessons learned" practices, the exchange of information between colleagues, contacts with external national and international stakeholders, clients and suppliers, self-learning, functional mobility, etc.

Finally, the third leveraging process is innovation and aims to adapt the organisation to external changes by implementing new technological solutions and new ways of managing and organising work processes and systems.

As part of talent management, the IP Academy promotes employee training and professional development, stimulating the acquisition of knowledge and skills in a number of different thematic areas.

In 2023, the Training activity involved 3,313 employees and represented more than 169,600 hours of training, in various areas of knowledge, with a distribution of 16,615 hours given to female employees and 153,026 hours to male employees.

Training activity in 2023

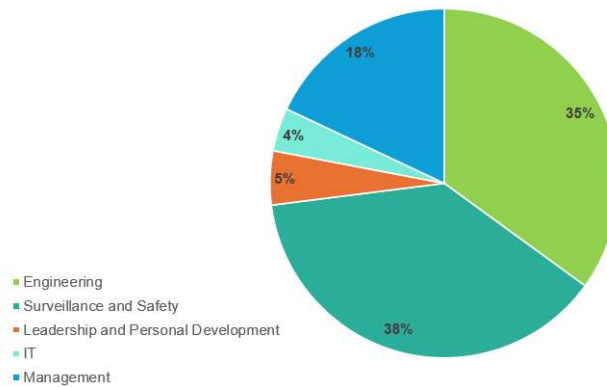


In 2023, the number of hours of training given to IP employees, broken down by professional category and gender, is shown in the following table.

Gender / Professional Categories	Training volume (hours)	Number of employees covered
F	16 615	761
Operat. Assis., workers and auxiliary personnel	3 116	47
Technical assis., Interm. Level and admin. personnel	1 824	193
Managing staff	2 086	84
Senior technicians	9 494	425
Trainees	67	9
Board of Directors	27	3
M	153 026	2 552
Operat. Assis., workers and auxiliary personnel	81 022	832
Technical assis., Interm. Level and admin. personnel	51 850	1 018
Managing staff	3 751	139
Senior technicians	16 391	558
Trainees	11	4
Board of Directors	2	1
Total	169 641	3 313

The distribution of training by main areas of knowledge - Engineering, Leadership and Personal Development, Technology, Management, , carried out in 2023 was as follows.

Training in 2023 by knowledge area



Engineering

In the area of engineering, there were mainly 2 types of training:

- **Ongoing training**, general, for operational staff, senior technicians and middle managers in the areas of road and railway engineering. This includes all in-house training to update and develop technical knowledge, including events in Portugal and abroad;
- **Initial training programmes** (structured classroom training, theoretical and practical training and training in the workplace) and retraining for operational workers in the field of road and rail specialities.

Also noteworthy in this thematic area is the 3rd edition of ISEL's Postgraduate Programme in Railway Engineering, which involved 20 employees in the 2023-2024 academic year.

Overall, training in the area of Engineering involved 1,613 IP employees and accounted for 59,820 hours of training.

Railway Operations and Safety

With a view to strengthening IP's safety culture, the company developed its Safety Skills Management System (SGCS) in response to Delegated Regulation 2018/762 and Directive (EU) 2016/798 of the European Parliament and of the Council.

IP's SGCS aims to ensure that employees who carry out activities considered critical and relevant to the safety of the railway system have the appropriate competences to carry out their duties and can thus make an effective contribution to achieving IP's safety objectives.

This system is part of **IP's Safety Management System (SGS-IP)**.

With a view to continuous improvement, in 2023 the Critical Function dossiers were revised, which establish, among other things, the functional framework and responsibilities of the job holders, the skills profile, initial, refresh and additional training, as well as the follow-up and monitoring of

employee performance in carrying out their duties. The relevant operational functions have also been identified, which will receive similar treatment in 2024

The IP Academy is a permanent member of the working group responsible for the Security Competence Management System and therefore organises the respective training activities.

In this context, training activity in this area has increased in terms of actions related to EIT77⁴, due to the entry into force of the new document on 15 June 2023, and a specific training action has been created with the amended content.

With regard to training in Traffic Command and Control, which covers 5 of the 7 critical functions, there has been a slight increase in the total volume of training, due to the increase in the volume of training given to workers at the Railway Command Centres and the completion of initial training programmes for Railway Command Operators and Zone Managers, as well as 2 initial training actions for Traffic Operators.

These initial training courses involved 69 trainees, totalling 18,300 hours.

Railway Safety Certifications

With the formalisation of qualification procedures for the exercise of functions within the scope of IET77, ⁵IFTE and Site Owner, by means of specific Technical Instructions, GR.IT.003, GR.IT.004 and GR.IT.005, the verification of the qualifications of external workers was carried out by means of specific tests under IP's responsibility, on 1,744 external workers belonging to contractors and service providers who work in the railway EI and who lack the necessary skills and qualifications to do so.

Safety Area

In the area of Occupational Safety, without neglecting generic awareness-raising actions, training was provided with a strong practical component, with a view to ensuring knowledge regarding occupational safety procedures and techniques (essentially aimed at an operational target audience).

Overall, in 2023, the area of occupational safety involved 708 IP employees and represented 5,490 hours of training

With regard to the Safety of People and Property, courses on basic life support, firefighting and emergency evacuation procedures were maintained.

Training in the area of security of people and goods, in 2023, involved 670 IP employees and represented 505 hours of training.

In the area of Road Safety, 7 training sessions were held in 2023 to inform technicians of the principles of a safe road transport system, ways of collecting information and measures to be

⁴ Technical Operating Instruction n.º 77

⁵ IFTE - Fixed facilities for electric traction

implemented, namely road safety inspections (legislation, inspections versus audits and methodologies).

Overall, in 2023, the road safety area involved 103 IP employees and represented 1,733 hours of training

With a view to reinforcing the safety culture at IP, the IP Academy has also provided asynchronous transversal courses to raise awareness of best practices and promote safe behaviour on both rail and road. Among the courses on offer are two e-learning courses, developed in-house, on General Concepts of Emergency Management and General Concepts of Safety at Work.

The courses, both of which last an estimated 1 hour, aim to provide information on IP's Occupational Safety and Emergency Management activities and procedures, highlighting the main risks and measures to be taken into account for the safety of people and infrastructures.

Given the relevance and cross-cutting nature of the subjects, the courses are essentially aimed at a public of newly recruited workers with different profiles, but they are also an opportunity for all IP workers to review concepts and consolidate rules and procedures on safety in an accessible way.

Cybersecurity

In 2023, the Academy organised four training initiatives in the field of cybersecurity, covering the topics of Phishing, Malware, Passwords and Cyber Incident Response.

These initiatives consisted of short online actions aimed at raising awareness of good practices on the subject. 1686 employees were involved, totalling 888 hours.

Personal Development

In this area of training, in 2023, the main focus was on developing the personal skills of IP employees, designed internally or outsourced, but always according to each situation and based on a strong practical and experiential component.

The review of the training portfolio in Non-Technical Skills for operatives began, defined as the interpersonal (e.g. teamwork, leadership and communication), cognitive (e.g. attention, decision-making, psychological readiness and organisation and management of activity) and self-regulation (e.g. stress management and fatigue management) skills required for safe and effective professional performance, particularly with regard to Critical Functions and those relevant to safety.

Training in the area of Leadership and Personal Development in 2023 involved 721 employees and accounted for 8,606 hours of training, which also includes initiatives in the area of Ethics and Transparency, which, due to their relevance, are highlighted below.

Ethics and Transparency

As a public company, in 2023 IP invested in specific actions in the areas of:

- **Ethics:** training sessions on this subject involved 68 IP employees and totalled 10 hours of training;
- **Prevention of corruption:** a conference aimed exclusively at IP Group employees was given by renowned specialist Prof. António Maia, a member of the Corruption Prevention Council and

a criminal investigator with the Judicial Police. There were also various initiatives linked to the prevention of corruption, including other conferences and an action on the role of auditing in preventing corruption risks.

The training sessions on this subject involved 63 IP employees and totalled 12.5 hours of training.

- **Inclusion, diversity and social responsibility:** the training provided included sessions on the theory and practice of diversity and inclusion, the topic of volunteering and attendance at the Social Responsibility Week organised by APEE - Associação de Ética Empresarial (Business Ethics Association).

Training on this subject involved 34 IP employees and totalled 35.5 hours of training..

- **SDGs and ESG:** training in Sustainable Development Goals linked to the ESG strategy - Environmental, Social and Governance, as well as Sustainability Reports.

The training sessions on this subject involved 34 IP employees and totalled 27 hours of training.

- **Reconciliation:** training in the management system for reconciling professional, family and personal life, within the scope of the most recent changes to standard NP 4552:2022, with a view to the certification process underway at IP.

Overall, 4 hours of training were provided, covering 19 employees.

Support to training proposed by employees

In 2023, for the 2022-2023 academic year, IP supported 11 training initiatives proposed by employees, totalling €6,758 for advanced training in the areas of management, engineering and technology, among others.

In 2023-2024, a further 9 initiatives were approved, 5 of which were extensions of requests from previous years, totalling €3,980.

“We Are IP 2023” Welcome and Integration Programme

In recent years, IP has made a very significant effort to renew its human capital structure, and the effective and rapid integration of new employees is essential.

In this context, the “Somos IP 2023” (We are IP 2023) welcome and integration programme includes sessions to introduce new employees to the EBD, sessions to introduce the Divisions and Performance Managers, among other initiatives.

The “We Are IP” programme involved almost two hundred new employees and represented 1,415 hours of training.

Digitalisation applied to business / Digital Transformation

In the area of digital transformation, 8 training courses were held in 2023, 1 in Geotechnics, 1 in Inspection and 6 in business applications.

The training sessions on this subject involved 91 IP employees and totalled 2249 hours of training.

On the subject of digital transformation, we should highlight the 1st edition of the BIM course, organised in partnership with the University of Minho, which involved 27 IP Group technicians. BIM⁶ is an innovative concept based on a collaborative methodology for sharing information between all those involved during the various phases of an asset's life cycle. It is usually materialised in a three-dimensional digital model, accessible through software, which contains data on its geometric characteristics, properties and features. This has several advantages for the design, project, construction and operation phases, where challenges are created in terms of the relationships between stakeholders and the exchange of information.

In the field of Geotechnics, 1 course was organised on Automatic Monitoring Systems for geotechnical risk management and 2 technicians took part in the "12th International Workshop on Advanced Ground Penetrating Radar".

Within the scope of business applications, courses were held on GIS.Mobile, Mobile Mapping, Using Satellite Data to Manage Road and Rail Networks, as well as Digital Twin & Digital Building Logbooks and Robot Structural Analysis.

Digitalisation of Training

In 2023, IP continued to invest in training managers and trainers in the planning and design of learning experiences in digital environments.

Face-to-face training modules were adapted for e-learning and new ones were designed:

- 2 courses in the area of Safety (General Concepts of Safety at Work and General Concepts of Emergency Management)
- 1 course in the area of Railway Safety with the changes to IET77 that promote the application of the new guidelines in work contexts
- 2 courses on the electronic sheet with step-by-step procedures for filling in and validating attendance, absences and variable allowances
- 4 microlearnings on cybersecurity and 1 course on ticket management on Easyvista, the IPT platform.

These are versatile resources to be used in different training contexts (e-learning, face-to-face and blended) that provide a flexible and adaptable approach and help improve the quality of teaching strategies and their adaptation to the learning styles and preferences of a younger audience. This project also promoted the training of trainers who collaborated with IP in designing training for digital environments through collaborative work sessions.

In terms of **promoting health, safety and well-being** a range of measures, programmes and initiatives available to its employees that aim to achieve this goal. Examples include the programme for reconciling professional, family and personal life, parenthood, the social benefits plan, the employee assistance programme and improving working conditions.

⁶ BIM - *Building Information Modeling*

Throughout 2023, IP's Management System for Reconciling Work, Family and Personal Life remained in force. This system was developed in compliance with the requirements of standard NP 4552:2016.

Within this framework, IP has and maintains a culture of reconciling work, family and personal life, which is expressed in various practices that remain available to employees, of which we highlight the ones listed below.

- Internal mobility, which allows employees to move closer to their area of residence, relocating their job to the place where their team is based.

With regard to geographical and functional mobility processes, in 2023 there were 20 cases of mobility between different departments, 6 of which were at the express request of the employee.

Also keeping an eye on employees' requests, in 2023 there were 16 cases of geographical changes of workplace, mostly with the aim of bringing them closer to their respective areas of residence.

- Company crèche/childcare centre on the premises of IP's headquarters, allowing employees with young children to better reconcile with their families.
- Support for attending pre-school, awarding school merit scholarships and organising activities for employees' children.
- Increasing positive, shared parenting:
 - Parenthood: the balance between working time and family time is made clear through indicators such as those linked to parenthood, namely the return to work and retention rates of employees who have taken parental leave in a given period.

In 2023, 47 female employees and 18 male employees took parental leave.

- “+ Pai” measure - granting of bonus of 2 days for each period of 30 consecutive days of parental leave enjoyed by the father, in addition to the 15 days to which he is entitled by law, up to a maximum of 4 days bonus;

It should be noted that this initiative was awarded a prize as part of the "Recognition of Practices in Social Responsibility and Sustainability" of the Portuguese Association of Business Ethics (APEE) in Axis I - Social Responsibility;

- “Rights and Duties” Brochure - informing IP workers of their parental rights and duties, according to the law (Labour Code);
- “Congratulations” card - postcard sent to the employee's address to congratulate the family on the birth of their child;
- Welcoming the employee back from parental leave - with the aim of raising awareness and involving the employee's line manager in the need to plan their welcome and provide informed content adapted to the specific situation of returning to work.

- **Flexibility of working hours:**

- Flexible working hours;
- Monthly leave of up to half the normal working period for credits of equivalent time;
- Teleworking:

Since October 2022, the company has had a teleworking system in place, based on the Internal Teleworking Regulations. This measure marks a new phase in the organisation of work at the company, providing an essential contribution to reconciling the professional, family and personal lives of our employees. The application of the company's Internal Teleworking Regulations takes into account the balance of personal and collective needs, constituting a system that favours alternating face-to-face and non-face-to-face work, while continuing to ensure proximity between colleagues and teams, the sharing of knowledge, the efficiency and effectiveness of work processes and the optimisation of value chains.

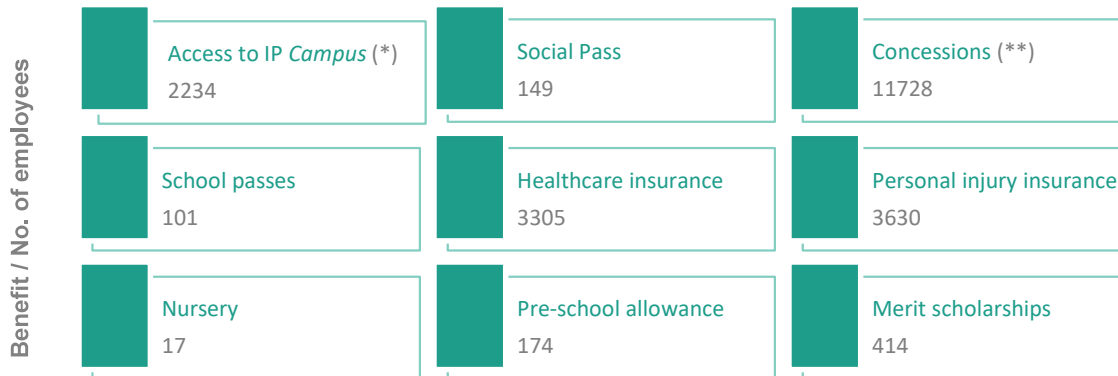
In 2023, around 965 IP employees remained teleworking

- Services at the Company's headquarters, where almost a quarter of the IP Group's employees are concentrated, facilitating daily routines, among others:
 - Canteen and coffee bar;
 - Transport (dedicated buses);
 - Gym;
 - Miscellaneous services (laundry/ironing, shoemaker, manicure, sale of vegetable/organic products, bakery, pharmacy, etc.);
 - Internal clinical physician (available twice a week for minor sicknesses and prescriptions).

During 2023 IP revised the social benefits plan in force in recent years, which offers employees a range of additional support to remuneration in important social areas such as health, education, culture and sports.

The scope of the social benefits plan in 2023 and the company's respective investment are shown below.

Social Benefits



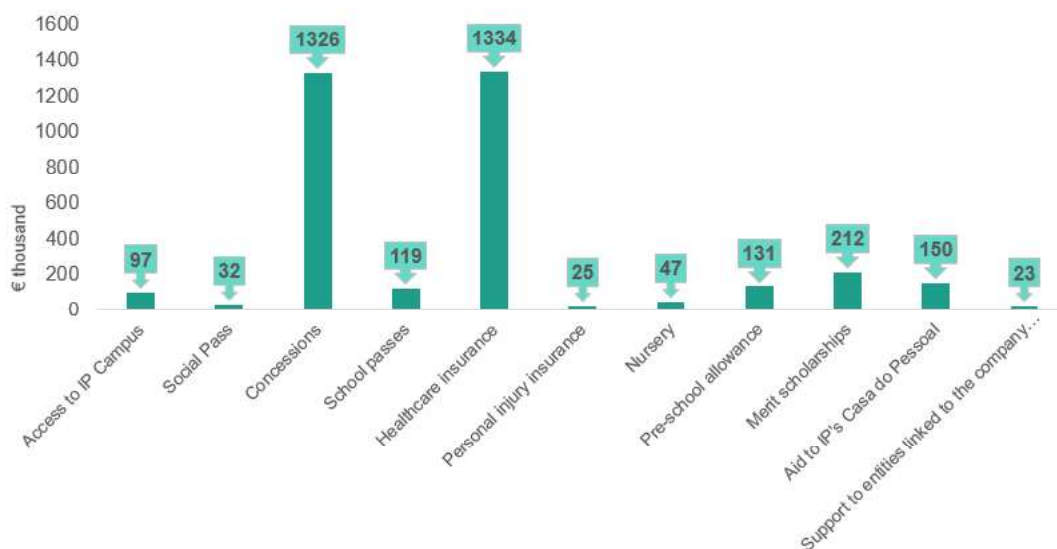
* Monthly average

** Employees, former employees and their families

Note: The number of employees covered by support for the Staff House and support for other organisations directly linked to the company/employees is not available.

In 2023, IP invested around €4 million in social benefits for its employees.

The largest number of employees covered by this set of social benefits was 3,305 with Health Insurance, 3,630 with Workmen's Compensation Insurance, 588 with Education Support subsidies, 2,484 with Transport support (not including employees and family members), and 17 with children attending the O Ninho Crèche.



As a relevant measure for IP's employees, the Worker Assistance Programme (PAT) remained available in 2023. This consists of counselling and monitoring by specialised technicians in order to provide a targeted, structured and consolidated response to psychological and emotional issues that

employees may have difficulty dealing with, helping to overcome them and restore their peace of mind and well-being.

Still on the subject of disease prevention, seasonal flu vaccination was made available to workers under the age of 60 between October and November 2023, helping to strengthen protection against this disease.

As a way of preventing risk factors for workers and users of road and railway infrastructures, IP continues to demand the utmost care and attention from everyone, in scrupulous compliance with the specific rules and regulations on health and safety at work.

In this context, the Internal Regulations for the Prevention and Control of Alcohol and Other Psychoactive Substances in the Workplace were approved in 2023. In addition to the regulations, regular checks were carried out on the consumption of alcohol and psychoactive substances.

Also within this framework, and with the aim of each employee assimilating the necessary information and becoming aware of the importance of this issue, a communication and awareness campaign was developed under the theme "Work and Alcohol...a Dangerous Connection".

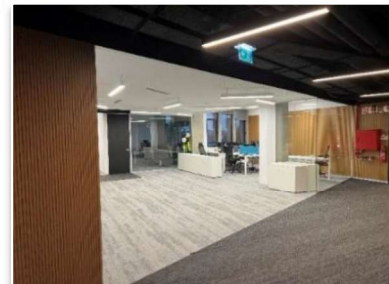
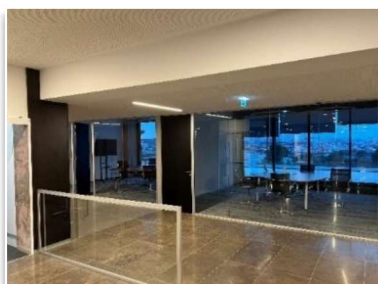
In 2023, relevant information on the subject of physical and mental health and well-being was also promoted on the internal portal page:

- Allergies;
- Heat waves;
- Flu prevention measures;
- Seasonal flu vaccination.

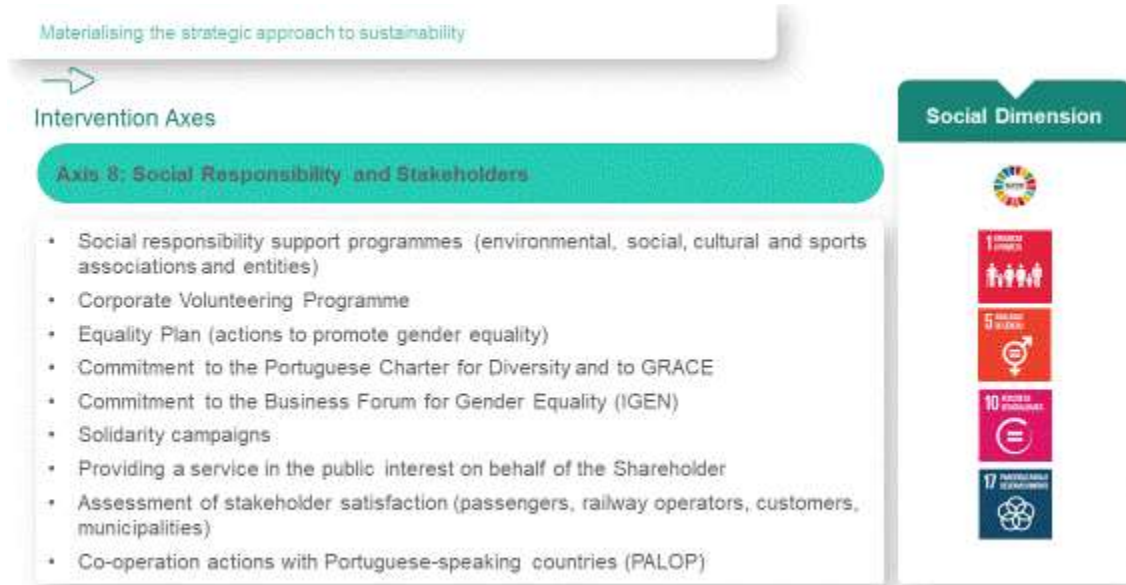
Webinars were also held on alcohol prevention and health surveillance, particularly concerning Legionella.

In terms of workspace conditions, the initiative to remodelling the 4th floor of Building 2 on the Pragal Campus, which also included the general ventilation system (HVAC) for the entire building, began in 2022 and ended in 2023, and was intended to improve working conditions for IP employees.

This initiative allowed 724 employees to be accommodated on floors 1 to 4 of this building, corresponding to an increase of 64 % compared to the previous situation. The remodelling was aimed at improving the workspace, providing it with functions and environments that better suit current needs and are intended to foster a culture of proximity and information sharing between IP's various organisational units.



7.4 Intervention Axis 8 - Social Responsibility and Stakeholders



Intervention Axis 8 - Social Responsibility and Stakeholder - is based in the pursuit of a **social responsibility policy**, not only in the company's business areas, but also in its external relations.

The IP Group is committed to putting in place sustainable policies to address the economic, environmental and social dimensions of sustainability, based on **best social responsibility practices both within its business areas and in its external relationships**. The objectives and commitments governing the company's sustainable performance in society, taking into account the public interest which is our duty to defend, are established in the Declaration of Social Responsibility Policy of the IP Group, of 15 July 2016.

The IP Group's activities in this area are aimed at both the internal public - internal stakeholders - and the external public - external stakeholders - and are based on a series of partnerships, support and initiatives related to these types of activities:



IP Solidarity Programme

The IP Solidarity Programme supported 2 social movements:

GivingTuesday solidarity movement.

IP Solidária: "Missão Natal AMI" teaches IP and CP employees how to turn t-shirts into reusable bags.

Support for Vulnerable Groups

Within the support for Vulnerable Groups, 9 main initiatives were developed in 2023:

IP joins Food Bank Campaigns | "Feed Hope" and "It's good to know that there are still wishes we can make come true"

IP volunteers help "Ukrainian Refugees UAPT" in Guifões

IP stands in solidarity with the people of Syria and Turkey

IP joins Helpo's "Bermuda Triangle or São Tomé and Príncipe?" and "Sponsor a child and mark the lives of many more" campaigns

IP joins the "Connect for Ukraine" Independence Day Festival

"Station Christmas Aid" at Roma-Areeiro Station

Christmas Arch at São Bento Station

IP sponsors 11th Edition of the Seixal-Terena Solidarity Walk

Donate 0.5 per cent of your personal income tax. Your donation has the power to change!

Health and Disease Control

In terms of Health and Fighting Disease, 3 initiatives were developed:

IP joins the "Breast Week 2023" campaign

IP joins the Pulmonary Fibrosis awareness campaign

IP supports the 'Vegetarian Challenge' Campaign

Partnerships, Collaborations and Campaigns

In terms of Partnerships, Collaborations and Campaigns, 15 initiatives were developed:

European Diversity Month | IP participates in "STEM LABS: Engineering and Technology Labs"

IP at the International Day of Women and Girls in Science

IP partners in the 7th edition of the Engineers for a Day Programme | International Girls' Day

National Sustainability Day

IP marked World Tree Day

Earth Hour | IP switched off lights at Bridges and Stations

IP is a partner in the "All for IPO" Campaign. Take part in this cause!

Iberian Lynx "Arrive" at Railway Stations

IP supports IAC Campaigns "40 years defending and promoting the Rights of the Child" and "The Line that seeks reunions"

REGENER'ART' exhibition at Rossio and Roma-Areeiro railway stations

IP is a signatory of the Portuguese Platform for Integrity

IP joins the "Portugal Calls For You. For All" campaign

Don't Risk Your Life at Level Crossings

International Level Crossing Awareness Day

Safe Pilgrimage to Fátima 2023

Road Safety Campaigns

In terms of Road Safety Campaigns, IP developed 6 initiatives in 2023:

"Travel without Haste" Campaign

"Give Priority to Life" Campaign

"Radars Save Lives" Campaign

Christmas and New Year Campaign - "The best gift is to be present"

In the European Mobility Week, we reinforce the call for "Zero Deaths on the Road"

IP in European Mobility Week | Road Safety for Motorcyclists

Mobility

In terms of the Mobility dimension, IP has developed 2 main initiatives:

World Youth Day | IP Contingency Plan

IP at European Mobility Week | Investments in the Railway that are decisive for Sustainable Mobility

Culture and Leisure

In terms of Culture and Leisure initiatives, IP carried out 20 actions in 2023:

Nova FCSH offers books to passengers at Entrecampos, Sta Apolónia, Sete Rios and Évora Stations.

"Railway tile heritage" at the Palácio Galveias Library

IP marks National Tile Day with tile route launch session

International Day of Monuments and Sites: "Heritage and Change"

3rd Edition of the National Drawing Competition on Rail Transport "My Train Journey"

Award ceremony for the 3rd edition of the National Drawing Competition on Rail Transport

Launch of the 4th edition of the National Drawing Competition on Rail Transport

"Olhares de Abril" exhibition at S. Bento Station in Porto

3rd edition of the Forró Douro Festival at S. Bento Station in Porto

World Dance Day at São Bento Station

IP at the European Heritage Days 2023

IP partners with "Mora Railway Station" exhibition

IP supports 34th edition of Amadora comics

"25 April - Present and Future" exhibition at S. Bento Station in Porto

IP joins the "Music for the Soul" initiative

Lice Salon at São Bento and Santa Apolónia Stations

Rota Autoria with tiles by Leopoldo Battistini

IP partners with the 2nd Entroncamento Sculpture Symposium - International 2023

167 years of Railway

Blues & Swing Shows at Cais do Sodré Station

As part of its social responsibility strategy, it is important to highlight the **IP Group's Corporate Volunteering Programme** - "IP Solidária" - which materialises volunteering actions as an exercise in active citizenship that has a transformative effect on society, making it more resilient and prosperous. This is one of IP's commitments in the actions it develops with communities and acts in accordance with its Social Responsibility Policy Statement and **Code of Ethics**.

The IP Group's Corporate Volunteering Programme was approved in 2023 and will be launched in 2024, in which the company makes a commitment to greater social intervention and a spirit of solidarity, through the active participation of its employees in social volunteering initiatives, fully in line with the Group's values

To this end IP approved the Corporate Volunteering Regulations, which will govern the practice, activities and conditions for the adoption of volunteering in IP Group companies, granting employees working hours so that they can take part in initiatives and partnerships that are useful to civil society and which, at the same time, give those who practise them a new perspective on social solidarity, the protection and defence of the environment and biodiversity, among others.

The success of the 2017/2018 IP Solidarity Campaigns, in favour of the victims of the summer 2017 fires in Pedrogão Grande, Mira and Oliveira do Hospital, and more recently in favour of the "Ukrainian Refugees UAPT" (HELP UA.PT), which took place in Guifões in 2023, are evidence of these impacts, resulting from the sharing of personal wishes supported by the company and recognised by the entities that benefited from them.

Aligned with the Sustainable Development Goals and the company's corporate values, Corporate Volunteering is "a civic exercise of co-responsibility in favour of the common interests of society, according to values of solidarity and commitment"⁷.

Also noteworthy is the IP Group's commitment to gender equality, materialised through the Equality Plan, which represents the IP Group's commitment and aims to guarantee fairness and non-discrimination, promoting a culture of equality in the workplace, favouring management and work practices in line with this and promoting the reconciliation of employees' personal, family and professional lives.

IP is also a member of the Organisations **for Equality Forum (IGEN)**, promoted by the Commission for Equality in Labour and Employment (CITE) and the member organisations, and commits itself annually to developing actions to promote gender equality with quantitative targets.

In addition, IP guarantees its commitment to the **Portuguese Charter for Diversity and to GRACE**, in order to contribute to a more responsible and inclusive society by developing social responsibility initiatives with visible and concrete impacts, in conjunction with other stakeholders.

On the other hand, the IP Group's response to the requirements and needs of its external stakeholders is ensured by the various communication and relationship mechanisms and channels available within the Organisation. IP's main external stakeholder groups are the State Shareholder, the users of its infrastructures, in the case of the NRN private and collective users and the Concessionaires, and in the case of the NRWN, the railway operators and customers of the railway service.

The relationship with the state is governed by the Railway Framework Contract (CPF) and the Road Concession Contract, which establish a set of performance objectives related to the levels of service provided to users and the company's financial efficiency.

⁷ Guide to Corporate Volunteering in Social Economy Institutions, Grace 2016

IP's performance in terms of the railway indicators set out in the CPF is shown in the table below, although no targets have been set for these indicators for 2023.

CPF Indicators	Result
	2023
Additional margins (minutes)	96.0
Railway punctuality (%)	83.3
Railway customer satisfaction (%)	59.9
Network Availability (%)	71.3
Management of Railway Assets (%)	65.2
Turnovers (tK)	33 416 683.0
Safety Levels (SA/MtK)	1.07
Environment protection (%)	0.2
Railway income (€)	84 047 916.3
Other Income (€)	27 814 743.9
Maintenance Expenses (€)	96 326 480.3
Expenses with other external supplies and services (€)	52 376 196.0
Personnel Expenses (€)	91 300 598.9

NOTE: No targets have been set for 2023, given the absence (in force) of the Railway Framework Contract

In terms of the level of compliance with the service levels required in the RCC, the results obtained by IP in 2022 resulted in a level of compliance of 99.5 per cent.

2023 indicators for the Road Concession Contract

The other performance to be reported to the Shareholder is measured by 7 indicators: Core Revenues (cash), Total Cash Flow, Aggregate Indicator Strategic Investments, Aggregate Indicator Network Intervention Plan (except Strategic Investments), Degree of compliance with road service levels, Degree of compliance with rail service levels and Non-core Revenues.

IP's external stakeholder groups also include the Regulator, both road and rail (AMT, IMT and ANSR), public entities and institutes that implement public policies (e.g. APA), local organisations (e.g. Municipalities and CCDRs), IP's suppliers (e.g. sub-concessionaires, toll collection system operators, design, construction and maintenance companies, various consultants and utility suppliers), infrastructure users and society in general.

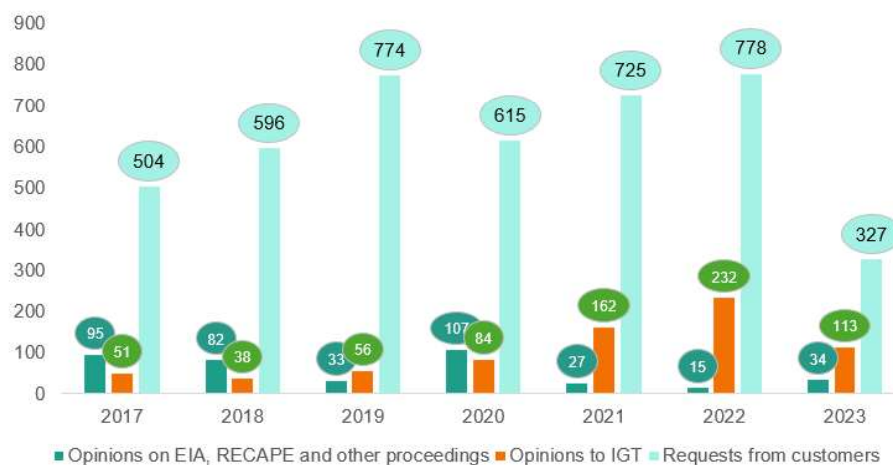
Interaction with external **stakeholders** is increasing at various levels, as shown in the growing number of requests/answers to customers on environmental issues, with emphasis on the management of forestation and the environmental noise generated in infrastructures.

In addition to this, the company also participates in processes relating to Territorial Management Instruments (IGT) with municipalities, and in procedures promoted by Environmental Impact Assessment Authorities (EIA), under the EIA legal regime, relating to the issuing of Opinions, project EIA processes and Execution Project Environmental Compliance Reports (RECAPE).

In 2023, the volume of environmental and land-use planning requests from external stakeholders totalled 474, a significant reduction compared to 2022, especially in the case of those related to Clients.

The following table summarises the evolution of IP's number of interactions with these external stakeholders over the 2019-2023 period.

IP's interactions with external stakeholders (APA, Municipalities and Clients)



To assess the satisfaction of railway clients, IP carries out 3 types of satisfaction surveys, covering both railway operators and other users of the railway network in operation.

With regard to assessing the satisfaction of railway operators, IP carries out surveys every two years, which are analysed the year after they are carried out.

In this survey, the railway operators operating on the national railway network were consulted: CP, Fertagus, Medway and Takargo. Note that since Comsa is a licensed operator in Portugal, operating through a partnership with Takargo, its level of satisfaction with the services was transmitted through the Takargo operator.

The operator satisfaction survey model is structured in 2 parts and aims to assess 12 satisfaction indicators/themes.

- Part A: aims to characterise the client, according to the segment of activity and geographical coverage; and
- Part B: aims to assess the services provided by IP, which in turn is structured into 3 groups of analysed topics/indicators.

Group I - Infrastructure, covers the topic - Infrastructure Configuration, while Group II - Operation, covers 7 topics - Capacity Management, Traffic Management, Disruption Management, Maintenance Management, Railway Safety Management, Passenger Station Management and Freight Terminal Management.

Group III - Customer Relations, covers 4 themes - Main IT Tools, Access Information, Tariffs and Billing and IP's Customer Orientation.

The 12 themes/indicators are further broken down into sub-themes and assessed on a scale of 1 to 7. In order to analyse the data obtained, the evaluation scale was converted into percentage figures.

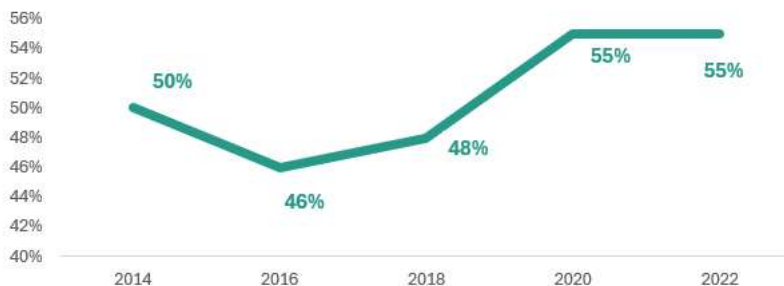
With regard to the processing of the data obtained, all the railway operators are valued equally, although they have different weights, both in terms of utilisation (tKs) and coverage of the NRwN, and in terms of invoicing.

It should be noted that given the frequency with which these surveys are carried out, during 2023 the overall result of customer satisfaction was calculated for the 2021/2022 period.

The evolution of the overall assessment of IP by railway operators in the 2014-2022 period is shown below.

The most recent overall assessment of IP stood at 55 per cent (2022), maintaining the figure obtained in the previous survey (2020).

Overall assessment of IP by railway operators



In the 2022 survey, the 3 sub-themes with the best ratings were: "Website" (79%) and "eViriato" (75%), both in theme 9 and "Quality of Regulation" (75%) in theme 10.

The sub-themes "Fare rates", "Station cleanliness", "Station security" and "Public information" had very low levels of satisfaction.

"Information to the Public" continues to be the sub-theme with a very low rating (36%), although it shows an increase compared to the 2020 survey (14% to 36%).

The graph below shows the satisfaction rates for each of the railway operators (carried out in 2022), compared to the values (%) obtained in the previous survey (carried out in 2020).

Comparison of operator satisfaction (2020 vs 2022)



IP responds to the issues identified by the railway operators in the satisfaction surveys carried out, as topics requiring improvement, through an Action Plan.

With regard to assessing customer satisfaction, IP carries out two types of surveys: **Customer Satisfaction - Customer Manager and Railway Customers**

In Customer Satisfaction - Customer Manager, the survey is the sole responsibility of IP, the target audience is all customers with an email address who interact via the Customer Manager platform and it is carried out annually.

In this survey, the indicators considered are "Completion of the form", "Clarifications throughout the process", "Speed of response" and "Quality of response", the scoring scale is 0-10 and the weighting methodology is the average of the 4 indicators.

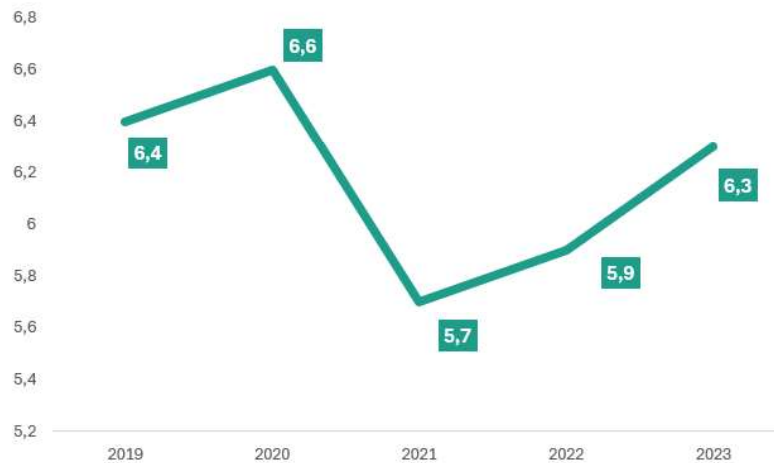
In 2023, 1,683 responses were obtained and the score was 6.3.

The best-rated indicator was "Filling in the form" with a score of 6.6 and the worst-rated indicator was "Clarifications throughout the process" with a score of 5.9.

The evolution of the results of the Customer Satisfaction - Customer Manager survey for the period 2019 - 2023 is shown in the following graph.

The result obtained in 2023 was 6.3, up from the previous survey's figure of 5.9 (2022).

Evolution of Customer Satisfaction - Customer Manager



The significant decrease in the result in 2021 can be explained by the growing number of cases with a response time well above the defined service-level agreement (SLA) (30 working days for general cases and 45 working days for damage to third parties) and the growing number of cases in backlog.

Following these results, several internal measures were implemented to recover the backlog that existed on that date, which allowed the results for 2022 and 2023 to be leveraged.

In Rail Customer Satisfaction, the survey is the joint responsibility of IP and CP, the target audience are all IP and CP customers, and it was carried out every two years until 2021. Between 2023 and 2025, the survey will be conducted annually.

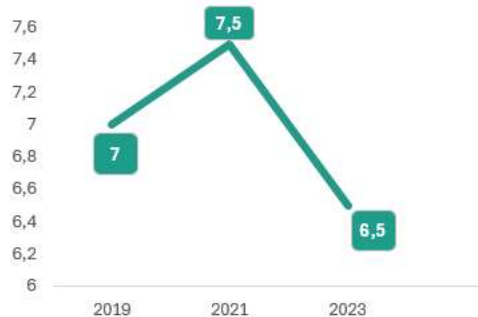
In this survey, the indicators considered are "Overall Satisfaction", "NPS (Net Promoter Score)", "Image Factors", as well as "Service" attributes that include Accessibility, Comfort, Security, Information and Attendance, and the scoring scale is also 0-10.

In 2023, 5,051 personal interviews were made and the score was 6.5. The best-rated attribute was "Access to the station", with a score of 7.0, while the worst-rated attribute was "Shops and services available at the station", with a score of 6.2.

The evolution of the Rail Customer Satisfaction assessment is shown below.

The result obtained in 2023 was 6.5, down from the previous survey's figure of 7.5 (2021).

Evolution of Railway Customers Satisfaction



The results obtained in 2023 were generally lower than the last two surveys carried out (2021 and 2019). In order to understand the deterioration in customer satisfaction, account must be taken of the strong protest in the railway sector that took place in 2023, which led to many railway services being paralysed, as well as the various works taking place on the railway infrastructure, which had a significant impact on the service offered, such as on the Cascais line.

An Action Plan will be drawn up to respond to the issues identified by railway customers in the satisfaction surveys carried out as topics requiring improvement.

Finally, it is important to highlight the IP Group's **cooperation activity with Portuguese-speaking countries (PALOP)**, through the provision of integrated technical assistance and training services that support the sustainable and socio-economic development of these countries, through the activity of IPE.

The Partnerships, Protocols and Cooperation Actions with PALOP countries that took place in 2023 were:

Technical Assistance Protocol with the Ministry of Industry and Trade (Mozambique)

Technical Assistance Protocol with the Agency for the Promotion of Investment and Exports (Mozambique)

Technical Assistance Protocol with the Ministry of Public Works, Housing and Water Resources (Mozambique)

Memorandum of Co-operation between IP Engenharia and INFRA, S.A. (Brasil)





IP also carries out sectoral cooperation activities with other countries.

In 2023, IP received delegations from the Ministry of Transport and the infrastructure manager of Brazil and a delegation from Estonia, interested in IP's railway traffic management and control systems.



Performance in the Governance Dimension

8. PERFORMANCE IN THE GOVERNANCE DIMENSION

8.1 Intervention Axis 9 – Ethics and Compliance



The **Intervention Axis 9 – Ethics and Compliance** – translates the IP Group's commitment to guiding the company's activity with standards of responsible management and business integrity, establishing commitments to:

- the public interest, legality, transparency and efficiency; and
- against acts of corruption and related offences.

In this context, the IP Group has a number of instruments available for preventing and dealing with any possible occurrences in these areas, including the following:

- The **Code of Ethics**, which came into force in March 2016, and whose primary purpose is to make the IP Group's principles known to its employees and stakeholders and to define a set of rules of conduct that conform to and enhance the behaviour of employees in the performance of their professional activity.
- The policy for **Preventing and Combating Harassment at Work**, of April 2018, which aims to identify behaviours that could constitute harassment at work and define measures to prevent and combat them.
- The **Anti-Fraud Policy Statement** of July 2022, which is an important tool in strengthening IP's transparency practices and promoting a culture of ethics, involving its employees as well as its most relevant stakeholders.
- The **Whistleblowing Policy** of February 2016, 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:

- are offences referred to in Article 2 of Law 93/2021 or which are suspected of violating or harming:
Compliance with legal, regulatory, deontological and ethical principles, as well as internal rules and guidelines;
 - 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 through the **Whistleblowing platform** (whistleblowing channel), which was created specifically for this purpose and which replaced the email for whistleblowing, in use until November 2022.

This platform ensures the confidentiality of the identity of those involved in the complaint, the principle of the presumption of innocence, the prevention of any risk of reprisals and the confidentiality of the matters being reported.

It also allows all complaints to be managed and centralised on a single platform, with added guarantees in terms of information security provided by a tool specifically designed for this purpose, which can be accessed either via the intranet or via the websites of the IP Group companies.

In terms of initiatives to promote ethics, transparency and business integrity carried out in 2023, we can mention, among others, the **2nd revision of the Code of Ethics**, which was also approved by the Mobility and Transport Authority (AMT).

The 2nd revision of the Code involved the broad participation of IP employees and the consultation of a number of stakeholders whose intervention in this area is considered relevant: the former Corruption Prevention Council (now MENAC - National Anti-Corruption Mechanism), IP's General and Supervisory Board, the Workers' Committee and the Data Protection Officer of IP Group Companies.

Following the entry into force of Law 93/2021, a comprehensive review of the policies/procedures and whistleblowing channels already in place at IP Group companies was also carried out in 2022, and this whistleblowing channel was changed, ensuring full compliance with the legally defined requirements.

In fulfilment of the obligations arising from the General Regime for the Prevention of Corruption (RGPC), in May 2023 the Responsible for Regulatory Compliance and the Responsible for the Execution, control and review of the plan for the prevention of risks of corruption and related offences were appointed, in fulfilment of the obligations arising from the RGPC.

In this context, in 2023 we undertook:

Updating the Risk Map, including the risks of corruption and related offences, and monitoring controls.

Preparation and dissemination of the Implementation Report for the IP Group's Corruption and Related Offences Risk Management Plan for 2023, available for consultation on the intranet and websites of the IP Group companies.

In order to mitigate and prevent organisational fraud, the following were ensured in 2023:

Annual monitoring of the bid register report;

The annual report on reports of irregularities received by IP Group companies

The signing of the declaration of no conflict of interest by contract managers, members of the jury and experts taking part in pre-contractual procedures and employees of the Internal Audit Department.

With regard to the actions related to the investments included in the Recovery and Resilience Plan (RRP), the Anti-Fraud Policy Statement was approved in 2022 as an instrument for strengthening transparency practices and promoting a culture of ethics, and in 2023, the Fraud Risk Management Procedure, which defines the methodology to be applied in managing the risks of fraud and related irregularities, such as corruption or conflict of interest, in the projects/contracts to be executed under the RRP.

It should also be noted that, in 2023, the Fraud Risk Map and the Action Plan for Mitigating Significant and Critical Risks were drawn up and approved. These are monitored annually during the period of the RRP's implementation, and a report is drawn up on the results obtained.

Throughout 2023, the e-learning course created by the IP Academy on the Code of Ethics of IP Group companies continued, and the topic of Ethics was included in the activities to welcome new IP Group employees, namely by answering the online etiquiz questionnaire and in the "Somos IP" app.

A total of 10 hours of training were given in Ethics, involving 68 employees, and 12.5 hours in Prevention of Corruption, involving 34 employees.

As part of the communication, awareness-raising and training activities on the Code of Ethics, the conference "Ethics and Integrity in Public Management" was also held in 2023 and the international day against corruption was marked.

The IP Group is committed to privacy issues and the protection of personal data, applicable to its entire value chain.

IP has a **Personal Data Protection Policy**, dated May 2018, which is framed within the personal data protection commitments made by the IP Group companies, and is part of the **IP Group's Privacy Management System (SGPD)**. The aim of this Policy is to establish guidelines across IP Group companies with a view to adopting security and personal data protection standards.

For its part, the **Privacy Management System**, implemented at IP in January 2019, ensures the Organisation's compliance with the requirements arising from the General Data Protection Regulation (GDPR), guaranteeing the adoption of appropriate technical and organisational measures that contribute to aligning the companies that make up the IP Group with the best international practices in terms of privacy and data protection.

The implementation of the GDPR began in 2018, with a defined action plan following an assessment and gap analysis.

The **IP Group's management of risks and opportunities** is an integrated, transversal and continuous approach, i.e. it is governed by principles, methodologies and control and reporting procedures defined centrally and in coordination with the various organic units/companies, taking into account the specific nature of each "business" area.

The operationalisation of the process for dealing with risks and opportunities, which is based on the principles and methodology set out in the NP ISO 31000:2019 - Risk Management standard, is formalised in specific procedures applicable across the board to all the IP Group's OUs and subsidiaries, which include the matrix of responsibilities of those involved, the definition of the methodology to be applied and the respective characterisation of the activities in the different phases of the process.

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.

In 2023, the risk management activities implemented since 2015 were continued and strengthened, with the following standing out:

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.

The assessments carried out have the following objectives: to validate the level of risk, taking into account any changes in the context with an impact on the risks identified, and to monitor 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 intervention and maintenance/conservation programmes for road and rail infrastructure, 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 rise in the price of raw materials and the limitation in selecting and contracting the provision of services, 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, namely through interaction with internal auditing, in identifying weaknesses in internal processes and identifying the consequent corrective actions, and with 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, increases uncertainty in risk management and is a conditioning factor in risk mitigation, despite the growing implementation of ongoing actions in their treatment.

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.

The overall number of the risks with potential impact on companies is shown below.

Overall number of risks IP, IPE, IPP and IPT

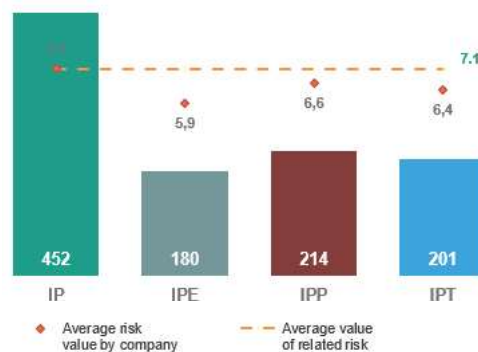
The graph above shows the total number of risks with potential impact on each of the IP Group companies, i.e:

- IP is potentially impacted by 452 of the 486 risks;
- IPE is potentially impacted by 180 of the 486 risks;
- IPP is potentially impacted by 214 of the 486 risks;
- IPT is potentially impacted by 201 of the 486 risks.

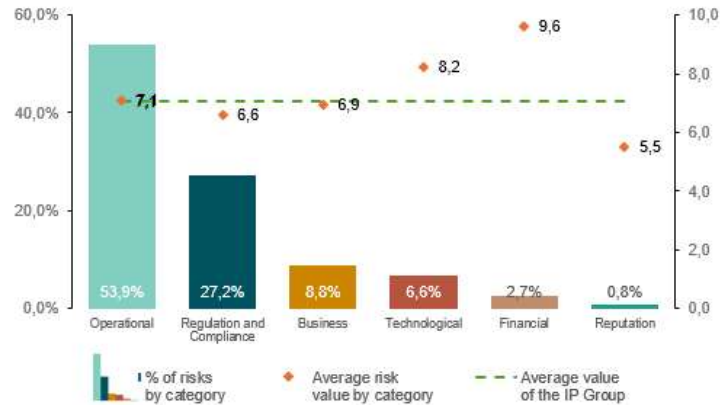
It should be emphasised that risks can simultaneously affect more than one of the IP Group companies.

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.

The total number of risks per category and the average indices (average risk value per category and average risk value for the IP Group) are shown below.

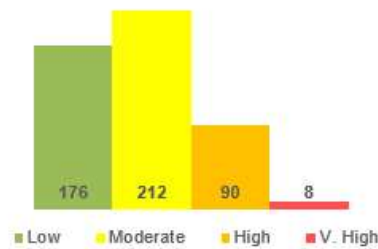


Total number of risks by category



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:

Global distribution of IP risks



In view of the risks identified, a set of controls was established to be implemented in 2023:

- Continued development and improvement of applications and procedures for greater efficiency in the performance of processes and compliance of activities;
- Development and improvement of technological systems and infrastructures, and
- Reinforcement of 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 with regard to the ongoing infrastructure monitoring and intervention actions, the implementation of technological plan actions 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 the year 2024, between the “Risk Manager” body and respective “Risk Owner”, with the respective result being reported to the stakeholders.

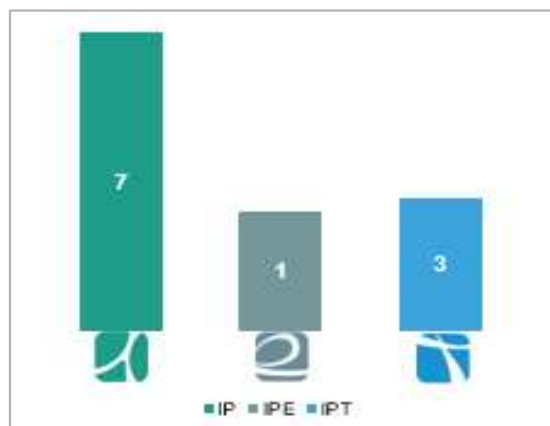
The nature of the Opportunities at IP derives particularly from the external context, namely:

- Taking advantage of incentives arising from various investment programmes (PNI 2030 / PRR / Railway Plan);
- Incentives for technological innovation;
- Availability of EU funds, and
- Continuity of the recruitment process.

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 when drawing up the Activities and Budget Plan (ABP) for IP and its subsidiaries and are distributed as follows:

Distribution of opportunities by company



In the subsidiary companies, the opportunities are identified with the specific nature of the business:

At IPT they are those that encourage the commercial process and consolidation in the technology market.

For IPE, they are orientated towards customer relations in the international market and improving synergies with IP.

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.

8.2 Intervention Axis 10 – Cybersecurity



Part of the IP Group's mission is to ensure the good performance of the road-rail infrastructure, prioritising information security and the technology applied to the various pieces of the deployed equipment, systems and materials.

In this context, it is the IP Group's concern to provide its ecosystem with the means, resources and skills for the preservation, operation and security of technological infrastructures, guaranteeing the protection of information, minimising the risk of data loss and the quality of resources for the continuous provision of services.

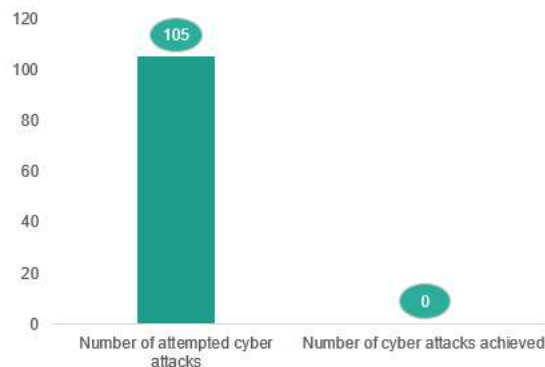
Accordingly, **intervention axis 10** - cybersecurity - is materialised through **the Strategic Cybersecurity Plan (SCP)**, which is based on the vision of guaranteeing the security of the information necessary for the IP Group to operate and the service provided to users of its infrastructure, clients and other stakeholders against any threats or vulnerabilities in cyberspace, through technology, the adoption of best procedural and behavioural practices and cooperation with external entities.

The IP Group's SCP defines 5 main guidelines:

- **Assets:** Identify the IP Group's information, assets and systems that are critical from a cybersecurity point of view;
- **Culture:** Raising awareness of cybersecurity and managing cyber risk;
- **IT:** Adopt the best cybersecurity resources on the market;
- **Methodology:** Developing an organisational approach to cybersecurity; and
- **Ecosystem:** Developing the IP Group's ecosystem by making it more cyber secure.

Within this framework, IP has a set of measures and good practices in the area of information security, which aim to guarantee the safe use of technologies, particularly those linked to the critical services provided to the different stakeholders.

In terms of cybersecurity indicators, it should be noted that in 2023 there were 105 attempted cyber attacks on various IP systems, none of which were successful.



The company maintained its strong commitment to cybersecurity, with some of the main investments made by IP, with a strong cybersecurity component, totalling more than € 1.76 million.

During 2023, given that cybersecurity is a strategic area for the company, 888 hours of specific training were given, covering 1,686 employees.

In this context, the IP Academy organised four training initiatives on Phishing, Malware, Passwords and Cyber Incident Response.

8.3 Intervention Axis 11 - Innovation: driver of development



Intervention Axis 11 - Innovation: the driver of development – is based on the principle that Research, Development and Innovation (RDI) activities are fundamental to improving the quality of the public service provided to users of road and railway infrastructures, are considered strategic for boosting the IP Group's internal efficiency, and are also crucial for raising the level of knowledge and training employees.

The guidelines for the role of innovation in the company are set out in IP's Innovation Plan, the IP Group's strategic innovation management document, which has guided RDI activities since its launch in 2016, allowing the company to incorporate high value from the knowledge obtained in the various actions that have been carried out, including the following:

- Participation in around 40 RDI projects with EU funding, involving around 350 partners (220 international and 130 national), 110 IP employees and 12 Directorates;

- Partnerships with various organisations to carry out trials, tests and pilots of new technologies, solutions and products in the infrastructures under the company's jurisdiction;
- The preparation of the IP Group's 50 Innovation Challenges Partnership Programme, which aims to enable the academic, scientific and technological community to research and develop new solutions to the IP Group's innovation challenges;
- The launch of the IP Innovation Think Tank forum, which has already held 7 sessions; it encourages the development of an innovation culture in the company;
- Studies on the main trends with implications for the mobility and transport system, including taking part in conferences and publishing articles;
- Launch of the Mobility and Transport Observatory.

During 2023, the company took part in 7 RDI projects co-funded by various European programmes in a wide range of areas (e.g. connectivity and telecommunications, asset management, road safety, energy, environment and resilience).

In 2023 five other R&D projects were completed.

These projects covering different areas, involved nearly 44 employees of IP Group, clearly attesting for the Group's focus on innovation. The IP Group's participation in these projects has allowed it to build 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.

Ongoing RDI projects and completed projects



Of the 7 ongoing RDI projects:

- **FCH2Rail** aims to develop, build, test, demonstrate and homologate a scalable, modular and multipurpose fuel cell hybrid power system (FCHPP) applicable to different railway applications (multiple units, locomotives and shunting locomotives) also suitable for retrofitting existing electric and diesel trains to reach TRL7.
- **CRoads | Cooperative Streets** has 4 main objectives: i) road safety, namely reducing accidents and incidents; ii) promoting territorial cohesion by connecting large urban and metropolitan areas along the national Core network and iv) promoting decarbonisation by promoting the use of public transport and "mobility as a service" (MaaS) solutions.
- **PTQCI** aims to integrate and combine Software Defined Networks (SDN) and Quantum Key Distribution (QKD) technologies "on top" of existing optical networks to build a highly secure, scalable and resilient network control architecture for advanced operational service networks and to develop national cipher machines.
- **Radius** aims to develop drone technology to support condition monitoring of safety-critical railway signalling equipment and create the way for inspection and maintenance activities without human intervention.
- **Road Safety** has two objectives: i) improving the safety of the road infrastructure of the trans-European transport network and the urban regions of Lisbon and Porto, through investments in improving safety equipment, such as signposting, road markings, safety guards, audible guides, among others, while also funding technological investments for the implementation of the 112 eCall system and ii) developing a system/platform that will make it possible not only to diagnose

accidents on the road network, with the detection and planning of stretches of road or road links with the highest risk, susceptible to major improvement through intervention, but also to forecast the expected benefits of intervention projects in specific locations and assess the effects actually achieved, enabling conditions to be created to support IP in optimising its investments in road safety interventions, with a view to minimising their costs and maximising their impact in terms of reducing accidents.

- **Nexus** aims to create the "Nexus Open Data Collaboration" platform, which will "be an instrument for promoting the innovation process associated with this sector" and where "data generated by port and logistics activity" will be made available.

Finally,

- **Rail4Cities** has 3 main objectives: i) To establish railway stations as vital urban centres that stimulate the sustainable development of cities, as well as "circular" and resilient infrastructures, ii) To develop a European model, methodology and tool for the effective and sustainable implementation of these concepts in railway stations, and iii) To activate the ecosystem and promote the results achieved through investment synergies.

The projects completed concerned the following:

- **RoboShot@FRC** – to develop a new generation of projection head, supported by a robotic arm, capable of applying BRF (fibre-reinforced concrete) in tunnels while complying with stability design requirements in an automated way;
- **5GRail** - verify the first set of FRMCS specifications and standards by developing and testing prototypes of the Future Railway Mobile Communications System (FRMCS) ecosystem;
- **In2Track3** – as part of the Shif2Rail programme, which aims to develop and demonstrate technology applicable to assets in the Railway, Switching Gear, Bridges and Tunnels categories;
- **RevConstruction** - acting at the bottom of the value chain, developing tools and a platform that will standardise and systematise a set of rules that are indispensable for achieving the desired level of digitalisation in the different specialities of the design, tendering, construction and operation sector; and
- **Ferrovía 4.0** - develop different components, tools and systems, to be tested on real rolling stock and infrastructure, which are geared towards the economic and ecological sustainability of the railway system, the reduction of operating and maintenance costs; reliable information systems to support decision-making in asset management and the creation of safety systems capable of monitoring the infrastructure and triggering alerts and protection/intervention measures.

In 2023, the 6th Innovation Think Tank - "How can BIM impact IP's activity?" and the 7th Innovation Think Tank - "What are the opportunities and risks of Artificial Intelligence for IP?" were held.

Think Tanks held in 2023



On 28 June, the first session of the 6th Innovation Think Tank took place on the theme "How can BIM impact on IP's activity?", while the second session was held on 5 July. The first session featured 4 external speakers from the University of Minho, Armando Rito, Metropolitano de Lisboa and Teixeira Duarte, and 2 internal speakers from DEA and DAM. In the second session, an internal debate was held between IP's Innovation Ambassadors to answer 2 questions: "Taking into account the advantages and potential of BIM, what obstacles do you identify in its implementation at IP?" and "What actions do you recommend IP take to safeguard against obstacles?"



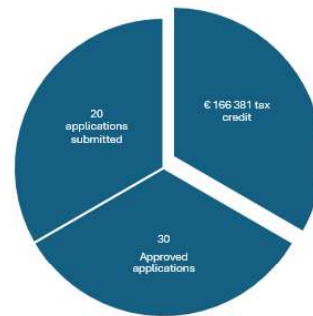
On 21 November, the 7th Innovation Think Tank took place on the theme "What are the opportunities and risks of Artificial Intelligence for IP?" In the morning we had 2 external speakers from INESC id, IST, Google Cloud - Portugal and 6 internal speakers from DSN, DRF, DEM, DSI, DAT and DAJ. In the afternoon there was an internal workshop, with 4 working groups to answer the question "Imagine that your Working Group is the next Board of Directors, based on the risks and opportunities identified during the morning, what priority actions would you implement at IP?"

With regard to SIFIDE - the national funding programme for Research and Development activities, which funds innovation projects developed in the previous year, the following activities should be highlighted in 2023:

Submission 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.

SIFIDE Programme



In 2023, IP's 50 RDI Challenges Programme was also continued with the launch of a New Edition of the Programme.

The new Programme has updated IP's 50 Innovation Challenges, which aims to find innovative solutions that can address the company's needs, in collaboration with the scientific, technological and business communities.

IP's 50 RDI Challenges Programme

✓ PURPOSE

Find solutions to the IP Group's RD&I needs that can be met through collaboration with the academic, scientific, technological and business community.

✓ SCOPE

Such RD&I needs may be in line with those already felt by the IP Group in its activity or with the challenges that lie ahead, taking into account the trends in mobility and society.

✓ MATERIALIZATION

Establishment of cooperation protocols with the various communities for the realisation of RD&I projects, both within the scope of research theses and innovation partnerships that can benefit from available EU support.



In addition to the partnerships mentioned above, 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."

Also in terms of activities in 2023, IP participated 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.

As in previous years, the Innovation Effectiveness Survey was carried out in December 2023 to understand and monitor IP employees' perceptions and assessments of the activities of the Sustainability and Innovation Department (DSN).

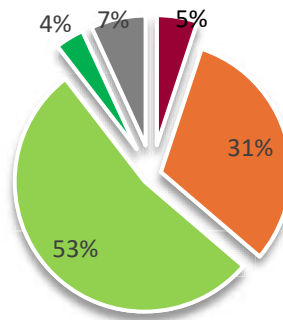
The survey was answered by 20 % of IP's employees - 728 responses (216 more than in 2022), from the various Directorates and subsidiary companies.

The results were similar to those obtained in previous years, with slight changes, improving the perception that IP has been progressively adopting a culture of innovation:

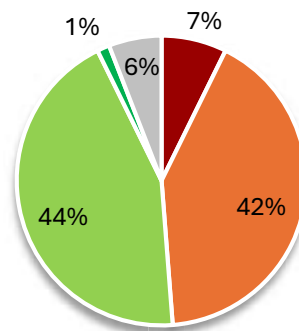
57% of respondents believe that IP keeps up with technological developments and future trends.

45% believe that these developments and trends are incorporated into IP's activities.

Monitoring future trends



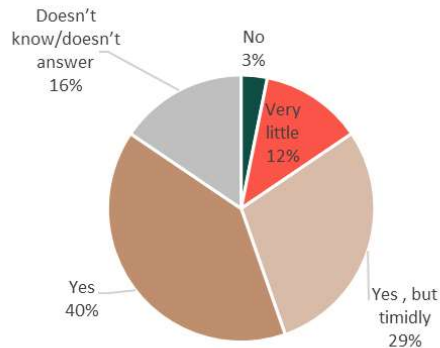
Incorporation of trends into IP



IP's 50 Innovation Challenges Programme was considered a good or reasonable instrument for innovation at IP by 60% of respondents, and IP's participation in innovation projects was also considered important by 95% of respondents.

69% of respondents believe that IP has been adopting a culture of innovation, albeit timidly, and 39% believe that the DSN has been relevant to boosting innovation at IP.

Innovation Culture



8.4 Intervention axis 12 - Sustainable Finance

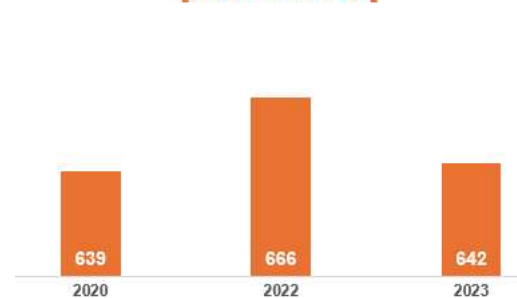
In 2023, as the manager of a multimodal infrastructure and with the aim of enhancing its asset management, namely the provision of a safe, efficient and sustainable service, IP aims to achieve an operating income of around € 1,350 million, an increase of more than € 52 million compared to 2022.

Although the RSC in 2023, at € 642 million, is € 24 million lower than in 2022 (-4%), there was nevertheless a positive trend in road traffic, slightly higher than in the pre-covid era, which was decisive in increasing the IP Group's operating income by around € 28 million (+9%) compared to 2022, reaching € 322 million.

Construction contracts also contributed to the increase in the company's operating income.

This item represents IP's income from its NRN construction activity, as defined in the RSC, including all of IP's construction activities by direct means or sub-concession.

**ROAD SERVICE CONSIGNMENT (RSC)
[EURO MILLION]**

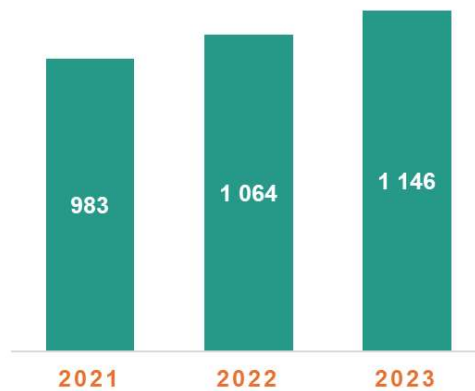


In 2023, a sum of € 72 million was recorded for construction activities, which is € 21 million more than in the same period of the previous year.

It should also be noted that, in 2023, the value of compensatory allowances was around € 65 million, which corresponds to an increase of € 10 million compared to 2022.

The figure for 2023 was presented in RCM 3/2024, in which the State allocated this income to Infraestruturas de Portugal for the fulfilling the public service obligations of managing the railway infrastructure.

Operating Expenses [€ million]



As for operating costs, there was an increase of € 83 million in 2023 compared to the previous year.

The items **Cost of Goods Sold and Materials Consumed (CMVMC)** and **Provisions** increased by € 42million and € 44 million, respectively.

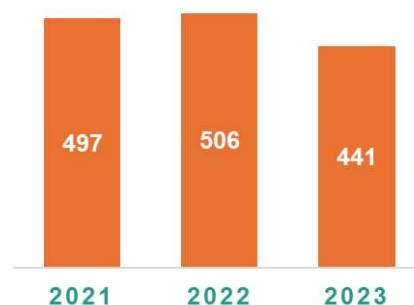
The combination of the increase in Operating Income and Operating Expenses allowed IP to record a **positive Operating Result of € 206 million. However, this is € 29 million less than in the same period in 2022 (€ 235 million).**

In terms of EBITDA, IP's figure is €441 million, which is €65 million lower than in 2022.

With regard to the Financial Result, it should be noted that on 31 December 2023, the figure stood at **-€182 million, representing a decrease of €9 million compared to 2022.**

With regard to Financial Management, at the end of 2023 IP's financial debt stood at **€3,857 million, maintaining the downward trend in line with the company's financing policy.**

EBITDA (€ million)



Financial Results (€ million)



As a result, there was a € 159 million reduction in debt, which resulted exclusively from the payment of the capital amortisations provided for in the repayment plans for the loans taken out with the EIB.

Of particular note in 2023 was the continuation of IP's ambitious investment programme, with a **total value for the year of € 621 million**, of which 89% (€ 550 million) was earmarked for the upgrading and modernisation of the National Railway Network, with € 466 million under the Ferrovia 2020 Investment Programme and € 20 million under the 2030 National Investment Programme.

Additionally, we point out the € 39 million for the Mondego Mobility System (SMM) and the remaining € 26 million for other railway investments.

All rail investments have a strong European co-funding component, which is why, along with the current cycle of EU funds (2014-2020), the Partnership Agreement - Portugal 2030 was signed in July 2023 between the Portuguese Government and the European Commission for the 2021-2027 period, which includes shared management programmes, in addition to the Connecting Europe Facility (CEF) direct management road investment programme.

Railway Investment [€ million]



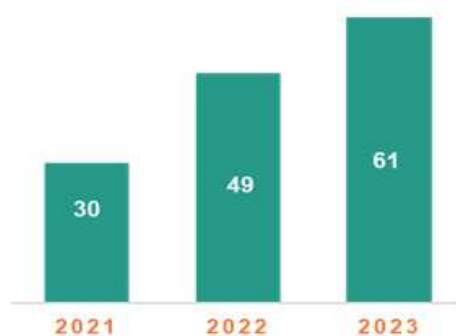
During 2023, with regard to the approval of new Community funding associated with investment projects, the most significant event that occurred within the 2021-2027 programming period was **the CEF Digital Programme, whilst the application for the "Atlantic CAM" project was approved.**

It should be noted that in 2023, **IP received a total of €208 million from the EU funds** allocated to the development of railway infrastructure, including SMM.

In this regard, IP also received €12 million in 2023 from the application for the "Atlantic CAM" project.

In the road sector, total investment for 2023 was € 61 million, mainly centred on investments under the Recovery and Resilience Plan (RRP) (€ 49 million), which are fully covered by European funding.

Road Investment [€ million]



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 through the RRP, the main focus continued to be **on the efficient maintenance and upkeep of the existing network, whose implemented figure in 2023 totalled € 145 million, 14% more than in 2022 and 4% more than forecast in the budget.**

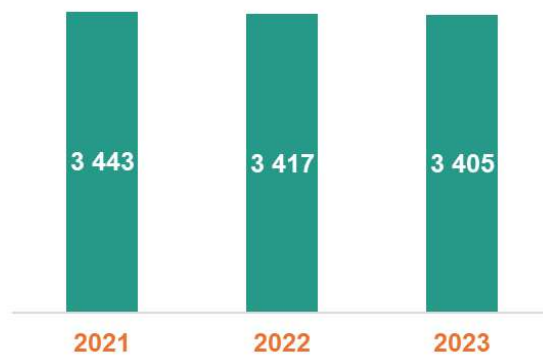
As part of the maintenance of the railway infrastructure in 2023, a total of € 85 million was spent, 6% more than in 2022.

With regard to investment in Public Private Road Partnerships (PPP), the cost in 2023 was 1.139 million (excluding VAT), € 44 million less (-4%) than in 2022.

At the end of December 2023, IP had 3,405 employees.

With regard to Staff Costs, the figure recorded in 2023, € 141 million, corresponds to an increase of € 9 million compared to the figure for 2022.

IP Workforce (at 31 December 2023)



At 31 December 2023 the share capital totalled € 12,586,670,000.

Other Performances

9. OTHER PERFORMANCES

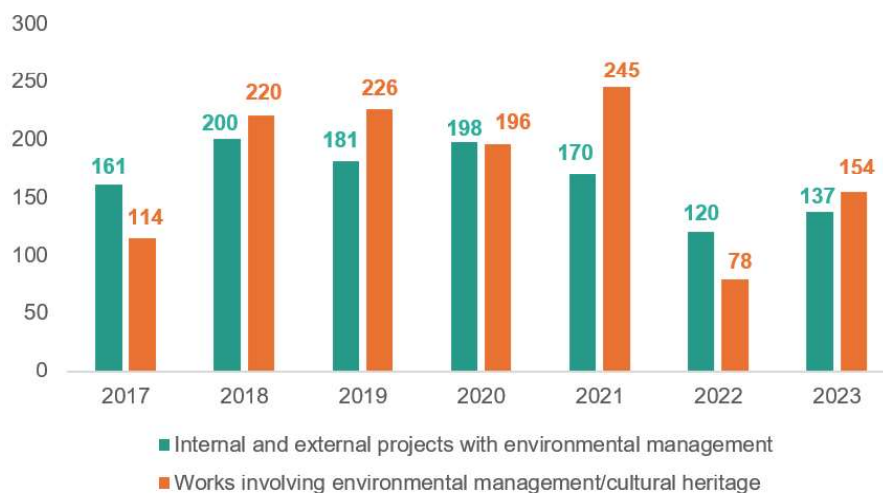
9.1 ENVIRONMENTAL MANAGEMENT

With regard to the management of environmental activities on the road and rail networks in operation, we point out the management of tree planting on the roads, in conjunction with road and rail safety and the safety of neighbouring properties.

In 2023, the requirements laid down in terms of Forest Fire Defence (DFCI) were complied with, both in terms of contributing to the revision of Municipal Plans (PMDFCI) and in supporting the company's operational areas when carrying out work on fuel management strips near road and rail networks.

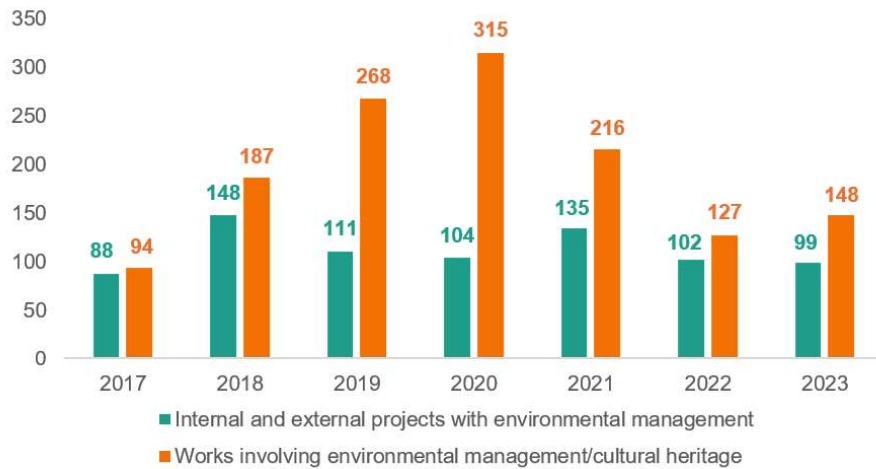
Environmental and cultural heritage management activities in network design, construction and maintenance are a very important component of IP.

The following graph shows the evolution of environmental and cultural heritage management on the road network in the 2017-2023 period.



In 2023, on the road side, the number of projects with environmental management, developed internally and outsourced increased compared to 2022 whereas the number of works and maintenance services with environmental management and/or cultural heritage management fell.

The following graph shows the evolution of environmental and cultural heritage management for the railway network, also in the 2017-2023 period.



On the railway side, the opposite was true of the road network in 2023, with an increase in the number of works and services provided with environmental/cultural heritage management, whilst there was a slight decrease in the number of projects with environmental management.

9.2 ENVIRONMENTALLY RELATED CAPITAL EXPENDITURE

The following table shows the evolution of IP's capital expenditure in environmental activities in the 2019-2023 period.

IP's Capital Expenditure in environmentally related activities (€m)	2019	2020	2021	2022	2023
Noise barriers	n.q	n.q	0.14	--	0.03
Landscaping	n.q	n.q	0.33	1.21	0.98
Current environmental-related maintenance activities	17.04	13.50	8.25	5.31	7.10
Management of cultural property during works	n.q	0.35	0.86	0.7	0.60
Environmental management of works	n.q	0.34	1.00	2.27	2.10
Overall capital expenditure	17	14	2.5	9.5	10.8

In 2023, IP's total investment in environmental activities totalled €10.8 million, broken down into the following categories: noise barriers, landscape integration, environmental activities in the day-to-day maintenance of networks, cultural heritage management and environmental works management.

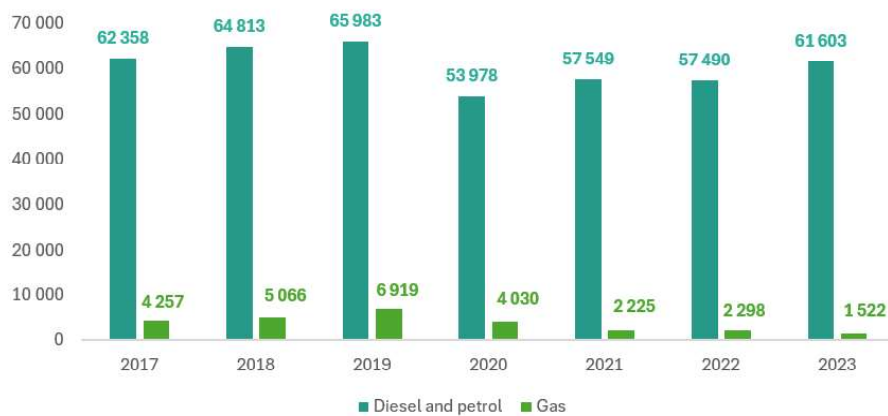
9.3 FOSSIL FUEL CONSUMPTION

The following table shows the evolution of IP's fossil fuel consumption over the 2017-2023 period.

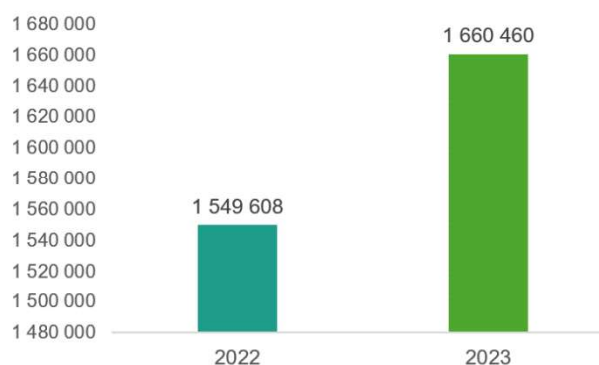
In 2023, 61,603 GJ were consumed in fuels - diesel and petrol - corresponding to 1,660,460 litres and 1,522 GJ in gas.

Diesel and petrol consumption (GJ) show an upward trend, approaching pre-pandemic values, while gas consumption shows a downward trend.

Gas consumption in 2023 was 1,522 GJ, a substantial reduction of around 51% compared to 2022, mainly as a result of the modernisation of air conditioning systems underway at IP.



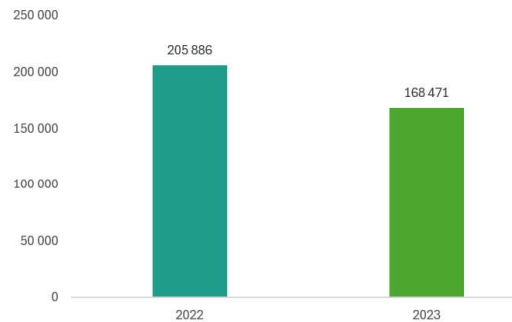
Fuel consumption (litres) at IP is mainly associated with IP's car fleet, which saw an increase of 7% (166,0460 l) compared to 2022, also coinciding with the increase in km travelled by the fleet.



9.4 WATER CONSUMPTION

In the buildings and facilities assigned to IP, the water comes mostly from the public network.

The following table shows IP's water consumption (m³) in 2022 and 2023. In 2023, total water consumption totalled 168,471 m³, 18% less than in 2022.



In order to improve water efficiency, IP acted essentially at 2 levels: repairing ruptures in water networks and modernising hydraulic equipment.

In 2023, 23 water leaks were resolved. In resolving these situations, the supply networks, pipelines, irrigation systems and equipment (taps and cisterns) were improved.

The most far-reaching work was carried out at the following facilities:

- Lisbon Santa Apolónia Complex, in terms of the internal water supply network;
- Pinhal Novo Station - repair of leaks;
- Pragal Campus / Campaign to detect and clean up water leaks on the Pragal campus and section off sections to monitor consumption, with the aim of reducing the number of leaks and increasing water efficiency.

Awareness-raising and prevention measures were also developed for the efficient use of water:

- Washing platforms/floors - use of high-pressure machines with nozzles instead of a free hose;
- Washing plan appropriate to the type of use of the floor;
- Placing signs to raise user awareness of water saving as part of the Repower IP programme;
- Manual flow regulation for column taps fitted with shut-off taps.



Challenges for 2024

10. CHALLENGES FOR 2024

In 2024 Infraestruturas de Portugal intends to continue and strengthen its Sustainability vectors:

1. Operationalise **BUSINESS AMBITION 1.5°C**
2. Review **SDGs TARGETS**
3. Award the **RENEWABLE ENERGY SELF-PRODUCTION PROJECT FOR TRACTION**
4. Develop the **2nd PHASE OF PRIAC** - Adaptation Measures
5. Classification of activities according to the **GREEN TAXONOMY**
6. Sustainability reporting in accordance with the **CSRD DIRECTIVE**
7. Stakeholder surveys for **DOUBLE MATERIALITY**
8. **SUSTAINABILITY GOVERNANCE** model
9. **Survey** of road customers
10. Integration of criteria associated with **ECO-PURCHASING**
11. Continued implementation of **ECO.AP**
12. Continued implementation of **REPOWER IP**
13. Continuation of the **IP SOLIDARITY PROGRAMME**
14. Strategic study on the **FINANCING AND MANAGEMENT** of the NRwN
15. Continuity of **RAILWAY 2020**
16. **NOISE ACTION PLANS**
17. Launch and Award of PPP1 and Launch of PPP2 for **PORTO-LISBON HSL**
18. Continued implementation of the **RRP**
19. Integration of **ESG CRITERIA** in investment analyses
20. Strengthening the **CIRCULAR ECONOMY**



signatures

SIGNATURES

Almada, 23 April 2024

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



GLOSSARY

AAAC - Studies to Evaluate Adaptation to Climate Change and Resilience to Climate Disasters

AAE - Business Welcoming Areas

AC – Climate change

ACP - Automóvel Clube de Portugal

ACT – Collective Bargaining Agreement;

AEIE - Atlantic Corridor: originally called Freight Corridor No. 4, it consists of sections of existing and planned railway infrastructure between Portugal, Spain, France and Germany The aim of this grouping is to promote the competitiveness of rail freight transport

EIA – Environmental Impact Assessment

AMT - Autoridade da Mobilidade e dos Transportes

CAM Ring - Submarine cable system between mainland Portugal, the Autonomous Region of the Azores and the Autonomous Region of Madeira

ANSR - Autoridade Nacional de Segurança Rodoviária

APA - Agência Portuguesa do Ambiente

APEE - Associação Portuguesa de Ética Empresarial

SA - Significant Accident: any accident involving at least one railway vehicle in motion and resulting in the death or serious injury of at least one person or significant damage to material, infrastructure, other installations, the environment, or prolonged interruptions to traffic.

AVAC – Ventilation System

AVEP - Alta Velocidade Espanha/Portugal: grouping aimed at carrying out studies on international railway corridors.

BIM - Building Information Modeling

BRT – Bus Rapid Transit

BUILT CoLAB – Collaborative Laboratory for the Built Environment of the Future

BD - Board of Directors

EBD – Executive Board of Directors

CCDR – Regional Coordination and Development Commission

CCP - Public Procurement Code

CCR - General Concession Contract for the National Road Network

CCT – Traffic Control Centre

CDP - Disclosure Insight Action

CEF Digital - Connecting Europe Facility: European funding programme to promote growth, jobs, inclusion and competitiveness through the efficient interconnection of transport, energy and digital networks within and between Member States

TK – Train.Km

CMDFCI - Municipal Forest Fire Defence Committees

CMVMC - Cost of Goods Sold and Materials Consumed

CPF – Framework Contract for the Management of the National Railway Network

RSC - Road Service Contribution

CT - Technical Coordination and Regulation

CTA - Technical Certification and Independent Assessment Unit

DECAPE - Decision on the Environmental Conformity of the Execution Project

DFCI - Protection of Forest Against Fire

DGEG - General Directorate for Energy and Geology

DIA – Environmental Impact Statements

CSRD Directive: Directive (EU) 2022/2464 on corporate sustainability reporting

DPF – Railway Public Domain

DPR- Road Public Domain

DSN - Sustainability and Innovation Division

Dual Materiality: approach to assessing Impact Materiality (the company's impact on the planet and society) and Financial Materiality (the impact of the planet and society on the company).

EBITDA - Earnings before interest, taxes, depreciation and amortisation

Eco.AP - Public Administration Resource Efficiency Programme

EEA – European Economic Area

EIM - European Rail Infrastructure Managers: European railway infrastructure managers

ELT – End of Life Tyres

EN1 – National Road 1

EP - Estradas de Portugal, SA

ER370 – Regional Road 370

ERSC - European Road Safety Charter

ESG - Environment, Social and Governance

ESRS: European Standards for Sustainability Reporting

SSE - Signalling and Safety Equipment

Strategy for sustainable and intelligent mobility: European Commission Communication COM (2020) 789

EU - European Union

GHG - Greenhouse Gases

GIT - Integrated Transport Management

GNR - Guarda Nacional Republicana

Green Deal – European Green Deal: a package of European initiatives with the ultimate goal of achieving carbon neutrality by 2050.

GRI - Global Reporting Initiative

IA - ITS and Accessibility

IC2 – Complementary Route 2

ICNF - Instituto de Conservação da Natureza e das Florestas

RDI - Research, Development and Innovation

IEAG - Investment in Management Supporting Structures

IET 77- Technical Operating Instruction n77

IFTE - Fixed facilities for electric traction

IGEN – Organisations for Equality Forum

IGT – Land Management Instruments

IMT - Instituto da Mobilidade e dos Transportes

IP - Infraestruturas de Portugal S.A.

IP Solidária - IP Group Corporate Volunteering Programme

IPCC - Intergovernmental Panel on Climate Change

IPE - IP Engenharia

IPMA – Instituto Português do Mar e da Atmosfera

IPP - IP Património

IPT - IP Telecom

ITS - Intelligent Transport Systems

JAE – Junta Autónoma de Estradas

LAV - High-Speed Line

SDO - Sustainable Development Goals

AsBo Assessment Body: term referring to the accreditation of bodies to carry out independent assessments of the suitability of the application of the risk management process to the safety of the railway system.

DeBo Designated Body: term referring to the accreditation of bodies responsible for assessing the conformity of railway systems according to specific standards.

AC - Agricultural Crossings

PA - Precursors to Accident

PALOP- Portuguese Speaking African Countries

CP – Charging Points

PCEV – Charging Points for Electrical Vehicles

PDAE IP - IP's National Defibrillation Programme

PENSE 2020 - National Strategic Road Safety Plan 2020

PFN - National Railway Plan

PGCPI - Invasive Plant Management and Control Plan

PH - Hydraulic Crossings

PMDFCI - Municipal Forest Fire Defence Plans

LC - Level Crossings (railway)

BS – Black spots (road)

PNI2030 - The National Investment Programme 2030 (PNI 2030), defines the country's strategic investments for this decade and is linked to the strategic objectives defined for Portugal 2030.

POSEUR – Operational Programme for Sustainability and Efficiency in the Use of Resources

PPI - Portuguese Platform for Integrity

PPP - Public - Private Partnerships

PRIAC – Infrastructure Resilience Plan for Climate Change

NRP - National Road Plan

RRP - Recovery and Resilience Plan: European Union financial instrument created to support member states in the post-pandemic recovery, fostering reforms and investments in line with the green and digital transitions.

SC - Overpasses

PSR - Road Safety Plan

PSRPN - Level Crossing Suppression and Reclassification Plan

PVAE - Business Areas Enhancement Programme

RAP - High Performance Network

RAR - Recycled, reacted and activated rubber

TN - Telecommunications Networks

CDW - Construction and demolition waste

RCP - Representative Concentration Pathway

RCV– Conventional network

RECAPE – Environmental Compliance Report for the Implementation Project

REFER – REFER, EPE

REPower IP: plan that aims to respond to the measures set out in RCM 82/2022, which establishes the 2022-2023 Energy Saving Plan for Portugal.

REPowerEU: European programme to phase out the EU's dependence on Russian gas, oil and coal imports

NRwN - National Railway Network

RGR – General Noise Regulation

RNC2050 - Carbon Neutrality Roadmap 2050 (RCM 107/2019)

NRN - National Road Network

RTE-T - Trans-European Transport Network

SBTi - Science Based Targets Initiative

SEE – Sustainability and Efficiency Programme

SEI - Secretary of State for Infrastructure

SGS-IP - IP Security Management System

SIFIDE - System of Tax Incentives for Business Research and Development

SLA - Service-Level Agreement

SMM- Mondego Mobility System

Somos IP 2023 - New Employee Welcome and Integration Programme

EU Green Taxonomy: classification system that establishes a list of environmentally sustainable economic activities, with the aim of guiding investment in projects and activities that contribute to climate neutrality

TDR – Track Decay Rate

ICT – Information and Communication Technologies

TT– Telematics for Transports

UIC - Union Internationale des Chemins de Fer

UICN - International Union for Conservation of Nature Red List

UN- United Nations Global Compact

EV – Electric Vehicles

F – Fatalities

WRI - World Resources Institute

WWF - World Wide Fund for Nature

ANNEX 1 – GRI TABLE

Statement of Use	The IP Group reported with reference to the GRI Standards for the period from 1 January to 31 December 2023
GRI I Used	Foundation 2021
Applicable GRI Sector Standard(s)	Not Applicable
GENERAL CONTENTS	Location
GRI 2: INTRODUCTION	
Referring to the standard published in 2021	
THE ORGANISATION AND ITS REPORTING PRACTICES	
2-1 Organisational Profile	
Legal name of organisation: IP - Infraestruturas de Portugal, S.A. Registered Office: Praça da Portagem Countries where it operates Further information in the Sustainability Report 2023: Chapter 3. Who we are	Page 10
2-2 Entities included in the organisation's sustainability report	
This report includes the activities of IP and its Subsidiaries, namely: IPE; IPP and IPT.	
2-3 Reporting period, frequency and contact points	
This report refers to the activities carried out between 1 January and 31 December 2023 and is published annually. Enquiries about the report should be sent to: dsn@infraestruturasdeportugal.pt	
2-4 Reformulating information	
In 2023 there was no significant reformulation of the information considered in the 2022 report.	
2- 5 External Verification	
No external verification	

GENERAL CONTENTS

ACTIVITIES AND EMPLOYEES

2-6 Activities, value chains and other business relationships

Business sectors where it operates

Chapter 3. Who we are; Chapter 3.4 Our networks

value chains and other business relationships:

Corporate Governance Report 2023 | chapter IV Shareholdings and Bonds Held; chapter VI-B Internal Control and Risk Management | chapter VIII - Transactions with Related Parties and Others

Page 10; 18

2.7 Employees

Permanent employees by gender and region

District	F	M	Total
Aveiro	38	107	145
Beja	6	52	58
Braga	8	27	35
Bragança	2	20	22
Castelo Branco	6	33	39
Coimbra	42	233	275
Évora	15	39	54
Faro	14	79	93
Guarda	11	55	66
Leiria	10	67	77
Lisbon	160	693	853
Portalegre	5	30	35
Porto	78	393	471
Santarém	33	266	299
Setúbal	419	519	938
Viana do Castelo	5	47	52
Vila Real	6	70	76
Viseu	5	37	42
Total	863	2767	3630
Pragal Campus	412	412	824

Trainees

	Gender	2022	2023
Trainees	F	9	4
	M	25	3
Total		34	7

Trainees

	Gender	2022	2023
Temporary	F	3	21
	M	13	51
Total		16	72

Chapter 3.5 Our People

Corporate Governance Report 2023 | chapter IX. - Analysis of the company's sustainability in the economic, social and environmental fields - human resources policy.

Page 25

GENERAL CONTENTS	Page number
ACTIVITIES AND EMPLOYEES	
2- 8 Workers who are not employees	
The IP Group's activities are almost entirely carried out by internal employees, and no information is collected on non-employees, whose number is considered residual.	
GOVERNMENT	
2-9 Governance structure and composition	
3.3 How we are organised	Page 16
Corporate Governance Report 2023 chapter V Corporate Bodies and Committees	
2-10 Appointment and selection of the highest governing body	
The General Meeting of 26 August 2022 elected the members of the Company's Board of Directors for the three-year period 2022-2024.	
Further information in the Corporate Governance Report 2023 Chapter V - Governing Bodies and Committees/Administration and Supervision	
2-11 Chairmanship of the highest governing body	
Chairman of the Executive Board of Directors, Miguel Jorge de Campos Cruz, elected for the 2022-2024 term at the AGM on 26 August 2022	
Further information in the Corporate Governance Report 2023 Chapter V - Governing Bodies and Committees/Administration and Supervision	
2-12 Role of the highest government body in overseeing impact management	
Chairman's Message; Chapter 7.4. Intervention Axis 8 - Social Responsibility and Stakeholders	Page 4; 109
Further information in the Corporate Governance Report 2023 Chapter V - Governing Bodies and Committees/Administration and Supervision VI Internal Organisation - Internal control and risk prevention	
2-13 Assigning responsibility for impact management	
Further information in the Corporate Governance Report 2023 Chapter V - Governing Bodies and Committees/Administration and Supervision - Delegated Powers VI Internal Organisation - Internal control and risk prevention	

GENERAL CONTENTS	Page number
GOVERNMENT	
2-14 Role of the highest government body in sustainability reporting	
<p>The EBD is the top body responsible for analysing and approving the information reported, including the IP Group's material issues;</p> <p>In 2023, the new Sustainability and Innovation Department (DSN) was created, as part of the Transformation and Governance Support Areas, with the mission of coordinating the IP Group's action towards sustainability and innovation, ensuring international representation and for identifying and promoting good practices.</p>	
2-15 Conflicts of interest	
<p>In compliance with article 447 of the Commercial Companies Code, the members of IP's management and supervisory bodies do not hold, directly or indirectly, any shares and/or bonds in the company, nor do they hold any shares in any other companies with which IP is in a control or group relationship.</p> <p>Further information in the Corporate Governance Report 2023 chapter V. Governing Bodies and Committees chapter VI Internal Organisation</p>	
2-16 Communicating critical concerns	
<p>The IP Group has a Policy for Reporting Irregularities, providing a direct, suitable channel, with the guarantee of the confidentiality along entire process, to report any situations detected, or about which there is reasonable suspicion that they violate or jeopardise:</p> <ul style="list-style-type: none"> • Legal, regulatory, ethic principles, as well as internal rules and guidelines; • the integrity of financial information and accounting practices; • The assets of IP Group Companies; • The image of IP Group companies or good management practices, including areas such as conflicts of interest, mismanagement of funds, bad management and abuse of power. <p>This theme is further developed in Chapter 8.1 - Intervention axis 9: Ethics and Compliance and Corporate Governance Report 2023 chapter VI. Internal Organisation</p>	
2-17 Collective knowledge of the highest government body	
Chairman's Message; Chapter 5. Our Sustainability Strategy	Page 4; 31
2-18 Performance Assessment of the highest governing body	
<p>The EBd is IP's highest governing body and IP's executive directors are assessed annually by the sole shareholder at the General Meeting.</p> <p>Further information in the Corporate Governance Report 2023 chapter V. Governing Bodies and Committees</p>	

GENERAL CONTENTS			Page number
GOVERNMENT			
2-19 Remuneration Policies			
Corporate Governance Report 2023 chapter IX. Remuneration			
2-20 Processes that determine remuneration			
Corporate Governance Report 2023 chapter IX. Remuneration			
2- 21 Annual compensation ratio			
	2022	2023	
Annual compensation ratio	3.11	3.04	
2-22 Statement on the sustainable development strategy			
Chairman's Message; Chapter 5. Our Sustainability Strategy			Page 4; 31
2-23 Policy-related commitments			
<p>The IP Group's management model is based on rigorous management of its assets with a view to creating value for stakeholders. It is developed around the organisation's strategy and purpose and analysis of the internal and external contexts; the monitoring and control of the IP Group's activity is characterised by various management instruments.</p> <p>The IP Group has a set of internal procedures and regulations, such as the Internal Contracting Manual, which regulates all the contracting activities of the company and its subsidiaries, the Code of Ethics, applicable to all Group companies and their employees, the Gender Equality Plan, Management Risk Prevention Plan, including the risks of corruption and related offences, the Personal Data Protection Policy, the Asset Management Policy, the Safety Policy, the Policy for Preventing and Combating Harassment at Work, among other documents available on the company's website.</p> <p>Further information in Chapter 7.4. Intervention Axis 8: Social Responsibility and Stakeholders; Chapter 8.1. Intervention Line 9 - Ethics and Compliance; Corporate Governance Report VI Internal Organisation/Internal Control and Risk Prevention</p>			Page 109; 122

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Chairman's Message; Chapter 5. Our Sustainability Strategy ; Chapter 10 Challenges for 2024 More information on this topic can be found in the Corporate Governance Report 2023 chapter V Governing Bodies and Committees and VIII Transactions with Related Parties and Others.	Page 4; 31;149
2-25 Processes to remedy negative impacts	
Chapter 6.4. Intervention Axis 4- Protecting the Environment and Ecosystems ; Chapter 7.3 - Intervention Axis 7 - Human Capital and Talent	Page 60 Page 95
2-26 Mechanisms for seeking advice and raising issues	
Chapter 7.4 Intervention Axis 8 - Social Responsibility and Stakeholders	Page 109
2-28 Participation in associations	
<p>IP is associated, as a member or in partnership, with various associations and public and private organisations, with which it maintains protocols and joint initiatives in the Group's area of intervention.</p> <p>IP participates in the PSAT Associates Agreement - Association for the Promotion of Technical Asset Safety, together with EDP - Distribuição de Energia, S.A., PT - Comunicações S.A., EDP - Renováveis Portugal, S.A., EPAL - Empresa Pública de Águas Livres, S.A. and REN - Redes Energéticas Nacionais, SGPS, S.A..</p> <p>It is also a member of IT - Instituto do Território, the Portuguese Network for Territorial Development.</p> <p>IP is also a member of the Armando Ginestal Machado National Railway Museum Foundation.</p> <p>IP has a 2.5% stake in the share capital of Metro Mondego, S.A.</p> <p>IP is a Founding Member, together with CP, Metropolitano de Lisboa, IAPMEI, Metro do Porto, PFP - Associação da Plataforma Ferroviária Portuguesa and Universidade do Porto, of the Associação Centro de Competências Ferroviário (CCF). Since March 2022, IP has been a member of the Spanish Association of Public Parks and Gardens (AEPJP).</p> <p>IP participates in several international associations, including UIC, EIM, PIARC and CEDR. .</p>	

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2-29 Approach to stakeholder involvement											
Chapter 4. Top Honours in 2023; Annex 2 - Highlights 2023; Chapter 6 Performance in the Environment Dimension; Chapter 7 - Performance in the Social Dimension; Chapter 8 - Performance in the Governance Dimension		Page 28; A-28; 40;70; 122									
2-30 Collective bargaining agreements											
	<table border="1"> <thead> <tr> <th></th> <th>2022</th> <th>2023</th> </tr> </thead> <tbody> <tr> <td>Number of employees under collective bargaining agreements</td> <td>3 286</td> <td>3 295</td> </tr> <tr> <td>Percentage of employees under collective bargaining agreements</td> <td>90.10 %</td> <td>90.8 %</td> </tr> </tbody> </table>		2022	2023	Number of employees under collective bargaining agreements	3 286	3 295	Percentage of employees under collective bargaining agreements	90.10 %	90.8 %	
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3-1 Materiality definition process											
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3-2 List of material topics											
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7.1 Intervention Axis 5: Mobility and accessibility		Page 70									
7.2 Intervention Axis 6: Safety		Page 78									
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7.4 Intervention Axis 8: Social Responsibility and Stakeholders		Page 109									
8.1 Intervention Axis 9 – Ethics and Compliance		Page 122									
8.2 Intervention Axis 10 – Cybersecurity		Page 130									
8.3 Intervention Axis 11 - Innovation: driver of development		Page 132									
8.4 Intervention axis 12 - Sustainable Finance		Page 138									

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201-2 Financial implications and other risks and opportunities arising from climate change	
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201-3 Liabilities with defined benefit plans and other retirement plans	
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201-4 Financial support received from the government												
<p>2023 Annual Report.</p> <p>The State is the sole shareholder of IP</p>												
<p>201-1 Ratio of the lowest wage by gender compared to the local minimum wage</p> <table border="1"> <thead> <tr> <th></th> <th></th> <th>2022</th> <th>2023</th> </tr> </thead> <tbody> <tr> <td rowspan="2">IP Group</td> <td>F</td> <td>1.01</td> <td>1.00</td> </tr> <tr> <td>M</td> <td>1.01</td> <td>1.07</td> </tr> </tbody> </table>			2022	2023	IP Group	F	1.01	1.00	M	1.01	1.07	
		2022	2023									
IP Group	F	1.01	1.00									
	M	1.01	1.07									
203-1 Investments in infrastructure and services												
<p>Chapter 3.4 Our networks; Chapter 7.1 Intervention Axis - Mobility and Accessibility</p> <p>Further information in the 2023 Annual Report</p>	Page 18; 70											
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205-2 Communication and training on anti-corruption policies and procedures												
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Chapter 6.3 Intervention axis 3 - Circular Economy	Page 53
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303-1 Interactions with water as a shared resource	
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303-2 Management of impacts related to water discharge	
Not Applicable	
303-3 Water collection	
Not Applicable	
303-4 Effluents	
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9.4 Water consumption	Page 117

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304-1 Operational facilities owned, leased, managed, or close to protected areas, or in areas of high biodiversity value outside protected areas.	
6.4 Intervention Axis 4 - Protecting the Environment and Ecosystems	Page 60
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305-1 Direct GHG emissions (Scope 1)	
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305-4 Intensity of GHG emissions	
Chapter 6.1 Intervention Axis 1 - Energy Efficiency, Transition and Decarbonisation	Page 40
305-5 Reduction of GHG emissions	
Chapter 6.1 Intervention Axis 1 - Energy Efficiency, Transition and Decarbonisation	Page 40

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305-6 Emissions of ozone-depleting substances	
Chapter 6.1 Intervention Axis 1 - Energy Efficiency, Transition and Decarbonisation	Page 40
305-7 Emissions of nitrogen oxides (NOx), sulphur oxides (SOx) and other significant atmospheric emissions	
Not available	
306-1 Waste generation and related impacts	
Chapter 6.3 Intervention axis 3 - Circular Economy	Page 53
306-2 Impact management	
6.4 Intervention Axis 4 - Protecting the Environment and Ecosystems	Page 60
306-3 Waste generated	
Chapter 6.3 Intervention axis 3 - Circular Economy	Page 53
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Chapter 6.3 Intervention axis 3 - Circular Economy	Page 53
306-5 Waste directed to disposal	
Chapter 6.3 Intervention axis 3 - Circular Economy	Page 53
308-1 New suppliers selected on the basis of environmental criteria	
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308-2 Neg. environmental impacts in the supply chain and actions taken	
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SOCIAL PERFORMANCE																																														
401-1 Hiring new employees and employee turnover																																														
Turnover																																														
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401-2 Benefits provided to full-time employees that are not provided to temporary or part-time employees																																														
All employees enjoy the same type of social benefits.																																														
401-3 Parental leave																																														
The reconciliation between work time and family time is explained by indicators related to parenthood, namely the return to work rate and the retention rate of workers who have been granted parental leave in a given period.																																														
<table border="1"> <thead> <tr> <th></th> <th>Unit</th> <th>Gender</th> <th>2022</th> <th>2023</th> </tr> </thead> <tbody> <tr> <td rowspan="2">a) No. of employees entitled to parental leave during the year</td> <td rowspan="2">No.</td> <td>F</td> <td>17</td> <td>18</td> </tr> <tr> <td>M</td> <td>51</td> <td>47</td> </tr> <tr> <td rowspan="2">b) No. of employees returning to work after parental leave during the year</td> <td rowspan="2">No.</td> <td>F</td> <td>9</td> <td>11</td> </tr> <tr> <td>M</td> <td>43</td> <td>44</td> </tr> <tr> <td rowspan="2">c) No. of employees returning to work after parental leave (enjoyed in the year) and who are still working 12 months after returning</td> <td rowspan="2">No.</td> <td>F</td> <td>8</td> <td>8</td> </tr> <tr> <td>M</td> <td>30</td> <td>40</td> </tr> <tr> <td rowspan="2">d) Return to work rate of employees after parental leave (d) = b/a</td> <td rowspan="2">No.</td> <td>F</td> <td>53</td> <td>61</td> </tr> <tr> <td>M</td> <td>84</td> <td>94</td> </tr> <tr> <td rowspan="2">Retention rate 12 months following enjoyment of parental leave e) = c(n) / b(n-1)</td> <td rowspan="2">No.</td> <td>F</td> <td>89</td> <td>89</td> </tr> <tr> <td>M</td> <td>88</td> <td>93</td> </tr> </tbody> </table>		Unit	Gender	2022	2023	a) No. of employees entitled to parental leave during the year	No.	F	17	18	M	51	47	b) No. of employees returning to work after parental leave during the year	No.	F	9	11	M	43	44	c) No. of employees returning to work after parental leave (enjoyed in the year) and who are still working 12 months after returning	No.	F	8	8	M	30	40	d) Return to work rate of employees after parental leave (d) = b/a	No.	F	53	61	M	84	94	Retention rate 12 months following enjoyment of parental leave e) = c(n) / b(n-1)	No.	F	89	89	M	88	93	
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		M	88	93																																										

GENERAL CONTENTS	Page number
SOCIAL PERFORMANCE	
403-1 Occupational Health and Safety Management System	
IP has had a safety culture for decades in its predecessor companies, mainly supported by regulations and rules that promote safer practices.	

<p>In order to promote safety in the workplace, the main activities promoted and developed in 2023 stand out: Drawing up 4 and reviewing 50 Risk Analysis Sheets, which define all the preventive and protective measures to be implemented to ensure that work is carried out safely.</p> <p>Drawing up periodic safety information for operational teams with the aim of developing technical skills and adopting safe behaviour. The information is displayed in panels across nearly 95 facilities where the operational teams work. In 2023, 14 publications were released.</p> <p>Further information on this topic can be found in Chapter 7.2 Intervention Line 6 - Safety and in the Corporate Governance Report 2023 Chapter IX. - Analysis of the Company's Sustainability in the Economic, Social and Environmental Domains</p>	Page 78
403-2 Hazard identification, risk assessment and incident investigation	
<p>Chapter 8.1 Intervention Axis 9 – Ethics and Compliance</p> <p>Further information on this topic in Corporate Governance Report 2023 chapter IX. - Analysis of the Company's Sustainability in the Economic, Social and Environmental Domains</p>	Page 122
403-3 Health Services	
<p>It is worth noting that given the geographical dispersion of its workers, health insurance benefits are important, insofar as they allow easy access to health care anywhere in the country.</p> <p>Health insurance – IP's health insurance plan provides access to a wide-ranging network of comprehensive health care, with 90% coverage of expenses. Medical consultations outside the plan's network also benefit from reimbursement, limited to 50%. The insurance allows including the employee's family members, in which case the premium is borne by the employee;</p> <p>Personal Accident Insurance - Covers any kind of professional and extra-professional risks of permanent disability or death.</p> <p>Chapter 7.3 Intervention Axis 7 - Human Capital and Talent</p> <p>Further information on this topic can be found in the Corporate Governance Report 2023 chapter IX - Analysis of the Company's Sustainability in the Economic, Social and Environmental Domains.</p>	Page 95

GENERAL CONTENTS	Page number												
SOCIAL PERFORMANCE													
403-4 Participation, Consultation and Communication with Employees on Occupational Health and Safety													
<p>As part of the EIT 77 training, the Chairman of the CAE recorded a video communication to be shown at the start of all the training sessions, emphasising that safety is a right and an obligation for the entire structure.</p> <p>42 joint visits were made to the teams in the field. During these visits, managers and the Safety Department accompanied the IP work teams, highlighting everyone's commitment to safe behaviour.</p> <p>A meeting was held for the entire DAM team on the theme of safety, an action very much in line with the principles of the safety culture, which led to all the members of its structure discussing the theme of safety, new approaches and safe behaviour.</p> <p>The "we are safety" campaign was carried out. This campaign is part of raising awareness among the teams and their hierarchies to ensure that the safety culture is internalised as everyone's mission.</p> <p>Chapter 7.2 Intervention axis 6 - Safety</p> <p>Further information on this topic in Corporate Governance Report 2023 chapter IX. - Analysis of the Company's Sustainability in the Economic, Social and Environmental Domains</p>	Page 78												
403-5 Worker Training on Occupational Health and Safety													
<p>Chapter 7.3 Intervention Axis 7 - Human Capital and Talent</p> <table border="1" data-bbox="165 1366 1029 1532"> <thead> <tr> <th>Security Training Initiatives</th> <th>Unit</th> <th>Gender</th> </tr> </thead> <tbody> <tr> <td>Occupational Health and Safety</td> <td>5 490</td> <td>708</td> </tr> <tr> <td>Safety of people and goods</td> <td>505</td> <td>670</td> </tr> <tr> <td>Road safety</td> <td>1 733</td> <td>103</td> </tr> </tbody> </table> <p>The Academy is a permanent member of the working group responsible for the Safety Skills Management System.</p> <p>Training activity in this area has increased in terms of actions related to EIT77, due to the entry into force of the new document on 15 June 2023, and a specific training action has been created with the amended content.</p> <p>Further information on this topic in Corporate Governance Report 2023 chapter IX. - Analysis of the Company's Sustainability in the Economic, Social and Environmental Domains</p>	Security Training Initiatives	Unit	Gender	Occupational Health and Safety	5 490	708	Safety of people and goods	505	670	Road safety	1 733	103	Page 95
Security Training Initiatives	Unit	Gender											
Occupational Health and Safety	5 490	708											
Safety of people and goods	505	670											
Road safety	1 733	103											

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SOCIAL PERFORMANCE	
403-6 Promotion of Worker Health	
<p>It is part of the company's occupational health policy to guarantee the protection and promotion of the health and physical and mental well-being of all employees, through healthy working environments. In this context, we would like to highlight the most important measures that were implemented in 2023:</p> <ul style="list-style-type: none"> • The use of the Worker Assistance Programme (PAT), which consists of counselling and monitoring by specialised technicians with the aim of providing a targeted, structured and consolidated response to psychological and emotional issues that workers may have difficulty dealing with, helping to overcome them and give them greater peace of mind and restore their well-being. • Counselling and psychological support initially takes the form of 3 sessions (face-to-face or online), with the possibility of continuing with more sessions if this need is identified by the technician responsible for the therapeutic process. • This programme is voluntary and must be requested by the individual or by a third party (hierarchy, colleague or family member), provided they give their consent, and total confidentiality of the process is guaranteed. • Still on the subject of prevention, workers under the age of 60 were offered vaccination against seasonal flu between October and November 2023, with the aim of helping to increase protection against this disease. Workers aged 60 and over were excluded from this campaign, given the guidelines of the SNS, which determined that the seasonal flu vaccine was free in the 2023/2024 season. • The vaccination process also involved registering vaccines on the VACINAS platform (in accordance with DGS Standard 006/2021). • The potential impact of accidents and incidents at work in the Company's areas of activity requires and justifies the utmost care and attention from everyone in scrupulously complying with the specific rules and regulations on health and safety at work, as a way of preventing risk factors for workers and users of road and railway infrastructure. In this context, the Internal Regulations for the Prevention and Control of Alcohol and Other Psychoactive Substances in the Workplace were approved in 2023. Additionally, regular checks are carried out on alcohol and psychoactive substance consumption by a service provider duly qualified for this purpose. • Likewise, considering that the consumption of alcohol and other psychoactive substances is a factor that contributes decisively to the increased risk of occupational accidents and situations of premature incapacity or death, with the aim of each worker assimilating the necessary information, becoming aware of the relevance of the regulation and the absolute need to comply with it, a communication and awareness campaign was developed under the theme "Work and Alcohol ...a dangerous connection". <p>Further information on this topic in Corporate Governance Report 2023 chapter IX. - Analysis of the Company's Sustainability in the Economic, Social and Environmental Domains</p>	

GENERAL CONTENTS	Page number
SOCIAL PERFORMANCE	
403-7 Prevention and mitigation of occupational health and safety impacts directly linked by business relationships	
<p>Chapter 7.2 Intervention axis 6 – Safety</p> <p>Chapter 7.3 Intervention Axis 7 - Human Capital and Talent</p> <p>With a view to strengthening IP's safety culture, the company developed its Safety Skills Management System (SGCS) in response to Delegated Regulation 2018/762 and Directive (EU) 2016/798 of the European Parliament and of the Council.</p>	<p>Page 78</p> <p>Page 95</p>
403-9 Occupational accidents	
<p>During 2023, the Group recorded 87 accidents at work, 62 of which were in the workplace and resulted in 1920 days of absence and 25 accidents in itinere (commuting) which resulted in 1184 days of absence. Of the 62 workplace accidents recorded in the IP group, 61 occurred at IP and 1 at IP Engenharia.</p> <p>Analysing the accident data for 2023 in comparison with 2022, there were 8 fewer accidents in the workplace and the accidents led to 19 fewer days of absence. It should be noted, however, that in 2023, 10 accidents at work were de-characterised by the insurance company.</p> <p>Further information on this topic in Corporate Governance Report 2023 chapter IX. - Analysis of the Company's Sustainability in the Economic, Social and Environmental Domains</p>	
403-10 Work-related illness	
<p>Further information on this topic in Corporate Governance Report 2023 chapter IX. - Analysis of the Company's Sustainability in the Economic, Social and Environmental Domains</p>	

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SOCIAL PERFORMANCE				
404-1 Average hours of training per year per employee				
Training	Gender	2022	2023	
Total hours	F	17 691	16 615	
	M	93 791	153 026	
404-2 Programmes for up-grading employees skills and end-of-career management				
There are no programmes for up-grading employees skills and end-of-career management				
404-3 Percentage of employees receiving regular performance and career development reviews				
As in the previous year, the Performance Management System (PMS) was consolidated in 2023, and this year's campaign ran on schedule. We emphasise the importance for IP and its employees of having a solid, well-structured system that supports the professional development and career development of all its employees.				
		2022	2023	
Employees who annually receive regular performance and career development reviews		100 %	100 %	
405-1 Diversity of governance bodies and employees				
	2022		2023	
	No.	%	No.	%
Managing staff				
F	82	36,3%	90	38,1%
M	144	63,7%	146	61,9%
	226		236	
All employees (not including EBD)				
F	876	24,0%	883	31,2%
M	2 771	76,0%	2 767	76,2%
	3 647		3 630	

GENERAL CONTENTS	
SOCIAL PERFORMANCE	
414-1 New suppliers selected on the basis of the social criteria	
Information not available	
414-2 Negative environmental impacts in the supply chain and actions taken	
Information not available	
415-1 Political contributions	
Non applicable	
417-1 Requirements for product and service information and labelling	
Non applicable	
417-2 incidents of non-compliance with product and service information and labelling	
Non applicable	

ANNEX 2 – 2023 HIGHLIGHTS

ENVIRONMENTAL DIMENSION

IP at the 4th edition of the Energy and Climate Summit



The 4th edition of the Energy and Climate Summit was held on 26 and 27 January, under the theme of Mobility and Rail Transport, attended by Carlos Fernandes, Vice-Chairman of IP's Board of Directors, on the panel "The Railway in Territorial Cohesion and Economic Development", and José Santinho Faisca, Director of IP's DEA, on the panel "Intermodality: How to get from Point A to Point B". This event, organised by the GUARDIÕES Project, seeks to bring to Portugal the knowledge of science, the best examples and the best practices of those who have already taken the lead in this transformation.

Bobadela North Park | Circularity in construction



Completion of the Linha do Norte | Adaptation of the Bobadela Logistics Complex's North Park contract, the aim of which was to provide the Bobadela Logistics Complex with conditions that allow for loading and unloading operations associated with logistics activities, ensuring that the space receives customs clearance. The use of waste on site, defined in the project, was promoted by IP, the contractor and the designer, through the application of the 5 APA General Rules for Construction and Demolition Waste (CDW), approved and published under the General Waste Management Regime.

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.

IP at the presentation of the TMOB-HUB Platform



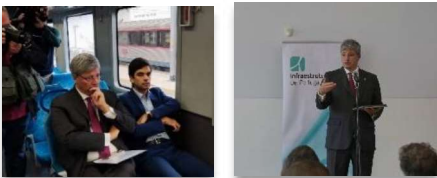
The public presentation of the new research platform created by the University of Minho's School of Engineering, TMOB-HUB - Transportation And Mobility Research Hub, took place on 30 March at the Azurém Campus in Guimarães. Miguel Cruz, Chairman of IP, took part in the panel discussion on "The future of mobility in Portugal and the world", highlighting the work that IP has been doing to strengthen the resilience and efficiency of national road and rail infrastructures, with strong investment in the development of environmentally sustainable transport networks.

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.

Presentation of work in progress on the Algarve Line



The modernisation of the Algarve Line represents an investment in a faster, safer, more efficient and environmentally sustainable passenger transport service. The presentation was given by Miguel Cruz, Chairman of IP, and took place in the Olhão Municipal Auditorium. The Minister for Infrastructures, João Galamba, the Secretary of State for Infrastructures, Frederico Francisco, and the Mayor of Olhão, António Pina, were also present at the unveiling of the Algarve Line Electrification Contract.

Opening of the Memorial in honour of the victims of the 2017 forest fires



Following the tragedy caused by the forest fires in the summer of 2017, IP undertook the construction of a Memorial in Honour of all the Victims, which is located next to the EN236-1, in the Pobrais area, in the municipality of Pedrógão Grande. The Memorial is based on a project designed by architect Eduardo Souto Moura.

IP committed to preserving the Iberian Lynx



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.

ECO.AP 2030 Seminar "The Challenges of Public Administration for Resource Efficiency"



On 13 December, IP took part in the ECO.AP 2030 Seminar "The Challenges of Public Administration for Resource Efficiency" at the premises of the Portuguese Environment Agency (APA) in Alfragide.

IP marked World Tree Day



IP celebrated World Tree Day on 21 March in the city of Braga, next to the access road to Bom Jesus do Monte (EN103-3), with the presence of the President of the Nogueiró and Tenões Parish Council, João Tinoco. As part of the Company Group's Sustainability and Efficiency and Social Responsibility Programmes, IP invited users of the Nogueiró and Tenões Day Centre to take part in the planting of 10 oak trees, contributing to urban reforestation and environmental enhancement in the fulfilment of the Company's objectives.

Earth Hour | IP switched off lights at Bridges and Stations



IP has once again joined the largest global movement in defence of nature. On 25 March, decorative lights were switched off on the 25 de Abril Bridge in Lisbon, the Freixo Bridge and the Arrábida Bridge in Porto and at eight railway stations.

IP is a partner in the "All for IPO" Campaign. Take part in this cause!



For the second year, IP joined the "Everyone for the IPO" campaign, promoted by Electrão as part of its Sustainability and Efficiency and Social Responsibility Programmes. IP accepted the challenge and joined more than 200 public and private organisations with the aim of supporting the mission of the Lisbon Oncology Hospital (IPO), which celebrated 100 years of activity.

The Iberian Lynxes "Arrive" at Railway Stations



IP promoted the "Remarkable Lynxes: True Stories of Determination and Freedom", as a partner of the Iberian LIFE LYNXCONNECT project, which was publicised in 22 railway stations, from the north to the south of the country, from 29 November to 20 December, to raise awareness among the general population of the collective responsibility to conserve Iberian lynx populations.

IP joins the "Portugal Calls For You. For All" campaign



As in previous years, IP has once again joined the national campaign "Portugal calls. For you. For everyone." against forest fires, promoted by the Agency for Integrated Rural Fire Management (AGIF). The cleaning of roadsides on motorways and railways is one of the actions included in the preventive measures against rural fires that IP carries out with various partners, in collaboration with the authorities. Each year these interventions are carried out over an area of more than 20,000 hectares. Messages were displayed on the variable message screens on roads under IP jurisdiction, across the country.

QUALITY OF LIFE DIMENSION

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 (UNGCP), which took place on 10 October at the Gare Marítima de Alcântara in Lisbon. The event brought together participating UNGCP companies, members of United Nations agencies in Portugal, Non-Profit Organisations and other entities.

GivingTuesday solidarity movement



In the context of the Giving Tuesday Movement, IP and CP have joined forces to help Portuguese families benefiting from AMI - International Medical Assistance Foundation, by supporting the AMI Christmas Mission. IP once again joined the Giving Tuesday Movement, under the motto "You & Me, Together We Change the World", by jointly collecting food from its employees.

IP Solidária: "Missão Natal AMI" teaches IP and CP employees how to turn t-shirts into reusable bags



On 5 December, IP and CP - Comboios de Portugal promoted an online workshop with AMI on the theme "Learn how to make a bag from a T-shirt", as part of the "AMI Christmas Mission" Solidarity Campaign. The day was also marked by International Volunteer Day and by AMI - Assistência Médica Internacional celebrating its 39th anniversary.

IP joins Food Bank Campaigns | "Feed Hope" and "It's good to know that there are still wishes we can make come true"



IP is a permanent supporter of the Food Bank Against Hunger, lending its premises in Lisbon, Caldas da Rainha, Évora and Covilhã, and collecting food in the supermarkets set up in the Stations, with the support of IPP, namely in Sete Rios and Stª Apolónia. "Together, let's nourish hope" was the motto of the campaign, which aimed to emphasise the importance of each person sharing, depending on their availability, to improve the lives of families in need.

IP volunteers help "Ukrainian Refugees UAPT" in Guifões



On 21 July, we donated furniture to Ukrainian Refugees UAPT (HELP UA.PT). Around 30 volunteers from IP, HELP UA.PT and Serve The City Porto mobilised to help rebuild the "Fénix" Rehabilitation Centre, the first treatment centre for Ukrainian war wounded in Portugal, located in Ourém, by donating furniture from the Guifões Business Complex, an IP/IPP property in the municipality of Matosinhos.

IP stands in solidarity with the people of Syria and Turkey



The earthquake that struck on 6 February, followed by several aftershocks, hit several cities in Syria and Turkey, causing a dire humanitarian situation, with thousands of fatalities, injured and displaced people. IP responded to the request for international assistance by joining the initiative organised by the Turkish Embassy to collect essential goods for the population.

IP joins Helpo's "Bermuda Triangle or São Tomé and Príncipe?" and "Sponsor a child and mark the lives of many more" campaigns



As a socially responsible company, IP supported the dissemination of Helpo's campaigns at the stations through its network of billboards, promoting the creation of social values. Helpo, a Non-Governmental Organisation for Development, launched two campaigns "Bermuda Triangle or São Tomé and Príncipe?" and "Sponsor a child and mark the lives of many more" to raise awareness of the need for everyone to support children's education and maternal and child health in Portugal, Mozambique and São Tomé and Príncipe. In Portugal, Helpo has two social shops, namely at Ermesinde railway station.

IP joins the "Connect for Ukraine" Independence Day Festival



On 26 August, the Ukrainian Refugees UAPT (HELP UA.PT) organised the "Connect for Ukraine" solidarity festival as part of the celebration of Ukrainian Independence Day. The festival had the support of Lisbon City Council and the support of IP in publicising it through its network of billboards in railway stations in the Lisbon metropolitan area.

"Station Christmas Aid" at Roma-Areeiro Station



On 16 and 17 November, Roma-Areeiro Railway Station hosted "Station Christmas Aid" - a Solidarity Market with the participation of various social organisations focused on promoting equality, inclusion and sustainability. "Station Christmas Aid" continues the various initiatives carried out by IPP to "bring stations to life" and to publicise the railway heritage and our historical and cultural heritage, with visits, exhibitions and other station events that have proved to be a success (Station Road, Station Markets, Motor Station, Station Gardens).

Christmas Arch at São Bento Station



The atrium of São Bento Station, a noble and emblematic space in the city of Porto, once again hosted the "Christmas Ark" Market in December. This was an initiative organised by Porto City Council in partnership with IP, with the aim of exhibiting and selling work made by users of Porto's social institutions and promoting closer relations between the city's various Social Action services.

IP sponsors 11th Edition of the Seixal-Terena Solidarity Walk



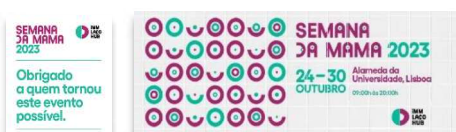
IP has once again joined this initiative, encouraging well-being and healthy lifestyle habits among its employees. The event was organised by the Sports, Cultural and Recreational Association "Anjos em Movimento" - the musical group 'Os Anjos'. To ensure everyone's safety along the route, this walk was accompanied by UMIAS IP, GNR and PSP.

Donate 0.5 per cent of your personal income tax. Your donation has the power to change!



IP promoted an awareness-raising campaign "Your donation has the power to change", to reinforce the active citizenship that we can all play in society in the face of the economic and geopolitical situation we are going through, which has a major impact on organisations in the social/environmental/cultural sector that provide the necessary support to the most vulnerable.

IP joins the "Breast Week 2023" campaign



In Breast Cancer Awareness Month, Alameda da Universidade hosted the "Breast Week 2023" campaign from 24 to 30 October in Lisbon. An initiative organised by IMM-Laço Hub and the João Lobo Antunes Institute of Molecular Medicine (IMM), under the patronage of His Excellency the President of the Republic, IP joined in with the aim of raising awareness and alerting civil society to this issue, which is estimated to affect one in eight women in Portugal.

IP joins the Pulmonary Fibrosis awareness campaign



IP publicised the campaign in order to raise awareness of the early diagnosis of pulmonary fibrosis on World Pulmonary Fibrosis Awareness Day.

IP supports the 'Vegetarian Challenge' Campaign



The Animal Alliance Association promoted the "Vegetarian Challenge" to raise awareness of the need to adopt a healthier eating behaviour. This initiative had the support of IP, through its network of billboards in various stations across the country and among many other institutions and companies.

IP at the International Day of Women and Girls in Science



The International Day of Women and Girls in Science, celebrated on 11 February, was established by the United Nations General Assembly in 2015 as a way of encouraging and promoting access for all girls and women to training and education in the sciences. IP once again associated itself with this date through a Cooperation Project between the Associação Coração Delta and the Engenheiras Por Um Dia Programme, of which IP is a partner, as part of the Company's Social Responsibility Policy, promoting the field of engineering and technology with girls. This project included a series of actions, as well as the donation of railway materials that are no longer used by IP, but which will lead to the creation of a technological space in Campo Maior, dedicated to the history of the railway and trains in the region.

IP partners in the 7th edition of the Engineers for a Day Programme | International Girls' Day



The 7th edition of the Engineers for a Day programme began on 11 October, the date of International Girls' Day. As a partner, IP seeks to raise awareness and promote the choice of engineering and technology among young female students in primary and secondary schools, deconstructing the idea that these are male-dominated areas, thus combating the stereotypes that tend to condition their school and career choices.

National Sustainability Day



IP celebrated the National Sustainability Day through its commitment to the Sustainable Development Goals. The Chairman of IP's Board of Directors, Miguel Cruz, is the Ambassador in Portugal for the United Nations/Global Compact Portugal SDGs, in particular SDG9 - Industry, Innovation and Infrastructure.

IP supports IAC Campaigns "40 years defending and promoting the Rights of the Child" and "The Line that seeks reunions"



IP joined the campaigns of the Institute for Child Support by installing billboards in railway stations from the north to the south of the country. Indeed, promoting the defence of human rights, particularly children's rights, is one of the issues that is important for a fairer society and to which IP pays due attention as part of its Social Responsibility Policy.

REGENER'ART' exhibition at Rossio and Roma-Areeiro railway stations



On World Environment Day, 5 June, two giant sculptures from the 'REGENER'ART' exhibition stood at the Rossio and Roma-Areeiro Railway Stations. For the first time in Portugal, this unprecedented exhibition by the Cracking Art collective presented 126 snails of various sizes in different locations in Lisbon. This event was curated and executive produced by State of the Art (SOTA), with the support of IP.

Nova FCSH offers books to passengers at Entrecampos, Sta Apolónia, Sete Rios and Évora Stations.



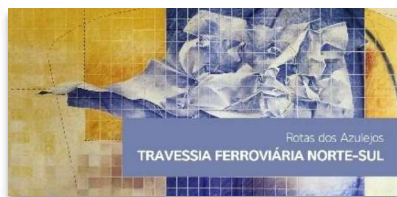
Stations are meeting and living spaces open to the community and culture. IP's association with this initiative reinforced the company's contribution to social well-being. NOVA FCSH (NOVA University Lisbon's Faculty of Social Sciences and Humanities), in partnership with CP - Comboios de Portugal and IP, distributed free books at Évora, Entrecampos, Sete Rios and Santa Apolónia railway stations.

"Railway tile heritage" at the Palácio Galveias Library



On 21 January, a presentation on "Railway tile heritage" was held at the Palácio Galveias Library in Lisbon. IPP presented the Railway Tile Heritage, highlighting the collection on display in railway stations in Portugal, and the ongoing "Routes of the Tiles" project - Authorship routes and Localisation routes.

IP marks National Tile Day with tile route launch session



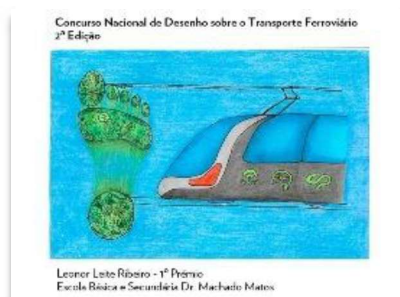
IP/IPP and the Municipality of Palmela marked National Tile Day with the launch of the Tile Route - North-South Railway Crossing, open to the whole community. The event took place on 6 May at the Rui Guerreiro Municipal Auditorium in Pinhal Novo. The session was attended by the artists who created the tile panels for the railway line. The celebrations also included a guided tour of the tile heritage of the old passenger building at Pinhal Novo Railway Station, now the Museum - A Estação.

International Day of Monuments and Sites: "Heritage and Change"



International Monuments and Sites Day (IMSD) was celebrated on 18 April under the theme "Heritage and Change". IP and IPP marked the date by showcasing the Rediscovered Quays on the railway network. As approach to the DIMS theme, IP and IPP showcased one of the most characteristic buildings in the railway landscape at stations - the covered quays, the target of a recent initiative to preserve railway heritage.

3rd Edition of the National Drawing Competition on Rail Transport "My Train Journey"



3rd Edition of the National Drawing Competition on Rail Transport "My Train Journey" The competition was aimed at students in the 3rd cycle of all schools in mainland Portugal, Madeira and the Azores and its objective was to publicise and promote rail transport and the historical heritage of railways among young people, stimulating creativity and rewarding those who present the best artistic quality. This initiative is organised by the National Railway Museum Foundation (FMNF), IP, CP - Comboios de Portugal E.P.E., in partnership with the Directorate-General for School Establishments (DGEstE).

Award ceremony for the 3rd edition of the National Drawing Competition on Rail Transport



"My journey by train" was the theme of the 3rd edition of the National Drawing Competition on Railway Transport - an initiative organised by IP, the National Railway Museum Foundation and CP - Comboios de Portugal, in partnership with the Directorate-General for School Establishments, with the aim of promoting the railways to younger generations across the country. The ceremony, which took place at the National Railway Museum, was attended by more than 40 young people.

Launch of the 4th edition of the National Drawing Competition on Rail Transport



The 4th edition of the National Drawing Competition on Railway Transport has the theme "Crossed Paths" and all primary and secondary school students in mainland Portugal, Madeira and the Azores can take part. The National Railway Drawing Competition is a joint initiative of the FMNF, IP, CP - Comboios de Portugal and DGstE - Direção Geral dos Estabelecimentos Escolares.

"Olhares de Abril" exhibition at S. Bento Station in Porto



The Station's atrium was the stage for the "Olhares de Abril" exhibition, organised by the Journalists' Training Centre, with the institutional support of the 25 April Association, the 50th Anniversary Commemorative Commission and IP.

3rd edition of the Forró Douro Festival at S. Bento Station in Porto



Forró Douro, in partnership with IP, held an open dance in the atrium of São Bento Station on 28 April. The event took place as part of the third edition of this Festival and promoted Brazilian culture and music, namely the popular dance styles of Forró and Samba.

World Dance Day at São Bento Station



World Dance Day was celebrated on 29 April and VO.U. Pirueta held a dance workshop at S. Bento Station in Porto. IP joined in this initiative, promoting culture in the stations.

IP at the European Heritage Days 2023



The European Heritage Days took place from 22 to 24 September under the theme 'Living Heritage', promoted by the Directorate-General for Cultural Heritage, which is responsible for managing cultural heritage in mainland Portugal. IPP's participation in the 2023 edition consisted of various activities, including the screening of the documentary 'Os Ferrovários de Cottinelli', (José Cottinelli Telmo, 1897-1948), produced and directed by the National Railway Museum (MNF) and IPP.

IP partners with "Mora Railway Station" exhibition



The Mora Interactive Megalith Museum opened the "Móra Railway Station" exhibition on its anniversary, 15 September. This exhibition was supported by IP and IPP, the National Railway Museum, CP, the Portuguese Association of Railway Friends, Santa Casa da Misericórdia de Mora and the people of the municipality of Mora.

IP supports 34th edition of Amadora comics



IP is once again a partner of the 34th edition of Amadora BD - International Comics Festival, an initiative promoted by the municipality of Amadora. Amadora BD focussed on generalist content that caters to a wider and broader audience, thus promoting its mission to create and educate new comic book readers.

25 April - Present and Future" exhibition at S. Bento Station in Porto



Porto's most iconic station, São Bento, hosted the "25 April - Present and Future" exhibition from 13 to 29 October. The exhibition featured 14 panels telling the story of the workers' defence movements before and after the revolution. The posters contained photographs by Portuguese photojournalists such as Eduardo Gageiro and Guilherme Silva, known for their work during the dictatorship period.

IP joins the "Music for the Soul" initiative



On 29 November, Entrecampos Railway Station received a piano for public use, which will remain permanently in the space and can be played by station users. The aim of this initiative is to promote creativity in a free way and inspire the thousands of people who pass through Entrecampos Station to share their knowledge, energy and desire to make a difference, and IP is joining in by providing the space that will be the stage for the piano and for people who want to play.

Lice Salon at São Bento and Santa Apolónia Stations



The cine-concerts have arrived in Porto and Lisbon with a showcase of the best national and international silent cinema. Drama and comedy, in sessions that were always accompanied live by talented musicians who created unique sounds for this event. The 7th edition of Salão Pioh, organised by the INATEL Foundation, was once again supported by IP.

Rota Autoria with tiles by Leopoldo Battistini



The "Tile Routes" are an IPP project that invites you to discover Portugal's extensive artistic, historical and cultural tile heritage, which can be seen in countless stations on the national railway network and on many of the roads managed by IP. In this third Rota Autoria, the aim was to highlight the tile heritage through the work of Leopoldo Battistini - or under his guidance - at the Constância Ceramics Factory in Janelas Verdes, Lisbon.

IP partners with the 2nd Entroncamento Sculpture Symposium - International 2023



The 2nd Entroncamento Sculpture Symposium - International 2023, an Urban Art cultural initiative, from 15 to 31 October, in the workshops of the National Railway Museum - Artist Residencies. The municipality, as part of the Programme to Support the Arts in Entroncamento and the Twinning Protocol between the municipalities of Entroncamento and Friedberg (Germany), in partnership with IP and the National Railway Museum Foundation, organised the event with the participation of three Portuguese sculptors - João Duarte (coordinator), Ana Mena and Hugo Maciel - and one German sculptor - Sebastian Klöppel. IP, as a partner in this initiative, provided the materials for the production of the iron sculptures, namely used railway materials that no longer have any use for the company's activity, thus promoting their reuse through application in sculptures, which will be installed in public spaces in the municipality of Entroncamento.

167 years of Railway



The anniversary of the Railway was commemorated on October 8th. In 2023, IP looked back on the past, explored the present and reflected on the future of the railway in Portugal. In 167 years, the railway has changed the panorama of the mobility of people and goods. Trains, lines, stations, bridges, tunnels and viaducts have changed the landscape and urbanity, enriching people with the discovery of other horizons, paths to new opportunities, bringing the far closer.

Blues & Swing Shows at Cais do Sodré Station



Throughout 2023, IP, in partnership with the Blues Swing Lisboa dance school, organised a social event at the Cais do Sodré Railway Station. In 2023 the Argentine Tango Milonga returned to the IP stations. This free entry initiative is organised by Tango na Rua (TNR) and has the support of Infraestruturas de Portugal.

MOBILITY DIMENSION

Campanhã Urbanisation Plan | Presentation of the New Porto - Lisbon High Speed Line Project



The Campanhã Urbanisation Plan, anchored in the High Speed Rail project, was presented on 17 January in Porto. Recognising that the future Campanhã Station will have a multimodal character, bringing together various services, and that it will be the centre of a new hub of social and economic activity in the city of Porto, IP and the Municipality of Porto agreed to join forces in drawing up an urbanisation plan covering the station area and its surrounding area, totalling 155ha.

Public Presentation of the Coimbra B Station Detail Plan | Presentation of the New Porto - Lisbon High Speed Line Project



The future station will have a multimodal character, bringing together various services, and will be the centre of a new hub of social and economic activity in the city of Coimbra. As part of the New Oporto-Lisbon High Speed Line, Coimbra B Station will be the subject of an intervention to integrate the new high speed service and reinforce its centrality, as early as Phase 1 - Oporto-Sourde of the High Speed Line (LAV).

IPP at FITUR 2023 - Madrid International Tourism Fair



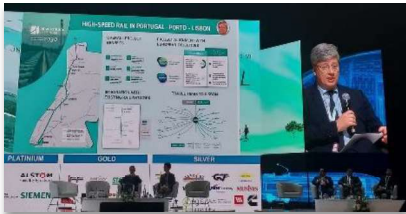
IPP took part in the International Tourism Fair in Madrid, at the invitation of Vias Verdes/Fundación de los Ferrocarriles Españoles, to promote Ecotracks as a strategic tourist asset at national and international level, namely biking tourism, while stimulating the development of regions that are not usually "mass tourism" destinations.

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.

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 Congrès in the Moroccan city of Marrakech from 7 to 10 March. The event, organised by the UIC, was co-organised by the Organisation National des Chemins de Fer (ONCF). The theme of the Congress was "High Speed: The right speed for our Planet", and was attended by around 1,500 railway professionals and enthusiasts from around the world.

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. Involving an 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. With the opening of the new link to traffic, the first phase of the PVAE was completed, and it will continue under the PRR, which provides for the realisation of 12 new projects to improve road access to the Business Hosting Areas.

Modernisation of the Cascais Line



As part of the plan to modernise the track and catenary of the Cascais Line, Phase 1 began on 2 May, with works taking place between Cais do Sodré and Algés. This Modernisation contract, with an investment of € 31.6 million, includes the migration of the current electrification system from 1.5 kV direct current to 25 kV alternating current, with the complete replacement of the existing catenary between Cais do Sodré (inclusive) and Cascais (exclusive) Stations. This investment is part of the Cascais Line Modernisation project and is co-financed by POSEUR under Portugal 2020.

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 EBD, 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.

Prime Minister visits construction site of new Évora line



On 21 June, the Prime Minister, António Costa, accompanied by the Minister for Infrastructure, João Galamba, the Prime Minister's Deputy Secretary of State, António Mendonça Mendes, the Secretary of State for Infrastructure, Frederico Francisco and the Vice-President of IP, Carlos Fernandes, visited the construction work on the new Évora Line, on the Freixo-Alandroal section. The project is being carried out as part of the NRWN's modernisation and expansion programme, Ferrovia2020, co-financed by the European Union, and aims to create the Southern International Corridor that will directly connect Sines to the Spanish border at Elvas - Caia.

Works begins on the Reguengos Branch Ecotrack



Work has begun on adapting the track platform of the Reguengos branch line into an ecotrail. The work, which is the responsibility of CIMAC - Comunidade Intermunicipal do Alentejo Central (Intermunicipal Community of Central Alentejo), under the sub-concession contract signed between the CIM and IPP, will integrate this branch into the Grande Rota do Montado, in a process that includes 9 of the 14 municipalities of Central Alentejo (Arraiolos, Borba, Estremoz, Évora, Montemor-o-Novo, Mora, Redondo, Reguengos de Monsaraz and Vila Viçosa), making it possible to establish a series of pedestrian and cycling routes spread over more than 1,100 km throughout the region. 100 kilometres across the region, to which IP is contributing 182 kilometres of old disused railway tracks.

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.

IP receives delegation from the Brazilian Ministry of Transport



As part of cooperation on transport infrastructures, a technical meeting was held at IP's headquarters with a delegation from the Brazilian Ministry of Transport and INFRA, with a view to sharing knowledge between the road and rail infrastructure managers of Portugal (IP) and Brazil (INFRA) on best practices in concessions and sub-concessions.

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.

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 at "Mobilidade Mais" Seminar



The Chairman of IP's Board of Directors, Miguel Cruz, took part in the "Mobilidade Mais" Seminar organised by Eurotransporte and e-MOBILIDADE+ magazines on 19 October at the Orlando Ribeiro Library in Lisbon.

António Costa inaugurates the new link between the Formariz Business Park and the A3



The 8.8-kilometre EN303 bypass was inaugurated, providing direct, safer and faster access between the Formariz Business Park and the Sapardos junction of the A3. The ceremony, chaired by the Prime Minister, António Costa, was attended by the Minister for Infrastructure, João Galamba, the Prime Minister's Deputy Secretary of State, António Mendonça Mendes, the Secretary of State for the Sea, José Maria Costa, the Secretary of State for Infrastructure, Frederico Francisco, the Mayor of Paredes de Coura, Vítor Paulo Pereira and the Chairman of IP, Miguel Cruz.

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 - Enhancement of Business Areas, co-financed by the European Union.

RRP - Improvement of accesses to the Industrial Area of Campo Maior



IP has started work on the contract to improve access to the Campo Maior Industrial Estate. The signing ceremony took place at IP's premises and was attended by the Chairman of IP, Miguel Cruz, the Vice-Chairman of IP, Amália Almeida, the Mayor of Campo Maior, Luis Fernando Martins Rosinha and the Contractor. The €6.7 million investment is part of the RRP - Recovery and Resilience Plan.

RRP | IP launches tender for the construction of the Olhão - EN125 bypass



The public tender for the construction of the EN125 bypass in Olhão has been launched. With an estimated investment of € 20 million, this is the 20th project launched under the Recovery and Resilience Plan (RRP) - Valorisation of Business Areas, co-financed by the European Union.

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.

RRP | Start of construction work on the link between the Cabeça de Porca Industrial Estate (Felgueiras) and the A11



IP has started work on the link between the Cabeça de Porca Industrial Estate (Felgueiras) and the A11 motorway, as part of the RRP - Recovery and Resilience Plan, specifically Road Accessibility to Business Centre Areas. With a capital expenditure of € 12.5 million, this work is part of the road links to be implemented under the RRP, the main aim of which is to strengthen and improve links to already consolidated business areas and the existing road network.

RRP | 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)

RRP | IP goes ahead with construction of Via do Tâmega in Celorico de Basto



Involving a capital expenditure of € 11.7million, the work includes the construction of a new section of the so-called Via do Tâmega, with a length of 3.3 km, which will be located to the north and will be a bypass of the EN210, in Celorico de Basto, Braga district.

PRR | IP8 rehabilitation contract signed



IP has contracted the "IP8 (EN259) between Santa Margarida do Sado (on the border of the Setúbal/Beja district) and Ferreira do Alentejo (after the roundabout with the ER2)", worth € 30.85 million. With this work, carried out under the RRP - Recovery and Resilience Plan, financed by the European Union - IP is meeting all the targets set in the programme for road investments.

World Youth Day | IP Contingency Plan



Portugal hosted World Youth Day (WYD2023) and the visit of His Holiness Pope Francis between 1 and 6 August 2023. This religious event was characterised by the reception of a large number of pilgrims, which required special attention to be paid to the infrastructures under IP's management. Operations were managed by the Lisbon Operational Command Centre (CCO ferroviária) and the Traffic Control Centre (CCT rodovia) with the support of the respective operatives on the ground and the Civil Protection Liaison Officers from the Security Directorate, based at the Operational Command Posts.

IP at European Mobility Week | Investments in the Railway that are decisive for Sustainable Mobility



The modernisation and electrification of the National Railway Network and the expected modal shift of passengers and goods to the railway, with a reduction in the circulation of light and heavy motor vehicles, is a supranational strategic commitment that will contribute significantly to reducing CO2 emissions into the atmosphere (greenhouse gases), pursuing the global goal of carbon neutrality and improving people's health and well-being.

SAFETY DIMENSION

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



Publication on 3 March in the Diário da República of the public tender for the full rehabilitation and reinforcement of traffic and safety conditions on the IP8 corridor between Santa Margarida do Sado and Ferreira do Alentejo. 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.

Construction of roundabout on EN202 completed



The construction of the roundabout on the EN202, located in the district of Viana do Castelo, in the municipality of Monção, was completed on 12 May. The purpose of the €749,854.86 contract was to build a roundabout and improve accessibility, circulation and safety conditions at the current level intersection.

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, which is part of the National Investment Plan 2023 (PNI2023). The contract, with an investment of € 22 million, includes the total rehabilitation of the pavement, the construction of 9 roundabouts and several half-roundabouts, facilitating and disciplining the numerous accesses in desirable safety conditions, as well as contributing to a greater flow of traffic.

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.

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.

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.

IP at "The importance of data for road safety" conference



The theme of the conference was "the importance of data" for increasing safety and reducing road accidents in Portugal. The Portuguese Road Safety Prevention (PRP), as the national representative of the European Road Safety Charter, organised the conference "The Importance of Data for Road Safety" at the premises of the Portuguese Insurers Association (APS) in Lisbon.

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 Centre Region's road network.

IP at the "Construction Code - The Future" Conference



Miguel Cruz, Chairman of IP's Board of Directors, took part in Panel I on "The role of the Construction Code in promoting public policies and the quality and safety of works" at the conference held at MAAT.

European Diversity Month | IP participates in "STEM LABS: Engineering and Technology Labs"



IP joined the European Diversity Month, which was celebrated in May under the theme "Building Bridges", by taking part in the "STEM LABS: Engineering and Technology Laboratories", at the Viana do Castelo Cultural Centre. This action, included in the Engineers for a Day Programme, also marked "Girls in ICT Day". IP was present with a theoretical and practical presentation on the use of Drones in the Construction, Operation, Maintenance and Supervision of the Road Network.

Don't Risk Your Life at Level Crossings



IP is launching the second wave of its awareness campaign, with a view to preventing and alerting people to the risks of crossing at level crossings. Disregard for safety rules and signalling is at the root of the vast majority of accidents at level crossings. Over the last few years, IP has invested in improving and reinforcing crossing safety conditions and has removed hundreds of level crossings throughout the National Railway Network.

International Level Crossing Awareness Day



The International Day for Level Crossing Safety, promoted by the International Union of Railways (UIC), was held on 15 June. IP has supported and participated in ILCAD since its first edition, in order to contribute to the adoption of safe behaviour when crossing railways. IP's commitment to reducing accidents in this area has resulted in extensive action, in conjunction with local authorities, to remove and reclassify level crossings throughout the country and introduce technological solutions that reinforce active safety conditions.

Safe Pilgrimage to Fátima 2023



As part of the fight against accidents and assistance to road users and following the commemorations of the apparition of Our Lady of Fátima, IP carried out an awareness campaign to support pilgrims. The Campaign, which took place on the roads of the districts of Coimbra, Leiria and Santarém, included "direct" awareness-raising actions with pilgrims and communication actions involving various organisations, with the aim of implementing measures to prevent road accidents, particularly with pilgrims.

"Travel without Haste" Campaign



IP joined the awareness campaign run by the National Road Safety Authority (ANSR), GNR and PSP as part of the "Travel without haste" National Enforcement Plan, which ran from 27 April to 3 May 2023. The aim of this campaign was to alert drivers to the risks of speeding, as this is one of the main causes of accidents on the roads, accounting for more than 60 per cent of the offences recorded.

Give Priority to Life" Campaign



The National Road Safety Authority has launched the Road Safety Campaign "GIVE PRIORITY TO LIFE" with the aim of raising drivers' awareness to always act safely and give priority to life.

Radars Save Lives" Campaign



The event, which took place on 16 August in Montijo next to the EN10, a road under the direct management of IP, marked the launch of the "Speed Cameras Save Lives" campaign, promoted by the National Road Safety Authority (ANSR), the aim of which was to publicise the locations of the new speed cameras in the National Speed Control System (SINCRO) and consequently encourage drivers to adopt safer behaviours.

Christmas and New Year Campaign - "The best gift is to be present"



IP has once again joined the Christmas and New Year campaign "The best present is to be present", promoted by the National Road Safety Authority (ANSR), with the aim of appealing to those who travel on the roads and streets to do so safely, calling on them to prioritise life during the festive season.

In the European Mobility Week, we reinforce the call for "Zero Deaths on the Road"



IP took part in ANCIA's 2023 campaign "Zero Road Deaths Every Day", with the slogan "Safe Driving. Successful Destination", which took place during European Mobility Week, with the main aim of achieving zero deaths in road accidents on at least one day. It is part of the European project ROADPOL Safety Days, a project of the European network of traffic police forces that has the support of the European Commission. IP President Miguel Cruz's call for safe and responsible driving joins that of other representatives of the organisations most responsible for the issue.

IP in European Mobility Week | Road Safety for Motorcyclists



IP joined the annual ROADPOL Safety Days initiative, which took place during European Mobility Week, with the aim of "Rethinking road behaviour - Vision Zero". IP viewed to raise motorcyclists' awareness to the importance of driving responsibly, respecting traffic rules and using all safety equipment.

INNOVATION DIMENSION

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) presented on 24 January. The main objective is to digitalise and decarbonise the logistics chain associated with the Port of Sines corridor.

Innovation Roadshow



The Innovation Roadshow took place in 4 sessions, on 21 April in Porto, 12 May in Évora, 19 May in Santarém and 27 June in Entroncamento, during IP's 8th anniversary celebrations. During the roadshow sessions, three presentations were given by the Studies and Innovation Office (EIN): "Macrotrends and Studies", "Research, Development and Innovation Projects" and "IP's 50 RDI Challenges", which were followed by a debate.

IP was Innovation Partner of ITS European Congress 2023



IP was the exclusive Innovation Partner at the ITS European Congress 2023, the largest ITS - Intelligent Transport Systems event at European level under the theme 'The game changer', which took place in Lisbon from 22 to 24 May 2023 at the Lisbon Congress Centre. IP was present in the exhibition area with the main ITS projects in which it is involved.

ETHICS, COMPLIANCE and CYBER SECURITY DIMENSION

IP Chairman at the launch of AI.Ethics - Algorithmic Transparency



The Portuguese Business Ethics Association (APEE) and UNA Portugal - Unity of Nations Association, organised the launch session of AI.Ethics - Algorithmic Transparency, on 3 March, at the General Secretariat of the Ministry of the Environment. Representing IP was Miguel Cruz, Chairman of IP's CAE, who spoke on the topic of "Ethics in Value Creation Activities", highlighting the increasing amount of data produced by everyone and the use of algorithms in the management of this data by organisations.

ANNEX 3 – CLIMATE RISKS

NRwN and NRN network extension results broken down by climate risk and climate hazard:

Length of Network (km)	2023		RCP 4.5 (2071-2100)		RCP 8.5 (2071-2100)	
	NRN	NRwN	NRN	NRwN	NRN	NRwN
Heavy rainfall (scale)	NRN	NRwN	NRN	NRwN	NRN	NRwN
Extreme (18- 25)	0	0	43	0	43	0
High (12- 17)	1 782	0	2 105	0	2 019	0
Moderate (8- 11)	6 808	253	8 072	317	7 090	276
Low (4- 7)	6 337	1 545	5 337	1 809	6 234	1 607
Negligible (3)	2 015	917	1 386	589	1 557	832
Excessive heat (scale)	NRN	NRwN	NRN	NRwN	NRN	NRwN
Extreme (18- 25)	0	0	662	0	2 960	0
High (12- 17)	1 168	0	5 108	0	8 521	42
Moderate (8- 11)	4 246	0	6 036	652	4 283	1 145
Low (4- 7)	7 810	1 126	4 234	1 298	1 139	1 167
Negligible (3)	3 718	1 589	903	764	40	360
Rural fires (scale)	NRN	NRwN	NRN	NRwN	NRN	NRwN
Extreme (18- 25)	0	0	161	0	410	0
High (12- 17)	2 040	0	6 056	7	9 167	32
Moderate (8- 11)	5 104	11	7 350	300	5 739	581
Low (4- 7)	7 840	698	2 443	1 334	1 367	1 485
Negligible (3)	1 959	2 005	935	1 073	260	618

Length of Network (km)	2023		RCP 4.5 (2080-2100)		RCP 8.5 (2080-2100)	
River flooding (scale)	NRN	NRwN	NRN	NRwN	NRN	NRwN
Extreme (18- 25)	325	29				
High (12- 17)	1 064	365				
Moderate (8- 11)	2 947	517				
Low (4- 7)	5 699	621				
Negligible (3)	6 907	1 182				
Total length	16 943	2 715				
Sea flooding and coastal overtopping	NRN	NRwN	NRN	NRwN	NRN	NRwN
Extreme (18- 25)	0	0	14	28	25	25
High (12- 17)	11	0	61	94	53	124
Moderate (8- 11)	50	0	148	97	166	113
Low (4- 7)	14	9	620	153	573	119
Negligible (3)	16 868	2 706	16 099	2 342	16 126	2 333
Slope Instability (scale)	NRN	NRwN	NRN	NRwN	NRN	NRwN
Extreme (18- 25)	55	0	55	0	55	0
High (12- 17)	491	12	551	22	470	12
Moderate (8- 11)	3 622	94	3 524	93	3 587	91
Low (4- 7)	8 628	467	8 686	441	8 702	454
Negligible (3)	4 147	2 142	4 126	2 159	4 129	2 159
Strong winds (scale)	NRN	NRwN	NRN	NRwN	NRN	NRwN
Extreme (18- 25)	0	0				
High (12- 17)	0	0				
Moderate (8- 11)	60	0				
Low (4- 7)	2 077	268				
Negligible (3)	14 806	2 446				
Total length	16 943	2,715	16 943	2 715	16 943	2 715

Note: No RCP scenarios were considered for the Wind Hazard

SUSTAINABILITY REPORT 2023



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