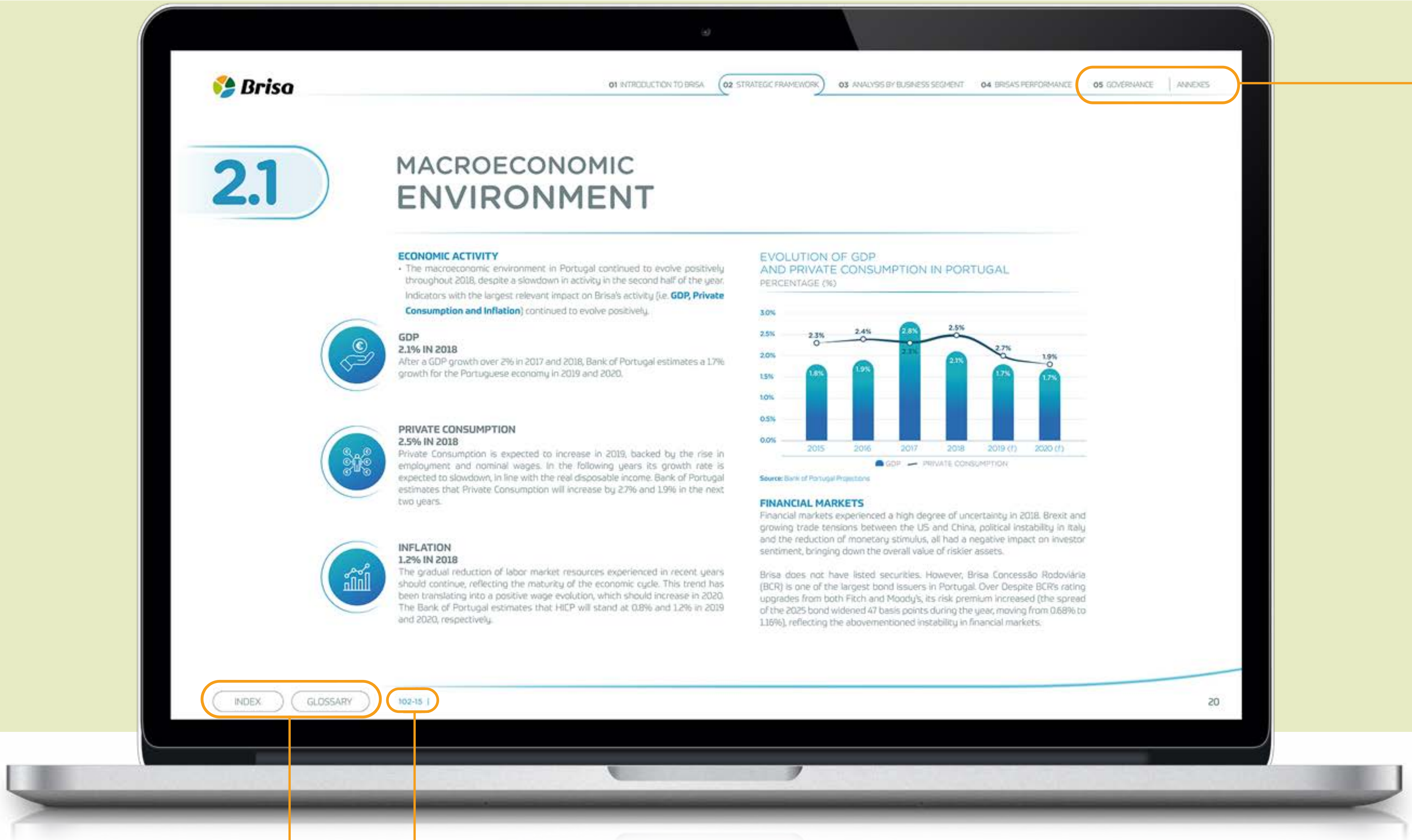
Brisa

INTEGRATED REPORT 2018

MOVING
people & goods

READER'S GUIDE



NAVIGATION BAR
The navigation bar shows the chapter you are currently reading. You can navigate between chapters using the link available for each one.

TABLE OF CONTENTS AND GLOSSARY
On the footer of each page, you will find a link to the table of contents and a link to the glossary (which contains additional information on concepts and/or acronyms).

GRI INDICATORS
Global Report Initiative indicators (GRI) are included on the footnote of the pages addressing the respective subjects.

NATURE OF THE REPORT

This Integrated Report contains financial and non-financial information about the Brisa Group and was prepared according to IIRC – International Integrated Reporting Council guidelines. It includes information on the strategy, management and performance of the company's main business areas.

FRAMEWORK

This Integrated Report contains financial and non-financial information relating to Brisa Auto-Estradas de Portugal, S.A. ("Brisa"), concerning 2018. Brisa operates in an increasingly sustainable global economy, where alignment with new reporting trends for both financial and non-financial information is very important. From a sustainable value creation perspective, the company must combine long-term strategy and return with social justice and environmental protection. Accordingly, the report is addressed to all stakeholders, in line with the best international practices.

The report also evaluates the intrinsic risks of the business and shows how Brisa addresses the different capitals (financial, human, intellectual, social and natural) according to the guidelines proposed by the International Integrated Reporting Council (IIRC). However, since Brisa's culture is based on the values of Ethics, Excellence, Innovation and People, with important economic and social benefits for the activities and communities it serves, the company has chosen to redefine the names of the capitals under analysis in this Report, reflecting, in each approach, its own corporate culture. Hence, the financial, human, intellectual, social and natural capitals will be addressed as 'Business', 'People', 'Innovation', 'Communities' and 'Environment'.

The Report further comprises information on the Company's Governance, Financial Statements and performance of the key sustainability dimensions. The Individual and Consolidated Financial Statements included herein were prepared according to the International Financial Reporting Standards (IFRS), as adopted by the European Union. Non-financial data was prepared according to the Global Reporting Initiative - GRI Standards.

EXTERNAL VERIFICATION

Financial Statements were audited by an external entity (PricewaterhouseCoopers & Associados - Sociedade de Revisores Oficiais de Contas, Lda.), according to the Audit Report included at the end of this Report. The sustainability information reported (whether resulting from measurements, calculations or estimates) was subject to verification by the same external entity, in accordance with the Independent Assurance Report, which is also available at the end of this document.

STAKEHOLDERS

This Integrated Report seeks to inform all stakeholders (employees, investors and shareholders, sector associations, clients, suppliers, debtholders, media, sustainable development related entities, local communities, among others) about Brisa's business and performance.

The information disclosed herein shows Brisa's commitment to the continuous implementation of measures that foster value creation and its goal of being not only a manager of road infrastructures but also a provider of new mobility solutions.

CONTACTS

Any doubt or question should be addressed to:
IR@brisa.pt or **contato@brisa.pt**.

STATEMENT OF COMPLIANCE

In compliance with legal and statutory provisions, the Board of Directors hereby submits the individual and consolidated financial statements and integrated report relating to 2018, for the shareholders' consideration,

in the firm belief that, to the best of its knowledge, the information contained there in was prepared in accordance with the applicable accounting standards, providing a true and fair view of the assets and liabilities, the financial situation of the issuer and of the companies included in the consolidation, and that the integrated report contains a faithful account of the information required.

MANAGEMENT REPORT

1. INTRODUCTION TO BRISA

2. STRATEGIC FRAMEWORK

3. ANALYSIS BY BUSINESS SEGMENT

4. BRISA'S PERFORMANCE

5. GOVERNANCE

ANNEXES

MANAGEMENT REPORT

MOVING people & goods

MOVING
people & goods

Digitalisation, collaborative businesses, new behaviours and climate change mark our time, where mobility and efficiency concepts gain a new dimension and demand new challenges.

***"Provide efficient mobility for people"* is Brisa's mission since its foundation, when it started connecting the Portuguese by building and operating the main road axes in the country.**

Brisa is a mobility operator with strong operating experience both at a national and international level, and with a solid base in motorway management and in the operation of an ecosystem of mobility services under the brand name Via Verde.

Efficiency is the key word that defines Brisa's culture, which translates into the optimized way it manages operations and maintenance, supported by a constant of technological and process innovation.

The focus on efficiency is also the prime mover of Brisa's ability to adapt and transform its business in line with a constantly changing market.

1. INTRODUCTION TO BRISA

1.1 CHAIRMAN'S STATEMENT

Brisa has risen to the challenges of 2018: we capitalised on the sustained growth in traffic, reinforcing our financial robustness and improving the operational efficiency of our businesses; we made significant progress with the development of our ecosystem of mobility services; and we took further steps forward in the fields of the environment and people.

VASCO DE MELLO
Chairman of the Board of Directors

The final assessment of the year under review is outstanding, in both financial and business terms, but also because it was a year of sound progress towards the implementation of our strategic vision.

FINANCIAL SOUNDNESS

Brisa's operating income grew by 10% to €M 747, underpinned by increasing traffic and toll revenues. The company invested €M 57 (+2% than in 2017) in the maintenance and improvement of motorways, securing the high comfort and safety standards that distinguish Brisa´s network.

Operating cash flow generation (EBITDA-CAPEX) improved by 10% over 2017, totalling €M 497. Financial expenses fell by €M 16, as a result of lower interest rates and a reduction in debt. In the financial arena, the highlight was Brisa Concessão Rodoviária, the Group's major asset, which had its ratings upgraded, by Fitch, to A- with Stable Outlook and by Moody's to Baa2 with Stable Outlook.

Net profit in 2018 was €M 158, a figure that shows significant growth over the previous year, excluding of the extraordinary impact of NWP disposal.

BUSINESS DEVELOPMENT

Motorways management is a central pillar of Brisa's business and in 2018 we carried on with the implementation of the new management model at Brisa Gestão de Infraestruturas. Concurrently, with the aim of improving service levels for motorway users in service areas, we renegotiated our service area contracts with fuel distributors and expanded the activity of Brisa Áreas de Serviço, which now operates Colibri stores in five service areas, transforming the standard followed in this field and opening new prospects in terms of business and customer service.

In the field of mobility services, the Via Verde brand continued to grow, both in its payment services activity, with a considerable growth of the Via Verde Estacionar service, available in 11 cities, as well as in the progress of the Via Verde eco-system with new offers, namely Via Verde Planner – in the metropolitan areas of Lisbon and Porto -, and Via Verde Transportes, both with a focus on seamlessness as a part of users' experience of public transportation, a transport mode with growing importance in the context of increasing intermodality in cities and particularly in the Lisbon Metropolitan Area.

Improving client experience and service levels was also a priority in the year under review, to be consolidated further in 2019 with the merger of Via Verde Serviços and Via Verde Contact. The first million downloads of the Via Verde app was a relevant milestone in our customer relationship strategy, and an evidence of the dynamics generated by our new systems.

ENVIRONMENTAL AND PEOPLE'S PROGRESS

An adequate management of the business environmental impacts is an integral part of Brisa's vision. Accordingly, we work continuously to achieve eco-efficiency in processes and businesses and improve key environmental indicators, seeking solutions to mitigate and offset environmental impacts. In 2018 Brisa launched 'Clima 2.0' project, focused on an integrated response to the challenges of climate change and carbon neutrality, which resulted in the identification of various operating projects that will be implemented in 2019. At the same time, Brisa participated in national and international initiatives in this field, such as the Transport Decarbonisation Alliance, which Brisa joined in 2018.

As the headcount of the group expanded, it is important to highlight the progress made to reconciliate the professional, personal and family life of our employees, namely with the implementation of the +Vida programme and efr certification as a family-responsible company.

The positive trend recorded in the past few years continued in 2018 and we must preserve the focus, dedication and commitment shown by our teams. Brisa is indeed a great team, which delivers what it is asked to do. We are following the path that we set, based on a clearly defined strategy and with the best people. In 2019, we will keep on course to build the future.

1.2 BRISA PROFILE

Brisa Auto-Estradas de Portugal is a holding company with a portfolio made up of a large number of assets divided into 6 business segments. These business segments were defined according to the management's vision and their positioning within the company's strategy, taking into account size and materiality.

BRISA'S SIMPLIFIED ORGANISATION CHART BY BUSINESS SEGMENT

Brisa Concession

- Brisa Concessão Rodoviária (BCR) – 70%

Other Motorway Concessions

- Concessão Atlântico (AEA) – 50%
- Concessão Litoral Centro (Brisal) – 70%
- Concessão Douro Litoral (AEDL) – 99.92%
- Subconcessão Autoestradas do Baixo Tejo (AEBT) – 36.85%
- Subconcessão Litoral Oeste (AELO) – 15%

Support Services to the Concessions

- Brisa O&M (Operação e Manutenção) – 100%
- Brisa Gestão de Infraestruturas (BGI) – 100%
- Brisa Áreas de Serviço (BAS) – 51%
- Via Verde Portugal (VVP) – 60%
- Via Verde Contact (VVC) – 100%
- M Call – 100%

Vehicle Inspections

- Controlauto (CTA) – 74%

Product Technology

- Brisa Inovação e Tecnologia (BIT)* – 81.21%

* BIT's social denomination was changed in March 2019 to AtoBe - Mobility Technology, S.A.

Other Businesses (including mobility services)

- Via Verde Serviços (VVS) – 100%
- BNV Mobility (BNV) – 47.5%
- Transport Infrastructure Investment Company (TIIC) – 36%

Organisation chart as of 31 December 2018

1.3 KEY FIGURES

1 628 km
1 124Km: Under concession to BCR
504 Km: Other concessions total network

2 579
Employees

1.2 Million
vehicle inspections

3.8 Million
Via Verde On-Board Units

12 Million
km travelled and monitored by road assistance vehicles

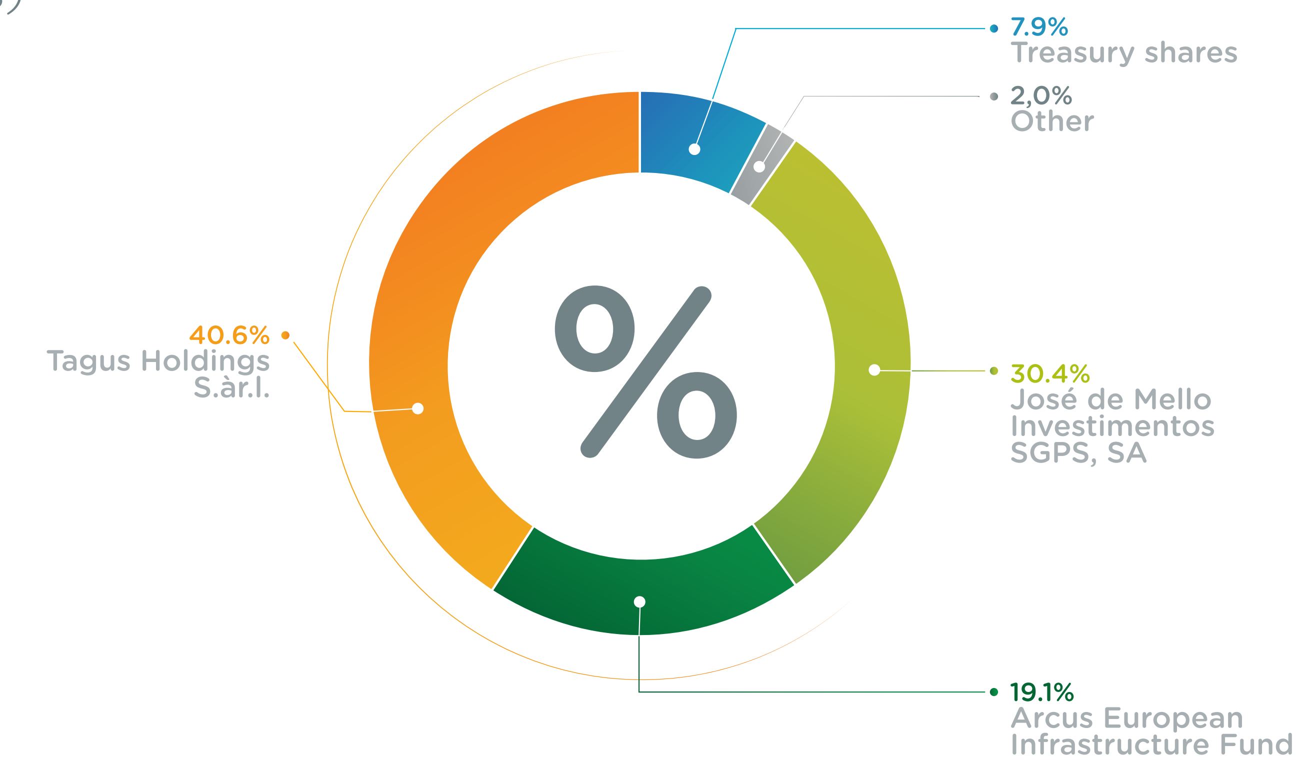
A- (Fitch) and Baa2 (Moody's)
BCR's rating

€M 57
Capital expenditure

€M 554
EBITDA

4 Million
interactions with the contact centre

SHAREHOLDER STRUCTURE



NOTE: Tagus Holdings S.àr.l. is 55% held by José de Mello Investimentos SGPS, SA and 45% held by Arcus European Infrastructure Fund.

BUSINESS

Operating Income
€M 747
2016: €M 648 | 2017: €M 679

EBITDA
€M 554
2016: €M 484 | 2017: €M 506

EBITDA Margin
74.2%
2016: 74.8% | 2017: 74.5%

Net Financial Debt
€M 1 740
2016: €M 2 041 | 2017: €M 1 904

Net Financial Debt / EBITDA
3.1x
2016: 4.2x | 2017: 3.8x

PEOPLE

Number of Employees
2 579
2016: 2 345 | 2017: 2 435
(Change resulting from methodological review)

Number of Training Hours
54 656
2016: 52 291 | 2017: 53 577

Number of Occupational Accidents
97
2016: 91 | 2017: 111

INNOVATION

Investment in Research & Development
€M 2.5
2016: €M 1.2 | 2017: €M 1.7
(Change resulting from methodological review)

COMMUNITIES

Accident Rate (Road Safety)
32.8%
2016: 32.3% | 2017: 29.8%

Donations and Public Service
€M 0.8
2016: €M 0.7 | 2017: €M 0.7

Number of Employees Involved in Volunteer Projects
159
2016: 128 | 2017: 133

ENVIRONMENT

Electricity Consumption
139.6 10^3 GJ
2016: 147.5 10^3 GJ | **2017:** 143.8 10^3 GJ
(change resulting from methodological review)

Fuel Consumption
90.2 10^3 GJ
2016: 88.2 10^3 GJ | **2017:** 86.4 10^3 GJ

Water Consumption
138.5 10^3 m^3
2016: 82.0 10^3 m^3 | **2017:** 122.0 10^3 m^3

GHG Emissions (Total MB)
19.4 10^3 tCO_2e
2016: 18.9 10^3 tCO_2e | **2017:** 22.5 10^3 tCO_2e
(change deriving from methodological review)

Waste
2 282 t
2016: 1 188 t | **2017:** 782 t

1.4 VALUES AND MISSION

For more than 40 years, Brisa has been leading the domestic market with its model of road infrastructure being operating nationally and internationally as one of the main companies in the sector.

This experience has enabled the development of a culture focused on promoting mobility and accessibility, based on the values of **Ethics**, **Excellence**, **Innovation** and **People**, with major economic and social benefits for the activities and communities it serves.

BRISA'S MISSION

Provide efficient mobility for people.

VALUES ON WHICH BRISA'S CULTURE IS BASED

Ethics

Excellence

Innovation

People

1.5 HIGHLIGHTS AND EVENTS OF THE YEAR

JAN'

- Fitch upgraded BCR's long-term rating to **'BBB+'** from 'BBB', with **'Stable' Outlook**.

APR'

- BCR **redeemed a €M 300 bond.**

JUN'

- BCR extended the maturity of a committed credit line and reduced its nominal amount from €M 75 to €M 50.
- Via Verde Portugal launched the parking service **Via Verde Estacionar in Cascais.**

FEB'

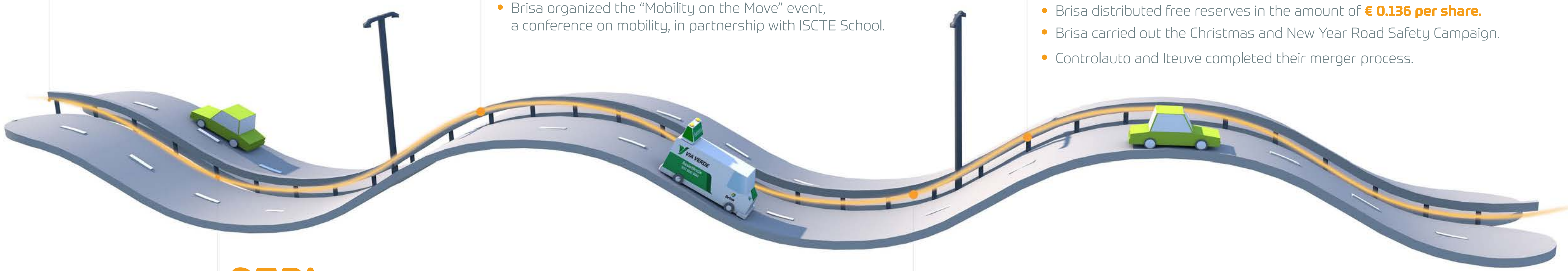
- BCR released its 2017 results. **Traffic grew 6.8%.**
- A-to-Be and Globalvia, won a contract for new toll solutions in the Pocahontas Parkway Concession in the USA.

MAY'

- Via Verde Serviços launched the **Via Verde Planner in Lisbon**, an app which allows planning and booking trips with different transport, price and timetable options.
- BCR carried out information tests on travelling times on A1.
- Brisa distributed **€0.145 per share** relating to 2017 earnings.

JUL'

- BCR released its 1st half 2018 results. **Traffic grew 4.1%.**



AUG'

- Via Verde Portugal launched the parking service **Via Verde Estacionar in Almada**

SEP'

- Brisa joined the EDWARD project (European Day Without a Road Death), through an APCAP initiative. Variable message signs were displayed on the motorways, with messages such as: "Do not use a mobile phone while driving. Have a nice trip!" and "European Day Without a Road Death. Give your contribution".
- Brisa volunteers participated in the Volunteer Day of José de Mello Group.
- Brisa and Via Verde Portugal participated in the "Lisbon Mobi Summit", a mobility-related event, with Brisa/Via Verde speakers increasing brand awareness of Via Verde services.
- Brisa joined the **"Transport Decarbonisation Alliance".**
- Brisa organised the "Brisa Student Drive Camp" in Viseu.

OCT'

- Moody's upgraded BCR's long-term rating from 'Baa3' to **'Baa2'** with **'Stable' Outlook.**
- Brisa/BCR implemented the European project AUTOC-ITS - Connectivity Tests and Autonomous Vehicles on Motorways.
- Via Verde Serviços launched the **Via Verde Planner in Porto.**
- Brisa organized the "Mobility on the Move" event, a conference on mobility, in partnership with ISCTE School.

NOV'

- Brisa carried out a full-scale exercise organised jointly with ANPC and GNR entitled "T-Rex Drill".
  The purpose of this exercise was to test safety plans and procedures in Brisa network tunnels, as well as the communication between different civil protection agencies in the response to emergencies.
- Via Verde Portugal and A-to-Be attended the "WebSummit".

DEC'

- Fitch upgraded BCR's long-term rating from 'BBB+' to **'A-'** with **'Stable' Outlook.**
- Via Verde Serviços launched **Via Verde Empresas**, a new service of the Via Verde Ecosystem focused on offering companies greater autonomy and ease in the management of their processes.
- Brisa Áreas de Serviço inaugurated a **new Colibri restaurant service in the Leiria and Almodôvar service areas.**
- Brisa distributed free reserves in the amount of **€ 0.136 per share.**
- Brisa carried out the Christmas and New Year Road Safety Campaign.
- Controlauto and Iteuve completed their merger process.

1.6 AWARDS AND EXTERNAL RECOGNITION

BRISA INTEGRATED REPORT AWARDED BY APCE

Brisa's "2016 Integrated Report" was once again recognised, this time by APCE – Associação Portuguesa de Comunicação de Empresa, with Great Award '18, which distinguishes excellence in corporate communication in the best sustainability report category.

AWARD OF FAMILY-RESPONSIBLE COMPANY CERTIFICATION

Brisa was certified as a "Family-Responsible Company", following an external audit. This certification is an important milestone in the development of the "Brisa +Vida (efr)" programme and aims to strengthen the Group's performance in promoting better conditions for its employees to balance professional, private and family life.

BRISA AND VIA VERDE WIN MARKETEER PRIZE

Via Verde and Brisa were awarded the "Corporate Brand of the Year" Prize given by Marketeer magazine. This prize is based on the votes of the magazine's readers and the Council of Founders of Marketeer.

PARTICIPATION IN "WORLD SUMMIT AWARD" (WSA)

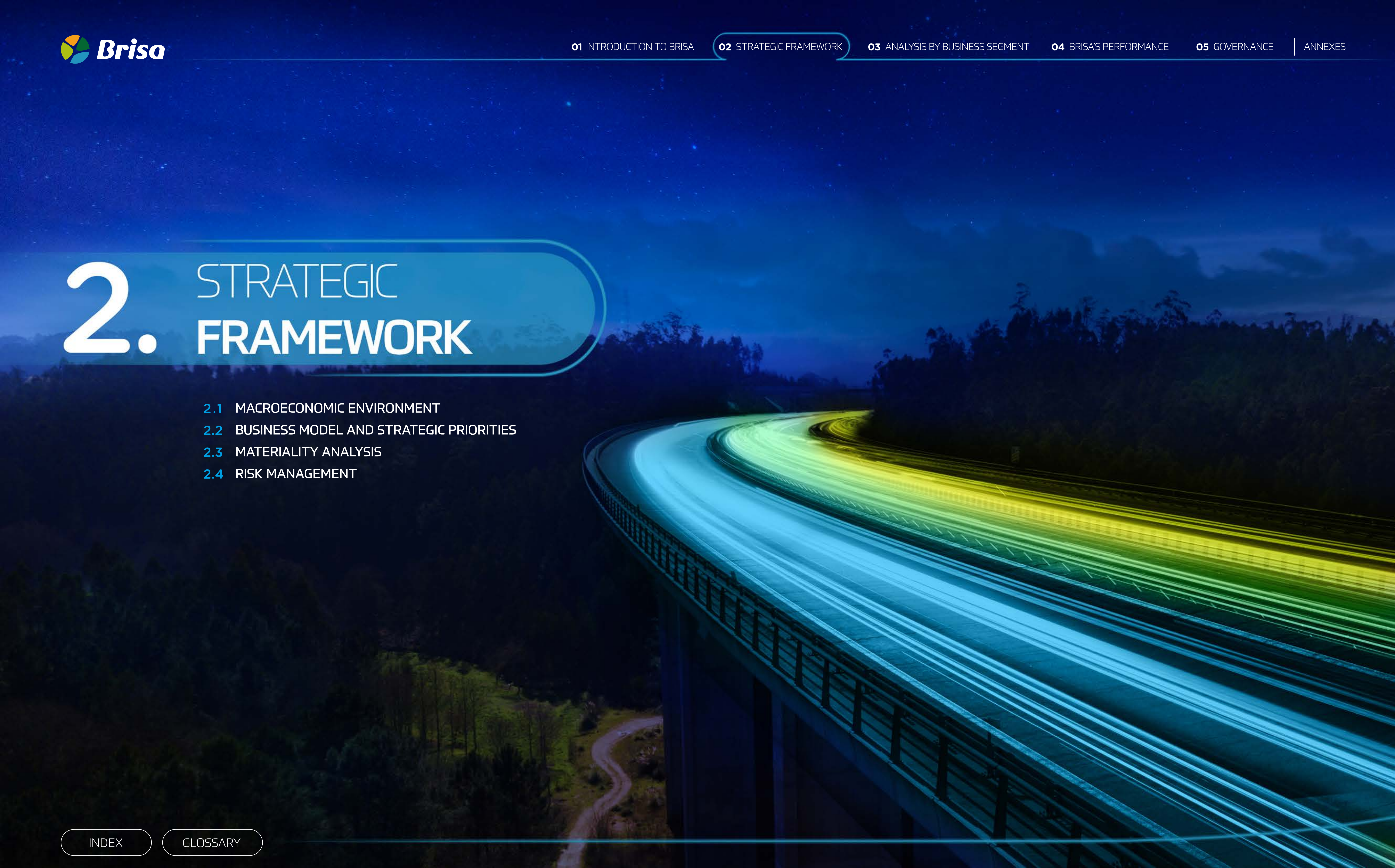
Brisa's project "Via Verde Mobility Ecosystem" was recognized by the World Summit Awards in the Smart Settlements & Urbanization category as one of the best digital content solutions in the world. The World Summit Awards are an United Nations initiative that covers 182 countries and is endorsed by UNESCO and the Sustainable Development Goals with the purpose of using digital solutions to promote social inclusion.

BRISA WAS RANKED FIRST IN "ROAD COMPANIES | EUROPE | PRIVATE ENTITY" BY GRESB

GRESB is the sustainability research benchmark agency at global level in the real assets sector - infrastructures and real estate.

BRISA WINS SILVER IN THE MEDIA AND ADVERTISING (M&P) PRIZES

Brisa and the DriveNow brand, was awarded two second places in the Media and Advertising awards, in the "Car and Mobility" and "Innovation" categories. The first category distinguishes the best mobility projects or the ones developed for the car/transport sector whereas the second recognises the most innovative products and/or services. The M&P awards main objective is to recognise the best works, projects and actions in the communication and public relations areas.



2. STRATEGIC FRAMEWORK

2.1 MACROECONOMIC ENVIRONMENT

ECONOMIC ACTIVITY

- The macroeconomic environment in Portugal continued to evolve positively throughout 2018, despite a slowdown in activity in the second half of the year. Indicators with the most relevant effect on Brisa's activity (i.e. **GDP, Private Consumption and Inflation**) continued to evolve positively.

GDP
2.1% IN 2018

After GDP growth over 2% in 2017 and 2018, Bank of Portugal estimates a 1.7% growth for the Portuguese economy in 2019 and 2020.

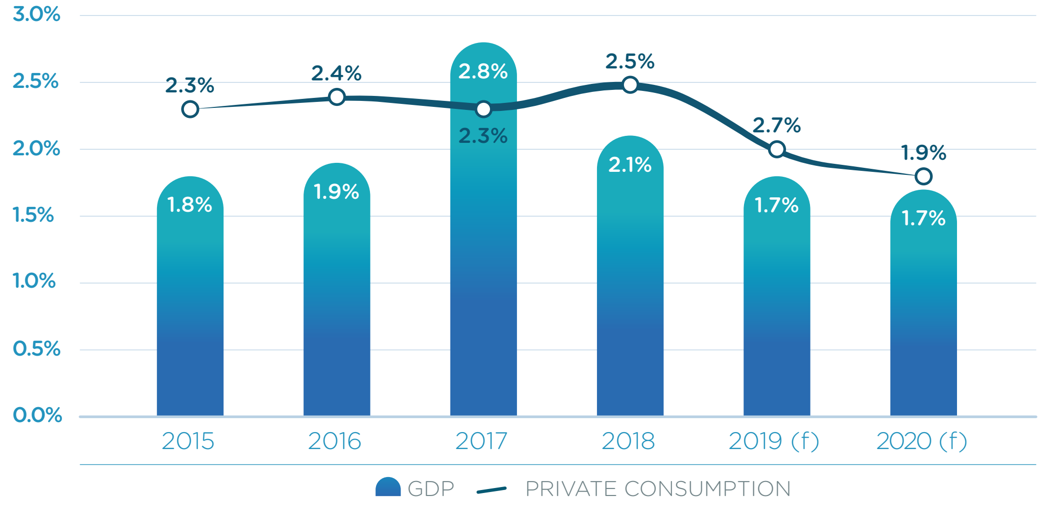
PRIVATE CONSUMPTION
2.5% IN 2018

Private Consumption is expected to increase in 2019, backed by the rise in employment and nominal wages. In the following years its growth rate is expected to slowdown, in line with the real disposable income. Bank of Portugal estimates that Private Consumption will increase by 2.7% and 1.9% in the next two years.

INFLATION
1.2% IN 2018

The gradual reduction of labor market resources experienced in recent years should continue, reflecting the maturity of the economic cycle. This trend has been translating into positive wage evolution, which should increase in 2020. The Bank of Portugal estimates that HICP will stand at 0.8% and 1.2% in 2019 and 2020, respectively.

EVOLUTION OF GDP
AND PRIVATE CONSUMPTION IN PORTUGAL
PERCENTAGE (%)



Source: Bank of Portugal projections

FINANCIAL MARKETS

Financial markets experienced a high degree of uncertainty in 2018. Brexit and growing trade tensions between the US and China, political instability in Italy and the reduction of monetary stimulus, all had a negative impact on investor sentiment, bringing down the overall value of riskier assets.

Brisa does not have listed securities. However, Brisa Concessão Rodoviária (BCR) is one of the largest bond issuers in Portugal. Despite BCR's rating upgrades from both Fitch and Moody's, its risk premium increased (the spread of the 2025 bond widened 47 basis points during the year, moving from 0.68% to 1.16%), reflecting the abovementioned instability in financial markets.

FUEL PRICES AT THE PUMP

In Portugal, the annual average fuel price at the pump continued to increase in 2018, although at slower pace than in 2017.

Notwithstanding, the sales volume of fuel rose by nearly **1.0%**, underpinned by diesel sales.

GASOLINE

- Annual average pump price: **+5.4%** (€ 1.58 in 2018)
- Tons sold: **-0.5%**

DIESEL

- Annual average pump price: **+8.2%** (€1.34 in 2018)
- Tons sold: **+1.3%**

Fuel prices in Portugal are strongly influenced by the price of Brent crude, which is expected to increase slightly in 2019, according to available sources.

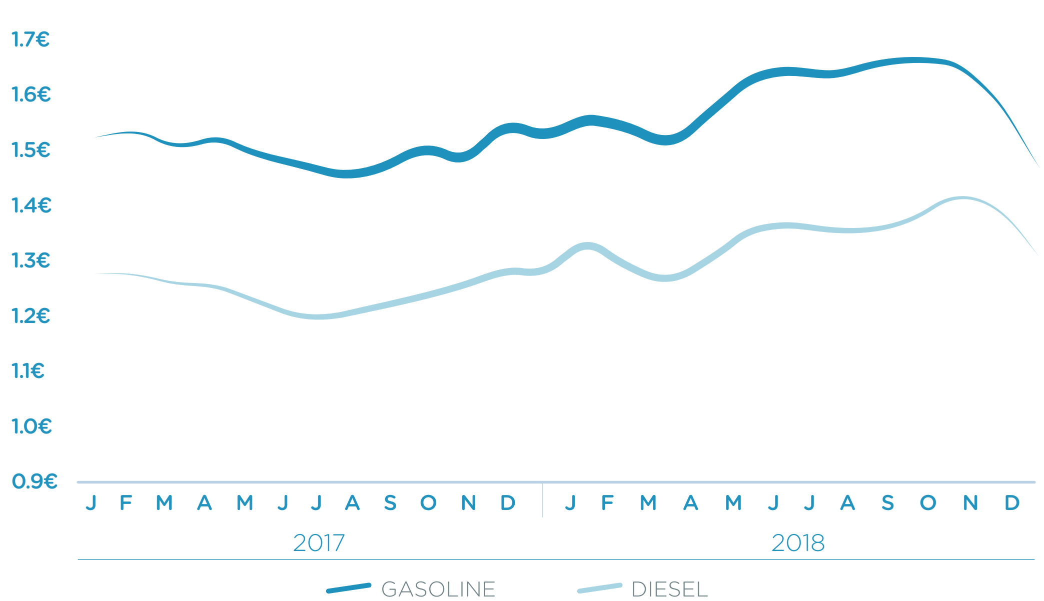
However, the expected rise in the final price of fuel at the pump is likely to be partially mitigated, since taxes on fuel products in Portugal do not vary significantly and the weight of which is relevant in the formation of the final price.

THE CAR MARKET

The number of cars sold in Portugal in 2018 totalled approximately 273,000 vehicles, an increase of 2.6% compared to 2017.

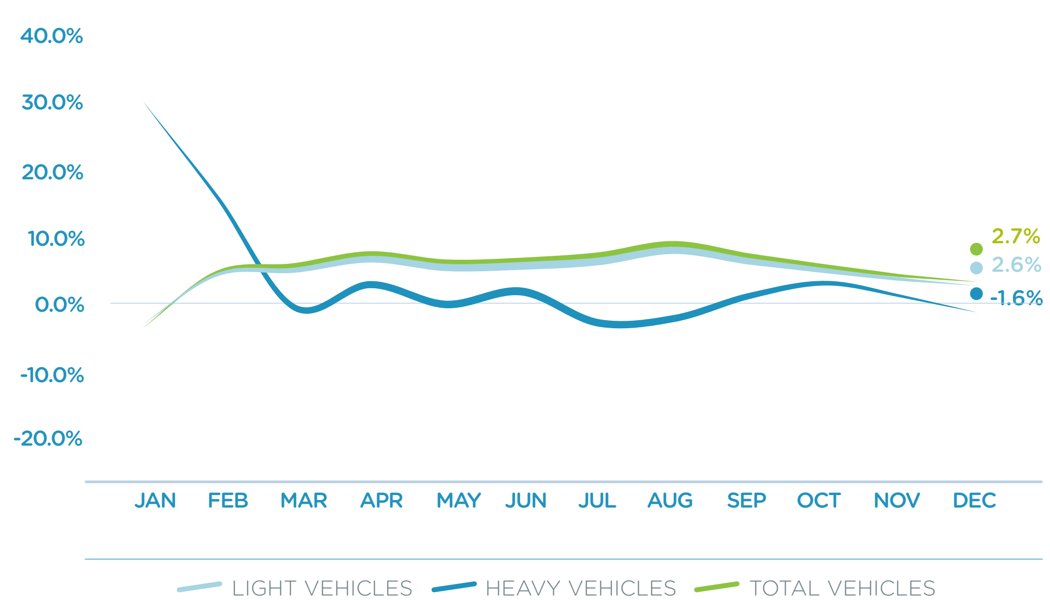
These figures evidence a trend towards stabilisation in the growth pace of car sales in relation to previous years (growth of 7.7% in 2017 and of 15.8% in 2016).

MONTHLY EVOLUTION OF PORTUGUESE PUMP PRICES, (2017-2018)
EURO (€)



Source: DGEG, Direção Geral de Energia e Geologia

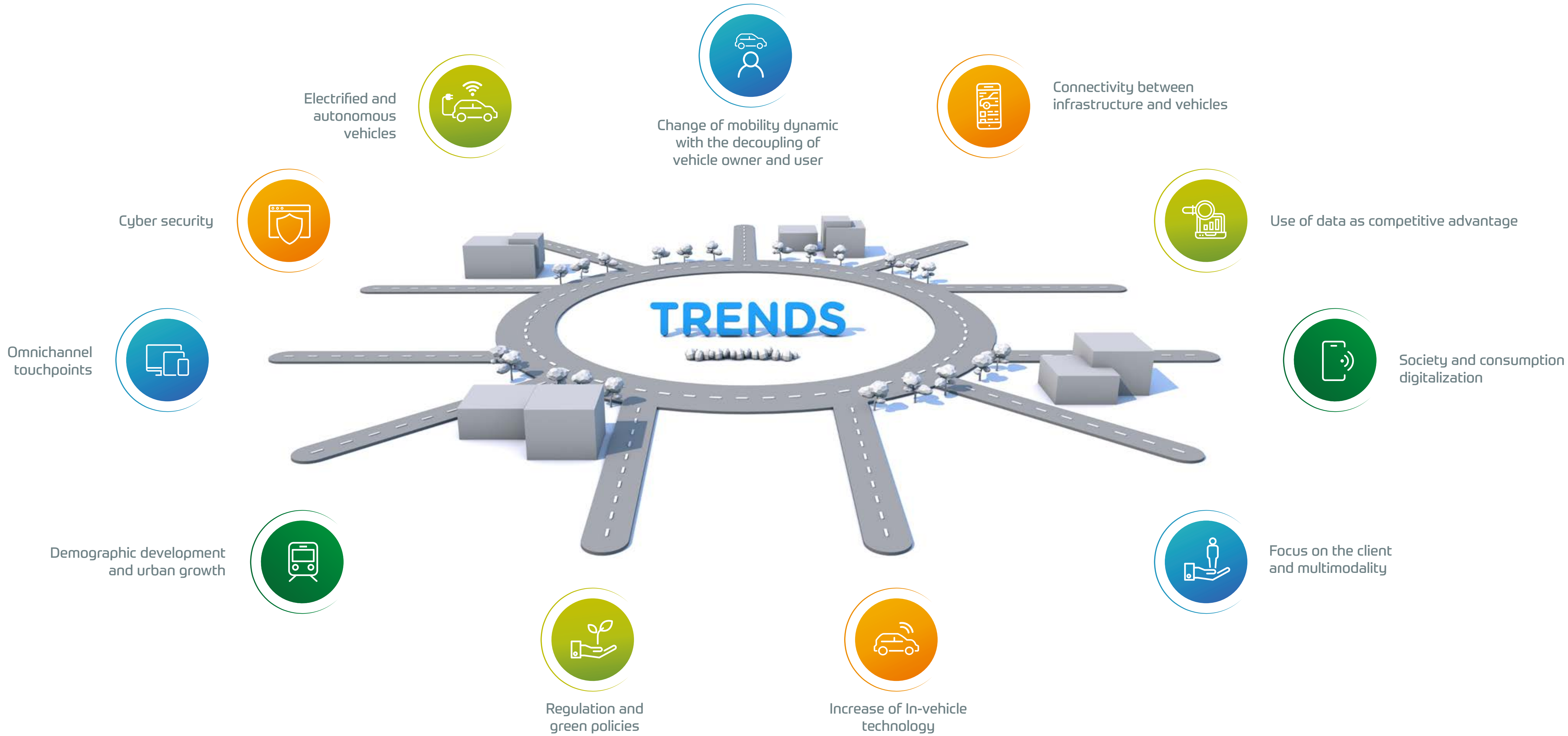
CUMULATIVE MONTHLY EVOLUTION OF NEW CAR SALES IN PORTUGAL, (2017-2018)
PERCENTAGE (%)



Source: ACAP, Associação Automóvel de Portugal

2.2 BUSINESS MODEL

MARKET BACKGROUND AND STRATEGIC IMPLICATIONS: MAIN TRENDS



VISION AND STRATEGIC PILLARS

Brisa is focused on maximizing its assets value creation, whilst developing new business opportunities, as a technology and mobility services provider. While seeking to reach its goals, Brisa is continuing focussed on social and environmental responsibility.

Focus on the client

- Maximising client satisfaction, increasing touch points with clients, through greater integration, efficiency and the use of digital tools

Operating Performance

- Maximise value creation through operational efficiency and disciplined management of capital expenditure (CAPEX)
- Adopt the most advanced and efficient technologies to operations and decision making

Financial Management

- Efficient, prudent and disciplined financial management
- Ensure appropriate financial capacity to suit financing and investment needs

Corporate Responsibility

- Strengthen the relationship with all stakeholders in a structured and systematic way (whether internal or external)
- Continue to implement an integrated strategy to improve social and environmental responsibility standards

People

Digital Transformation

Data Analytics

Stakeholders' management
(Grantor, Public Authorities, Partners, Investors)

BUSINESS SEGMENTS

Brisa's business model **as a portfolio manager** is based on an integrated approach of its **6 business segments**. Although each segment has its own model, requiring different types and quantum of capital employed, together they promote the sustainable growth of the Brisa Group.

Brisa Concession

- BCR is Brisa's major concession. This company holds the concession for 12 motorways, totalling 1 124 km

Other Motorway Concessions

- The business segment "Other Motorway Concessions" comprises Brisa's stakes in the share capital of 5 Portuguese road concessions, totalling 504 km

Support services to Concessions

- This business segment encompasses all entities of the Group providing support services to the concessions. These services are focused on the client and on the operation and maintenance of concessioned network

Vehicle Inspections

- This business segment is represented by the Group's company responsible for providing vehicle inspection services

Product Technology

- This business segment is represented by the Group's company responsible for the development and marketing of technological solutions for the efficient management of infrastructures and mobility

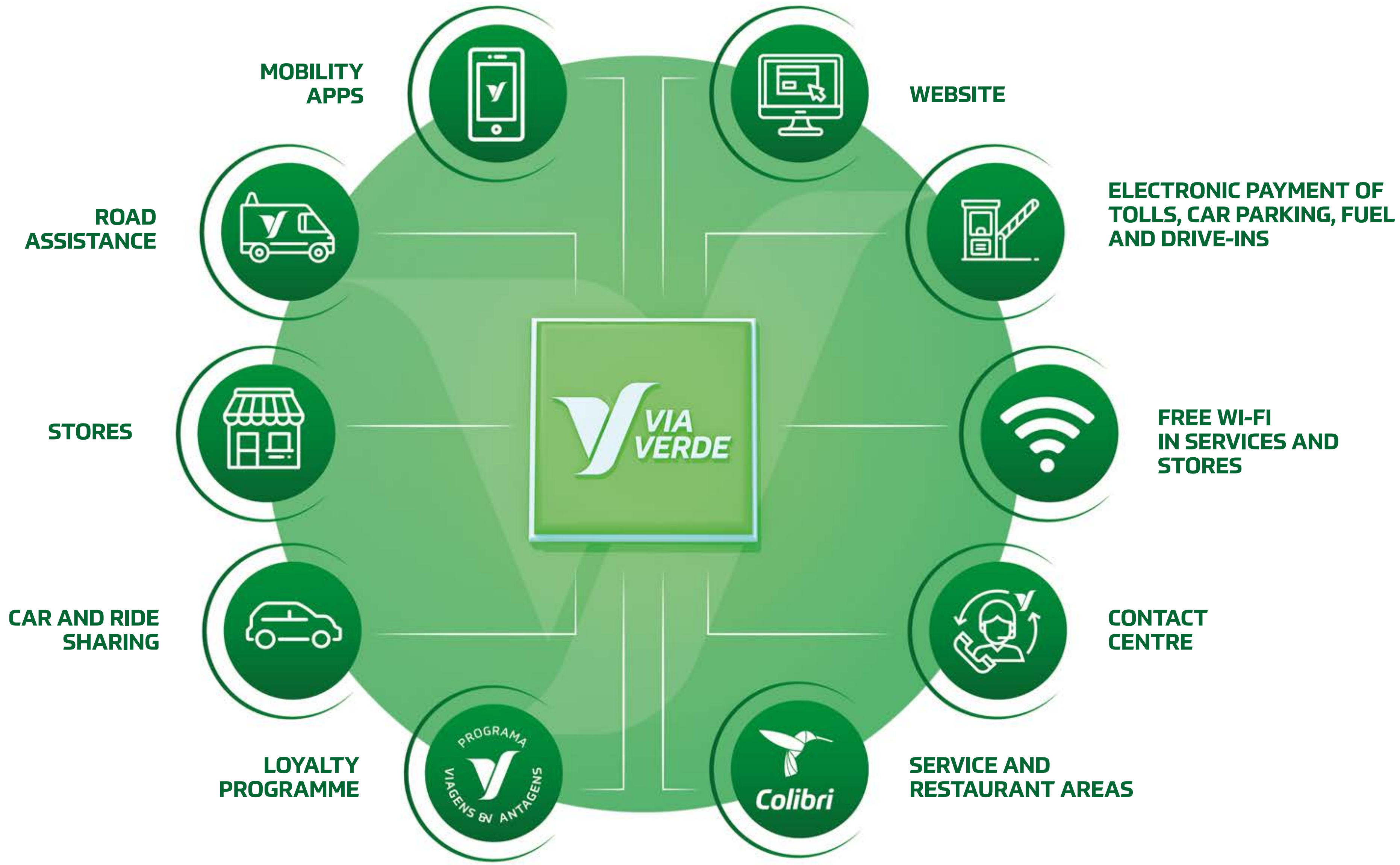
Other Businesses (including mobility services)

- This business segment encompasses Brisa's participation in the development of innovative projects for new mobility solutions

VIA VERDE ECOSYSTEM

Brisa is developing an **extensive ecosystem of mobility services,** under the umbrella of its Viva Verde brand, in response to the growing demand of its clients. This ecosystem humanizes the infrastructure, accompanying clients throughout their journey from the decision regarding the transportation mode to the satisfaction and safety of the trip.

Brisa intends to continue developing relevant partnerships to strengthen the supply of products and services to its clients.



VALUE CREATION

Based on its business model, Brisa intends to create value for all its stakeholders at financial, human, technological, social and environmental levels.

CAPITAL INPUT

Business
- €M 57 Capital Expenditure (CAPEX)
- €M 1 740 Financing (Net financial debt)
- €M 339 Liquidity

People
- 2 579 Employees
- 352 New hires
- 23.2 hours Average number of training hours per employee

Innovation
- €M 2.5 Investment in R&D
- 3 Research labs
- €k 440 From European funds
- Collaboration with various research centres and universities

Communities
- 95.3% Local Suppliers
- €M 0.8 Donations and Public Service
- 1 Road Safety Observatory

Environment
- 3 Labs for conformity tests of materials, construction elements, noise and water
- 2 282 t Total waste
- 139.6 10^3 GJ Electricity consumption
- 19.4 10^3 tCO_2e GHG emissions (Scopes 1 and 2)

BUSINESS MODEL
BUSINESS SEGMENTS

Brisa Concession
- 1 124 km of concession network
- 12 motorways
- 50% market share (1)

Other Motorway Concessions
- Holdings in 5 concessions
- 504 km of concessioned network

Support services to concessions
- 6 service companies
- 18 operational centres
- 12 million km traveled by road assistance vehicles
- 3.8 million Via Verde OBUs
- 14 service areas (5 under the Colibri concept)

Vehicle Inspections
- 46 inspection centres
- 1.2 million vehicle inspections

Product technology
- 5 business segments
- 3 lines of innovative and technological products
- 10 contracts in the USA and 2 in Europe

Other businesses (including mobility services)
- New mobility solutions
- Travel & Advantages Programme

FOCUS ON THE CLIENT

- 1.5 Million — Transactions via digital channel
- 3.8 — Overall average client satisfaction (5)
- 4 Million — Call Centre interactions
- 210 730 300 — New Hotline (at a significantly lower cost or even nil)
- Via Verde Ecosystem
- -42% — Average response time in stores (compared to 2017)

VALUE CREATED

Business
- €M 497 EBITDA - CAPEX
- €M 155 Shareholder Remuneration
- €M 89 Corporate Income Tax
- Rating A- (Fitch) Baa2 (Moody's)

People
- 95 % Employees evaluated
- 0.5% Absenteeism Rate
- efr Family-Responsible Company Certification

Innovation
- 3 Start-ups with direct mentoring
- 5 New innovation projects
- 20 Registered licenses
- 2 Patents (2)
- 150 Scientific papers published (3)

Communities
- 159 Employees in volunteer projects
- -23.6% Road accident death rate
- 6.5 minutes Average response time (4)
- -1.6% Severe injury accident rate

Environment
- -13.8% GHG emissions (Scopes 1 and 2) (compared to 2017)
- 54% Waste recovered
- -2.9% Electricity consumption (compared to 2017)

1) Km travelled APCAP 2017 data
2) 1 registered patent and 1 international patent pending approval
3) Since 2002
4) Average time from the moment the assistance call is received at the OCC to the moment road assistance arrives at the scene.
5) Figures on a scale of 1 to 4 based on satisfaction surveys

2.3 MATERIALITY ANALYSIS

MATERIALITY ANALYSIS

In 2018, with the support of an independent entity, Brisa undertook the revision of its materiality analysis, using a methodology in line with the guidelines and directives of the Global Reporting Initiative (GRI) and the framework <IR> of the International Integrated Reporting Council (IIRC).

This review allowed the validation of economic, social, environmental and governance issues which impact on the Group's activities, based on the company's top management and stakeholders' visions, thereby ensuring the integration of both the internal and external perspectives.

The internal analysis covered the following points:

- Review of the current situation of stakeholder engagement, focused on subjects deemed relevant;
- Integration of the relevant standards and regulations concerning non- financial information;
- Benchmarking of national and international peer companies in the infrastructure and operation sector;
- Identification of additional relevant subjects based on reputation studies, media & social media relations and brand value.

This process has allowed Brisa to confirm the structure of its strategic stakeholders matrix and single out the key issues which impact the Group's performance.

In a second phase, with the support of an independent entity, Brisa made a mapping of stakeholders and a sustainability analysis involving two groups:

1. **Internal**, comprising top management, backed by a representative sample of managers and senior staff;

2. **External**, seeking to build a representative sample of stakeholders amongst the public administration, the banking sector, clients, regulatory authorities, grantor, suppliers, the financial market, partners, insurance companies, local communities, media and employees.

This stakeholders' analysis regarding sustainability had the following goals:

- Understand the perception of the stakeholders regarding Brisa's vision on economic, social and environmental responsibilities;
- Establish the importance given by stakeholders to the 34 sustainability subjects identified during the first phase and respective perception of Brisa's performance;
- Assess the importance of Brisa's contribution to the UN Sustainable Development Goals (SDG) and the most relevant goals deemed by the stakeholders;
- Identify improvement opportunities in Brisa's performance and reporting on sustainability information.

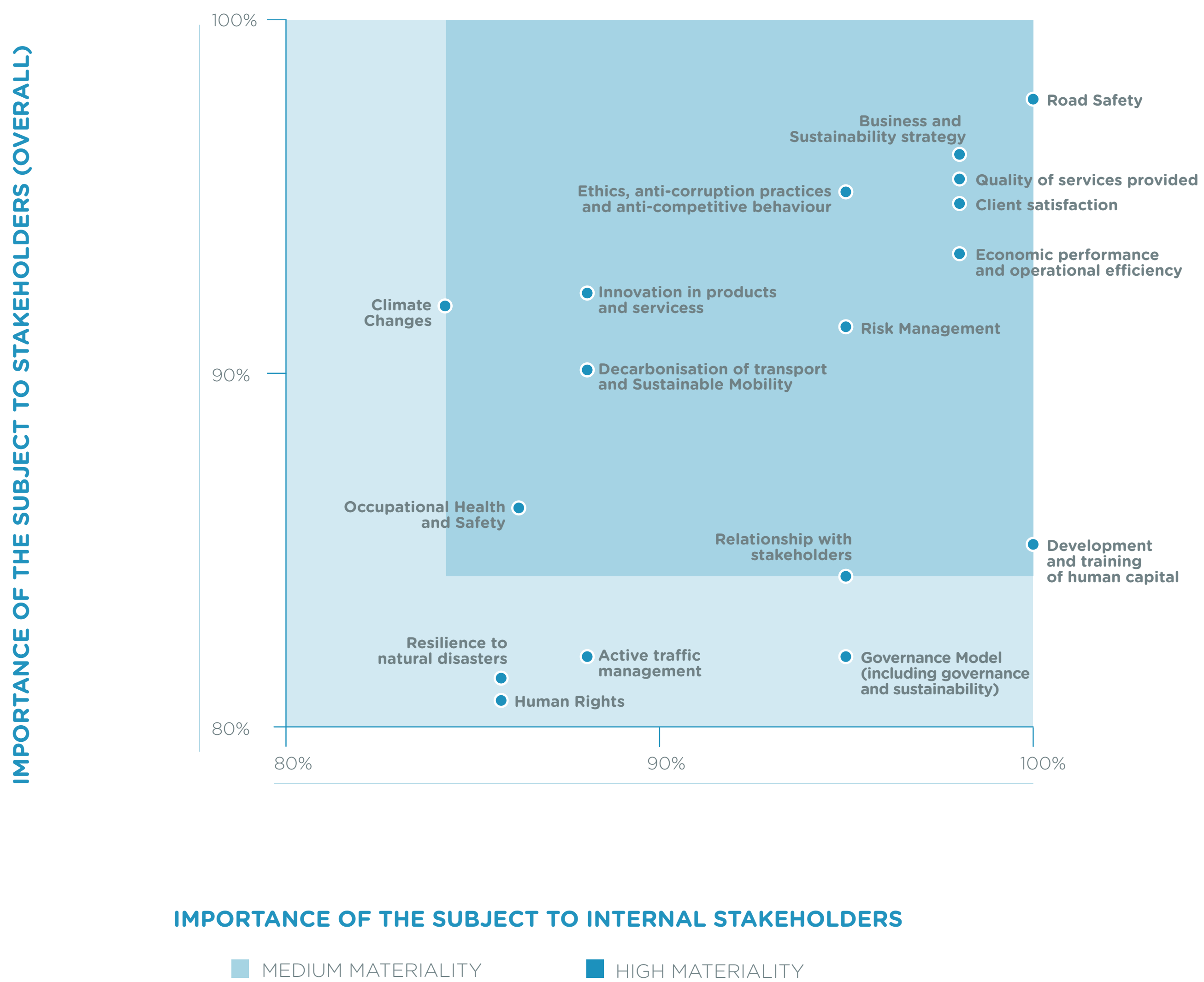
In overall terms, results show that Brisa is perceived by its stakeholders as an organisation with a clear sense of its responsabilities with regard to the three dimensions of sustainability - economic, environmental and social. The response rate of external stakeholders stood at **48%.**

For Brisa this stakeholders' analysis is an important information management tool. The results obtained allow not only to establish the expectations and concerns of its stakeholders, but also to determine both the relevant subjects to address in the annual report and a set of improvement opportunities regarding the Group's strategy and activity.

SUBJECTS WITH MEDIUM AND HIGH MATERIALITY

The materiality matrix obtained from this exercise reveals the position of the material subjects according to the importance assigned by both internal and external stakeholders.

MATERIALITY MATRIX - BRISA



As a result of this analysis, the material subjects underlying the definition of the strategic areas for sustainability initiative actions are:

- ECONOMIC PERFORMANCE
- CLIENT SATISFACTION
- SERVICE EFFICIENCY
- TRANSPARENCY IN MANAGEMENT PRACTICES
- INNOVATION IN PRODUCTS AND SERVICES
- ENVIRONMENTAL STRATEGY AND ACTION
- RELATIONSHIP WITH STAKEHOLDERS
- PROFESSIONAL DEVELOPMENT AND LABOUR PRACTICES
- BUSINESS SUSTAINABILITY STRATEGY
- RISK MANAGEMENT

MANAGEMENT APPROACH

Disclosure on Management Approach (DMA)

MATERIAL TOPICS	MANAGEMENT APPROACH (DMA)	MATCH WITH SDG'S
ECONOMIC PERFORMANCE • Value Creation • Operational efficiency	Brisa considers operational efficiency and economic performance to be one of the cornerstones of its management. The Company promotes good management practices in all dimensions of its business and continuously seeks to improve efficiency.	7, 8, 9
CLIENT SATISFACTION • Infrastructure maintenance/improvement • Impact of traffic jams • Responsible communication and marketing	Management and client satisfaction are focal points of Brisa's strategy, in line with the business model. For this reason we monitor client satisfaction and continuously seek to improve our road and mobility related products and services.	9
SERVICE EFFICIENCY • Sustainable Mobility • Active Traffic Management • Road safety • Quality of Services	Brisa strives to improve service efficiency, investing in innovation and in the quality of its service, in road safety, in mobility active management and in energy efficiency.	3, 7, 8, 11, 13
TRANSPARENCY IN MANAGEMENT PRACTICES • Ethics • Model of corporate governance • Anti-corruption practices • Anti-competitive behaviour • Client privacy	Brisa promotes transparency in management practices aligned with its ethics, based on the best corporate governance practices, social values and the Law.	8
INNOVATION IN PRODUCTS AND SERVICES • Meeting client needs with innovative solutions, acting in dimensions such as the business model, products, processes, systems or client service. • Integration of digitalisation, collaborative models and behavioural changes	Brisa pushes for the development of its business according to the most demanding innovation standards - technological, services, processes, amongst others - as a critical factor of success in a constantly changing market and factor of differentiation vis-a-vis its competitors.	9, 17
ENVIRONMENTAL STRATEGY AND ACTION • Eco-efficiency (Energy/ Emissions/ Water/ Waste/ Biodiversity) • Decarbonisation of transportation and mobility • Response to climate change • Infrastructure resilience	Mitigating and offsetting the environmental impacts of the business and developing solutions that address the current challenges of sustainable mobility and climate change are an integral part of Brisa's strategic vision for all its business segments.	7, 11, 12, 15
RELATIONSHIP WITH STAKEHOLDERS • Development of collaborative projects • Dialogue with stakeholders • Hiring of local suppliers/ Hiring of local resources/Impact of the business on local communities • Infrastructure resilience	Brisa values the relationship with stakeholders (local communities, NGOs, etc.) in every phase of its activity and seeks to foster its positive social effects.	8, 12, 17
PROFESSIONAL DEVELOPMENT AND LABOUR PRACTICES • Training • Health and Safety • Diversity and Equal Opportunity • Balance between working life and family and personal life • Employability	Brisa values people, by promoting a series of practices addressed to its employees, such as training and career development, integration programmes, balance between work and private life, workplace health and safety prevention.	3, 8
BUSINESS SUSTAINABILITY STRATEGY • Integration of financial and non-financial dimensions	Brisa integrates the financial and non-financial dimensions in its business strategy, aiming at creating economic, environmental and social value. The focus of its work is to provide efficient mobility to people.	3, 7, 8, 9, 11, 12, 13, 15, 17
RISK MANAGEMENT • Integrated risk management	The aim of risk management is to ensure the sustained growth of the businesses and to protect Brisa's value, through an integrated management of strategic, operational, financial and compliance risks.	3, 7, 8, 9, 11, 12, 13, 15

THE GLOBAL GOALS
For Sustainable Development

SUSTAINABLE DEVELOPMENT GOALS

In line with its ongoing commitment to sustainable development, Brisa recognises the importance and potential of the United Nations Sustainable Development Goals (SDGs), which Portugal has subscribed to on September 25, 2015. Today, this relevance is also backed by the results of the above-mentioned materiality analysis and mapping of stakeholders undertaken in 2018, which provided further insight into the application of the Sustainable Development Goals and more specifically, the relationship with Brisa's strategy and activity.

In addition to the internal feedback on the SDGs, the information gathered with external stakeholders is significant, namely the importance they place in the SDGs in general (76% of them deemed the SDGs to be important) and their expectation regarding Brisa's role in the achievement of the SDGs (97.1% of stakeholders who value the SDGs believe that Brisa will contribute to their achievement).

Thus, as a result of this exercise combined with an internal revision of the applications of the SDGs and respective goals for the business, combined with the infrastructures and mobility sector – namely via Brisa's participation in the activities and projects of the international organisations of which it is a member – Brisa increased from 8 to 9 the number of Sustainable Development Goals which it considers to have greater affinity with its core business.

Goal 3
Good Health and Well-Being - focus on *reducing injured and fatalities on motorways.*

Goal 7
Affordable and Clean Energy - focus on *doubling energy efficiency improvement.*

Goal 8
Decent work and economic growth - focus on *targets of sustainable economic growth, in diversification, innovation and evolution towards economic productivity, job creation and business creation, improvement in resource efficiency in consumption and production, promotion of decent working conditions and hygiene and occupational health and safety.*

Goal 9
Industry, Innovation and Infrastructure - focus on targets of *building resilient infrastructure, promoting inclusive and sustainable industrialization and fostering innovation.*

Goal 11
Sustainable cities and communities - focus on targets of *accessible and sustainable transport systems, protection of the cultural and environmental heritage, mitigating environmental impact of cities and solid national and regional development planning.*

Goal 12
Responsible Consumption and Production - focus on targets of *promoting sustainable corporate practices, promoting universal understanding of sustainable lifestyles, reducing waste generation.*

Goal 13
Climate action - focus on the target of *integration of measures for climate change.*

Goal 15
Life on Land - focus on the target of *biodiversity and natural habitats' protection..*

Goal 17
Partnerships for the goals - focus on the target of *sharing knowledge for access to science, technology and innovation.*

SDGs 3, 7, 9, 11, 12, 13, 15 and 17 were kept, SDG 8 was added.

DIALOGUE WITH STAKEHOLDERS

Stakeholders have legitimate expectations, which define Brisa's material issues. Identifying critical topics and building a positive relationship with all stakeholders requires increasingly sensitive scrutiny mechanisms.

• REFERENCE ORGANIZATIONS

The most important stakeholders were identified based on two criteria: the stakeholder's impact on Brisa and Brisa's impact on the stakeholder.

The comprehensive identification of the expectations of each stakeholder and respective response are articulated with the above-mentioned materiality analysis and collated in line with APS AA1000 Standard.

Brisa is an active member of various organizations, including sector associations and renamed entities associated with sustainable development.

Brisa takes part in the managing bodies or decision-making structures of some of these organisations (marked with: ✓)

Brisa is an active member of various organizations, including sector associations and renamed entities associated with sustainable development

✓ apcap
International Transport Forum
✓ IBTTA TOLLING. MOVING SMARTER.
ASECAP
✓ COTEC Portugal Somos Inovação
CRP CENTRO RODOVIÁRIO PORTUGUÊS
✓ BCSD PORTUGAL CONSELHO EMPRESARIAL PARA O DESENVOLVIMENTO SUSTENTÁVEL
FORUM PARA A COMPETITIVIDADE
✓ wbcsd
TRANSPORT DECARBONISATION ALLIANCE

• UNITED NATIONS GLOBAL COMPACT

This corporate citizenship initiative launched by the United Nations in 2000 involves stakeholders and is based on universally accepted principles the Declaration of the International Labour Organization on the Fundamental Principles and Rights at Work, and the Rio Declaration, on environment and development.

Brisa signed the United Nations Global Compact on 8 October 2007, thus reinforcing its public commitment towards sustainable development. The membership enhances the integration of sustainable development values into Brisa's value chain.

United Nations Global Compact Principles

1. Support and Respect the protection of human rights (p. 162-165)
2. Prevent human rights abuses (p. 162-163)
3. Support freedom of association at work (p. 98)
4. Abolish forced labour (p. 164-165)
5. Abolish child labour (p. 10, 11, 155)
6. Eliminate discrimination in respect of employment and occupation (p. 15, 116-136, 160-162)
7. Support a precautionary approach to environmental challenges (p. 14, 26-38, 109-114)
8. Promote environmental responsibility (p. 14, 26, 109-114)
9. Encourage technologies that do not harm the environment (p. 82-84, 109, 110)
10. Combat corruption in all its forms, including extortion and bribery (p. 28, 29, 133-136, 165-166)

	Forms of Scrutiny (PHASE 1)	Expectations (PHASE 2)	Response (PHASE 3)	Material Subjects
REGULATOR	• Active management of the Concession Contract • Prior, formal and informal meetings	• Compliance with the Concession Contract	• Creation of events/activities/queries • Strict compliance with the Concession Contract • Definition of criteria to improve provided services • Optimisation of technical solutions • Development of specific studies	• Compliance with the Concession Contract
EMPLOYEES	• Employee website and Quality and Environment website • Irregularities Disclosure Channel and Ethical Ombudsman • Regular meetings of the Workers' Commission • Follow-up of management systems • Training Assessment Questionnaire • Internal Quality Audit Satisfaction Questionnaire • Active Improvement Opportunities System	• Job stability • Prospects of professional progress • Working conditions • Balance between professional, family and personal life	• People management processes, for example: - Performance management; - Careers - Compensation - Training - Communication channels (See channels mentioned in column "Forms of Scrutiny")	• Talent Management • Health and Safety • Corporate Culture • Professional development and labour practices • Balance between professional, work and personal life
STATE	• Active management and follow-up of contractual obligations • Permanent contact	• Compliance with the Concession Contract	• Negotiation process, with impact on the Concession Contract • Contract management • Creation of events/activities/queries • Drafting of reports	• Compliance with the Concession Contract • Ethics and Transparency
SOCIAL PARTNERS	• Proposals of the trade unions and negotiating process • Regular meetings (monthly or quarterly) • Parity commissions (when necessary) • Management of Works Contract	• Fulfilment of contracts and protocol in force • Creation of opportunities and active collaboration in the initiatives developed	• Analysis of the proposals, suggestions and complaints • Collective bargaining agreement (ACT) • Model of network innovation • Development of long-term joint ventures • Partnership protocols with universities and research entities • Support to the production of scientific literature production	• Ecosystem of innovation • Certification • Ethics and Transparency

	Forms of Scrutiny (PHASE 1)	Expectations (PHASE 2)	Response (PHASE 3)	Material Subjects
SHAREHOLDERS	• Brisa's website, email, telephone number	• Transparent and accurate information	• Regular information through available channels • Integrated Report (financial and non-financial information) • Brisa website, email, telephone number • Meetings and specific events, such as the General Meeting	• Economic performance • Ethics and Transparency • Eco-efficiency and Operational Management • Client satisfaction
CLIENTS	• Customer satisfaction assessment study • Follow-up of the assessment of customer satisfaction with road assistance service, information number, assistance and services at the Via Verde stores • Mystery client in widening works, service areas and Via Verde stores • Assessment of food quality and hygiene in service areas • Client surveys • Available client support channels: websites, hotlines, Via Verde stores • Complaints management system	• Comfort, safety and fluidity of traffic • Quality of the infrastructure and provided service, perception of received value • Accessible and transparent contact	**At operational level:** • New road safety equipment, systems and procedures • Management of road pavement and related structures • Road patrolling and assistance services **In terms of the information provided:** • Complaint management system • Multichannel information on traffic in motorways (Via Verde service channels, website, app, radio, press releases, leaflets,...) • Via Verde stores, Service Areas and information kiosks • Assistance and information number, hotline to Via Verde clients • Assistance and information to the hearing-impaired community via sms • Internet websites • Via Verde Eco-system • Via Verde app	• Road safety • Active Traffic Management • Customer Service
LOCAL COMMUNITIES	• Public consultation process, for environmental impact assessments • Dedicated channel for communication with the Media	• Contribution towards local development • Mobility and accessibility solutions	• Contribution towards local development • Mobility and accessibility solutions • Drafting of reports	• Involvement of stakeholders • Posiive external perception • Employees' contribution
PUBLIC OPINION	• Implementation of annual surveys • Journalists perception study • Quarterly monitoring and assessment of news • Monitoring of the impact of specific events • Annual reputation survey	• Transparency and quality of the information	• Transparency and quality of the information	• Ethics and Transparency • Eco-efficiency and Operational Management • Client Service

2.4 RISK MANAGEMENT

2.4.1 DESCRIPTION OF THE IDENTIFICATION AND RISK MANAGEMENT PROCESS

The aim of Risk Management is to ensure the sustained growth of the businesses and to protect Brisa's value, using the best practices and enabling the capitalisation of inhouse knowledge, which contributes to the achievement of the strategic goals set forth at Group level.

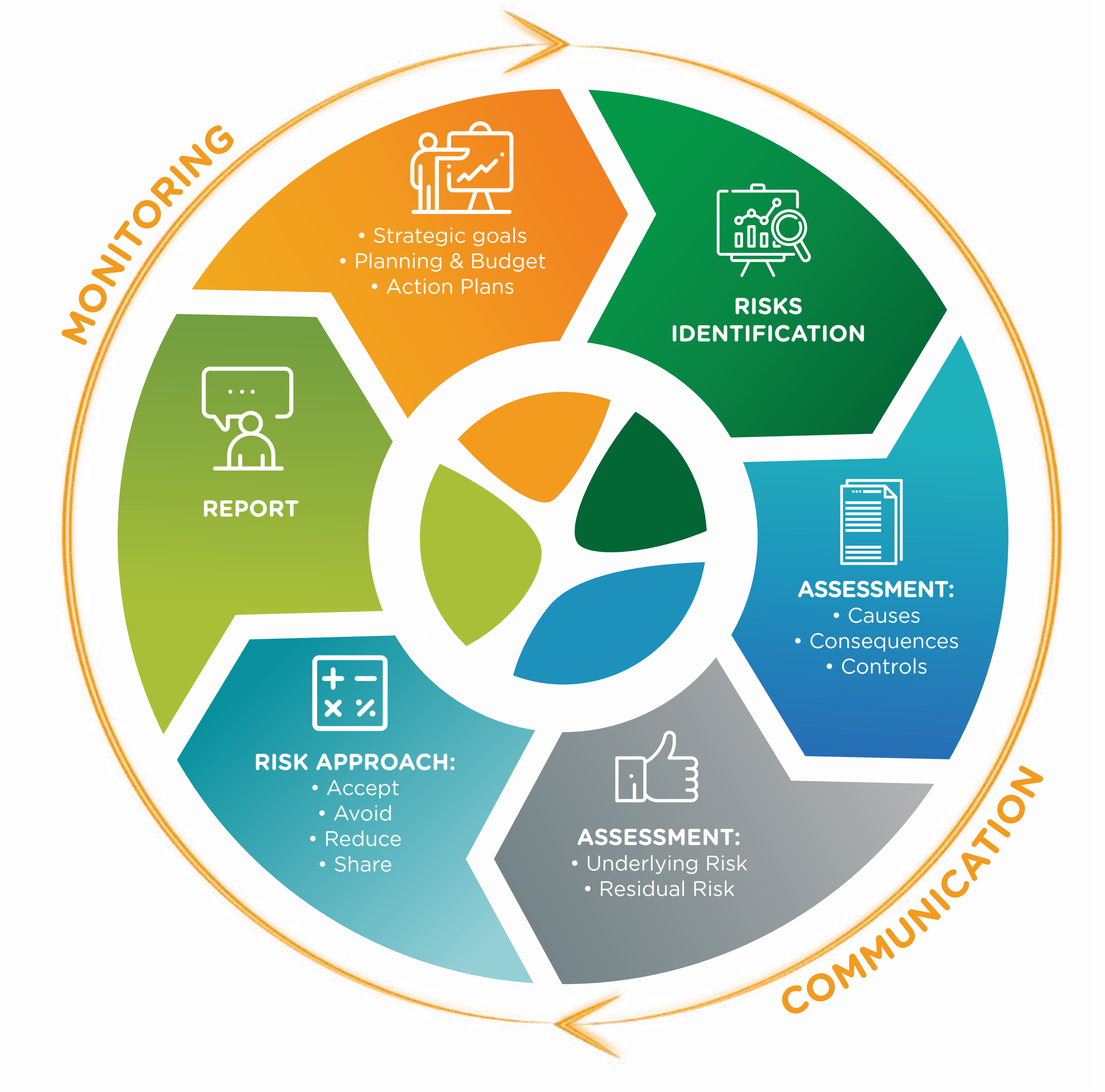
Brisa is exposed to 4 different categories of risks:

- Strategic Risks
- Operational Risks
- Financial Risks
- Compliance Risks

The Risk Management Policy is established at Group level, involving directly the managing bodies of the various companies of the Brisa Group, as well as all remaining corporate structures.

As a cornerstone of the Company's Governance, Risk Management is present in Brisa's culture and management processes. Employees are responsible for mitigating risk factors, minimizing their impact and probability and identifying, whenever possible, opportunities for improvement and/or return.

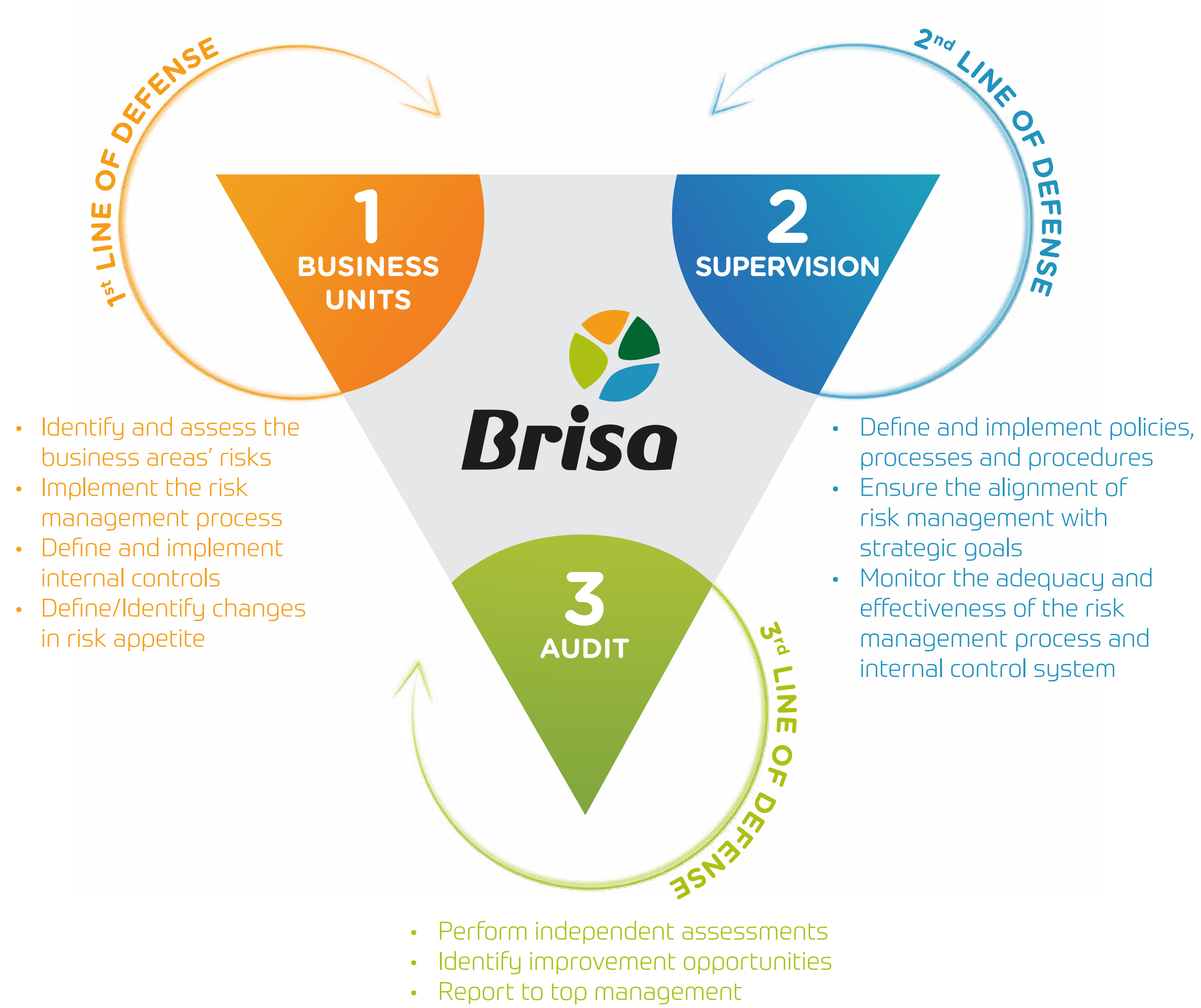
The Group's integrated risk management framework is based on internationally recognised methodologies such as COSO (Committee of Sponsorship Organizations of the Treadway Commission) and ISO (International Organisation for Standardisation) 31000 - Risk Management, which is developed as follows:



In addition to ensuring the convergence of risk management with strategic planning, the implemented process enables updating on a regular and systematic basis the identification and assessment of the main risks.

Additionally, it allows to determine any control and/or mitigation measures which, in the current context of new business trends - evolution from efficient infrastructures management to development of new mobility solutions -, are particularly important in supporting the management from the strategic perspective of sustained development of the entire company.

The following chart summarises the role of the different players:



The Internal Audit, in addition to supporting the implementation of the risk management system, makes a continuous assessment of established procedures, in order to ensure that the risk management system remains aligned with the strategic goals defined by the Board of Directors.

The Supervisory Board is responsible for controlling the risk management policy and system, in conjunction with the Board of Directors, promoting an annual assessment of the system and proposing the necessary measures to improve it.

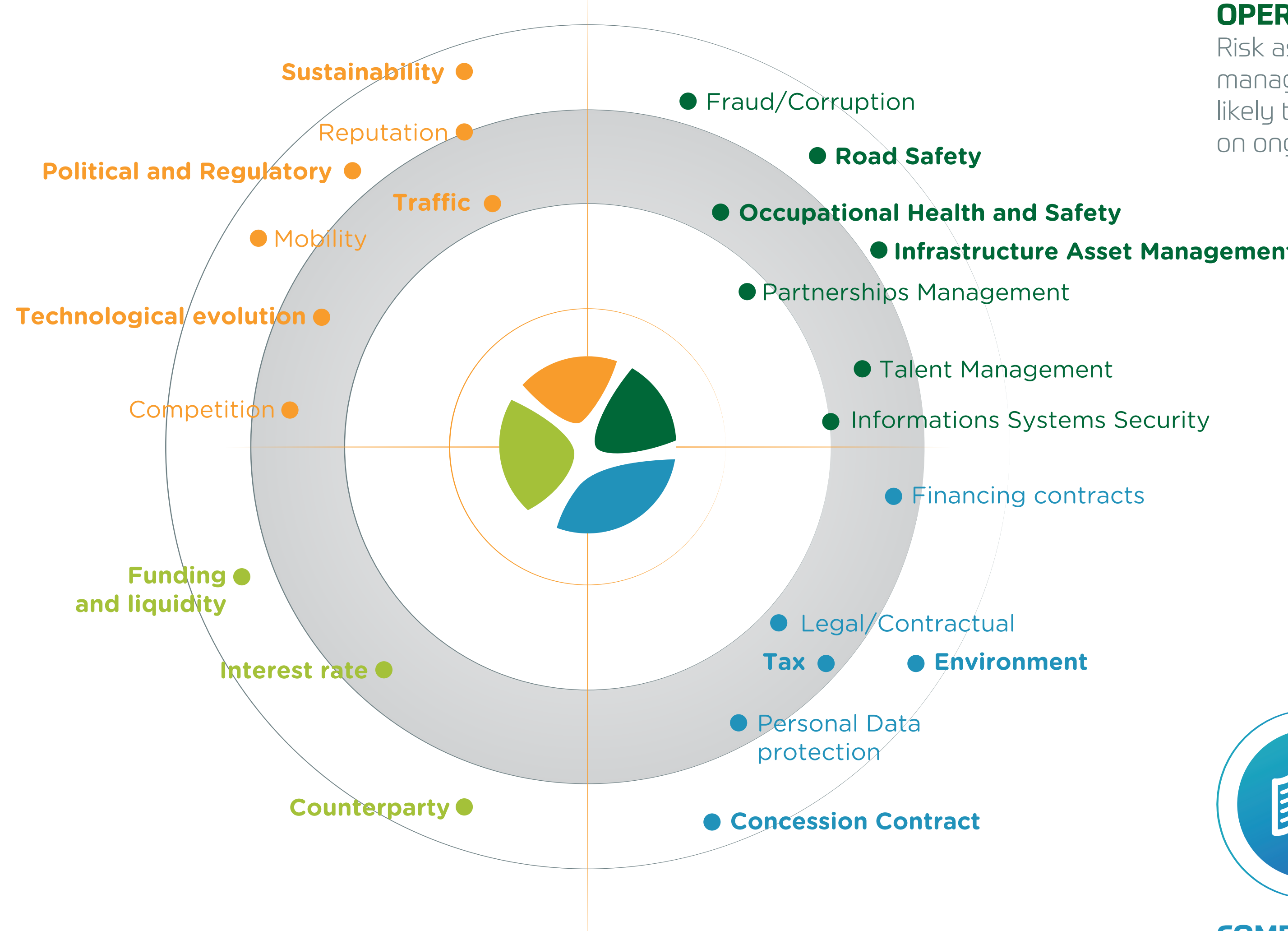
Amongst the measures already implemented in 2018 the following are worth noting:

- Update of Probability and Impact, as risk assessment support measures;
- Integration of risks managed and assessed by the Corporate Centre in the respective Business Units;
- Performance of assurance audits by the Internal Audit Department on the responses to risk appointed by Management;
- E-learning training to promote a risk culture within the Group.

2.4.2
IDENTIFICATION OF RISKS (RISK MATRIX)

STRATEGIC/BUSINESS
Risk associated with the definition and implementation of the strategy and timely responsiveness to internal and external events likely to significantly influence the group's competitive position.

OPERATIONAL
Risk associated with operational management stemming from activities likely to have significant impact on ongoing business.



FINANCIAL
Risk associated with the financial management of the Group, namely liquidity, interest rate, foreign exchange rate or credit risk of main counterparties in possible financial transactions.

COMPLIANCE
Risk associated with compliance with the law, regulations, internal procedures or contracts.

2.4.3
BRISA'S RESPONSE TO IDENTIFIED RISKS

STRATEGIC RISKS

Risk	Treatment/Response to Risk
Traffic	• Traffic budget based on macro-economic studies from external entities • Performance of sensitivity scenarios/analysis • Road network intervention/maintenance planning • Average Daily Traffic periodic monitoring
Political and Regulatory	• Monitoring of the regulatory evolution process • International trends benchmarking • Management and interaction with major stakeholders (IMT and Governmental bodies) • Active presence at sector associations (APCAP and ASECAP) and institutional organizations (WBCSD, BCSD, ITF, CIP)
Technological Evolution	• Alignment with market's best practices • Partnership policy with universities and companies • Investment in new solutions • Permanent interaction with R&D financing bodies (Portuguese and EC) • Proof of concept
Sustainability	• Compliance with ESG (Environmental, Social & Governance) criteria • GRI (Global Reporting Initiative) report revision • TDA (Transport Decarbonization Alliance) signature • Implementation of the multidisciplinary project Climate 2.0 • Family Responsible Company

OPERATIONAL RISKS

Risk	Treatment/Response to Risk
Road Safety	• Motorway patrolling by the National Guard and road assistance • Participation in road accident prevention campaigns • Continuous investment in maintenance and preservation of the road infrastructure • Road Safety Observatory
Infrastructure Asset Management	• Implementation of an asset management life cycle system • Adoption of processes and tools to monitor and control the assets' performance
Occupational Health and Safety	• Specialized internal structure • Occupational safety and health procedures associated with hazardous activities • Continuous personnel training and development • Safety audits

FINANCIAL RISKS

Risk	Treatment/Response to Risk
Interest rate	• Adjustment of the fixed/floating rate mix to market conditions and/or contractual requirements of each company • Entering into instruments to manage interest rate risk • Sensitivity trend analysis on interest rates' evolution
Funding and liquidity	• Ensure a smooth debt amortisation profile • Extend the average maturity of debt to make it more consistent with the long-term assets • Highly liquid financial products
Counterparty	**Short-term Investment of treasury surpluses:** • Investment policy for proper application of cash surpluses, which determines the maximum exposure per financial instrument and bank counterparty **Clients:** • Control of the clients current account and credit claims • Recording of impairment for debt due within one year

COMPLIANCE RISKS

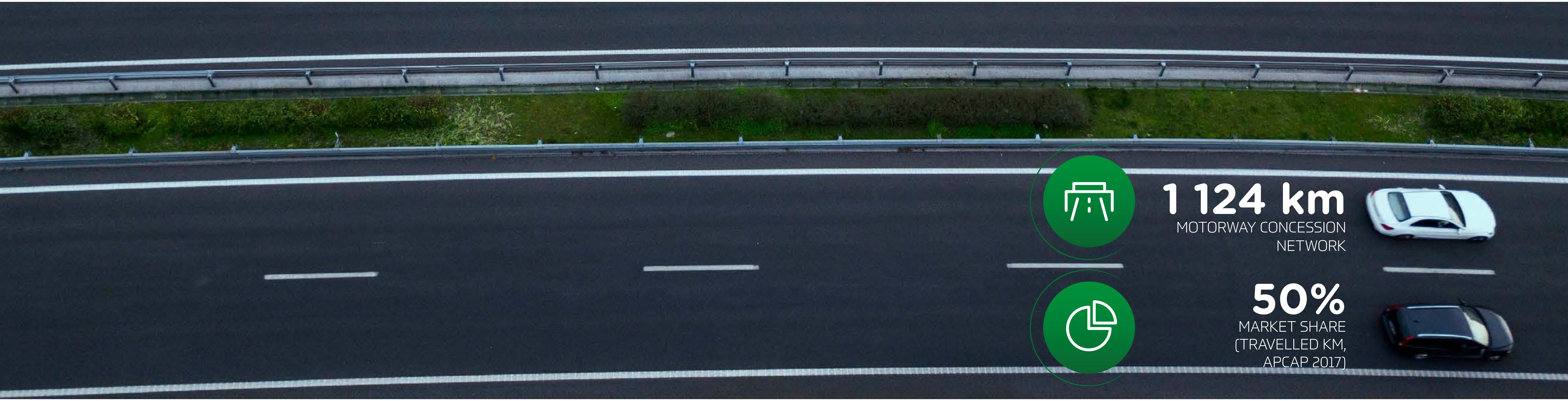
Risk	Treatment/Response to risk
Environment	• Incorporation of environmental objectives in the company's strategy • Environmental Policy • Compliance with environmental sustainability criteria • Focus on continuous improvement and sustainable performance of the business • Environmental audits and environmental KPIs monitoring • Environmentally certified companies (ISO 140001)
Concession Contract	• Compliance with contractual requirements • Implementation and monitoring of the Quality Control Plan (QCP) • Implementation of the Maintenance and Operation Manual (MOM) • Monitoring of compliance with information duties
Tax	• Tax consultancy • Continuous training in tax regulations • Continuous updating of software with tax impact/responsabilities • Internal specialised structure

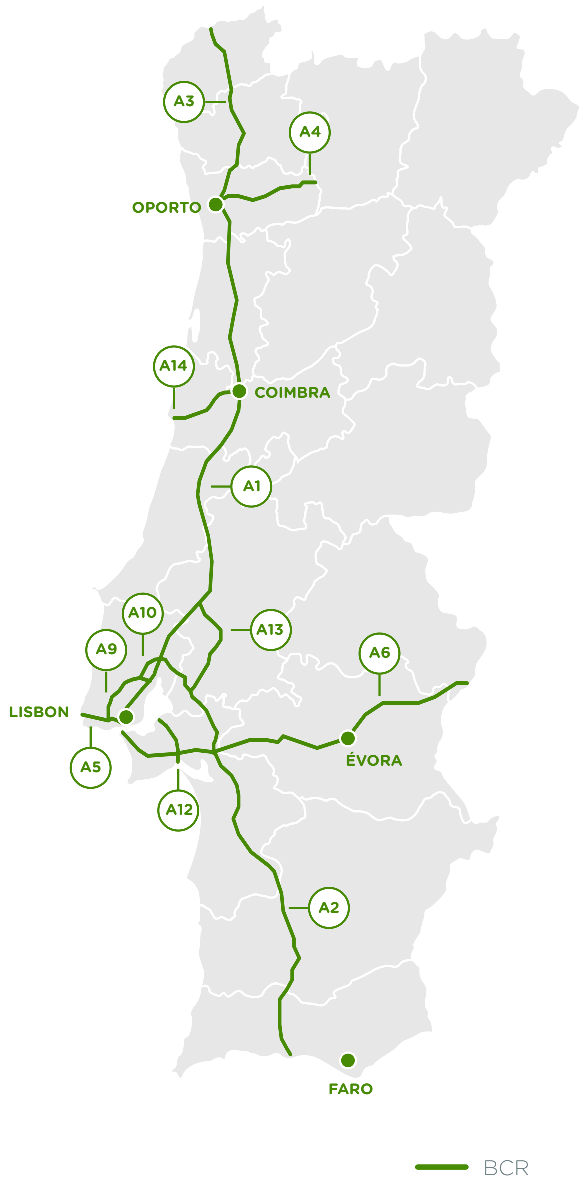
3. ANALYSIS BY BUSINESS SEGMENT

3.1 BRISA CONCESSION (BCR)

The relevance and size which Brisa Concessão Rodoviária (BCR) holds within the Brisa Group, along with its contractual and financial structure justify its segregation into an independent business segment.

BCR was created following Brisa's corporate re-organization. Its corporate object is the construction, maintenance and operation of motorways and respective service areas and the planning and development of social infrastructure, pursuant to a concession contract. The length of the network subject to concession is 1 124 km, and it is 70% held by Brisa.





BRISA CONCESSÃO RODOVIÁRIA'S PROFILE

BCR's concession totals 1 124 km, comprising 12 motorways including the future access to the New Lisbon Airport. The network subject to concession is almost entirely built. BCR currently operates 11 motorways, covering a total length of 1 100.2 km, of which 1 014.1 km are tolled. The network will be fully completed following the construction of access to the New Lisbon Airport, which is currently on hold.

The network runs from North to South and East to West. It includes the country's main road axes, such as the coastal corridor or the Lisbon-Madrid link. It further includes important circular roads around the metropolitan areas of Lisbon and Oporto.

According to the Concession Contract concluded with the Portuguese Government, the concession will end in December 2035.

BCR'S CONCESSION BY MOTORWAY IN OPERATION

LENGTH (KM)

	TOLL FREE	TOLLED
A1 - Auto-estrada do Norte	17.4	279.1
A2 - Auto-estrada do Sul	9.6	225.2
A3 - Auto-estrada Porto - Valença	11.5	101.3
A4 - Auto-estrada Porto - Amarante	3.0	48.3
A5 - Auto-estrada da Costa do Estoril	8.1	16.9
A6 - Auto-estrada Marateca - Elvas	19.1	138.8
A9 - Circular Regional Externa de Lisboa	0.0	34.4
A10 - Auto-estrada Bucelas - Carregado - IC3	0.0	39.8
A12 - Auto-estrada Setúbal - Montijo	4.3	24.8
A13 - Auto-estrada Almeirim - Marateca	0.0	78.7
A14 - Auto-estrada Figueira da Foz - Coimbra (Norte)	13.1	26.8
Total	86.1	1 014.1

BCR's long term strategy is based on the combined and sustainable development of its three value creation drivers:

• IMPROVEMENT OF OPERATIONAL MARGIN

With focus on clients and the community, the range of services aims to improve responses to increasing client demands. Infrastructure and equipment maintenance and conservation are increasingly integrated to optimize these activities and prevent any unavailability, while using resources as efficiently as possible. Hence, the country benefits from a high quality and comprehensive motorway network, the use of which provides relevant economic and environmental benefits.

• FINANCIAL EFFICIENCY BACKED BY A PROACTIVE AND CONSERVATIVE MANAGEMENT

A continuous search for the best funding alternatives combined with increasing funds generated by operating activities will continue to provide for increasing cash flow generation. BCR wants to maintain a prudent distribution policy, complying with the financial ratios set forth in the Common Terms Agreement (CTA).

• EFFICIENCY IN THE MANAGEMENT OF CAPITAL EXPENDITURE

In addition to maintenance and conservation activities, BCR will continue to channel a relevant part of its generated cash flows to the renewal of equipment (collection, information, safety, communications, environmental improvement, among others) and road infrastructures (pavements, viaducts, signing, communications). Moreover, investment has been channelled into the renovation of some service areas under the "Colibri" concept and into the widening (2x4 lanes) and renovation of the tunnels on the A4 - Águas Santas (A4/A3) – Ermesinde sub-stretch. Alongside increasing operating efficiency and effectiveness, these investments will allow the development of new solutions to meet its clients' needs.

TRAFFIC EVOLUTION

In 2018 the macroeconomic environment allowed for a continued traffic growth in every motorway of BCR's concession. Average Daily Traffic (ADT) in the concession totalled 20 693 vehicles, growing 4.3% YoY. This performance was mainly driven by organic growth, as calendar effect only contributed marginally to traffic increase.

BREADKOWN OF THE ANNUAL TRAFFIC CHANGE

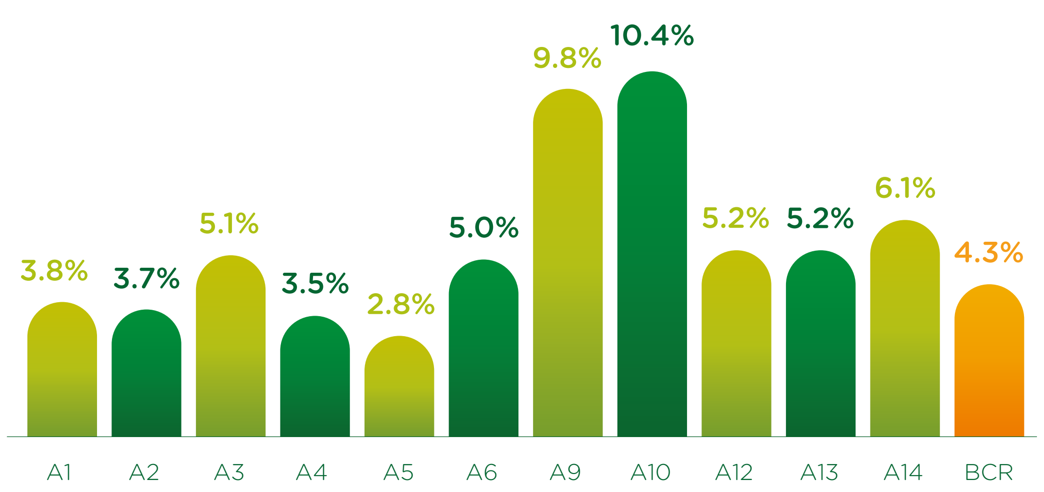
PERCENTAGE (%)

	'17	'18
Traffic (v.km)	6.8%	4.3%
BREAKDOWN OF EFFECTS:		
Organic Growth	7.3%	4.1%
Calendar effect	-0.5%	0.1%
Other	0.0%	0.1%
ADT	19 847	20 693
Like-for-like	7.1%	4.3%

All motorways of BCR's concession continued to post positive growth figures, between 2.8% on the A5 and 10.4% on the A10.

CHANGE IN ANNUAL TRAFFIC PER MOTORWAY (V.KM)

PERCENTAGE (%)



An analysis of traffic evolution by type of vehicle shows that heavy vehicle traffic was stronger than light vehicle's (respectively +8.0% and +4.0%), in line with the positive economic momentum in Portugal.

COVENANTS AND RATING

In addition to its contractual and financial structure, which grants creditors high level of protection, BCR has kept a prudent and conservative financial management. The four covenants in the form of financial ratios (namely Net Senior Debt/ EBITDA, Historic ICR, Forward Looking ICR and CLCR) to which BCR is subject (under a Common Terms Agreement) stood within established thresholds as of 31 December 2018.

In January 2018 Fitch Ratings ("Fitch") revised upwards the long-term rating of BCR to 'BBB+' from 'BBB', with Stable Outlook. In December Fitch revised again BCR's rating, this time to 'A-' from 'BBB+', with Stable Outlook maintained.
In October Moody's Investors Service ("Moody's") also revised upwards BCR's rating from 'Baa3' to 'Baa2'. The Outlook is Stable.

Both rating agencies rate BCR above the rating of the Portuguese Republic.

A-
Fitch rating

Baa2
Moody's rating

FINANCIAL AND OPERATIONAL PERFORMANCE OF THE BUSINESS SEGMENT

In 2018 this segment's **Operating Income** totalled €M 616.2 (+8.0% compared with 2017), benefiting from an increase in the network's traffic (+4.3%) and from a rise in profit following the renegotiations of service areas contracts. The increase of 3.6% in **Operating Expenses** was due to extraordinary effects occurred in 2018, such as the management of protected lanes under the National Forest Fire Protection System and costs with major repairs carried out beyond the scope of IFRIC 12.

Operating Profit increased by 9.3%, to €M 482, reflecting the growth in activity and the efforts to control costs made over the last few years, which allowed for an increase of EBITDA margin by 0.9 p.p. to 78.2%.

Financial Result improved significantly compared to the same period of the previous year, mainly as a result of the repayment of the €M 300 bond in April 2018 (coupon of 6.875%).

Net Profit attributable to equity holders totalled €M 119.1, which was based on a **Profit before Tax** of €M 243.1 and on a €M 73.9 **Income Tax.**

Capital Expenditure (CAPEX) totalled €M 43.7, directed specifically to the improvement of service levels, in terms of safety and comfort of the ones traveling in motorways. It is noteworthy the capital expenditure in road pavement renovation and works in engineering structures, tunnels and slopes totalling €M 14.7 and €M 10, respectively.

Cash generation, measured by **EBITDA – CAPEX** totalled €M 438.3, growing by 10% compared to the same period of the previous year

CONDENSED PROFIT AND LOSS STATEMENT
EURO MILLION (€M)

	'17	'18	Change
Operating Income	570.7	616.2	8.0%
Operating costs	129.6	134.2	3.6%
EBITDA	441.1	482.0	9.3%
EBITDA Margin	77.3%	78.2%	0.9 pp
Amortization and Provisions	172.4	174.5	1.2%
EBIT	268.7	307.4	14.4%
EBIT Margin	47.1%	49.9%	2.8 pp
Financial Result	-81.0	-64.3%	-20.6%
EBT	187.7	243.1	29.6%
Income tax for the year	50.4	73.9	46.6%
Non-controlling interests	41.2	50.1	21.7%
Net Profit	96.1	119.1	24.0%
CAPEX	42.7	43.7	2.4%
EBITDA - CAPEX	398.4	438.3	10.0%

Note: figures above reflect the impact of this business segment on Brisa Group consolidated accounts, including respective intragroup eliminations from the consolidation process.

BUSINESS SEGMENT OUTLOOK

BCR should continue to focus its strategy on its three value creation drivers: improvement in operating margin, financial efficiency and capital expenditure management efficiency:

- In 2019 BCR should continue to benefit from the recovery in demand levels started in the last few years. Toll revenues are expected to grow above 3%, fuelled by traffic recovery through organic growth.
- Operating costs should evolve in line with inflation, remaining below the expected increase in revenues.
- Operating performance, driven by increased operating income and strict cost control, should lead to a sustained cash flow generation (measured by EBITDA-CAPEX).
- BCR will maintain a careful financial management, based on a strong liquidity position and gradual reduction of its leverage.

3.2 OTHER MOTORWAY CONCESSIONS

The Other Motorway Concessions business segment comprises all concessions held by Brisa under a project finance agreement.

AEA, AEBT, Brisal and AEDL concessions were consolidated according to the equity method (as described in note 14 of the notes to the consolidated financial statements).
Sub-concession AELO is valued at cost, after the deduction of estimated impairment losses (as described in Note 15 of the said Notes).

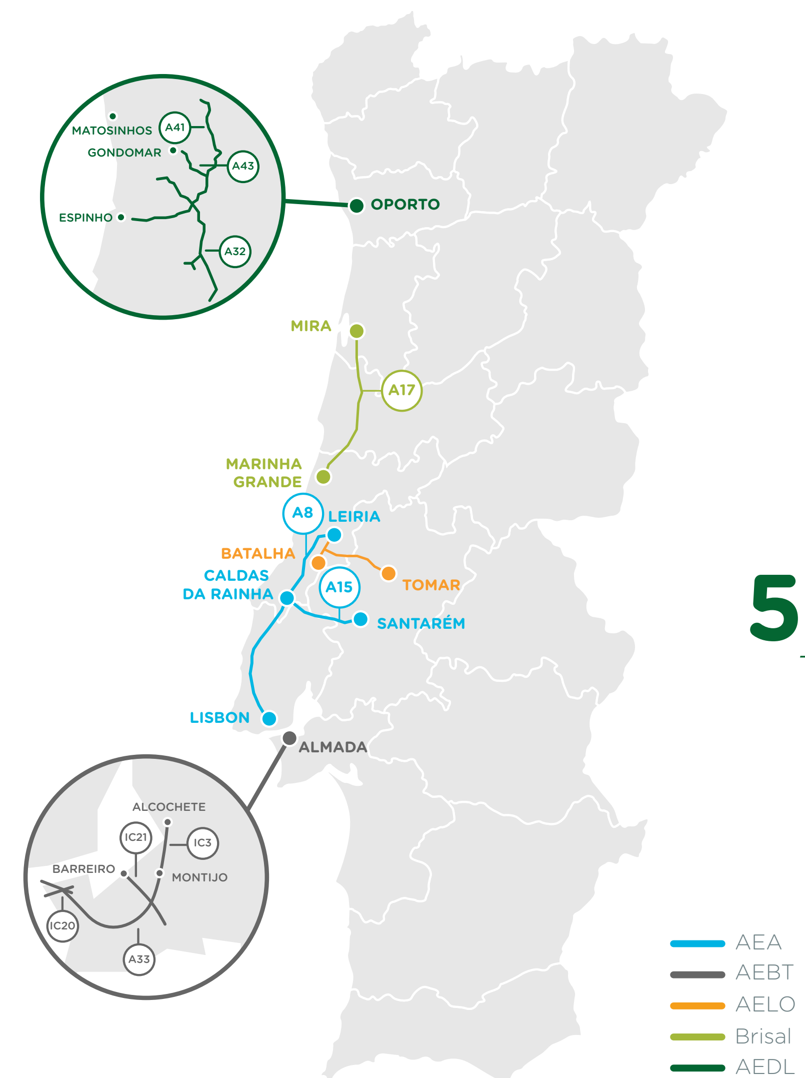
Concessão Atlântico (AEA)
Brisa holding: 50%

Subconcessão Auto-Estradas do Baixo Tejo (AEBT)
Brisa holding: 36.85%

Subconcessão do Litoral Oeste (AELO)
Brisa holding: 15%

Concessão Litoral Centro (Brisal)
Brisa holding: 70%

Concessão Douro Litoral (AEDL)
Brisa holding: 99.92%



504 km
TOTAL NETWORK OF OTHER MOTORWAY CONCESSIONS

5
CONCESSIONS

CONCESSÃO ATLÂNTICO (AEA)

MOTORWAYS
- A8 (Lisboa / Leiria)
- A15 (Caldas da Rainha / Santarém)

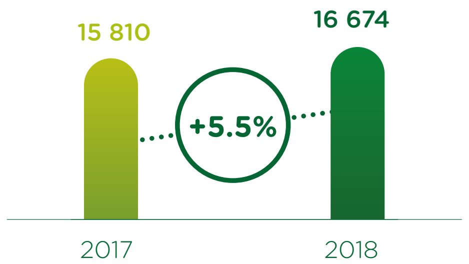
TOTAL KM
- Total of 170 km (144 km tolled and 26 km toll-free)

LOCATION
- West region of Portugal

BRISA HOLDING
- Brisa holds 50% of the concession.

CONCESSION PERIOD
- This concession was awarded in 1998 for a period of 30 years (ending in 2028)

AVERAGE DAILY TRAFFIC EVOLUTION (ADT)



SUBCONCESSÃO AUTO-ESTRADAS DO BAIXO TEJO (AEBT)

MOTORWAYS

Construction and Operation of:
- A33 – Palhais / Coina
- A33 – Casas Velhas Palhais (including link to Trafaria and link to Funchalinho)

Operation and Maintenance:
- A33 – Coina / Montijo (IP1)
- IC3 – Montijo (IP1) / Alcochete
- IC20 – Via Rápida da Caparica
- IC21 – Via Rápida do Barreiro

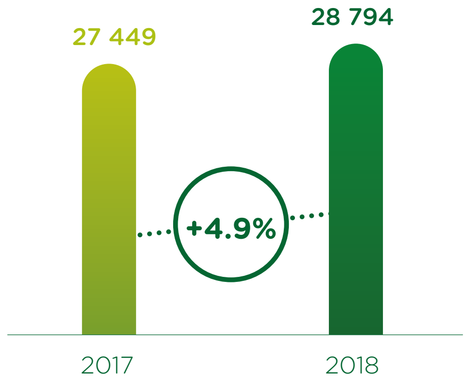
TOTAL KM
- Total of 60.2 km (in operation)

LOCATION
- South of the Tagus region

BRISA HOLDING
- Brisa holds 36.85% of the sub-concession.

CONCESSION PERIOD
- The Sub-concession was awarded in 2009 for a period of 30 years

AVERAGE DAILY TRAFFIC EVOLUTION (ADT)



SUBCONCESSÃO DO LITORAL OESTE (AELO)

MOTORWAYS
- A19 (S. Jorge da Batalha / Leiria)
- East extreme of A8 (Leiria Sul / Leiria Nascente)
- IC9 (Nazaré / Tomar)

The Sub-concession further comprises two roads serving urban areas:
- Variante da Nazaré
- Via de Penetração em Leiria (VPL)

TOTAL KM
- Total of 102 km

LOCATION
- Leiria, Batalha, Nazaré and Tomar

BRISA HOLDING
- Brisa holds 15% of the concession.

CONCESSION PERIOD
- The Sub-concession was awarded in 2009 for a period of 30 years (until 2039)

AVERAGE DAILY TRAFFIC EVOLUTION (ADT)

Brisal
AUTO-ESTRADAS DO LITORAL

CONCESSÃO LITORAL CENTRO (BRISAL)

MOTORWAYS
- A17 (Lanço Marinha-Grande / Mira)

TOTAL KM
- Total of 92.7 km

LOCATION
- Together with Atlântico and Costa de Prata Concessions, this concession forms a second motorway link, connecting the cities of Lisbon and Oporto.

BRISA HOLDING
- Brisa holds 70% of the concession.

CONCESSION PERIOD
- Variable term (22 to 30 years)

AVERAGE DAILY TRAFFIC EVOLUTION (ADT)

AUTO-ESTRADAS DOURO

CONCESSÃO DOURO LITORAL (AEDL)

MOTORWAYS
- A43 (Gondomar / Aguiar de Sousa (IC24))
- A41 (Espinho (IC1) / Nó da Ermida (IC25))
- A32 (Oliveira de Azeméis / IP1 (S. Lourenço)

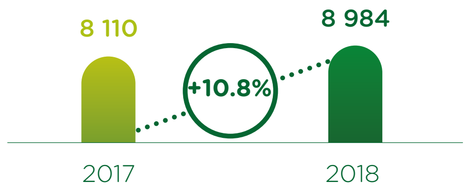
TOTAL KM
- Total of 79 km (73.3 km tolled and 6 km toll free, according to O&M contract for the stretch of the A41)

LOCATION
- The network crosses and complements existing motorways, of which are highlighted the A1 (Auto-Estrada do Norte), A3 (Auto-estrada Porto/ Valença) and A4 (Auto-estrada Porto-Amarante) motorways.

BRISA HOLDING
- Brisa holds 99.92% of the concession.

CONCESSION PERIOD
- This concession was awarded in 2007 for a period of 27 years (ending in 2034).

AVERAGE DAILY TRAFFIC EVOLUTION (ADT)



FINANCIAL AND OPERATIONAL PERFORMANCE OF THE BUSINESS SEGMENT

The Other Motorway Concessions business segment complements Brisa Concessão Rodoviária's core business.

Although the operation model and Brisa's level of intervention in each of these concessions may differ, they are comprised in Brisa's core business and have reached a maturity phase.

The value generated stems from the current activity, operating efficiencies, improvements in the network and in the service provided.

BUSINESS SEGMENT OUTLOOK

Regarding this business segment, Brisa will continue to work on a series of initiatives to secure a solid and healthy relationship with all stakeholders.

Moreover, it will continue to optimise the operational management of the infrastructures.

3.3 SUPPORT SERVICES TO CONCESSIONS

The Support Services to Concessions business segment comprises the Group's companies which provide services to road concessions and other companies outside the Brisa Group

This segment includes road infrastructure operation and maintenance services, road assistance and road side repair, specialised engineering services and maintenance engineering, service areas' management, electronic collection management and client service support.

18
OPERATIONAL CENTRES

12 Million
KM TRAVELLED AND MONITORED BY ROAD ASSISTANCE VEHICLES

3.8 Million
VIA VERDE ON-BOARD UNITS

Brisa O&M (Operação e Manutenção)
Brisa holding: 100%

Brisa Gestão de Infraestruturas (BGI)
Brisa holding: 100%

Brisa Áreas de Serviço (BAS)
Brisa holding: 51%

Via Verde Portugal (VVP)
Brisa holding: 60%

Via Verde Contact (VVC)
Brisa holding: 100%

M Call
Brisa holding: 100%

SUPPORT SERVICES TO CONCESSIONS

Brisa O&M (Operação e Manutenção)

Brisa OPERAÇÃO E MANUTENÇÃO

Brisa O&M (Operação e Manutenção) provides specialized operation, maintenance and monitoring services to motorway concessionaires and to other infrastructures

Brisa O&M operation covers nearly 1 600 km of road infrastructure which are included in the following concessions and sub-concessions:

- Brisa Concessão Rodoviária (BCR)
- Concessão Douro Litoral (AEDL)
- Concessão Litoral Centro (Brisal)
- Subconcessão Auto-Estradas do Baixo Tejo (AEBT)
- Subconcessão do Litoral Oeste (AELO)
- Concessão Atlântico (AEA) - exclusively road assistance services are provided.

Brisa O&M teams work 24h/365d/year to secure the best safety conditions, high service levels and a comfortable driving experience to clients.

The quality and continuous training of teams, the search for the most recent technologies and its implementation, as well as, the constant review of the processes are central in the development of Brisa O&M's activity.

In 2018 Brisa O&M travelled and monitored

12 391 907 kms

totalling 127 631 operations, in coordination with the OCC (Operational Coordination Centre)

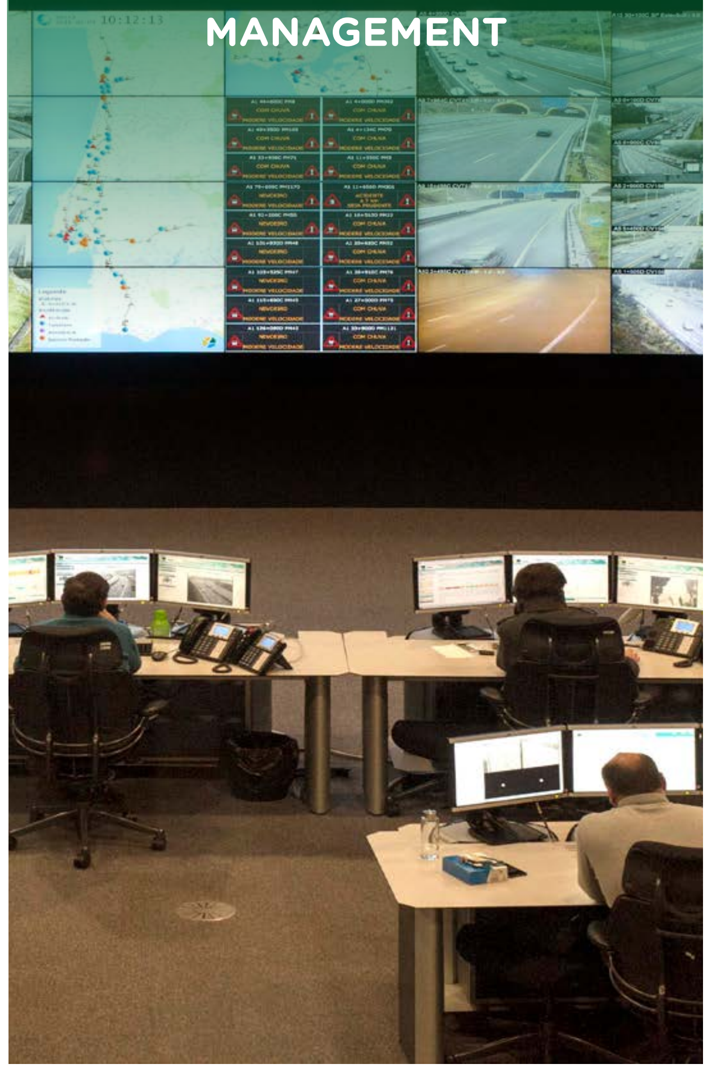
SUPPORT SERVICES TO CONCESSIONS

Brisa
OPERAÇÃO E MANUTENÇÃO

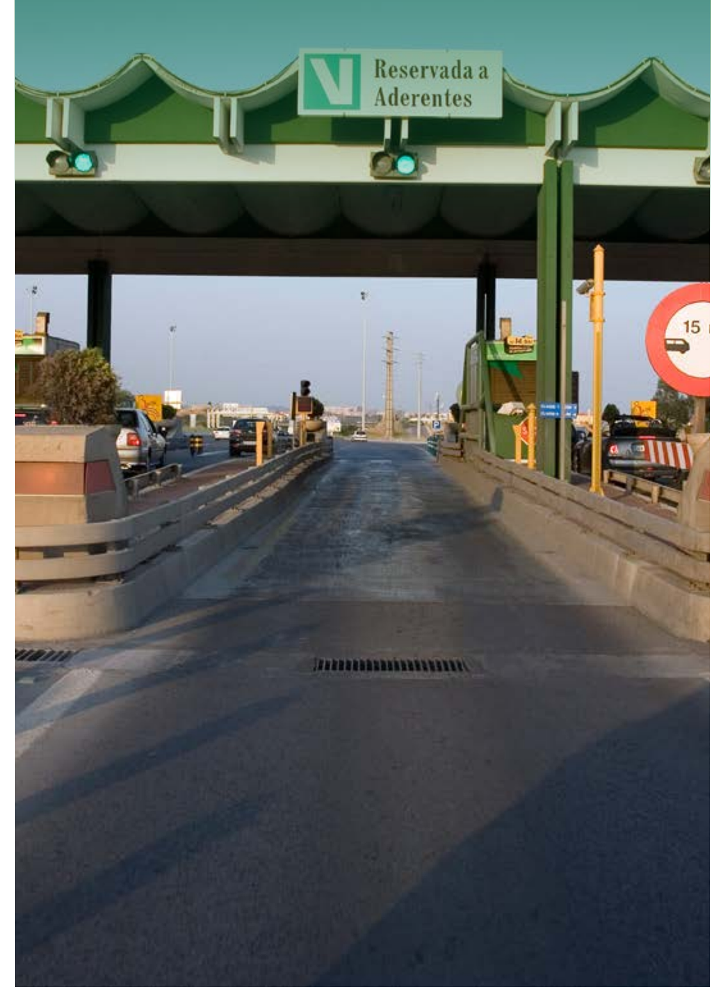
Brisa O&M holds the certification of its quality management system since 2010
Initially according to NP EN ISO 9001:2008 and since 2017 according to NP EN ISO 9001:2015 within the scope of the "Traffic Control, Infrastructure Monitoring and Conservation and Road Maintenance and Assistance".

BRISA O&M IS ACTIVE IN 3 MAJOR AREAS:

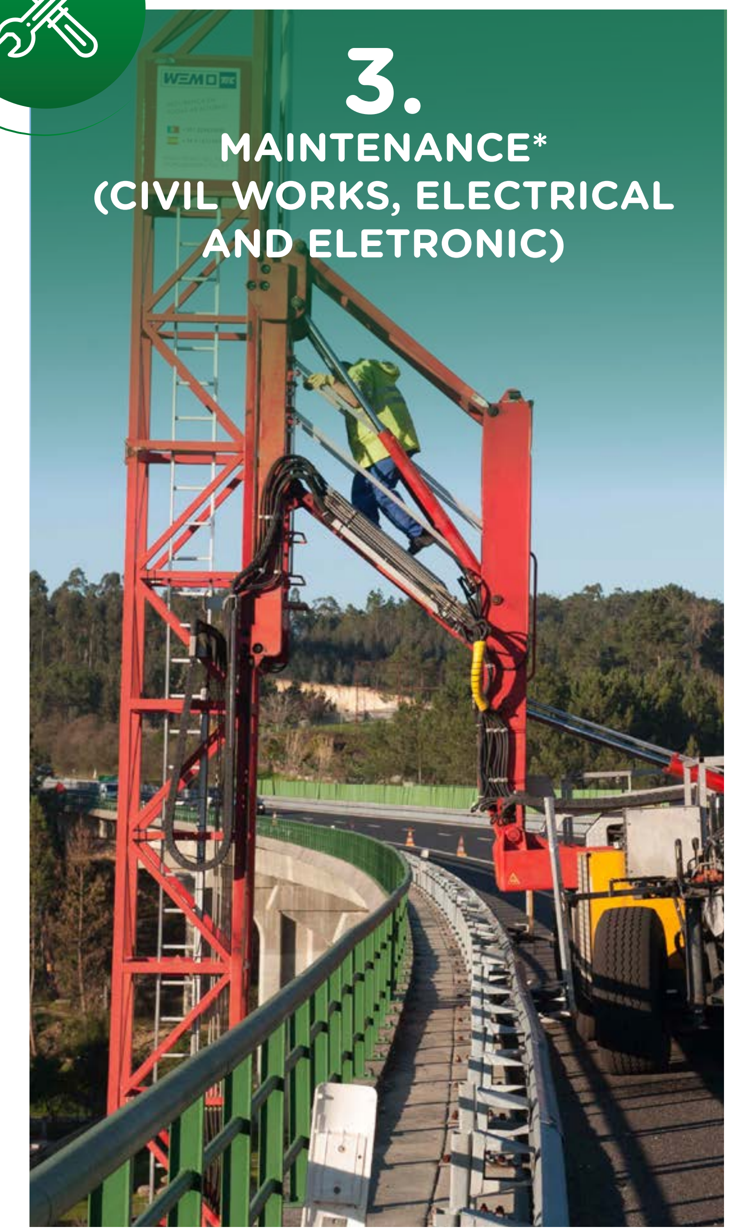
1. TRAFFIC MANAGEMENT



2. TOLL COLLECTION



3. MAINTENANCE* (CIVIL WORKS, ELECTRICAL AND ELETRONIC)



** All road maintenance and repair and respective monitoring is fully provided by BGI – Brisa Gestão de Infraestruturas, a Brisa Group company.*

1. TRAFFIC MANAGEMENT

The Control and Traffic Management System covers five key areas, namely:

- Equipment network and sub-systems for data collection;
- Communications network;
- Road Information System
- Client information Systems;
- Monitoring and maintenance of equipment and systems.

Brisa O&M aims to improve comfort and mobility, which are important drivers of regional and social development, capable of bringing significant positive impacts in the regions served by Brisa networks.

The Operational Coordination Centre (OCC) coordinates all means required for an active traffic management:

- 18 Operational Centres;
- Covers the whole motorway network;
- Uses a state-of-the-art IT platform;
- Promotes the coordination of services at national level;
- Maximizes the level and quality of each rendered service by minimizing the response time;
- Raises the level of benchmark service and client satisfaction.

OPERATION AND OPERATIONAL COORDINATION CENTRE (OCC)

To provide assistance and to ensure the safety and comfort to the motorways' clients where it operates, Brisa O&M offers a wide range of services:

SOS AND PROTECTION
Emergency signing and beaconing, cleaning, clearance and triggering of rescue means

CLIENT ASSISTANCE
Help and delivery of different types of information, road side assistance, including breakdown assistance (electrical/mechanical, fuel, oil, water and air)

SURVEILLANCE AND PATROLLING
Checking of road conditions and traffic fluidity

OPERATION AND OPERATIONAL COORDINATION CENTRE (OCC)

NUMBER OF OCCURRENCES

	'17	'18	Change
CLIENTS			
Hotline calls	123 035	144 108	17.1%
ROAD ASSISTANCE (EVENTS IN THE NETWORK)			
SOS and Protection	60 399	60 851	0.7%
Assistance	9 631	9 013	-6.4%
Works	23 059	24 699	7.1%

Brisa O&M carries out client satisfaction surveys on a regular basis, in order to implement measures to improve service levels. In 2018 the overall average of client satisfaction in each of the services reviewed was 3.8, which in a scale of 1 to 4 is a very positive outcome. Furthermore, the average time from the moment the assistance call is received at the OCC to the moment assistance arrives at the scene was 6.5 minutes in 2018.

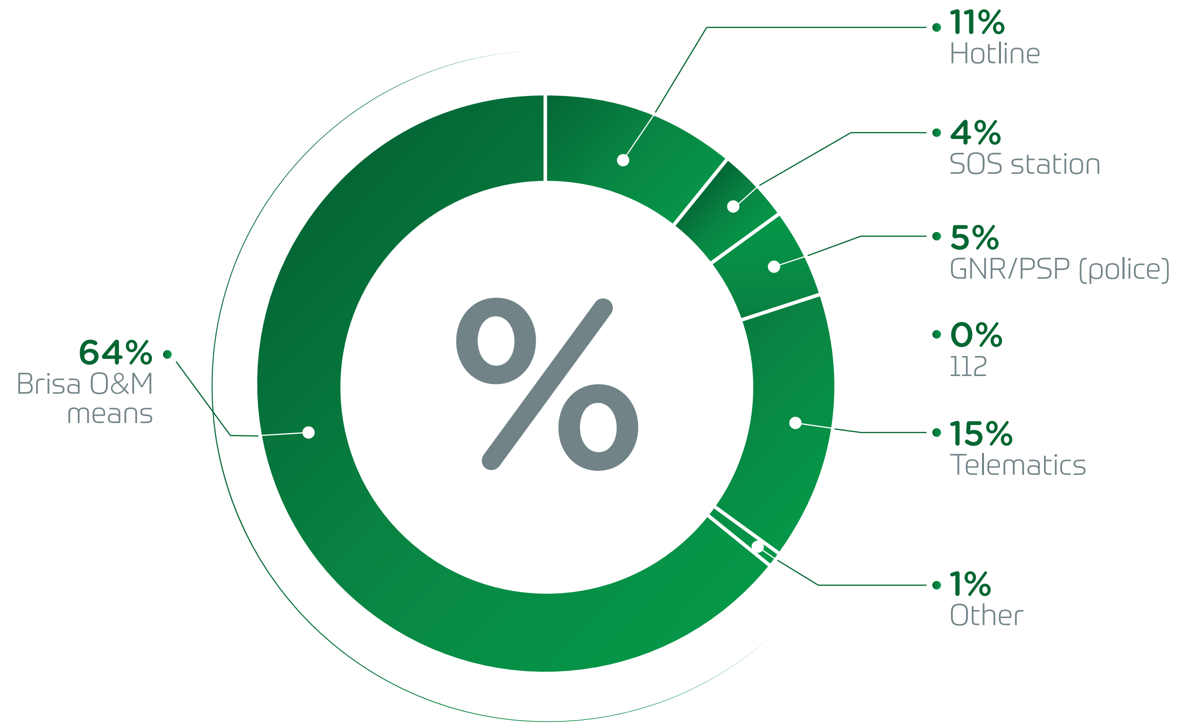
CLIENT SATISFACTION

	'18
CLIENT SATISFACTION (OVERALL)	
Result (1 to 4)	3.8
CLIENT SATISFACTION (HOTLINE)	
Result (1 to 4)	3.8
AVERAGE RESPONSE TIME *	
Result (Minutes)	6.5

* Average time from the moment the assistance call is received at the OCC to the moment assistance arrives at the scene

OCC OPERATION - ORIGIN OF RECORDED EVENT

PERCENTAGE (%)



SUPPORT SERVICES TO CONCESSIONS

Brisa OPERAÇÃO E MANUTENÇÃO

2. TOLL COLLECTION

Brisa O&M is responsible for the toll collection in the 122 toll plazas from the concessionaires it operates in.

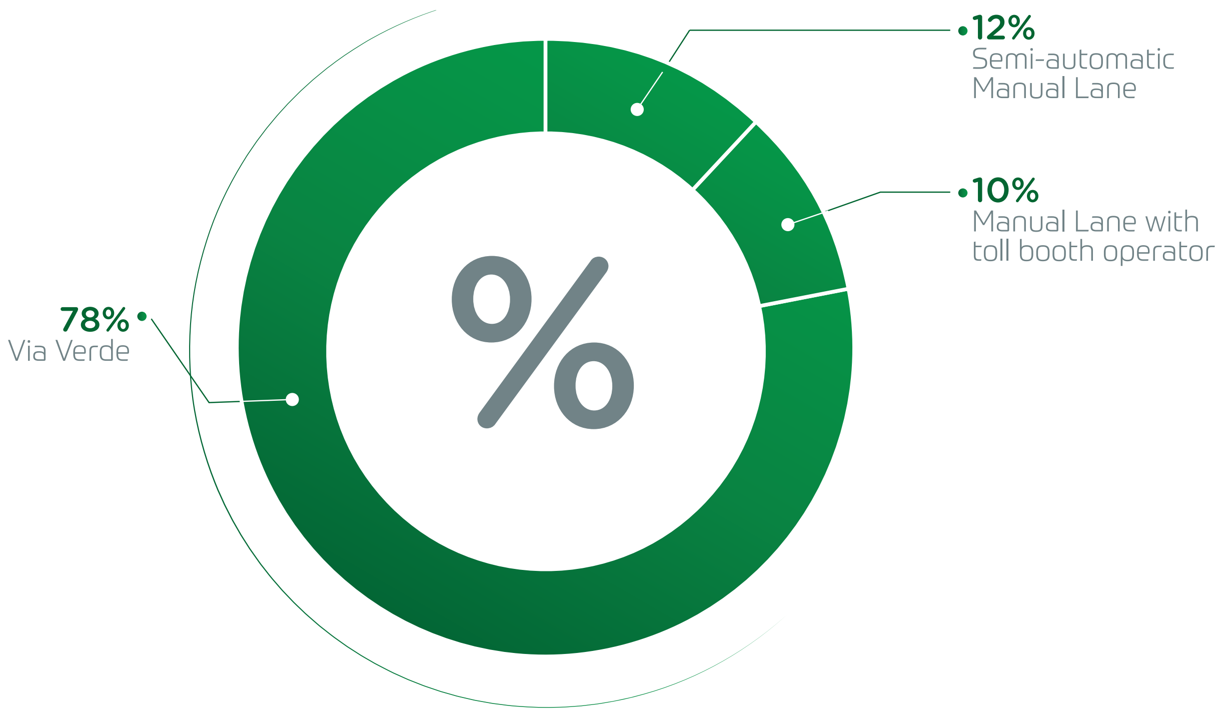
Payment systems play a crucial role in client service efficiency and quality. Three payment systems are currently available: automatic (Via Verde), toll booth operator and semi-automatic (e-toll equipment, remotely assisted if required), providing easier and increased comfort in the payment process.

TRAFFIC CONTROL AND REVENUES

Assessing traffic and revenues generated by the various concessions is a daily task aimed at providing information to the concessionaires, ensuring the integrity of the data received and ccontinuously improving toll collection effectiveness.

Throughout 2018 the number of transactions recorded on the motorway networks operated by Brisa O&M totalled 229 million, growing by 4.2% over the previous year. The breakdown of transactions was as follows:

TRANSACTIONS PER SYSTEM TYPE
PERCENTAGE (%)



The weight of the Verde payment system reached 78.1%, which compares with 76.2% in 2017.

SUPPORT SERVICES TO CONCESSIONS

Brisa OPERAÇÃO E MANUTENÇÃO

SUPPORT SERVICES TO CONCESSIONS

BRISA GESTÃO DE INFRAESTRUTURAS (BGI)

Brisa Gestão de Infraestruturas (BGI) provides specialised engineering services and maintenance engineering to motorway concessionaires and to other infrastructures

BGI was created in 2017 following the merger through incorporation of two companies of the Group (Brisa Engenharia e Gestão and Brisa Conservação de Infraestruturas) and the transfer of two departments of Brisa Operação e Manutenção (monitoring and maintenance and equipment maintenance).

BGI aims to be a reference road operator, recognized for its efficiency and integrated management. Its mission is the integrated and sustainable management of its clients' road infrastructure, with the purpose of maximising the assets performance throughout their life cycle, optimising their availability and cost, whilst ensuring compliance, safety and risk management.

BGI was equipped with the necessary resources and means to exercise its operation effectively. The organisation was designed taking into consideration the company's value chain, based on a relatively flat structure, privileging communication and the knowledge sharing between teams. Its management model is based on the following main areas:

INTEGRATED PLANNING

with the responsibility of defining a model of road intervention anchored on risk management, on the development of multi disciplinary studies and projects and on stakeholders management

SPECIALISED ENGINEERING

in charge of planning, management systems and execution of engineering projects

MAINTENANCE ENGINEERING

in charge of management and supervision of works and infrastructure and equipment maintenance

On one hand, 2018 was devoted to the consolidation of the new teams and to the development of specific skills. On the other hand, to deepen the concept of integrated asset management, which is critical given the size of the investments already made and the volume of investment required to ensure the compliance with the obligations attached to the concession contracts as well as the level of service quality provided by Brisa.

An Asset Management Project Group was thus set up, reporting directly to the Company's Executive Committee, aimed at ensuring the continuity of the implementation of the Asset Management Project System (AMPS) at Brisa Group. This working group has extended responsibilities, namely the coordination of initiatives developed by the working teams, the follow-up and critical analysis of respective contents and objectives, and the knowledge sharing. The implementation and operationalisation of this project is the major challenge for 2019.

Services provided by BGI spread across 1 450 km of road infrastructure, forming part of the following concessions and sub-concessions:

- Brisa Concessão Rodoviária (BCR)
- Concessão Litoral Centro (Brisal)
- Concessão Douro Litoral (AEDL)
- Subconcessão Auto-Estradas do Baixo Tejo (AEBT)
- Subconcessão do Litoral Oeste (AELO)

2018 HIGHLIGHTS:

- Coordination of 80 studies and projects on the improvement of traffic conditions on the Brisa Group's motorways and on projected widening works on A1, A3, A4 and A5.
- Preparation and launching of 50 tenders for construction works, namely road pavement, engineering structures, noise barriers, slope stabilisation and reinforcement of vertical signing.
- Regular monitoring of the road infrastructure, namely through the monitoring of pavements, of slopes and of containment structures and the inspection of engineering structures. Information gathered during the monitoring work helped the planning of the road works and studies and projects;
- Follow-up and supervision of around 70 work contracts;
- Implementation of General Environmental Monitoring Plans to ensure legal compliance with environmental criteria to which concessions and sub-concessions are legally subject;
- Coordination of occupational safety and health during project and work phases. It should be pointed out that there was no record of serious or fatal accidents and that the number of days lost in working accidents has fallen from 141 days to 100 days, notwithstanding the number of accidents having increased from 5 to 8;
- Maintenance and upkeep (civil works, electrical, electronic) of the road infrastructure, namely in pavements, engineering structures, tunnels, drainage systems, safety equipment, vertical and horizontal signing, buildings, landscape, lighting, telecommunications, toll and telematics systems.

Figures for some of the activities developed can be found in the following table:

MAIN ACTIVITIES

CIVIL CONSTRUCTION AND ELECTRICAL MAINTENANCE ACTIVITIES	'17	'18
Sealing of cracks in pavements	84 722 m	**67 184 m**
Horizontal signing (repainting)	386 km / 30 road junctions	**352 km / 48 road junctions**
Replacement of vertical signs	905 signs / 608 panels	**2 256 signs / 343 panels**
Repair of damaged pavement (caused by car fires, oil spills)	7 749 sq.m	**10 477 sq.m**
Repair of expansion joints	1 254 m	**1 336 m**
ELECTRONIC MAINTENANCE ACTIVITIES		
Electronic maintenance interventions	54 900 equip.	**54 790 equip.**

Finally, it should be highlighted that BGI holds a certification for its integrated Quality and Environmental Management System according to EN ISO 9001:2015 and 14001:2015 and maintains accreditation for around 40 lab tests according to NP EN ISO 17025:2005.

SUPPORT SERVICES TO CONCESSIONS

Brisa
GESTÃO DE INFRAESTRUTURAS

SUPPORT SERVICES TO CONCESSIONS

BRISA ÁREAS DE SERVIÇO (BAS)

Brisa Áreas de Serviço (BAS) is responsible for the new brand Colibri Via Verde comprised in the Brisa services' ecosystem. It is focused on the overall renovation of service areas' infrastructures and on the introduction of a wide range of innovative products and services

BACKGROUND

Service areas are an integral part of motorway travel experience and a privileged place of contact with the client.

In 2016 Brisa decided to have a greater involvement in the management of these service areas, in line with its strategy to get closer to its clients. For that purpose, Brisa, through a partnership with Areas (Elior Group) created Brisa Áreas de Serviço (BAS) and assumed a direct intervention in the business.

NEW BRAND - COLIBRI VIA VERDE

The renovation of service areas started in 2017 with the launching of the Colibri Via Verde concept and continued throughout 2018. There are now 5 service areas operating under the new concept.

BAS is responsible for the management and development of the commercial and restaurant activity, including the maintenance of common spaces of BCR's service areas. Its strategy is focused on people and families and on providing a better offer to travel needs.

The new brand Colibri Via Verde stands for a new quality standard with renewed restaurant areas and with a wide range of supply of products. Indoor and outdoor areas were amplified and made more comfortable, toilets and wash-up areas were improved, including changing facilities for children.
As the needs of travellers differ, the new offer is encompassing, as it includes restaurants and shopping solutions for clients that opt for a longer stop and vending machines for those who chose a quick stop.

Following the launching of the Colibri Via Verde concept in 2017 in 3 service areas on the A2, A3 and A6, in 2018 the concept was extended to the Leiria service area on A1 and subsequently to the Almodovar service area. At the end of the year it was present in 5 service areas.

The new restaurant areas are having a relevant impact, attracting more clients and improving client perception of quality service. Sales for the year doubled in relation to the previous year, totalling €M 8.7 thanks to the combination of different factors: macroeconomic framework, impact of renovation works and the inclusion of additional service areas in BAS.

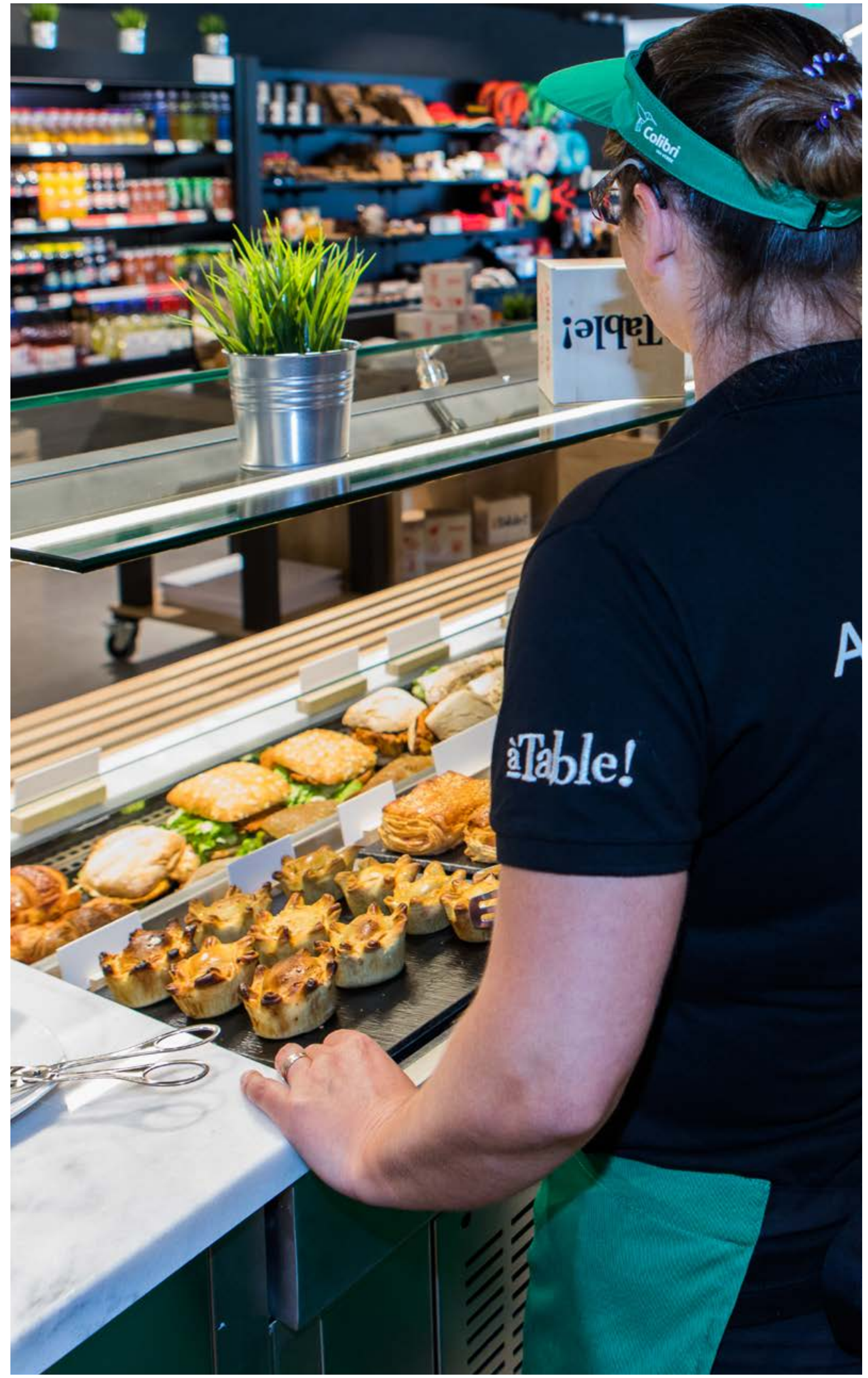
In the next two years further service areas will be renovated with the Colibri Via Verde concept, which is expected to be present in 18 service areas of BCR's network. This expansion will be phased out and the restaurant brands and services will differ according to type of traffic, client profile and location of the service area in the respective motorway.

This strategy is particularly visible in urban service areas, where the model to be developed will be different, more suited to commuter clients, who seek convenience and a quick stop.

2.6 M
Clients in 2018

€M 8.7
Sales in 2018

14
Service areas under management (including 5 with the Colibri Via Verde Concept already implemented)



SUPPORT SERVICES TO CONCESSIONS

Brisa
ÁREAS DE SERVIÇO

SUPPORT SERVICES TO CONCESSIONS

VIA VERDE PORTUGAL (VVP)

VIA VERDE Portugal

Via Verde Portugal is one of Brisa's most emblematic companies, increasingly affirming itself, through its growth, as a global benchmark in the sector

Via Verde Portugal, which is 60% held by Brisa, provides electronic toll collection systems and services in motorways and other road infrastructures. The service is available in all toll collection systems in Portugal, covering an integrated network of over 3 000 km.

The system is also available in car parks, Galp pump stations, McDonalds® restaurants, Atlantic Ferries, access control to historic neighbourhoods, "Farmadrive" drug stores, street parking and public transports.

3.8 Million
Via Verde On-Board Units

439 Million
Via Verde transactions

177
Car Parks equipped with Via Verde

12
Cities with Via Verde street parking

VIA VERDE PORTUGAL
SERVICES' PORTFOLIO

Galp Fuel Stations
Payment of fuel using the Via Verde On-Board Unit

Via Verde Estacionar
Payment of street parking using the Via Verde App

Car parks
Payment of car parking using the Via Verde On-Board Unit

Via Verde - Drive Now
Payment of the Drive Now service using the Via Verde App

Tolls
Toll payment using Via Verde On-Board Unit

Via Verde Transportes
Purchase of public transports' tickets or subscription, using the Via Verde App

Historical neighbourhoods
Entry in historical areas with restricted access using Via Verde On-Board Unit

McDonald's
Payment of products in drive-thru restaurants using the Via Verde On-Board Unit

FarmaDrive
Payment of products in drive-thru pharmacies using Via Verde On-Board Unit

Ferries
Payment of ferry crossings using Via Verde On-Board Unit

SUPPORT SERVICES TO CONCESSIONS

VIA VERDE Portugal

CAR PARKS

VVP and A-to-Be developed a business model for the implementation of Via Verde in car parks, aiming at attracting further car parks with lower or seasonal use, thus increasing the number of Via Verde member parks. The creation of this new business model resulted in a record number of car parks with this system. The average was 3.5x times higher than in previous years, i.e. 38 additional car parks, meaning that Via Verde clients can now use the service in 177 car parks throughout the country.

With the development of new technologies the goal is to expand Via Verde services in more car parks through the introduction of a new model to open the gates with the app. This new development will also reduce establishment costs, allowing the expansion of the Via Verde service in this market.

177
Car parks with Via Verde (+38 compared to 2017)

VIA VERDE ESTACIONAR

The Via Verde Estacionar service is a mobile app that allows the payment street car parking. Although it was only launched in 2017, it is already available in 12 cities, namely Vila Real, Porto, Vila Nova de Gaia, Figueira da Foz, Amadora, Portimão, Bragança, Cascais, Oeiras, Tavira, and recently Loures and Almada.

Improve, facilitate and simplify client experience is the aim of Via Verde Estacionar, as it releases users from the need to carry coins or making pre-payments, since it is based on the post-payment model of Via Verde. In addition to being simpler to use, the service enables relevant savings as only the parking time effectively used is charged.
The app permits to extend parking time, or associate different cars to the same account, to pay for different parks at the same time and to locate vehicles.

340 thousand
App downloads (cumulative)

1.4 Million
Transactions in 2018 (+162% compared to 2017)

SUPPORT SERVICES TO CONCESSIONS

VIA VERDE Portugal

VIA VERDE TRANSPORTES

The Via Verde Transportes App was launched in 2017. This innovative and pioneer service allows the client to buy tickets or monthly subscriptions via smart phone and use the "pay as you go" concept, i.e. simply travel without worries about buying tickets or choosing the best fare, since the app calculates the best available fare for the journey concerned.

The trial app was launched for Fertagus crossings, where various initiatives to encourage the use of the app were carried out throughout 2018. Via Verde is now working with other public transport operators, namely Carris, Transtejo and Scotturb, aiming to expand the service to major operators in the Lisbon metropolitan area as they adapt their systems to allow the use of electronic tickets.

20 thousand
App dowloads (cumulative)

FORMS OF SUBSCRIPTION AND PAYMENT METHODS

Via Verde is adjusting its business model to enable subscriptions which better suits the profile of each client. It now has several subscription types of which is worthwhile to highlight:

- **Via Verde Livre** for frequent users of Via Verde services. In April and May 2018 the company carried out a promotional campaign offering monthly fees and a lifetime guarantee of the On-Board Units.
- **Via Verde Leve** directed to occasional clients, which was the subject of an advertising campaign in July and August 2018, taking advantage of the holiday season and the incoming flow of emigrants travelling to the country for their holidays.
- **Via Verde Mobile** allows the use of all Via Verde mobility Apps, i.e. Via Verde Transportes and Via Verde Estacionar, directed to those who are not Via Verde clients. This subscription method was launched in 2018, it has no associated costs and does not require having a car to be a Via Verde Client.

During 2018 new Via Verde subscriptions grew by 8.2% (totalling over 350 000), having Via Verde Livre and Via Verde Leve accounted for 67% of total new subscriptions.

In terms of payment methods, the company introduced **direct debit payment** in the last quarter of 2017 as a pilot project, which expanded throughout 2018 with considerable success. This new payment method enables corporate clients to benefit from a simpler and more comfortable payment alternative, which focuses on improving and facilitating treasury management and also on offering benefits to operators.

In line with the previous year, in 2018 Via Verde launched a promotional campaign - "Lés-a-Lés", directed to **motorcyclists**, offering new subscribers a 30% discount in tolls.

The promotion of existing services and creation of new ones resulted in an increase in the number of Via Verde toll transactions processed in Portugal (+7.6%, totalling 418 million).

+350 thousand
New subscriptions to Via Verde (+8.2% compared to 2017)

VIA VERDE Portugal

INTEROPERABILITY

Road transport is currently the prime mean of transportation of both passengers and goods in the European Union, thus Via Verde Portugal has an important role as a propeller of vehicles' with a foreign on-board unit traffic in Portugal.

The number of issuers of foreign on-board units collaborating with Via Verde to offer cross border service to clients has been increasing since 2010. Names of such issuers using the interoperability system in Portugal include Ressa Europa, Pagatelia, Bip&Drive, Solred, Ingenico and Novagalicia.

In 2018, the interoperability system originated over 7.2 million transactions in Portugal (+34% over the previous year).

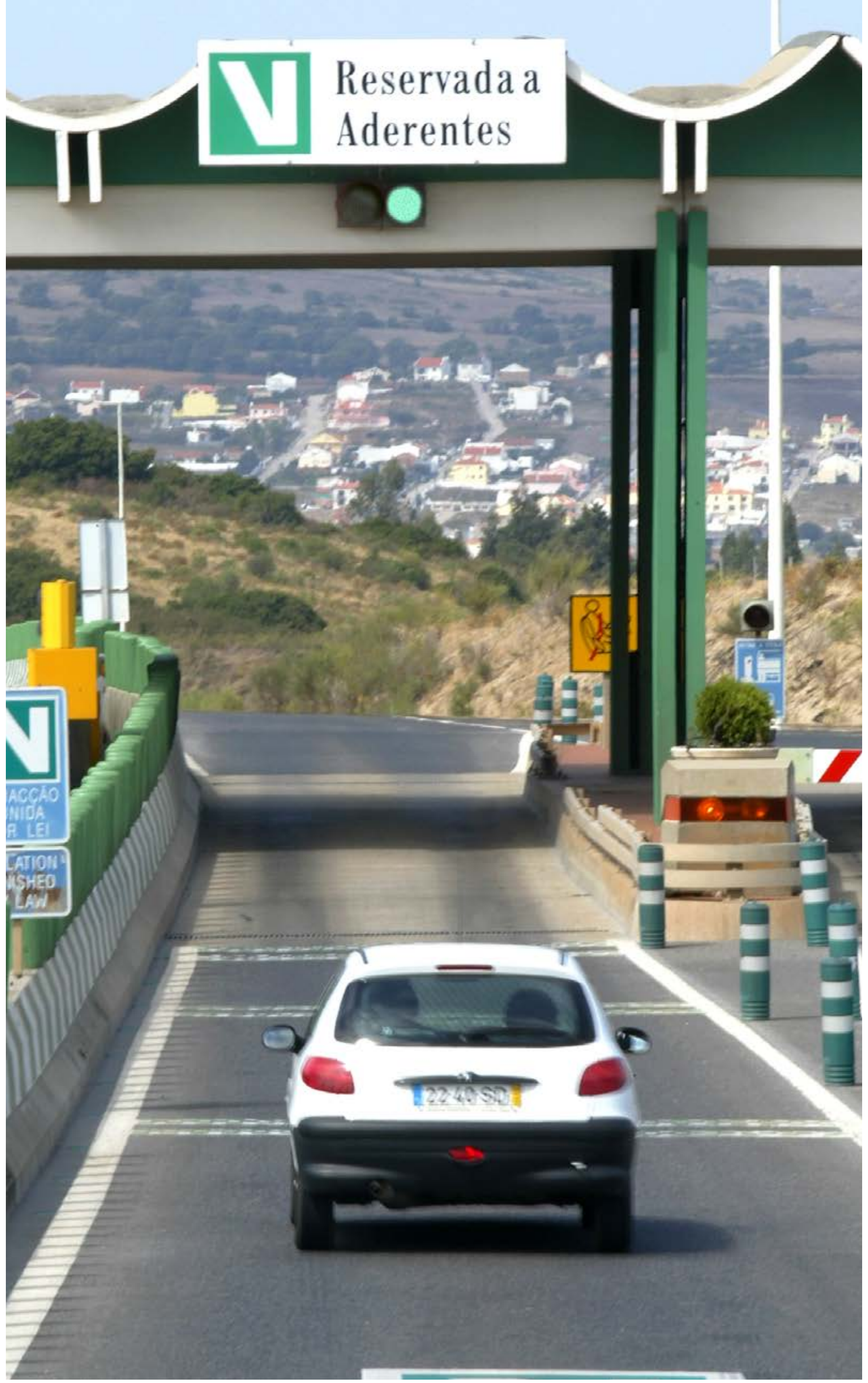
7.2 Million
Transactions (+34% over 2017)

REVENUE RECOVERY AND PAYMENT WEBSITE

The recovery of revenues under brand "Pagamento de Portagens" is a service provided by Via Verde Portugal to concessionaires BCR, Brisal, AEA, AEDL, AELO, AEBT, IP(A21) and Lusoponte, enabling clients to pay later any toll that was not paid at the moment of the toll crossing. The collection process will be completed by the Tax Authority in the event of non-payment.

The Payment Website is an additional service of Via Verde Portugal enabling member concessionaires (BCR, Brisal, AEA, AEDL, AELO, AEBT, IP - A21 , Lusoponte e Globalvia A23 – Beira Interior, Globalvia Portvias and Globalvia Transmontana), to recover and collect toll revenue. The website allows for online payment and the consultation of all the elements of the process available in a restricted client area. The main advantage is to contribute to the increased universalisation of the payment, with efficiency gains for adhering concessionaires and for the end user as well, by providing comprehensive access to all toll crossings made without paying.

306 thousand
Crossings paid through the Payment Portal (+9% over 2017)



SUPPORT SERVICES TO CONCESSIONS

VIA VERDE Portugal

SUPPORT SERVICES TO CONCESSIONS

VIA VERDE CONTACT (VVC)

In 2018 Via Verde Contact continued to strengthen its role as an integrated service platform of support to clients for all the Brisa Group

CUSTOMER EXPERIENCE AND OPERATIONAL EFFICIENCY

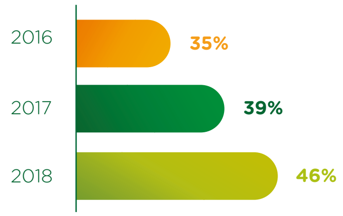
Increasing efficiency and improving client experience were the main focus of VVC activity during the year, which translated into the implementation of various initiatives to simplify processes and reduce costs. The increase in the share of interactions on the digital channel is the result of this effort, since it accounts for nearly half of the overall interactions with the client.

This evolution is in line with the global trend of service digitalisation, and involves an increased perception of service quality by clients, while allowing for a significant decrease in costs.

In 2018, in order to meet client expectations and follow the best market practises, VVC:

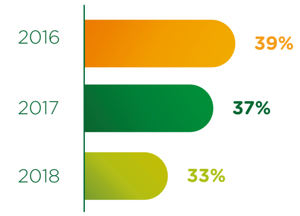
- Established a new hotline (started from June): 210 730 300 - This new hotline translated into a significant improvement in the client's experience, as it ensures the same level of service of the previous hotline number "707 500 900", though at a considerably lower cost, which is even free in most cases;
- The new hotline allows measuring the first contact resolution rate and the satisfaction regarding the service at the end of each call. These metrics will be extended to remaining service channels, with the aim of identifying potential improvements and correcting any failure, ensuring closer proximity to the clients' needs;
- The renovation process of the Via Verde stores started in 2017 and continued during the year under review. In 2018 the company renovated its stores in Braga, Santa Maria da Feira and Almada, thus improving working conditions of its employees while providing better services to clients.

DIGITAL CHANNEL



1 463 695
Operations

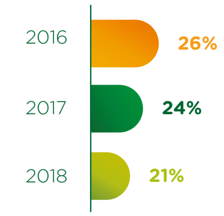
REMOTE CHANNELS (TELEPHONE AND IN WRITING)



947 795
Incoming telephone calls

175 209
Claims processed in writing (letter, e-mail or form available on the website)

FACE-TO-FACE CHANNEL



611 148
In-store service (12 stores)

12
Average waiting time (minutes)

WEBSITE

With the objectives of optimizing the quality and the efficiency of the client service, an area exclusively and specifically dedicated to corporate clients was made available on the website in the last quarter of the year.

At the end of 2018 Via Verde had approximately 1.4 million online clients, i.e. 15% more than in 2017.

The Via Verde website recorded approximately 23 thousand daily visits. The Via Verde app ended the year with over 1 million downloads and a monthly use rate of around 17%.

SOCIAL NETWORKS

The Brisa Group, under the Via Verde brand, is present in LinkedIn, Twitter, Facebook, Instagram, Pinterest and Youtube, making the most of what these networks have to offer, interacting with clients in real time.

Client service through Facebook provided a contact channel available 24 hours/day every day of the year. With a maximum response time of 15 minutes, clients can address any matter at any time and for free.

CLIENT RESPONSIVENESS

The prompt response to client claims, with resolution during the first contact whenever possible, was provided due to a qualified and multi disciplinary team and the use of CRM (Customer Relationship Management) omni-channel.

These channels handle the following issues:

- Support to subscriptions
- Contract changes
- Payments
- Debts
- Clarifications and information
- Corporate service
- Claims

FACE-TO-FACE SERVICE

Client service centres are spread across 12 Via Verde Stores and 7 stations operating in partners' stores (in areas not reached by the network of VV stores)

Although most of the visits concern post-sales service, the face-to-face channel also has a commercial importance and accounts for 34% of subscriptions to the Via Verde service.

In 2018 VVC continued to optimize its face-to-face service processes, which translated into improvement of service quality and reduction of average waiting time.

VVC associated with Kaizen Institute under the continuous improvement subject in order to increase teams' commercial focus, to reduce the number of claims and also the average clients' waiting time (-42% compared to 2017).

This project alongside the reorganisation of the stores' network, represented a landmark in face-to-face service, which translated in operational efficiency and improvement in client experience.

SUPPORT SERVICES TO CONCESSIONS

VIA VERDE Contact

SUPPORT SERVICES TO CONCESSIONS

M CALL

Mcall Contact Center

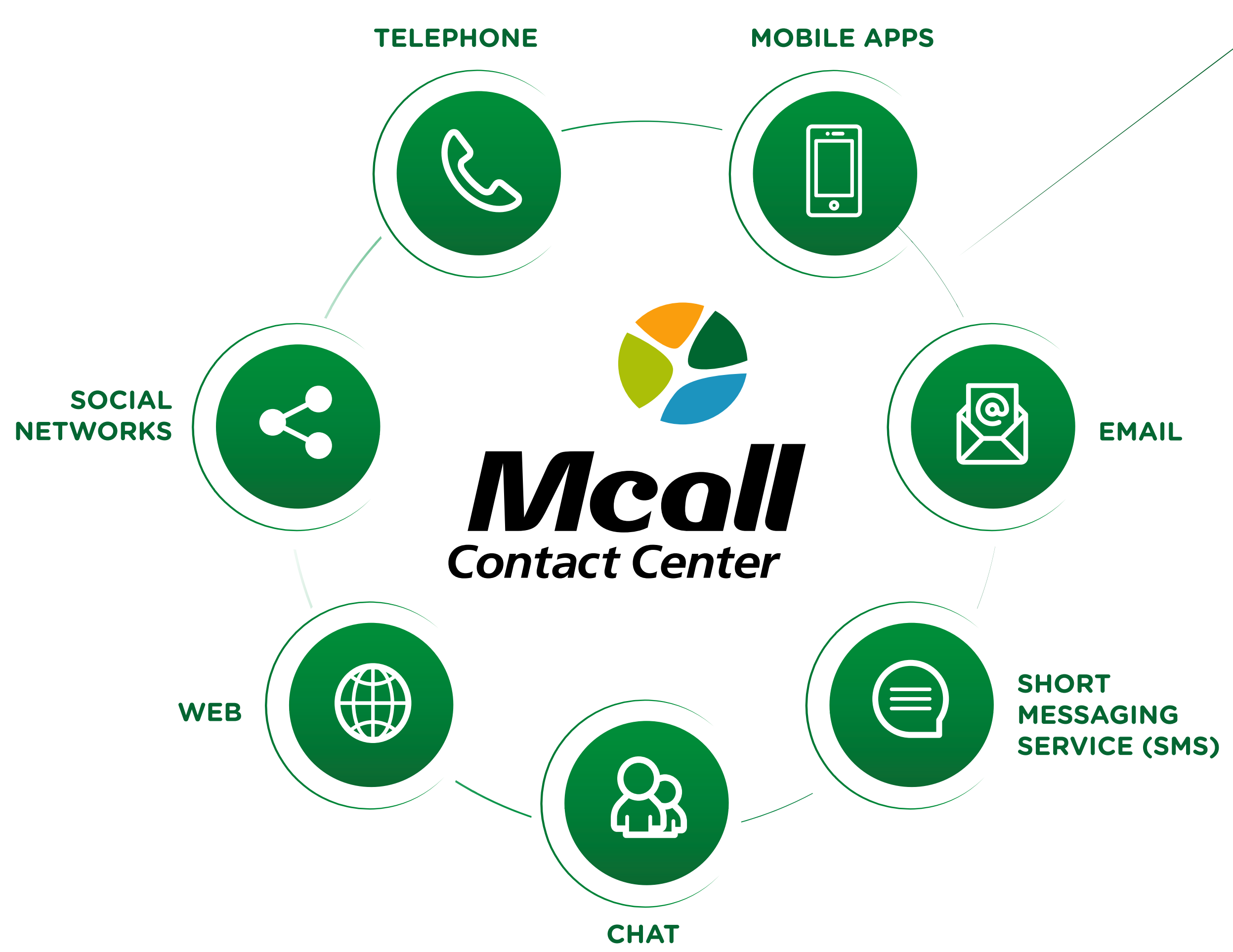
M Call provides an increasingly wider range of contact services, with a high level of professionalism, based on remote multi-channel contact:
– telephone, mobile apps, e-mail, SMS, chat, web and social networks

M Call is growing as a reference company in the market, providing high quality call centre services, which is being used to increase client satisfaction, and their loyalty, allowing for productivity gains and business opportunities, based on a dynamic interaction through the multiple remote channels currently available and the multichannel remote assistance.

The expansion of services provided has gone hand in hand with technological developments, while following changes in people's behavior.

2018 was marked by significant investment in personnel training to improve quality service levels, increase productivity and operational efficiency levels, having proved quite successful as shown by performance indicators.

M CALL PROVIDES SERVICES THROUGH THE FOLLOWING CHANNELS:



MAIN SERVICES PROVIDED BY M CALL:

CALL SERVICES FOR ROAD ASSISTANCE AND INFORMATION ON BRISA NETWORK

24 Hours/day, 365 days/year,

provide a wide range of information to clients, such as:

- Service in road emergency situations
- Travel assistance
- Traffic information
- Routes and simulation of journeys
- Toll rates and other detailed information on service and rest areas available on Brisa's network, including information to hearing-impaired clients (via SMS).

VVP CLIENT HOTLINE

- Prevention actions
- Toll recovery and collection for VVP
- Outbound actions for information purposes and the updating of client information
- Opinion surveys, client follow-up, support to promotional campaigns and satisfaction surveys.

SCHEDULING OF VEHICLE INSPECTION SERVICES

- Scheduling of services for Controlauto inspection centres
- Outbound actions with the purpose of establishing commercial contacts to increase the number of appointments for inspection services.

SUPPORT SERVICES TO CONCESSIONS

SUPPORT SERVICES TO CONCESSIONS

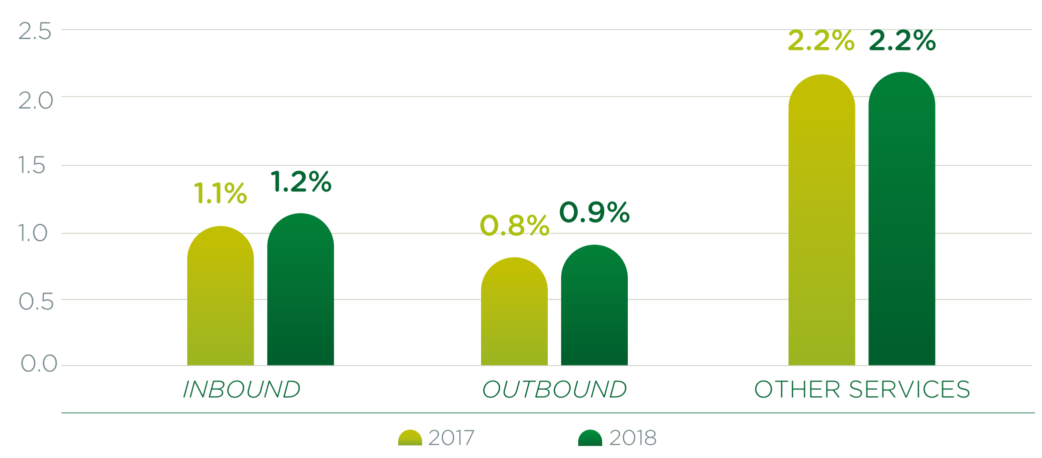
Mcall Contact Center

SERVICES PORTFOLIO

In addition to serving Brisa companies (which account for 71% of its turnover), M Call provided services to other clients (accounting for 29% of turnover)

SERVICES PROVIDED IN 2018

NUMBER OF INTERACTIONS (MILLION)



The total number of calls handled by the contact centre in 2018 was over 4 million. In 2018 outbound calls grew by 16% and inbound calls rose by 4% in relation to 2017.

Caption "Other Services" comprise processes relating to photo processing, social networks, emails, voice mail, IVR (Interactive Voice Response), internet orders, validation of online proposals, sms and back-office services.

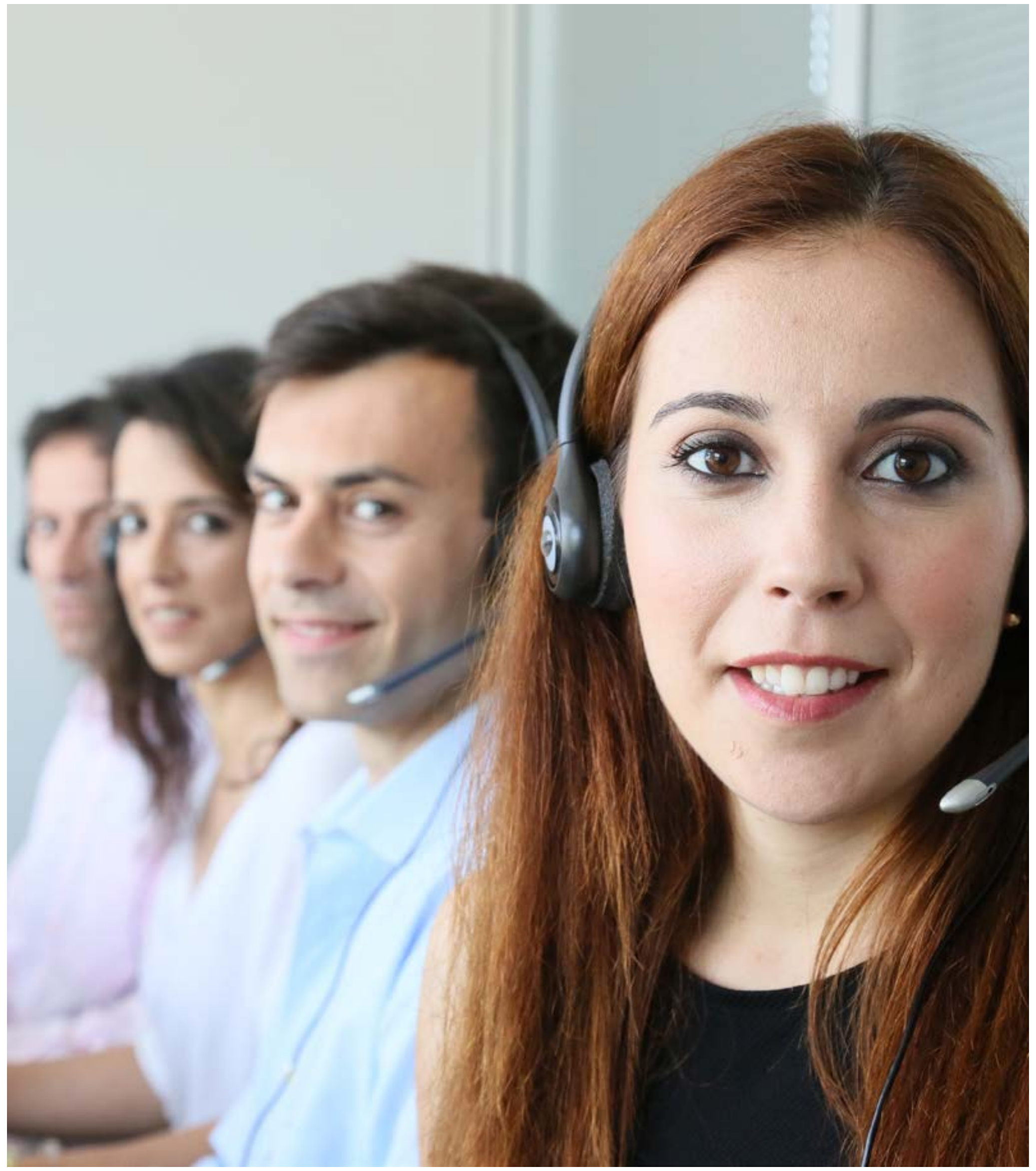
CERTIFICATIONS

Quality is a crucial element in the development of the organisation, employees and services, based on the best management practices. The certification of M Call and its Teleoperators has strengthen the company's commitment to the continuous improvement of its services.

In 2018 the company renewed the certification of several functions - tele-operator, supervisor assistant and supervisor. All 59 employees proposed for certification were certified. A follow-up was made of the quality certification according to ISO 9001:2015 and adequacy to PCI-DSS standard (safety of electronic transactions paid by credit card).

In terms of social responsibility, M Call kept in 2018 the SMETA (Sedex Members Ethical Trade Audit) certification covering the 4 pillars – based on the Guide of Best Practices of SMETA and ETI (Ethical Trading Initiative) base code, which constitutes international acknowledgement in terms of compliance with labour, health and safety standards, business ethics and environmental commitment.

This certification is a world reference in the subject (the Audit Report in available on Sedex database and can be accessed by any member, at international level), and is certainly a differentiation factor in the sector where M Call operates. It can be disclosed in commercial proposals.



FINANCIAL AND OPERATING PERFORMANCE OF THE BUSINESS SEGMENT

In 2018 the Support Services to Concessions business segment contributed with €M 223.7 (+13.6%) for **Brisa Operating Income.**

Concern to maintain excellent road quality levels determined an increase in **Operating Expenses** by 14.0%. The segment's **Net Profit** reached €M 41.9, increasing by 10.8% over 2017.

Capital Expenditure rose by 9.2% over 2017, totalling nearly €M 5.5.

CONDENSED PROFIT AND LOSS STATEMENT
EURO MILLION (€M)

	'17	'18	Change
Operating income	196.8	223.7	13.6%
Operating costs	135.6	154.7	14.0%
EBITDA	61.2	69.0	12.7%
EBITDA Margin	31.1%	30.8%	-0.2 pp
Amortization and Provisions	5.5	7.1	28.1%
EBIT	55.7	61.9	11.2%
EBIT Margin	28.3%	27.7%	-0.6 pp
Net Profit	37.8	41.9	10.8%

Note: figures above reflect the impact of this business segment on Brisa Group consolidated accounts, including respective intragroup eliminations from the consolidation process.

BUSINESS SEGMENT OUTLOOK

Support Services to Concessions will continue to play a crucial role in Brisa's strategic positioning, focused on operational efficiency and on the client:

- Brisa O&M has as additional challenge the constant search for more efficient and effective solutions in operation and maintenance, in order to contain the increase in operating costs and, at the same time, ensure high levels of customer satisfaction;
- Brisa Gestão de Infraestruturas will remain focused on the integrated and sustainable management of its clients' road infrastructure, with the purpose of maximising the performance of assets throughout their life cycle, optimising their availability and cost, whilst ensuring compliance, safety and risk management;
- Brisa Áreas de Serviço will continue expanding its offer and improving the quality of its services, viewing to increase the value perceived by the client;
- Via Verde Portugal will continue implementing the necessary initiatives to widen its client base and thus achieve its goal of being the leading payment system in the mobility sector in Portugal. Moreover, it will continue to promote adhesion to electronic statements and other initiatives viewing to reduce processing costs.
- Via Verde Contact will continue spurring the use of the digital channel, to give greater autonomy to clients and improve the rate of solved claims.

The development of complementary services to existing ones, providing integrated mobility with added focus on the client, promoting the development of projects to enhance customer experience and operational efficiency are the key axes of this business segment, cutting across all companies in the segment.

SUPPORT SERVICES TO CONCESSIONS

Mcall Contact Center

3.4 VEHICLE INSPECTIONS

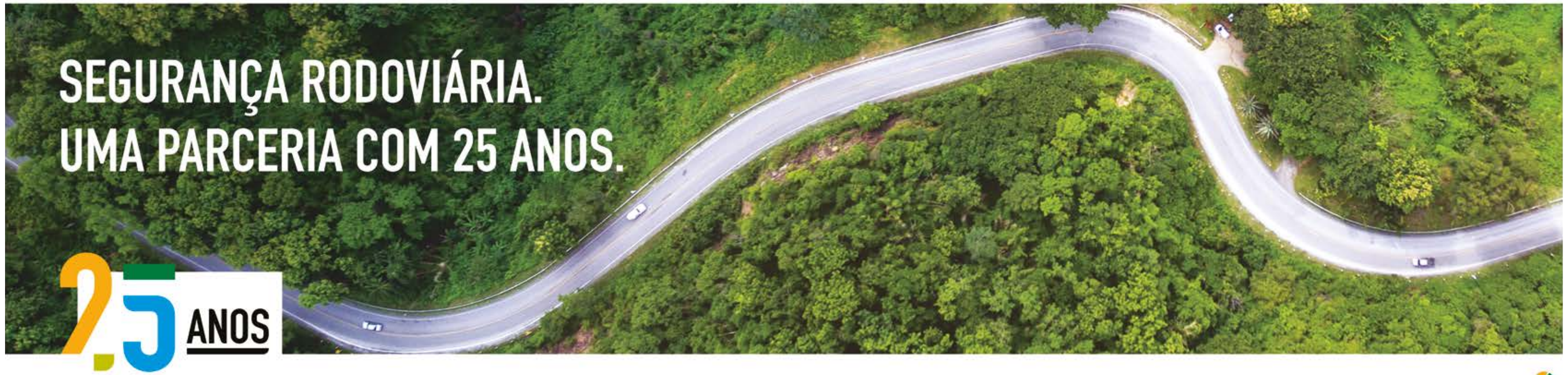
Controlauto

Controlauto is Brisa's company operating in the vehicle inspection business

This segment includes vehicle inspection services, including the study, management and operation of the vehicle's technical control and any other directly related activities. Brisa has a 74% stake in Controlauto, which holds 40% of Controlauto Açores.

46
INSPECTION CENTRES

1.2 Million
VEHICLE INSPECTIONS



Controlauto

CONTROLAUTO

Controlauto operates in the vehicle inspection business, holding a network of 46 inspection centres all over the country, in districts that account for approximately 90% of the market. According to the relevant authority (IMT), Controlauto's market share of the car inspection business is 25%.

The "Controlauto" brand celebrated 25 years in 2018 and had the highest awareness level within the sector, accounting for **82% of total notoriety.**

This being a price regulated market, in order to stand out from competitors and create value for the brand, the company must place the focus on the client. The optimisation of resources and efficiency are also key to value creation.

VISION

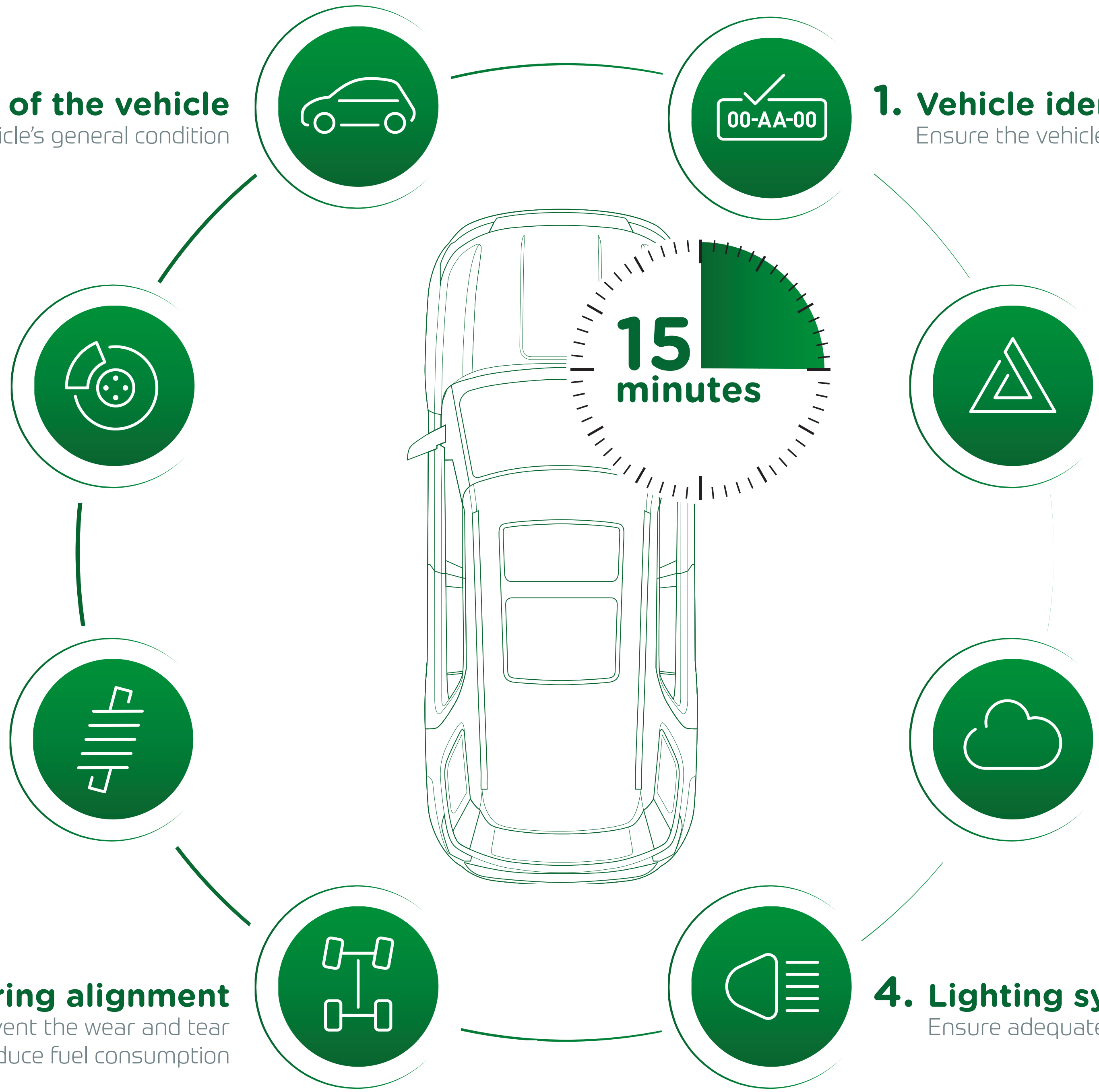
Controlauto intends to be the **privileged partner** in the vehicle inspection sector. It already is the **benchmark in Portugal** in terms of **ethics, sustainability, personnel development and innovation,** with high levels of **efficiency** and **value creation.**

MISSION

To promote road safety and protect the environment, by carrying out technical vehicle inspections and raising drivers' awareness.
To provide **the mandatory services under the law,** following **strict ethical principles,** which must consist in a **highly perceived value experience** by the clients that trusted in Controlauto.

A vehicle inspection is for the most part a technical process with the main purpose being to ensure road safety.
Controlauto has made significant efforts to enhance the way it communicates with its clients, thus improving perceived value.

INSPECTION PROCESS AT CONTROLAUTO



1. Vehicle identification
Ensure the vehicle's compliance with legal requirements

2. Mandatory equipments
Ensure the safety of occupants and pedestrians

3. Gas emission inspection
Ensure perfect engine combustion (lower emissions and lower consumption)

4. Lighting system and visibility
Ensure adequate visibility and identification

5. Steering alignment
Ensure the perfect alignment of wheels to prevent the wear and tear of tires and reduce fuel consumption

6. Suspension system
Ensure the vehicle's stability

7. Braking system
Ensure effective and balanced braking

8. Checking the condition of the vehicle
Checking the vehicle's general condition

KEY INDICATORS

One of the key factors behind the decision for a specific inspection centre is the speed of the service provided. To this end, Controlauto has worked to provide the best client experience: in 2018 the **Average Waiting Time was less than 15 minutes** in 75% of the cases.

Controlauto's brand awareness are "Confidence" and "Technical Expertise". So that clients can continue to experience this high service perception, Controlauto invested approximately 15 minutes per **inspection process** to ensure an adequate testing of vehicle's safety conditions.

2018 HIGHLIGHTS

- Controlauto and Iteuve Merger

In 2018, Controlauto and Iteuve merged with the objective of simplifying the interaction with clients and offering a larger number of inspection centres throughout the country to the segment of clients with commercial agreements. The merger further permitted the creation of cost synergies at administrative and financial levels.

- Implementation of EDIGCIA 8

Controlauto implemented a new management system for its inspection centres which is in line with the legal requirements on data protection. The system enabled a significant development in the way information is collected, processed and managed at Controlauto´s inspection centres.

- Improvement in client experience

In 2018 Controlauto continued to improve the usage conditions of its centres, improving client comfort and making the centres' image consistent with the brand image (notwithstanding, all legal obligations concerning conditions at inspection centres were already met in 2016).

FINANCIAL AND OPERATING PERFORMANCE OF THE BUSINESS

2018 was characterized by an increase in competition, following the opening of new inspection centres (Law no. 11/2011 of 26 April), resulting in a decrease of 2.6% in the number of services provided by Controlauto. This segment revenues totalled €M 31.3, falling by 2.5% over the previous year. It should be noted that Operating Income for 2017 includes €M 0.2 from the sale of an inspection centre. Without this effect, Operating Income would have fallen by 1.7%.

Notwithstanding, Controlauto reduced costs by 2.8%, which enabled the improvement of the EBITDA margin by 0.2 p.p., to 30.1%. Controlauto introduced several improvements in its centres throughout the year, investing €M 1.2 (81% more than in 2017). This increase in capital expenditure had a significant impact on amortization and provisions, which grew by 43% over the previous year. Net profit fell by 15.3% over 2017.

CONDENSED PROFIT AND LOSS STATEMENT

EURO MILLION (€M)

	'17	'18	Change
Operating income	32.1	31.3	-2.5%
Operating costs	22.5	21.9	-2.8%
EBITDA	9.6	9.4	-1.7%
EBITDA Margin	29.9%	30.1%	0.2 pp
Amortization and Provisions	2.5	3.5	42.9%
EBIT	7.1	5.9	-17.1%
EBIT Margin	22.2%	18.9%	-3.3pp
Net Profit	3.9	3.3	-15.3%

Note: figures above reflect the impact of this business segment on Brisa Group consolidated accounts, including respective intragroup eliminations from the consolidation process.

BUSINESS SEGMENT OUTLOOK

In the vehicle inspections segment, Controlauto seeks to strengthen its market leadership and stand as benchmark in the segment.
Controlauto will continue to focus its attention on increasing client loyalty in the face of growing competition. Additionally, the expectation is for:

- Increased competition, following Government authorisation for the opening of new inspection centres and the introduction of mandatory inspection for motorcycles above 249 cc.
- Evolution towards a more educational approach in line with clients' expectations, based on the concept that vehicle inspection is crucial for road safety.

3.5 PRODUCT TECHNOLOGY

A-to-Be
Powered by Brisa

Brisa Inovação e Tecnologia (BIT), under the brand A-to-Be®, is the Brisa Group's company responsible for the supply of mobility-related technology solutions

BRISA INOVAÇÃO E TECNOLOGIA (BIT)

BIT, which is active in the Business to Business (B2B) segment under brand A-to-Be® and is 81% held by Brisa, is the business unit which develops and provides mobility-related technology solutions. Over the past few years, it was responsible for the development and supply of critical systems in the mobility and transport related sector in **Europe** (with particular emphasis in **Portugal**) and in the **United States of America (US).**

In the United States the company holds 100% of its US branch, which was created in 2015 and renamed in 2018 to A-to-Be USA LLC (formerly BIT Mobility Solutions LLC). In March 2019 BIT completed the change of its social denomination to AtoBe - Mobility Technology, S.A., in line with its brand.

A-to-Be

CONSOLIDATION OF STRONG NEW BRAND, WHICH ALLOWED TO GENERATE REVENUES FROM "READY" SOLUTIONS DIRECTED TO NEW AND EXTERNAL CLIENTS

+99%
IN CONSOLIDATED REVENUES (compared to 2017)

12
INTERNATIONAL CONTRACTS UNDER WAY IN US AND EUROPE

A-to-Be mission is to lead the market as a mobility experiences enabler for end-clients, providing the best technology solutions in intelligent transport systems. Its values are:

Excellence
Committed to high quality standards to serve its stakeholders

Focus on the client
Providing solutions that fully meet the needs and requirements of the client

Innovation
Combining technological edge with the development of top mobility solutions

Leadership
Developing human capital - its major asset - towards sustainable growth

Ethics
Ensuring that the business arrangements entered meet the highest integrity standards in the work place

The portfolio of products, which was designed to serve 5 major client segments comprises the following:

- automatic, manual and electronic toll systems;
- technological systems for payment and access to mobility services (car-based or mobile-based), ranging from car parks, gas stations, public transport, drive-thrus, among others;
- traffic management systems.

Recognising mobility as a key technology vector and bearing in mind the ongoing investment volume in this area at world level, A-to-Be adopted an internationalisation strategy, having submitted tender offers in the United States but also in Europe. In 2018 it had 10 contracts in operation in the United States and 2 in Europe, excluding Portugal. The company continues to be Brisa and Via Verde's main technology provider, having expanded its payment technology to some drive-thru pharmacies in Portugal in 2018.

Recognising that today's mobility is no longer restricted to cars and infrastructures but rather focused on people and their mobility needs, the company has been working in the design and development of products in association with clients and partners.

The partnership entered with AECOM in 2018 helps to pave the way to new business opportunities and improves its capacity to deliver and integrate new solutions. On the other hand, the joint work with Gartner and other world-class technological agencies aims to strengthen the positioning of A-to-Be as a relevant and reliable market reference.

BUSINESS AREAS AND PRODUCT STRUCTURE

A-to-Be's offer is organised according to **three lines of products,** providing specific mobility applications in each of the 5 market segments in which it operates:

A-to-Be MoveBeyond™
Advanced Mobility Platform

A back-office geared towards mobility:

Designed with the traveller's experience in mind, this central system allows mobility operators to provide quality services in terms of operational and commercial management.

A-to-Be LinkBeyond™
Advanced Mobility Connector

Field connection:

Wherever there is an interaction between the traveller and an infrastructure mobility operator, this solution ensures the integration of all services and necessary operators, with a view to a smooth and flowing experience.

A-to-Be Atlas™
Advanced Traffic Management and Information System

Traffic management:

Conceived to solve traffic management in complex integrated infrastructure networks, it is active in telematic equipment and operational coordination centres.

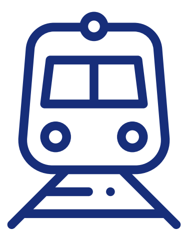
APPLICATION OF A-to-Be's OFFER TO MARKET SEGMENTS

This specific application results from the combination of A-to-Be's 3 mobility solution lines, which serve all clients segments: it provides to mobility operators the means and tools to manage all supporting information regarding the operation, in order to ensure optimal and efficient management of infrastructures, thus allowing to improve the services provided to the end user.

CLIENTS' SEGMENTS

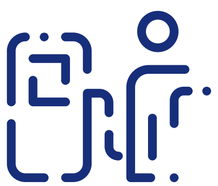
ROAD OPERATORS

SMART CITIES



PUBLIC TRANSPORT

UNDERGROUND AND STREET PARKING



GAS STATIONS, DRIVE-THRUS AMONG OTHERS

To **road operators** A-to-Be allows the management of traffic and integrated operations of both support equipment on the ground and the supply of toll systems. Likewise, the key concern of **smart cities** today is to serve citizens, optimising infrastructures management, specifically in what concerns transport and mobility. For cities, A-to-Be offers solutions to implement active mobility policies that promote sustainability, such as controlled access to sensitive areas (reduced emission areas or historic neighbourhoods) and to adopt measures to reduce traffic jams (congestion pricing).

To **public transport operators** A-to-Be provides technology solutions to improve the client's mobility experience in different means of public transport. A-to-Be's offer also covers **personal transport** either **alone or shared**, in the so-called soft modes and in car parks, drive-thrus, pharmacies, gas stations and other related services.

RESEARCH

In the field of technological research, A-to-Be jointly with its scientific and technological partners, developed various research projects in the areas of computer vision, traffic shaping and management, mobility management and cooperative systems (V2X). In 2018 A-to-Be continued to prove how important R&D is for its success, namely with the emphasis given to the brand **Research Be-ond** in the media.

A-to-Be continued its commitment to funding programs, having submitted various applications for European projects within the scope of the Horizon 2020 initiative. For instance, in December 2018 it started the 5G-MOBIX project for the implementation of cross-border tests based on 5G technology, including the assessment of respective advantages within the scope of Cooperative, Connected and Autonomous Mobility (CCAM). Additionally, included in the AUTOC- ITS project, A-to-Be was the technology partner for remote-controlled and autonomous vehicle tests carried out on A9-CREL, showing its capacity to offer advanced solutions in this field.

In the field of product development, it is worth to highlight the investment in the new releases of A-to-Be MoveBeyond™ — for delivery in the new contracts won in the US. Noteworthy is the technology support lines to the Via Verde ecosystem in Portugal, based on state-of-the-art solutions for a smooth man-machine interaction, comprising the L-A-M mediator, with prototypes of various services in field of private transport. Improvements were introduced in self-service toll solutions (A-T-P-M) for the US market, based on contactless technologies, amongst others, with the purpose of increasing the product's recognition in this market.

ACTIVITY IN THE PORTUGUESE MARKET

In 2018 A-to-Be continued to be the provider of reinvestment in toll equipments for concessions BCR, BRISAL, AEA and AEDL, and also for IP, Scutvias and Globalvia. In what concerns the centralized management of road operations, A-to-Be continued to supply A-to-Be ATLAS to Lusoponte, for the management of the two main national bridges: Vasco da Gama and 25 de Abril.

As main technology provider of the Brisa Group, A-to-Be extended its commercial support within Via Verde Portugal ecosystem, providing operational efficiency services in 200 car parks, 300 fuel stations, 14 drive-thrus and in public transports and access to restricted city areas. Continuing to invest heavily on innovation, the company developed pilot payment devices for car parks and car washing vendors using a mobile application with local access mediator (L-A-M).

Finally, A-to-Be started a usage-based insurance (UBI) project for Via Verde Serviços, with the purpose of developing driving assessment tools viewing the tailoring of supply.

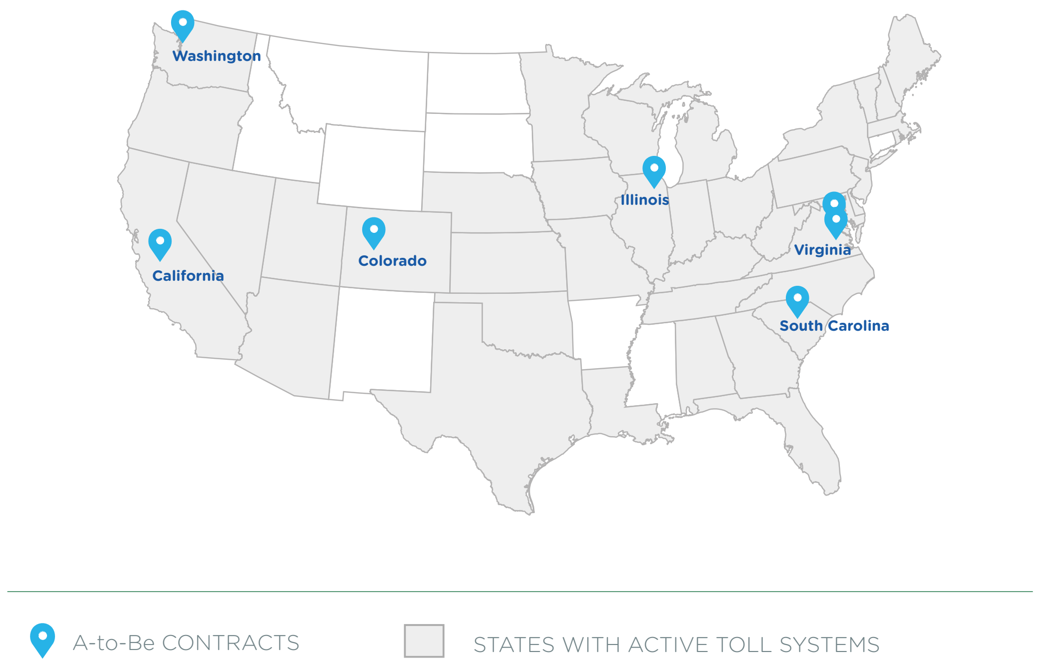
ACTIVITY ON THE INTERNATIONAL MARKET

In the US market, demand for All-Electronic Tolling (AET) is still significant, given the ongoing investment effort in the modernisation of road concessions. A-to-Be is part of this technology revolution with A-to-Be MoveBeyond™ and A-T-P-M.

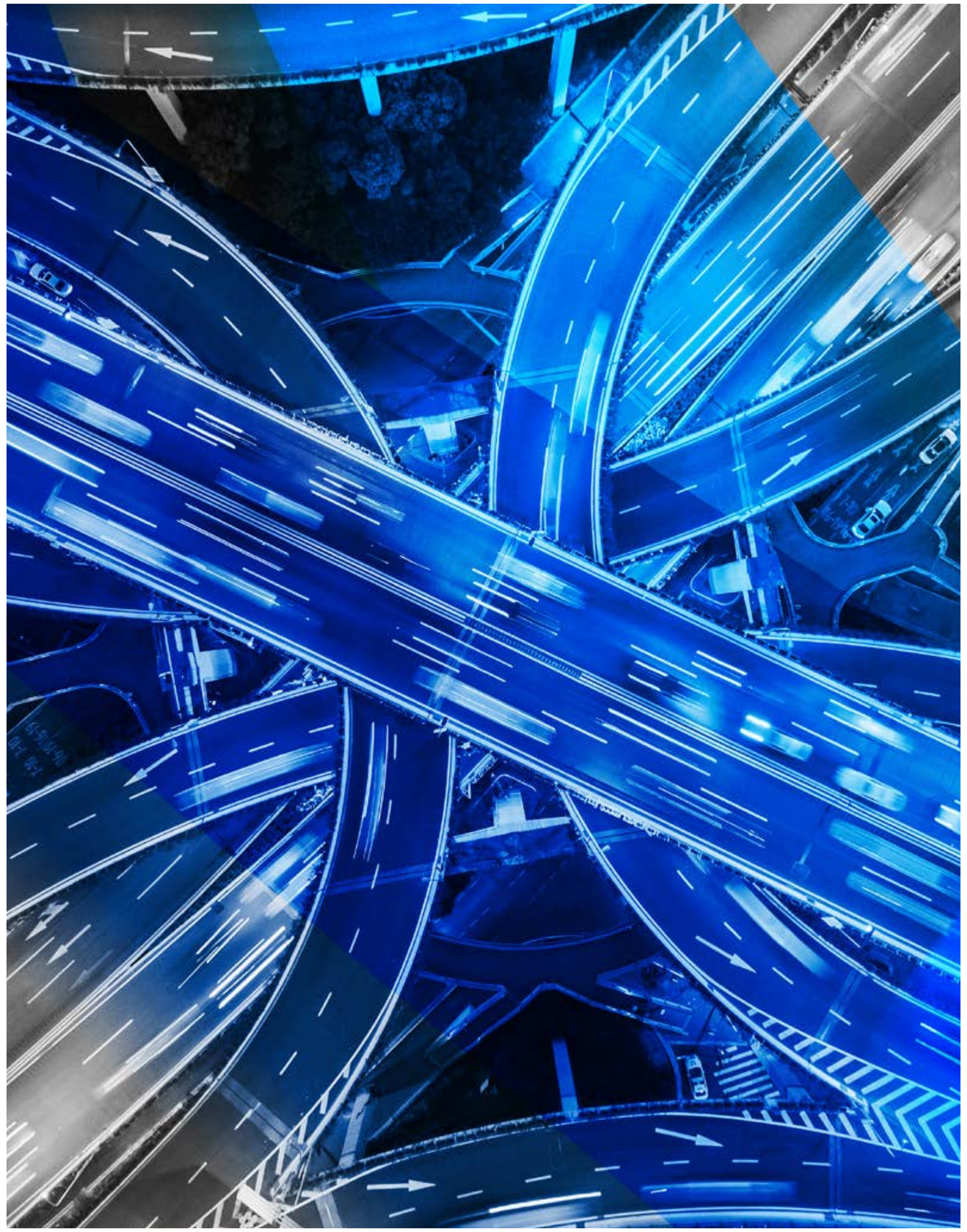
This market is facing huge demand for mobility-related technology solutions, requiring an increase in resources to respond to business opportunities. Also because of this large demand the company strengthened its presence in events, standing out as platinum sponsor of IBTTA (International Bridge, Tunnel and Turnpike Association), attending events in the States of North Caroline, Oregon and Maryland.

These actions and other initiatives resulted in contracts won in 6 US states: Washington, Illinois, Colorado, Virginia, South Carolina and California.

A-TO-BE'S PRESENCE IN THE US



In 2018 the European market continued to be a strategic reference for A-to-Be. As this is a very mature market, demand for mobility solutions and the implementation of new toll solutions continue to deserve attention and participation. To highlight a contract entered into for the supply of video tolling to a major operator in Poland to be used in respective road concessions. The presence in European events through sponsorships (eg: MaaS Market, The Future of Transportation World Congress) helped to identify this and other business opportunities.



OPERATING AND FINANCIAL PERFORMANCE

2018 was characterized by a strong increase in **operating income** (+99%) when compared to 2017. This growth was possible thanks to the continuous dynamic and articulation between development, sales and delivery.

It is worth highlighting the sales associated to the A-T-P-M supply to the Illinois State Toll Highway Authority (ISTHA) in the US, the supply of electronic tolling and self-service equipment to Pocahontas Parkway concession, sale of a video tolling system to GTC in Poland and the A-to-Be Atlas™ contract won with Lusoponte.

Financial stakeholders that recognised A-to-Be's value creation potential have reasons to be confident when seeing the sustained growth figures posted and the business plan in place.

CONDENSED PROFIT AND LOSS STATEMENT
EURO MILLION (€M)

	'17	'18	Change
Operating income	12.6	25.0	99.1%
Operating costs	13.4	26.8	100.1%
EBITDA	-0.8	-1.7	-
EBITDA Margin	-6.4%	-6.9%	-0.5 pp
Amortization and Provisions	1.0	2.1	99.0%
EBIT	-1.8	-3.8	-
EBIT Margin	-14.7%	-15.2%	-0.5 pp
Net Profit	-0.5	-1.7	-

Note: figures above reflect the impact of this business segment on Brisa Group consolidated accounts, including respective intragroup eliminations from the consolidation process

BUSINESS SEGMENT OUTLOOK

A-to-Be aims at being a world player in the supply of mobility-related technology. The launching of the A-to-Be brand in 2017 demonstrated the ambition to grow and become an intelligent mobility technological enabler, integrating multiple operators in a single platform and promoting mobility growth on a large scale, both in Europe and the United States. A-to-Be has been strengthening its capacities and improving client management processes, which allow revenue generation from "ready-made" solutions for new and / or external clients, valuing and reinforcing core competencies of product development and innovation.

In the short-term A-to-Be intends to supply a robust modular back-office solution, serving both infrastructure and mobility operators.

The next few years will continue to be of great dynamism and with very interesting challenges. These challenges will be answered with the international team's growth and with an adequate products' architecture, thus allowing a sustained growth.

3.6 OTHER BUSINESSES

Other Businesses segment comprises Brisa Auto-Estradas, mobility services providers and the stake in TIIC

This segment includes Brisa Auto-Estradas, which centralises the provision of logistic and administrative services to all the Group's companies. It further comprises Via Verde Serviços (VVS), a mobility service provider, which is still not material enough to represent a separate segment. Finally, this segment also includes the holdings in BNV Mobility (BNV) and in Transport Infrastructure Investment Company (TIIC).

180 thousand
TRAVELS USING VIA VERDE CARSHARING - DRIVENOW

Brisa Auto-Estradas de Portugal (BAE) | Via Verde Serviços (VVS) | BNV Mobility (BNV) | Transport Infrastructure Investment Company (TIIC)

OTHER BUSINESSES

VIA VERDE SERVIÇOS (VVS)

The mission of Via Verde Serviços (VVS) is to design, market and manage mobility-related products and services. VVS is also the Group's company responsible for the development and availability of the Travel & Advantages programme

MOBILITY-RELATED PRODUCTS AND SERVICES

In 2018 Brisa's effort on mobility continued to be strengthened by Via Verde Serviços (VVS), which has developed a range of differentiated projects geared towards growth and new business opportunities, where the client and respective mobility needs are crucial to the design and structuring of a consistent and added value offer.

The **new mobility-related products and services** use technological proprietary solutions of VVS which are jointly developed with several partners.

The creation of a relevant mobility ecosystem where VVS plays a crucial role came out of a vision based on new mobility trends:

FROM INFRASTRUCTURES → TO MOBILITY

FROM CARS → TO PEOPLE

FROM ON-BOARD UNITS → TO APPS

FROM TRANSACTIONS → TO BEHAVIOURS

VIA VERDE PLANNER

In 2018 VVS launched Via Verde Planner, an online travel planning application covering different operators, allowing the client to select the right transport for each journey. The app is currently available for journeys in Lisbon and Oporto and for cities' connection (where served by CP trains or Rede Expresso buses), integrating information on public transports and on alternative mobility operators, such as car sharing, bike sharing or ride hailing.

With the Via Verde Planner app the user can see the different routes linking point A (place of departure) to point B (place of arrival), and plan these routes for different times of the day.

23 000
App downloads

2
Cities

VIA VERDE CARSHARING - DRIVENOW

Via Verde Carsharing is an affiliate of VVS in partnership with DriveNow (car sharing company of BMW, operating under a free floating system). The purpose is to offer a flexible and sustainable mobility solution in the metropolitan area of each city, using cars parked/distributed across specific urban areas. The car can be used for as long as one wishes, then left within specified areas, and the client will only pay for the driving time used. The price comprises fuel, insurance and parking (with or without parking meters).

DriveNow arrived in Portugal through Brisa in September 2017, placing Lisbon as the 13th European city and the 1st Iberian city where DriveNow operates.Lisbon was also the first city where DriveNow had a 100% cardless operation, with all transactions being performed using a specific app, including the opening and closing the car.

It has a fleet of 211 vehicles (BMW and MINI) that can be used within an area spanning from Algés train station to Parque das Nações, 2ª Circular, Lumiar, the Airport and Lagoas Park.

180 thousand
Travels using Via Verde Carsharing - DriveNow

36 thousand
DriveNow clients in Lisbon

VIA VERDE BOLEIAS

Via Verde Boleias translates the investment in ridesharing, a mobility alternative designed to meet an identified need, which promotes efficient car use based on an online travel sharing platform.

Drivers publish available seats, route and price per seat on the website or app and passengers make the search for the journeys by filling in the date and starting/destination points.

Via Verde Boleias can be used to make occasional journeys or on a daily basis, whether for short day-to-day journeys or long-distance travel. It also allows to create groups: public groups (eg. to organise trips to major events) or private groups (eg. to organise the ridesharing between employees of the same entity).

This service contributes to reduce the carbon footprint (each user can reduce by up to 75% the carbon emissions from their journeys), reduce parking needs and associated expenses. Additionally, it strengthens a spirit and culture of sharing and promotes environmentally friendly behaviours, thus improving road safety.

Under the protocols signed with several entities, it is worth highlighting the NOVA SBE carpool group, launched in September 2018 and that in 4 months counted with 444 members, 1 400 published trips and an average of 3 people per car.

19 thousand
App downloads

7 686
Published journeys

TRAVEL & ADVANTAGES PROGRAMME

Travel & Advantages (V&V) is a loyalty programme launched at the end of 2015, with the purpose of boosting and encouraging the use of Via Verde services. It is a 100% digital programme enabling Via Verde to reward its loyal clients.

In 2018 new partnerships were set up with the aim of boosting the value proposal for loyal Via Verde clients, including the following offers:

- Cash-back offers providing discounts in tolls
- Controlauto inspection services
- Discounts in Colibri Via Verde service areas
- Free minutes in the DriveNow service

These initiatives of crossed promotions with other Group partners revealed quite positive and will continue to be promoted and strengthened.

User satisfaction and recommendation levels attest for the advantages of the programme and the Travel & Advantages contributed to the good results of Via Verde's social media tone, in which V&V weights approximately 60%.

€M 2.7
Sales volume of partners stemming directly from the V&V programme

5 Million
Content views of the V&V programme on Via Verde website

4 Million
Interactions with electronic communications and on social networks

460 thousand
Loyal clients to the V&V programme

OTHER BUSINESSES

BNV MOBILITY

BNV Mobility, located in Breda, the Netherlands, derives from the partnership of Brisa (47.5%), Egis Projects (47.5%) and Sherlock Ventures (5%)

BNV MOBILITY

BNV Mobility has been present in projects in the Dutch market, mainly in the areas of Management of Demand (with emphasis in projects viewing to reduce traffic in rush hours) and Innovation / Technology associated with Connected Vehicles.

PROJECTS AND INITIATIVES

Of particular note are the ***rush hour avoidance*** initiatives funded by the local government, with the purpose of significantly reducing traffic in rush hours. These projects comprise a scheme of incentives for drivers to adopt alternative habits, such as change the time of their journeys or use different transport means.

The **"myJini" platform**, which uses a physical device (connected using an OBDII pinout and the vehicle's electronics) with access to geolocation and internet connection, allows the provision of services to drivers (via dashboard) so that they can make more rational and intelligent decisions, in addition to an integrated range of mobility related services (such as a tailored insurance) based on partnerships.

The **"Turnn" Plataform/app** views to offer over-arching access to different mobility operators, based on mobility data, identify alternative means of transport and behaviours, encouraging sustainability. The platform is mainly directed to corporates seeking to improve the mobility of their employees.

OTHER BUSINESSES

TRANSPORT INFRASTRUCTURE INVESTMENT COMPANY (SCA) SICAR ('TIIC')

TIIC is a Luxembourg-based Private Equity Fund set up in 2008, with the purpose of investing in transport infrastructures in the European Union.

PORTFOLIO'S FEATURES

Since its inception in 2008, and in line with its initial strategy, TIIC invested in 6 transport infrastructure projects (5 road concessions and 1 car park company) in Portugal, Spain, France and Poland.

The divestment process that started at the end of 2016 is still ongoing. In May 2018 the fund sold the stake held in Albea S.A.S. (ALBEA), motorway concession of the A150 in France.
The management is currently committed to selling the three remaining assets in the portfolio, specifically: Subconcessão Auto-Estradas do Baixo Tejo (AEBT), Subconcessão Litoral Oeste (AELO) and Spanish Autovía Geregiaga Elorrio. The Management expects to complete the disposal of these assets during 2019.

During 2018 TIIC distributed funds to shareholders, following the disposal of the stake held in ALBEA. At the end of the year, the amount distributed to shareholders accounted for 145% of the capital invested in TIIC, revealing a positive performance of the Fund, taking into account that it still holds three assets.

It should be noted that during 2018, TIIC's extension was approved for two more years than the originally planned term. Maturity of the fund is now in April 2021.

TIIC 2 (SCA) SICAR ('TIIC 2')

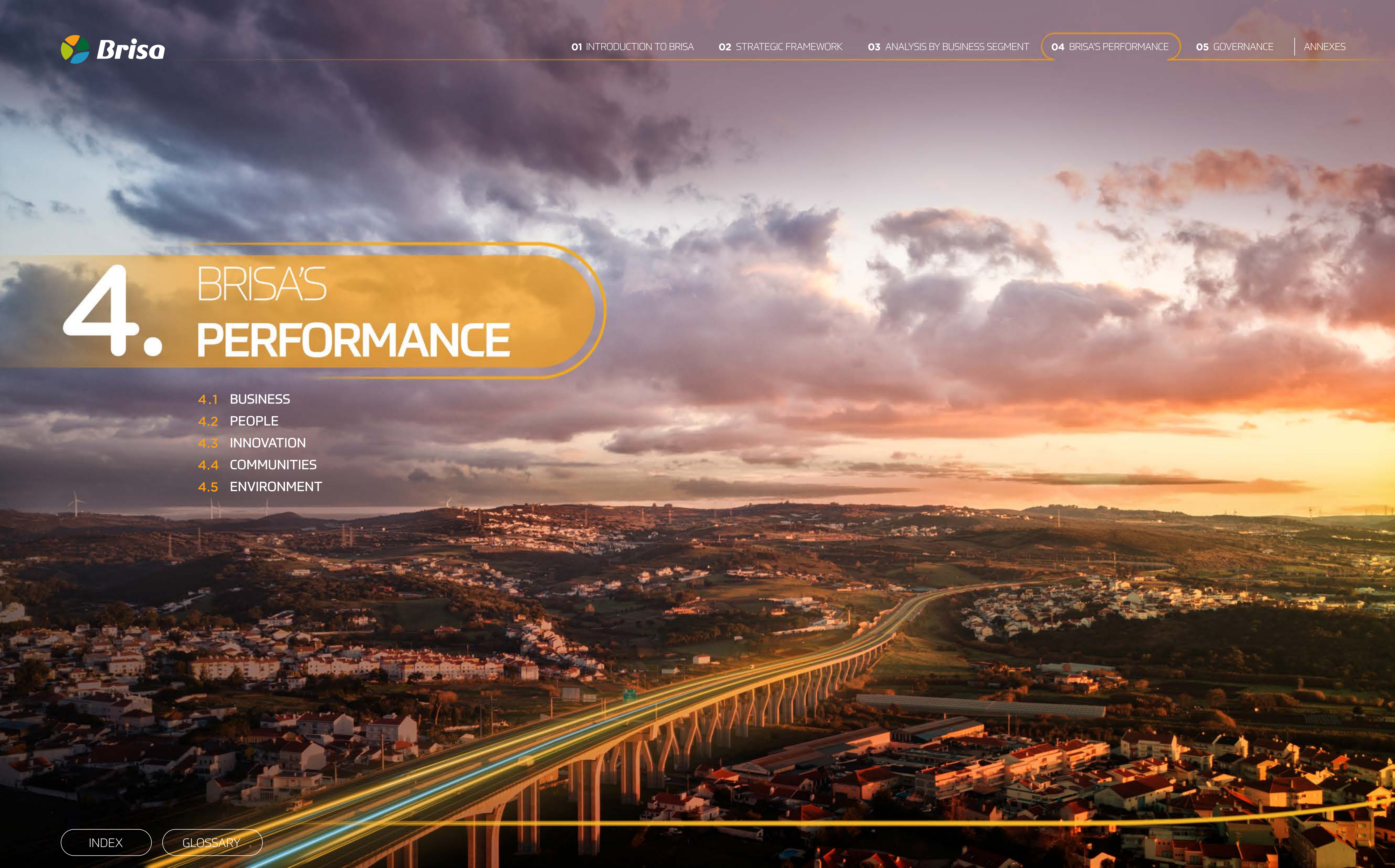
TIIC 2 is the second fund managed by TIIC's management team. This fund invests in both transport infrastructures and social infrastructures in Europe. 2018 was marked by three major events:

- Completion of the fund-raising process, having achieved the goal initially set forth of obtaining investment commitments of €M 300;
- Completion of the purchase process of the first asset included in the portfolio - the Zaragoza Metro, via a stake of 16.8% in Traza S.A.;
- Signature of the agreement for the purchase of 2 assets in Ireland, which should be completed during the current year.

BUSINESS SEGMENT OUTLOOK

Mobility services will account for an increasing part of Brisa's business. The company will continue investing in this field, seeking growth opportunities and value creation in new business models of this new era where innovation can rapidly transform into the day-to-day life.

- Develop Traffic Demand projects, as well as projects based on providing integrated services to the end consumer.
- Continue to develop and enhance and boosting existing and new mobility services, such as Via Verde Carsharing - DriveNow, and Via Verde Boleias and Via Verde Planner, spurring the development of additional services, viewing an integrated offer in the mobility field.
- Invest in mobility-related projects, in line with Brisa Group's investment policy, to ensure the existence of growth and value creation opportunities. Brisa is active in the definition and development of innovating business models responding to the constantly evolving changes in the fundamentals of our daily lives.



4. BRISA'S PERFORMANCE

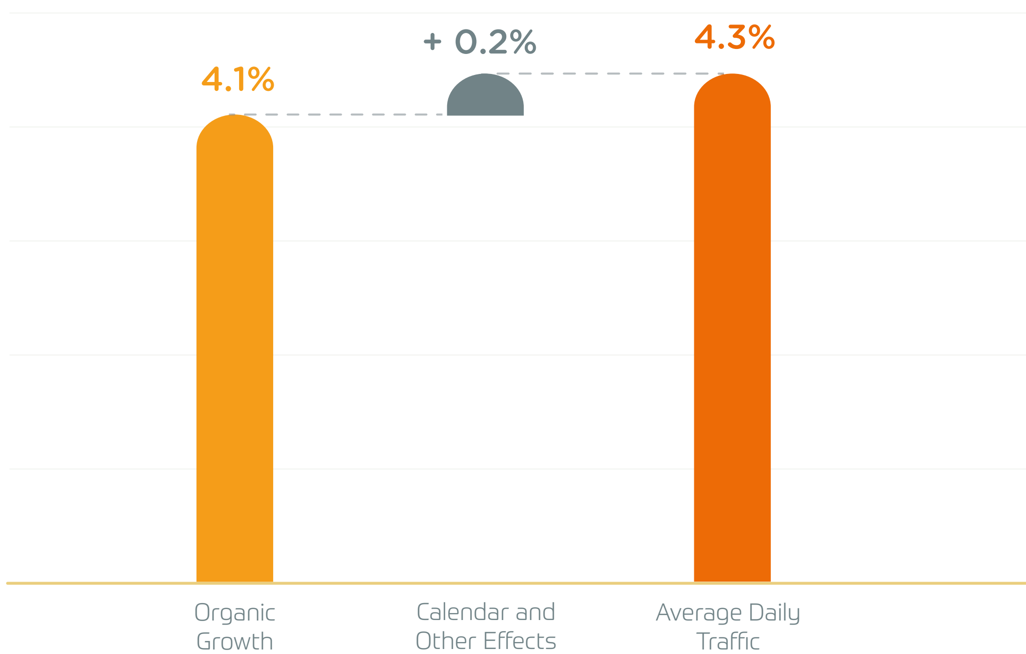
4.1 BUSINESS

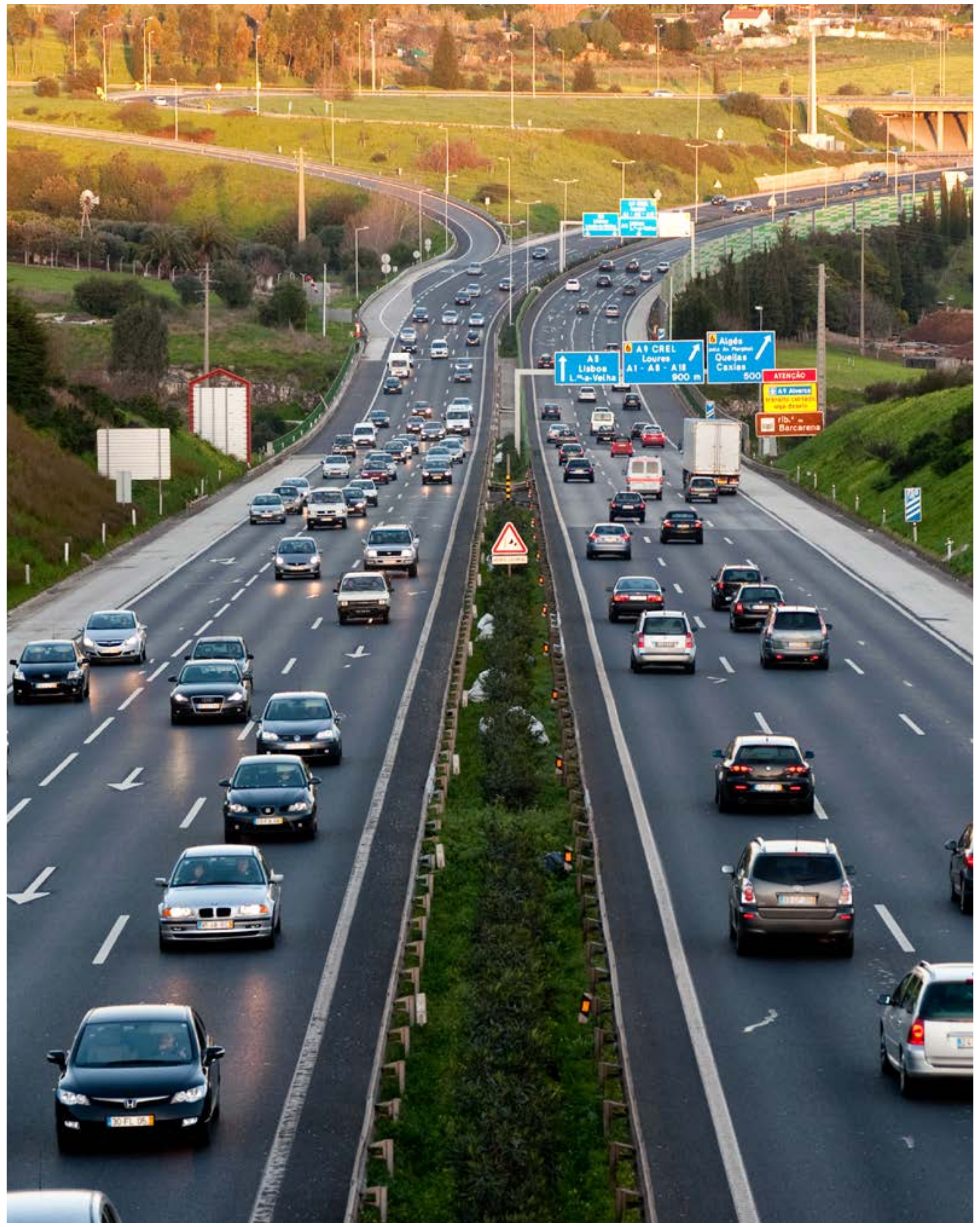
Brisa's operating performance in 2018 was supported by a favourable macroeconomic environment. Traffic on BCR network grew 4.3%, maintaining a positive evolution.

TRAFFIC PERFORMANCE

In 2018 traffic growth continued to evolve positively, being mainly supported by organic growth.

TRAFFIC EVOLUTION ON BCR NETWORK
PERCENTAGE (%)





PROFIT AND LOSS STATEMENT

Brisa's **Operating Income** increased by 9.9%, supported by the increase in toll revenues. Highlight for the positive evolution of revenues from Service Areas, which benefited from the renegotiation of contracts and from an increase in activity related to the re-branding under the Colibri concept of two additional areas (Leiria and Almodôvar, which joined the already existing ones - Alcácer, Vendas Novas and Barcelos), improving customer experience. In the Product Technology segment, sales from US continued to grow significantly.

CONSOLIDATED OPERATING INCOME

EURO MILLION (€M)

	'17	'18	Change (%)
Operating income	679.3	746.5	9.9
Toll Revenues	557.0	592.4	6.4
Service Areas	8.1	17.1	112.7
Services	96.9	102.1	5.3
Other Operating Income	17.3	34.8	101.6

Despite the relevant investment made in mobility services (such as Via Verde Carsharing, Via Verde Connected Cars, Via Verde Planner or Via Verde Estacionar), Brisa remains focused on the optimisation and reduction of its **Operating Costs**. In 2018, the increase in expenses reflected the already mentioned investment in mobility services, as well as the increasing activity in the Product Technology segment (specially in the US) and in Brisa Áreas de Serviço.

CONSOLIDATED OPERATING COSTS

EURO MILLION (€M)

	'17	'18	Change (%)
Operating Costs	173.0	192.7	11.4
Supplies and External Services	70.9	75.9	7.1
Personnel Costs	90.9	94.5	3.9
Other Operating Costs	11.2	22.4	99.4

Activity growth allowed for a **Consolidated EBITDA** of €M 553.7, up by 9.4% over the previous year.

Financial Result in 2017 were positively impacted by the capital gain from the sale of the NorthWest Parkway concession in the US (+ €M 208). Withdrawing this effect, financial results would have improved significantly, supported by the reduction of the interest paid, as a consequence of the decrease in both the weighted average cost of debt and the amount of net debt (highlight for the repayment of a €M 300 bond in BCR, which had a coupon of 6.875%).

In 2018 Brisa's **Net Profit** decreased, standing at €M 158, as operating activity only partially offset the extraordinary gains recorded in 2017 with the already mentioned sale of NorthWest Parkway concession.

CONDENSED PROFIT AND LOSS STATEMENT

EURO MILLION (€M)

	'17	'18	Change (%)
Operating Income	679.3	746.5	9.9
Operating Costs	173.0	192.7	11.4
EBITDA	506.3	553.7	9.4
EBITDA Margin	74.5%	74.2%	-0.4pp
Amortization and Provisions	185.3	190.9	3.0
EBIT	321.0	362.8	13.0
EBIT Margin	47.3%	48.6%	1.3pp
Financial Results	83.7	-62.6	-
EBT	404.7	300.3	-25.8
Income tax for the year	128.8	88.7	-31.1
Non-controlling interests	45.2	53.6	18.6
Net Profit	230.8	158.0	-31.5

CAPEX

During 2018, Brisa **invested** a total amount of €M 56.8 to improve service levels, particularly the safety and comfort of those travelling on its motorways, and in technology and innovation to meet new mobility challenges.

INVESTMENT
EURO MILLION (€M)

	'17	'18	Change
Brisa Concession	**42.7**	**43.7**	**1.0**
Widening works	9.5	3.2	-6.3
Major Repairs	27.0	28.3	1.2
Equipments	2.5	3.3	0.8
Other	3.6	8.9	5.3
Other Investments	**13.1**	**13.1**	**0.0**
Total Investment	**55.8**	**56.8**	**1.0**

CASH FLOW GENERATION (EBITDA – CAPEX)

In 2018, **cash flow generation indicator (EBITDA – CAPEX)** totalled €M 496.9 (compared with €M 450.4 in 2017), reflecting a very positive year in terms of operating activity.

FINANCIAL INDICATORS

CONSOLIDATED FINANCIAL INDICATORS

	'17	'18
Financial indicators		
Net Financial Debt (€M)	1 903.6	1 739.8
Net Financial Debt/EBITDA	3.8	3.1
EBITDA/Interest expenses	7.5	11.0
Shares		
Earnings per share (Euro cents)	0.4176	0.2858

BALANCE SHEET

Brisa's total assets amounted to €M 3 034, falling by €M 304.7 as compared to 31 December 2017. This decrease is mainly due to debt reduction, following the already mentioned repayment of the BCR´s €M 300 bond.

CONSOLIDATED BALANCE SHEET
EURO MILLION (€M)

	'17	'18	Change
Assets			
Non-Current Assets	**2 673.3**	**2 544.7**	**-128.5**
Intangible Assets	2 397.3	2 276.4	-120.9
Tangible Assets	49.0	49.5	0.6
Deferred tax Assets	78.1	84.2	6.1
Other	148.9	134.3	-14.6
Current Assets	**665.4**	**489.6**	**-175.9**
Cash and cash equivalent	519.4	338.4	-181.0
Other	146.0	151.2	5.2
Total Assets	**3 338.7**	**3 034.0**	**-304.7**
Equity and non controlling interests			
Equity	410.3	430.4	20.1
Non-controlling Interests	91.6	80.8	-10.8
Total Equity and non-controlling Interests	**501.9**	**511.2**	**9.3**
Liabilities			
Non-Current Liabilities	**2 249.8**	**2 144.5**	**-105.3**
Medium and long-term debt	1 996.7	1 888.2	-108.5
Other	253.1	256.3	3.2
Current Liabilities	**587.0**	**378.3**	**-208.7**
Short-term Debt	426.4	190.0	-236.3
Other	160.6	188.3	27.6
Total Liabilities	**2 836.8**	**2 522.8**	**-314.0**
Total Equity and Liabilities	**3 338.7**	**3 034.0**	**-304.7**

4.2 PEOPLE

People are a core value of the Brisa Group as shown in its culture and practices. People management deserves Brisa's greatest care.

In 2018 the company reinforced itsmobility services, service areas and technological development teams, whilst the direct motorway management activities have stabilized. The year was characterized by the efforts made in people management, namely the conclusion of the certification process as "family responsible entity" and the participation in the NOVA SBE Inclusive Community Forum for the inclusion of people with disabilities.

As planned, the company implemented the new performance management system of senior staff, which has significant impact on the organisation. The design and implementation of the system involved considerable training in a wide content range. Additionally, a Digital Acceleration Programme was created with Universidade Católica, which had two editions. The programme aims to facilitate Brisa's digital transformation, providing the organisation with design thinking skills to help in the development of digital solutions centred on user experience.

2 579
Total Employees

Breakdown of employees by region:

Centre Region	546
Lisbon Region	1 089
Alentejo Region	388
Algarve Region	51
Northern Region	499
United States of America	6

BREAKDOWN OF BRISA EMPLOYEES (BY GENDER, AGE GROUP AND BUSINESS SEGMENT)

	MEN					WOMEN				
	>55	45-55	35-44	<35	Total	>55	45-55	35-44	<35	Total
Brisa Concession	2	2	-	1	5	-	-	4	1	5
Support Services to Concessions	209	623	315	56	1 203	91	223	229	92	635
Vehicle Inspections	17	127	120	63	327	8	38	39	16	101
Product Technology	11	16	23	10	60	-	3	7	6	16
Corporate Centre and Other Businesses	18	39	52	20	129	11	43	27	17	98
Total	256	807	510	150	1 724	110	307	306	132	855

BRISA +VIDA - BALANCE BETWEEN PROFESSIONAL, PERSONAL AND FAMILY LIFE

The Brisa Group deems the appreciation of people, employment and family as pillars of its activity, thus considers crucial that employees identify themselves with the company's values - Ethics, Innovation, Excellence and People - and that as a team, they feel accomplished for creating value for the organisation, for themselves and for the society.

With this in mind, in 2016 Brisa decided to initiate the **efr certification (family responsible company)** created by Fundación MásFamilia. Over the last 2 years Brisa was focused on:

- Consolidating its strategy of balance between professional, personal and family life;
- Defining processes to listen, on a regular basis, to the employees' opinion on several aspects that are important for the well-being and environment of the organisation;
- Training its people on how to promote the balance between professional, family and personal life.

In 2018 the company created the **Brisa +Vida Programme**, which comprises the work carried out and materialises the balance policy and the foundations for its development. Throughout the year the information on Brisa +Vida (efr) programme was communicated to employees, and several new measures were disclosed and implemented, such as, those concerning urgent and pressing assistance to ascending relatives or birthday half-day leave. The intranet page where all this information is disclosed was also refreshed.

In October 2018 a survey satisfaction on the Brisa+Vida (efr) programme was carried out generating 1 352 replies (72% participation). The comparison of the results with the diagnosis made in 2016 draws a very positive line of the whole process. The awareness and satisfaction levels concerning the efr programme evolved from 50% to 88% and 85%, respectively.

EVOLUTION OF THE FAMILY RESPONSIBLE COMPANY CERTIFICATION PROCESS

LISTEN

2016

Decision to implement the efr model

Excellence Index
Ranked 4th (Amongst large companies +1 000 Employees)

TRAIN

2017

Specific training activities

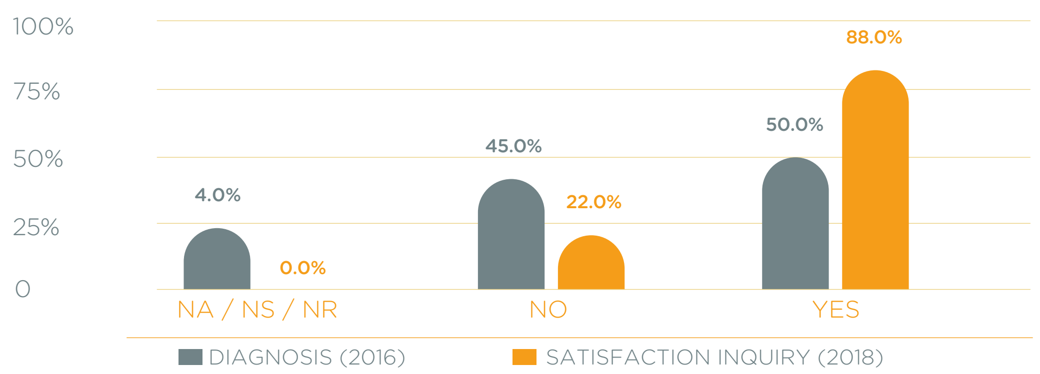
COMMUNICATE

2018

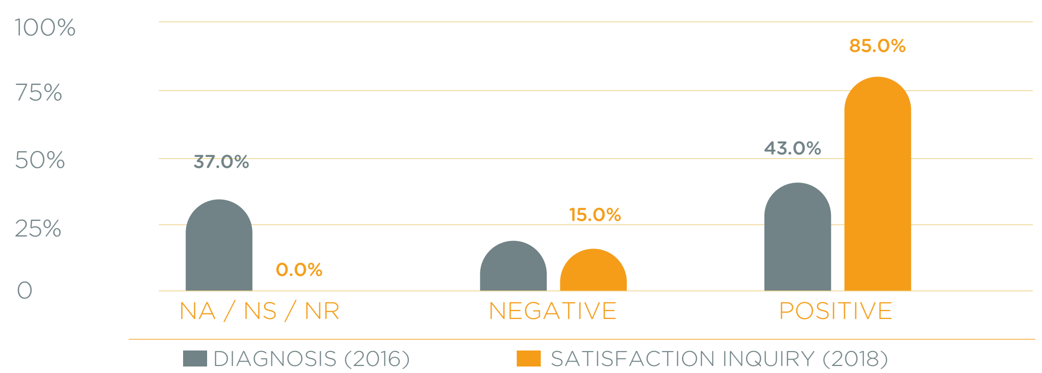
Publishing of Brisa's Plan of Measures

Preparation of inquiries to employees on such measures

Are you aware of any practices promoted by the company to balance professional, family and personal life?



What is your degree of satisfaction with the measures that the organisation provides to help employees to balance professional responsibilities with personal and family responsibilities?



The results of the organisational climate survey (Excellence Index) introduced at the end of 2016 and 2018 show a positive evolution. In 2018, the question *"I recognise the benefits (wage complements) offered by my organisation as very good"* achieved 62.6% (14.1 percentage points above the benchmark). 1 463 Brisa employees out of a total of 2 362 employees (62%) participated in the 2018 Excellence Index.

In 2018 the efr team and other members of the Human Resources and the Audit and Quality Departments participated in a two-day training promoted by Fundación MásFamilia.

Internal and external audits were performed at the end of the year, and the process culminated with the recognition by Fundación MásFamilia and ACEGE of the Group's practices and consolidation work carried out over the last few years with Brisa +Vida (efr) programme. The outcome was the certification **of the Brisa Group** (10 companies) **as a family responsible company**.

This certification is only a step forward in this path, which strengthens the Group's values and requires aligned and responsible attitudes and behaviours from everyone. Brisa will keep on developing new measures and processes to ensure reconciliation, and to guarantee that the Group's sustainability its strengthened by happier employees and more competitive companies.

BRISA ATTENDS THE NOVA SBE INCLUSIVE COMMUNITY FORUM

Brisa was actively involved in the promotion of the **Inclusive Community Forum (ICF)**, an initiative from Nova School of Business and Economics dedicated to the life of people with disabilities. In its first year the ICF focused on the employment for people with disabilities subject. Brisa participated in this project from Day 1 and was a member of the Council of Institutions, which held work meetings - Inclusive Talks - where models to increase the effectiveness of the employment of people with disabilities were developed.

At the same time, Brisa took part in the **HR4Inclusion** initiative, which gathered Human Resources consultants and companies willing to hire people with disabilities. The project consisted of bridging the gap between applicants and companies, analysing the applicants' profile and preparing them (as well as the entities that accompany them) to enter work life.

Brisa considered this to have been a very enriching experience and the groundwork for an inclusion policy of disabled people.

GREATER AUTONOMY OF TOP MANAGERS THROUGH PERFORMANCE MANAGEMENT

Brisa Group's management has grown increasingly more complex due to the expansion of the business into the areas of Mobility, Technology and Service Areas. This aspect has given rise to different needs in people management, namely the need for greater leaders' autonomy to manage their teams' performance and follow their development, with sufficient flexibility to accommodate different needs.

Aware of the importance of the Performance Management Model as a strategic implementation tool, Brisa has given continuity to a new performance management model for its senior staff. The diagnosis phase was completed in 2017, and the design and implementation phases of the performance cycle were carried out in 2018.

GUIDELINES OF THE NEW PERFORMANCE MANAGEMENT SYSTEM (PMS)

PMS GUIDELINES

* PERFORMANCE MANAGEMENT SYSTEM

ACCOUNTABILITY

It engages managers and remaining employees with performance management processes.

RESULTING DIFFERENTIATION

It recognises and distinguishes those that most and better contribute to results, providing tools to manage different performances.

DEVELOPMENT AND CONTINUOUS IMPROVEMENT

It promotes the personal development of employees, encouraging continuous improvement in performance, whilst focusing on how to keep on evolving.

SIMPLICITY AND TRANSPARENCY

It is a light, appealing tool with clear rules and implications to help the day-to-day of the management.

FLEXIBILITY

It allows the integration of the different realities of the Group and its changing dynamics, stimulating quick adaptation to different situations and contexts.

The new model is aligned with the best market practices and trends, taking as starting point the separation of two processes and parallel cycles - **Performance and Development** – and promoting greater autonomy and accountability amongst managers and employees throughout the whole process.

PROCESSES SEPARATION – PERFORMANCE AND DEVELOPMENT

PERFORMANCE

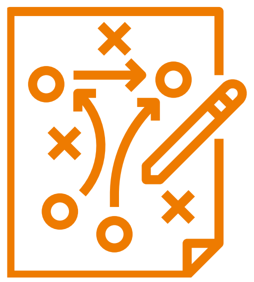
Efficient management tool to help managers define the expectations of their employees, promoting the sharing of strategic business and organisational culture objectives

- **Short-term planning process through objectives**
- **Reward of past performance**
- **Focus on output**
- **Measurable**
- **Based on ratings**
- **Managers have a "discerning" role**

DEVELOPMENT

The purpose is to help employees and respective managers to identify improvement areas and to define actions allowing their professional growth

- **Future potential**
- **Develops skills, behaviours, decision-making ability**
- **Plans future experiences**
- **Focus on the process**
- **Qualitative analysis**
- **Managers have a coaching role**



This new model provides greater autonomy to leaders to manage the performance of their employees, as they are able to decide and choose the components and weighting of the system, select scale targets and decide on the distribution of the assessments of their teams. On the other hand, it implies greater accountability when gauging the objectives and assessments of each team.

The implementation of the new model required that all players - assessors and assessees, including the senior staff, received in-room training on the new performance management model and practices. Everyone involved could thus become acquainted with the new model, reflect on the new performance management practices and work the new processes with each team in order to achieve the desired goals.

SERVICE AREAS - NEW PEOPLE AT BRISA

In 2018 Brisa Áreas de Serviço continued to implement its strategic plan, taking on the management of restaurant spaces under the Colibri brand in two further service areas, specifically Leiria (A1) and Almodôvar (A2). At the end of the year Brisa Áreas de Serviço had 230 employees as against 88 in 2017. This is an entirely new universe within the Brisa Group, not only on account of the large number of employees but also because of the activities developed, which are new to Brisa.

Given the importance of motorway users' experience in service areas restaurants, the contact and the quality of the service provided are critical for client perception. Hence, Brisa Áreas de Serviço has an ambitious training plan for the next few years, focused on every aspect of client service. Following the investment in the infrastructure, it will now invest in behavioural training to give consistency to the value offer proposed.

TRAINING

The company's concern with the continuous development of its employees remains a priority but it is also a strategic opportunity for the creation of added value and competitive edge both on the national and international markets.

From the training activity in 2018, the following areas are worth highlighting:

HOURS OF TRAINING		NUMBER OF PARTICIPATIONS
2 356	OTHERS	804
10 962	CORPORATE ALIGNMENT	2 649
9 277	BEHAVIOURAL	1 163
7 923	TECHNICAL	962
6 928	MANAGEMENT AND FINANCE	326
7 244	INTEGRATION a)	85
5 535	INFORMATION SYSTEMS	603
4 251	SAFETY	859

a) This area includes introduction process to the company, or to a new function, team, or project.

54 656
Number training hours
(vs 53 577 in 2017)

QUALIFYING TRAINING

Brisa continues to invest in its traditional partnerships, strengthening its links with prestigious Portuguese universities, such as Universidade Católica, Nova SBE, Instituto Superior Técnico, ISCTE, amongst others. The company has promoted qualifying training, by enrolling employees in Advanced Courses, Post-graduations and MBA, namely the Advanced Management Programme for Managers - PAGE (UCP) (in its 16th edition), the Corporate Finance Program (Nova SBE), the Executive Master in Management – Finance & Control (UCP), the LL.M. International Business Law (UCP), the General Data Protection Regulation Programme (UCP) and the PhD in transport Systems (IST).

DIGITAL ACCELARATION PROGRAM (DAP)

This programme focused on the skills' development and on the use of new tools for a more efficient and effective use of the resources involved in the design and implementation of new services and products of the Digital Era. Fifty-one employees attended the two editions of the programme at Universidade Católica Portuguesa.

CERTIFICATE IN ASSET MANAGEMENT

Brisa certified 28 employees with the London Asset Management Academy. This certification allowed them to enrich concepts underlying to ISO 55000 and improve their contribution as catalysts for the company's transformation. Subsequently, 31 further employees received training in "Introduction to the Asset Management System", since it is considered that efficient management is important to reduce costs and optimise resources.

GENERAL DATA PROTECTION REGULATIONS (RGPD)

Brisa Proteção de Dados

With the entry in effect of the law on data protection, a team of internal trainers (supported by external trainers in some cases) provided training to employees of the Brisa Group (from different companies and business areas) to explain basic concepts of data protection, to facilitate the identification of situations applying to their respective area of activity, and to highlight the best data protection related practices. In 2018, 142 training actions and 3 276 training hours were provided in this subject.

ARCCO PROJECT

ARCCO

This project reflects the Brisa's investment to connect employees from different areas, to promote better communication and articulation of the different road assistance teams and of the Operational Coordination Centre (OCC) of Brisa Operação e Manutenção.

The programme comprised various steps, culminating in the exchange of roles during a simulation on the A32 motorway, where employees of the OCC carried out road assistance drills (together with some OCC employees) and road assistance employees worked with OCC people in a field-OCC deployed specifically for the purpose. The initiative was highly valued by all participants, and involved many other teams, hierarchies and external entities (road police). Two editions of this programme were carried out in 2018 and two others are planned for 2019.

EMPLOYEES' REPRESENTATIVES

Eighty-six percent of Brisa Group's employees are covered by collective labour instruments: **Collective Bargaining Agreement (ACT Brisa)** and **Motor Inspection Collective Convention**.

The Collective Bargaining Agreement (ACT Brisa) is negotiated every year since 1989 and is presently subscribed by union forces belonging to the two largest Portuguese trade unions (UGT and GCTP), covering personnel linked to motorway operation and maintenance and to mobility services. A successful negotiation of the Collective Bargaining Agreement has been achieved every year.

The Workers Committee plays an active role: follows the company's activity and meets with management teams on a regular basis.

Social peace has been kept over the years and is strongly valued by all parties. While managing the different organisational development processes undertaken over the last few years, it has always been possible to find grounds of common understanding and balance, thanks to the great sense of responsibility of all players, which have been contributing significantly to the Group's sustainability.

OCCUPATIONAL SAFETY AND HEALTH

The prevention of occupational hazards is a prime goal of the health and safety services within the Brisa Group. The Group has an Internal Health and Safety Service (SIST) since 2009, which is equipped with technical and relation skills to promote the development of an occupational safety and health culture, which has achieved positive results as far as the control of occupational risks is concerned.

Throughout 2018 the SIST has implemented the necessary processes to assess the risk of each of Brisa's specific activities, has monitored with particular emphasis occupational accidents, and has seeked to identify respective causes and circumstances in order to ensure the need for any adjustment to procedures.

The integration of occupational health and safety within the Brisa Group's companies has enabled not only an activity planning where these matters are considered since the projects' initial phase but also efficiency and effectiveness gains by jointly identifying and implementing the solutions.

The performance of road works without traffic interruption continues to draw particular attention, with the aim of improving processes and reducing associated risks. Road maintenance and assistance in the lanes and toll plazas are considered to be high risk activities by the international law on occupational health and safety, and the prevention of run-over accidents is one of the prime focus of Brisa's action at any time. Brisa's investment over the past few years has allowed to restrict lane crossing in toll plazas, the procedures implemented in road maintenance and road assistance activity combined with regular training have been a prime concern of the Group.

OCCUPATIONAL ACCIDENT RATE

NUMBER OF ACCIDENTS

	'17	'18
Number of fatal accidents	0	0
Number of accidents	111	97
Frequency index	27.5	22.4
Severity index	1 009.4	900.9

In 2018 it is worth highlighting that the risk assessment of electronic operating activities, comprised in Brisa Gestão de Infraestruturas, of client face-to-face service activity (carried out by VVC) and vehicle inspection activities was revised. Visits were made on a regular basis to the different companies' facilities, followed by corresponding reports.

Finally, a joint plan developed by SIST and occupational medicine was developed to ensure a better articulation between the two areas.

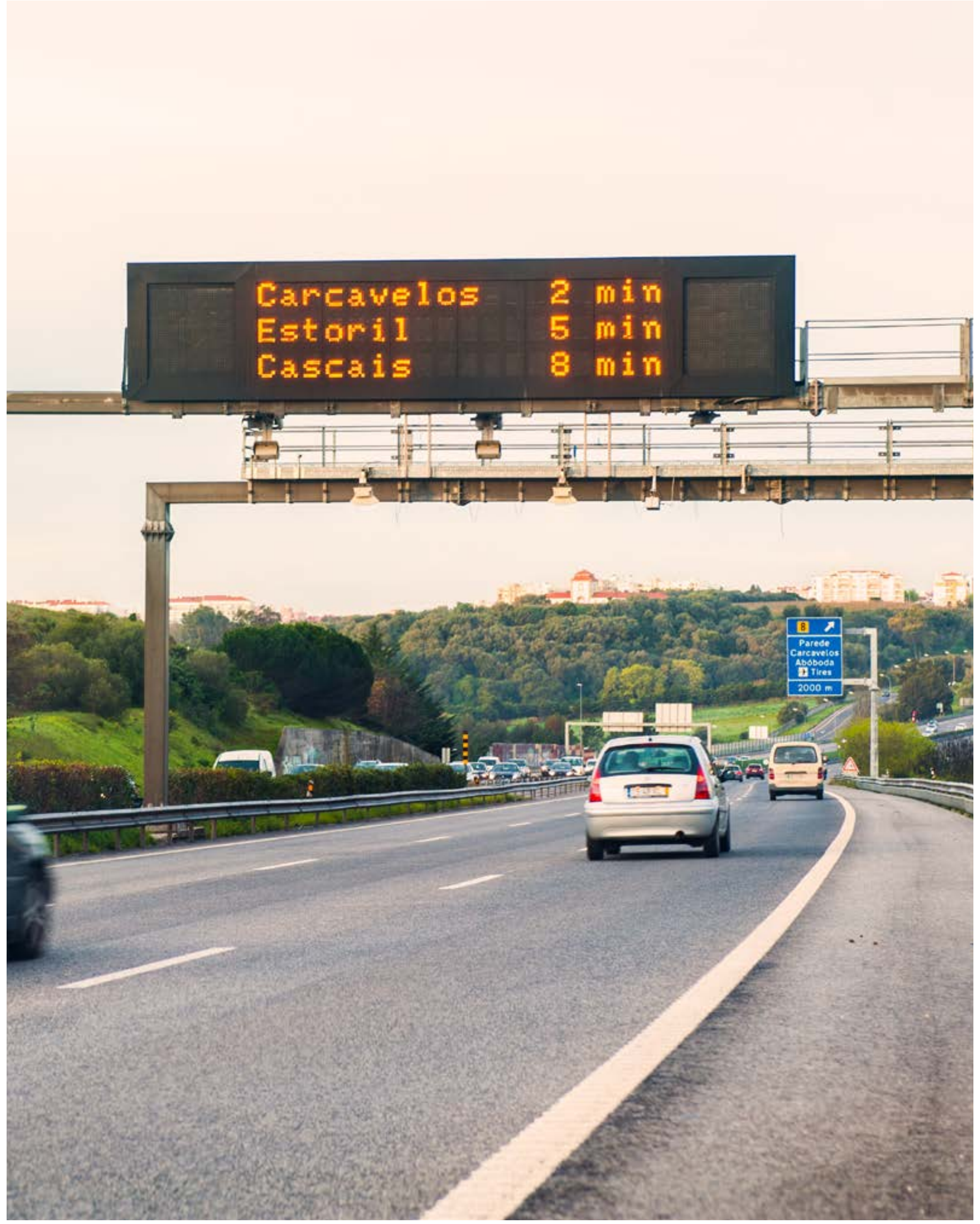
4.3 INNOVATION

Throughout its history, the Brisa Group has followed a consistent and structured approach to strengthen and protect its intellectual capital. Innovation is one of the cornerstones of Brisa's code of values

From the very first innovations to its processes which marked the beginning of Brisa's operations in the 70s to the introduction of client-oriented technology and the latest mobility focused business models, Brisa always took great care in continuously improving its intangibility. Accordingly, it took great care in legally protecting its intellectual assets, so that they could generate value through differentiating competitive advantages (core skills).

€M 2.5

R&D investment made by A-to-Be (+35% compared to 2017)



EUROPEAN INNOVATION PRODUCTS

SCOOP @ F PART 2

The prime goal of the SCOOP@F (Système Coopératif Pilote) is the development of Cooperative Intelligent Transport Systems in France. A-to-Be has joined the second phase of the project, with other partners comprising public entities, motorway operators, universities, research institutes, car manufacturers and telecommunication operators.

C-ROADS PORTUGAL

The C-ROADS Portugal project started in November 2017, has a 4-year duration and is co-funded by Europe's "Connecting Europe Facility" programme. The project intends to develop 5 macro pilots to expand the C-ITS across 1 000 km of road infrastructures, including 10 motorways and 7 urban roads in the Oporto, Lisbon and the Algarve regions.

5G-MOBIX

The 5G-MOBIX, project financed by the 2020 Horizon programme, started in November 2018, and aims to validate the use of 5G technology in connected cooperative mobility in autonomous vehicles.

€k 440

Of European funds received by A-to-Be

COLLABORATION WITH RESEARCH CENTRES AND UNIVERSITIES

Brisa works with the Portuguese academia in various research projects. This partnership aims to use the knowledge obtained from research and apply it to the field. By way of example, Brisa has the following partnerships:

TELECOMMUNICATIONS INSTITUTE OF AVEIRO UNIVERSITY

The partnership entered with the Telecommunications Institute of Aveiro University aims to develop of vehicular communication solutions, namely vehicle to vehicle (V2V) and vehicle-to-infrastructure (V2I) solutions. Through this collaboration, A-to-Be has been working on the development of hybrid in-board equipment that can be installed in a vehicle or in a protected structure by the road, to implement and test services to improve the road users' safety.

This team is headed by Professor Joaquim Ferreira and has provided support to the European projects in which A-to-Be is involved, namely SCOOP@F Part 2, C-ROADS Portugal and AUTO C-ITS.

SYSTEMS AND ROBOTICS INSTITUTE OF COIMBRA UNIVERSITY

The team led by Professor Jorge Batista has been developing computer vision systems to collect information of the road and vehicle conditions. These systems enable the development of new services for clients, using common and easy to install hardware.

INSTITUTO SUPERIOR DE ENGENHARIA DE LISBOA

The team led by Professor Luís Osório is researching in the field of technology applied to intelligent transport systems. In 2018 the research focused the evolution of MOBICS central platform, a software to manage communications using ITS-G5 equipment deployed on the road infrastructure and collect information from connected vehicles travelling on the motorway network. The team also developed an exploratory project for the use of BLE (Bluetooth Low Energy) technology to locate vehicles in car parks.

INSTITUTO SUPERIOR TÉCNICO

The research team led by Professor Rosário Macário developed a project about the use of dynamic pricing for tolls, focused on road tariffs (in this case tolls) and possible mechanisms to apply them.

Additionally, Brisa is sponsoring a research project comprised within the scope of a PhD thesis in transport systems, under the leadership of Prof. Luís Picado Santos, which aims to assess its clients acceptance on autonomous vehicles' technology and their intention of keep driving in motorways where autonomous driving is a reality. This project seeks to better assess how to integrate autonomous vehicles in a mixed traffic environment, and to outline a strategy to introduce such vehicles in traffic.

COLLABORATION WITH START-UPS

GROW MOBILITY

Grow Mobility is part of the José de Mello Group's **Grow** project, which supports and mentors start-ups operating in the mobility field, leveraging on the Brisa, Via Verde, A-to-Be and Controlauto brands, with the ambition to achieve international scalability for the best ideas and the most innovative projects, whilst contributing to the development of the Portuguese Economy.

This value proposition is achieved through an "Acceleration Programme", which is aligned with Brisa's action in the Mobility and Technology areas and allows to manage the appointment of mentors, the performance of field tests and investment, clearly focused towards results.

In 2018 **Grow Mobility** kept an active role in international events (Get in the Ring, Moneyconf, Slush, among others) but also in national events with international relevance such as the Lisbon Investment Summit, Websummit, amongst others).

Additionally, **Grow Mobility** was involved in two start-up scouting programmes:

- Smart Open Lisboa Mobility (SOL Mobility), locally based, resulted from a partnership between Beta-i and the Lisbon Council, with the purpose of finding new mobility solutions for the city of Lisbon and respective accesses. This programme brought to 2 pilots with international start-ups (AI Park and MotionTag).
- The other start-up scouting programme, focused on European start-ups with the purpose of addressing specific problems related to the Brisa Group. The winning start-up is called Heptasense which by a coincidence is Portuguese. Heptasense provides a computer vision solution (using Brisa CCTV network), which automatically detects any incident occurring on the network, prompting immediate action to protect users' safety.

+90
Brisa professionals directly involved in Grow Mobility and related activities

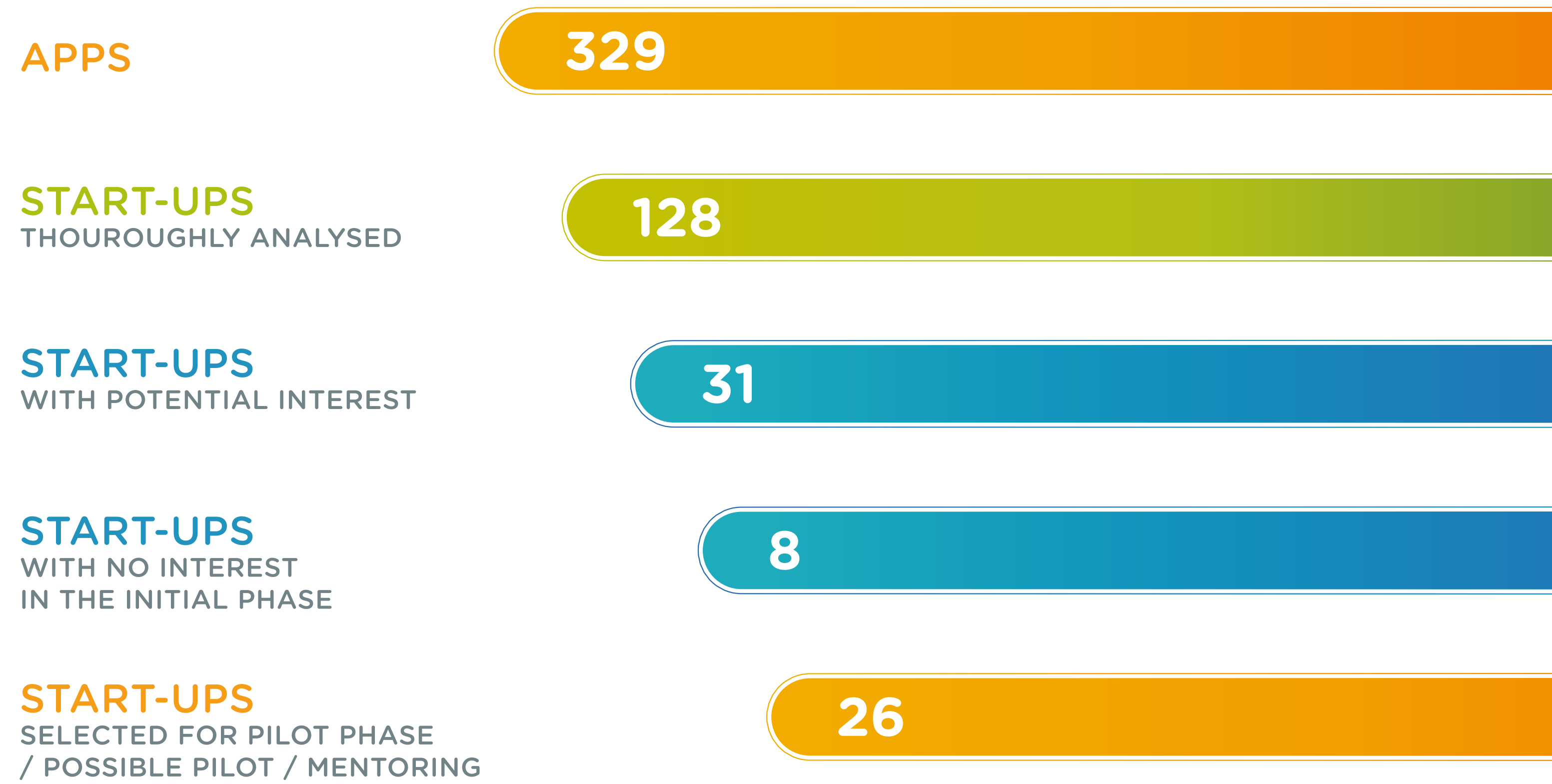
13
Brisa Mentors

3
Start-ups with direct mentoring

It is important to note that the Brisa Group continues committed to new technologies' investigation. This trend was also visible in the the work developed with startups, with the highlight for a Blockchain pilot developed in partnership with US start-up Oaken Innovations. This pilot aimed to replicate Brisa's infrastructure technology on a Blockchain based technology, to make the company "Blockchain Ready".

Brisa won the second prize of Mobi Grand Challenge with this project and the 'Feasibility' award. Mobi Grand Challenge had the participation of 24 teams from 15 countries.

2018 results were as follows:



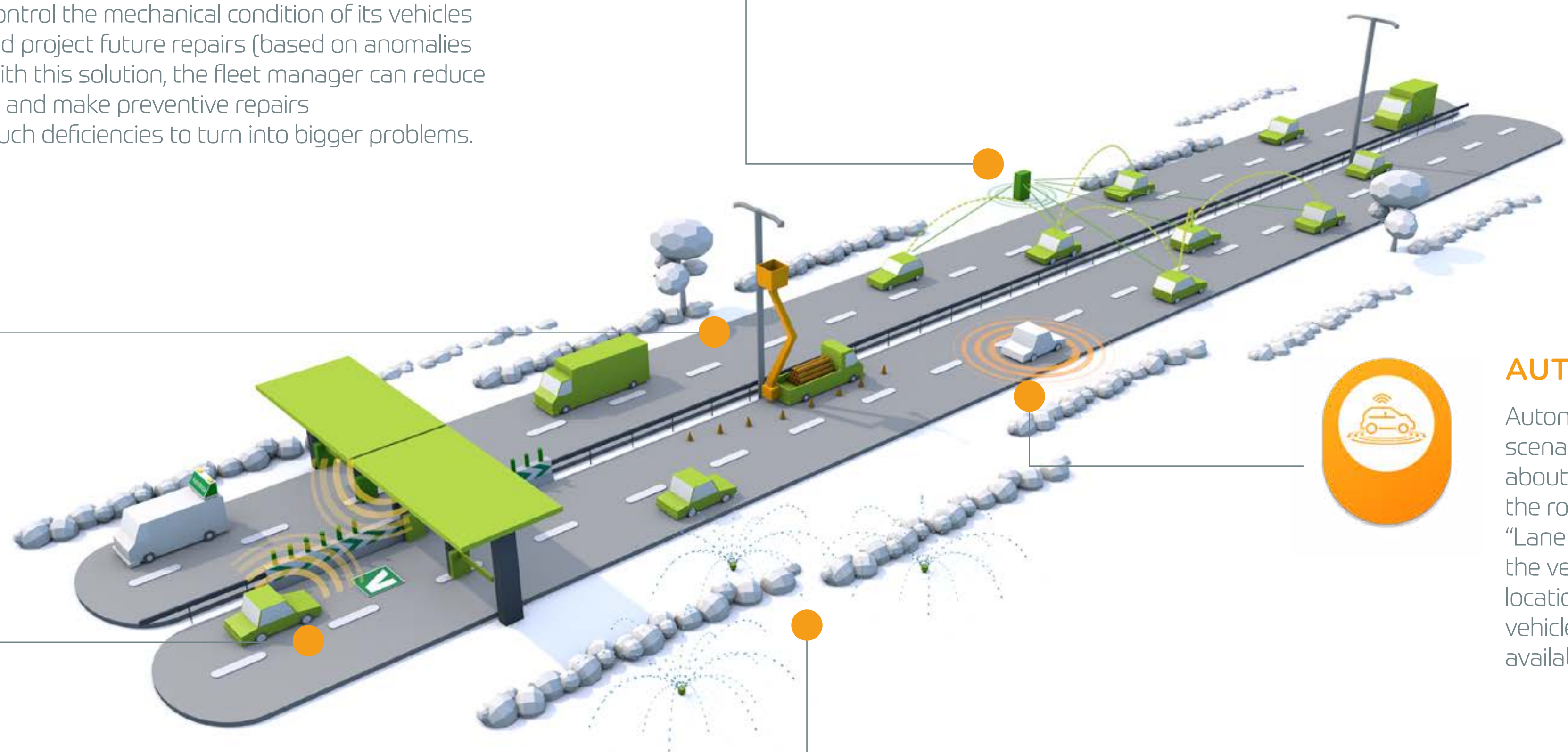
BRISA'S
INNOVATIVE PROJECTS

I2V COMMUNICATION

Brisa, through A-to-Be, developed several initiatives around "cooperative intelligent transport systems (C-ITS)". It developed an end-to-end framework, from hardware - radio transmitters to backoffice software. These systems use Dedicated Short-Range Communications (DSRC) between vehicles and between vehicles and the road infrastructure on 5.9 GHz frequency, standardized in Europe as ITS-G5.

PREDICTIVE MAINTENANCE

Predictive maintenance solution (for heavy or semi-heavy vehicles). The service provided by Stratio enables the fleet manager to control the mechanical condition of its vehicles in real time and project future repairs (based on anomalies presented). With this solution, the fleet manager can reduce repair periods and make preventive repairs to suppress such deficiencies to turn into bigger problems.



AUTONOMOUS VEHICLES

Autonomous and connected vehicles were tested in four different scenarios, having received information from the road infrastructure about simulated events: "Danger, vehicle stopped ahead", "Ice on the road/heavy rain", "Rock fall / large objects on the road" and "Lane available at toll plaza". In each of the first three situations, the vehicles automatically reduced speed in the respective locations, as expected. In the toll plaza scenario, the autonomous vehicle changed lane to use the only automatic toll collection lane available.

BLOCKCHAIN SOLUTION

Brisa's technological architecture simulation using a Blockchain powered solution. The Blockchain system (+Smart Contracts) was developed by the start-up Oaken Innovations, and was replicated by A-to-Be team. Brisa and Oaken teams worked on the definition of use cases to implement Blockchain, from a broader and more impacting perspective for Brisa.
The facilitation of transaction processing in an interoperability situation was the practical case deemed as the most relevant.

GREEN SPACES EFFICIENCY (IRRIGATION)

The start-up Trigger Systems focuses on water-efficient irrigation systems, having conceived a solution which combines the monitoring/automation and remote control of irrigation in a sole digital platform.
In addition to enabling the remote control of the entire irrigation infrastructure, it optimizes water use based on weather information and the exact location of the terrain.

4.4 COMMUNITY

Brisa has a social development project, focused on community relationship and emphasis on road safety, quality of the service provided and social responsibility

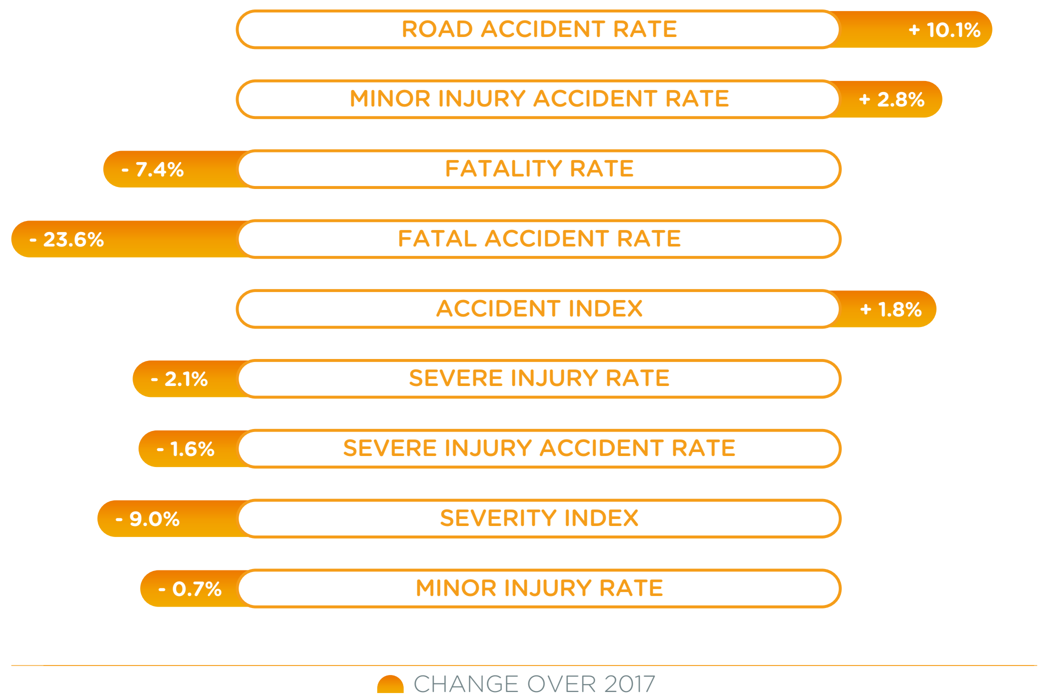
ROAD SAFETY

The safety of each and every user of the Group's infrastructures is a primary concern for Brisa, which sees to ensure it by an active traffic management, an adequate road maintenance, a continuous improvement of equipment, systems and procedures, and information campaigns to raise awareness to road safety rules amongst different segments of the population.

Brisa's performance related to road safety is continuously improving, as shown by the evolution of the accident rate, which is the prime indicator of road safey.

Amongst the several actions carried out by Brisa under this subject, road improvement and pavement reinforcement works are particularly worth mentioning. These investments involve improvement of traffic conditions, larger number of lanes available in stretches subject to widening works, as well as installation and improvement of road signage.

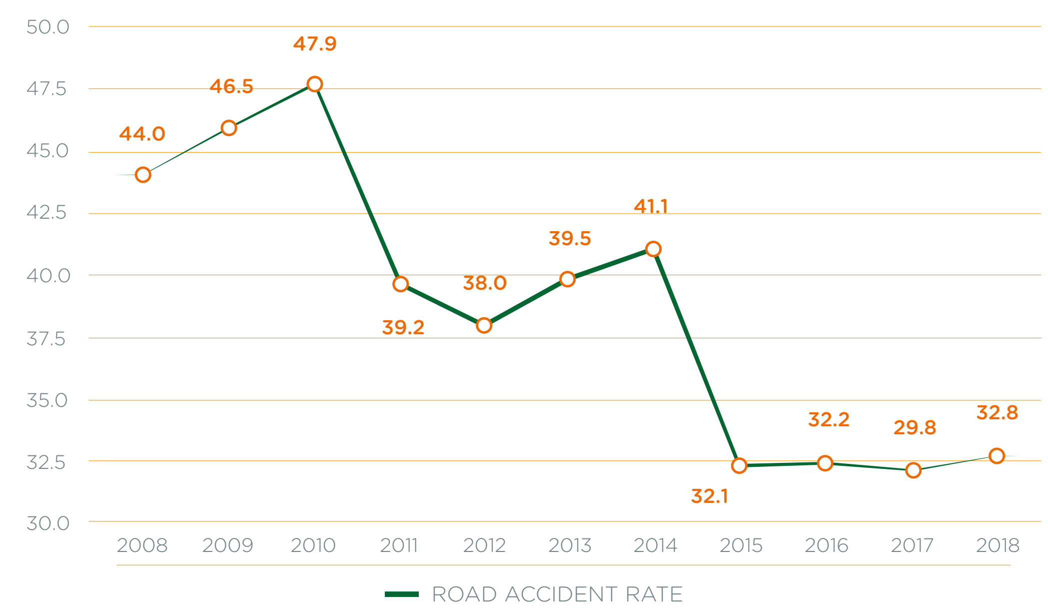
ROAD ACCIDENT INDICATORS IN 2018



On BCR network, although in absolute terms the number of accidents increased in 2018 (+14.1%), as well as the accident rate (+10.1%) and the rate of accidents with injured (+1.8%), severity indicators fell. As compared to the previous year, the number of accidents resulting in death fell by 23.6% and the accident rate with severe injury dropped by 1.6%. The absolute number of deaths decreased by 4.0% in 2017.

These indicators show that the increase in the number of accidents went in line with the growth in traffic on the concession network, which was not followed by severe accident indicators. Notwithstanding, prevention measures implemented over the last few years and the quality of the infrastructure have translated in the downward trend in most accident indicators on BCR's network.

ROAD ACCIDENT RATE EVOLUTION 2008-2018
(BRISA CONCESSÃO RODOVIÁRIA NETWORK)



The sustained decrease in the accident rate on BCR network over 2008-2018 translates the safety of the network. This performance, but also the peaks seen in the period - particularly in 2010 and 2014 - motivates Brisa to continue to its work in this matter.

MOTORWAY OPERATION, MAINTENANCE AND IMPROVEMENT

Brisa's work to ensure the continuous improvement in road safety comprises a number of investments and activities, amongst which the following were carried out in 2018:

- Brisa's Operational Coordination Centre (OCC), which centralises the management of all operation and maintenance activities, including road and emergency assistance on the motorways;
- Coverage of the entire motorway network by the telematics and road safety system (iBrisa);
- Performance of road works: widening works; improvement in traffic conditions; renovation of road pavement; repair and replacement of gantries and semi-gantries; renovation of central reservations, engineering structures and road equipment;

- Improvement of communication systems and information on traffic conditions - by dedicated signage, media and digital communication channels (Via Verde app) and client service.

RESPONSE TO EMERGENCY SITUATIONS

A proper response to emergency situations is crucial to reduce risks, mitigate impacts and increase the chances of a successful emergency assistance.

For that purpose, Brisa has adopted control systems, technical solutions, organisation and management solutions to respond to emergency situations, protecting clients and any local community likely to be affected. This work is made in close cooperation and articulation with remaining relevant entities (ANPC-National Civil Protection Authority, GNR- Guarda Nacional Republicana, PSP-Polícia de Segurança Pública, firemen and other).

Within this scope, in 2018 Brisa, jointly with ANPC and GNR, and the involvement of a number of other relevant entities, carried out a safety simulation drill (T-REX 2018), which aimed to test and improve response capacity in the event of fire accident in a tunnel.

BRISA ROAD SAFETY OBSERVATORY

Aiming to strengthen capacities and skills in road assistance work, in 2018 Brisa created the Road Safety Observatory, which is an advisory body with the mission of issuing road safety recommendations to be subsequently submitted to the approval of the Executive Committee of Brisa Auto-Estradas, helping in the definition of strategies and initiatives to reduce road accidents.

The Road Safety Observatory's has the representation of the different relevant Group's areas, and has the following duties:

- To gather statistic information and data on the incidents occurred in the network operated by Brisa and to review them;
- To prepare studies and proposals allowing strategic decision-making aimed at increasing road safety and reducing the accident rate;
- To follow-up on the implementation of internal road safety plans.

ROAD SAFETY CAMPAIGNS

ONLINE IN LIFE CAMPAIGN

Brisa carries out two major road safety campaigns every year, during Summer and during the Christmas and New Year holiday season, addressed to its clients and the public in general. The communication and awareness raising to the risks and best practices of road safety implemented by Brisa aims to reduce the accident rate, by promoting a road safety culture in Portugal.

In 2018 Brisa focused on the risks associated to the use of digital equipment, i.e. smartphones and tablets, when driving. This subject had already been approached in previous years due to its perceived impact on road accidents.

The **Offline in the car, Online in life** campaign was disclosed through several channels - TV, radio, Brisa digital ecosystem, other digital channels and the ATM network.

"BRISA IN SCHOOLS" EDUCATIONAL PROGRAMME

In 2005 Brisa took the initiative to create a road safety programme addressed to 6 to 10-year-old children, called "Brisa in Schools Educational Programme", which includes the Road Safety First Programme.

The Road Safety First programme aims to raise children awareness to road safety and is carried out in public and private primary schools, where basic notions of road safety are conveyed. The issues addressed comprise the use of car safety belts, baby seats, the importance of seeing and be seen (through the contact with the inside of a road assistance vehicle), the understanding of traffic road signs and rules (through the contact with traffic signs). The purpose of this programme is to stimulate the children's interest and commitment to best practices in terms of road safety, based on a playful and educational experience, prepared in articulation with the school.

In 2018 the Safety-First Programme covered 135 schools and 14 530 students.

BRISA STUDENT DRIVE CAMP/YOUNG CAPITAL OF ROAD SAFETY

The 2018 Brisa Student Drive Camp, now in its 5th year, was held in Viseu during the Young Capital of Road Safety meeting, which Brisa also sponsored. The project is based on a model developed by Fórum Estudante and was conceived as a leisure and learning event addressed to 14 to 24-year-old students of secondary and professional schools and of universities..

Over 5 days several actions took place all across town, with the support of different partners of the Young Capital of Road Safety initiative.

The definition, planning and development of these activities resulted of a joint work of Fórum Estudante and Brisa. This year's edition took place from the 5th to the 9th of September.

SERVICE QUALITY

The assistance and relief service quality Brisa provides to its clients and motorways' users (and by extension those of the mobility services) is crucial to the social and relationship value creation.

Brisa Operação e Manutenção, (through the OCC and its Road Assistance providers) are critical agents of social value creation. The same goes for Via Verde Contact, which plays a central role in Brisa's relationship with its clients.

Social and Relationship value creation indicators (2018)

Road Traveling and assistance:

12 391 907 km

Travelled by road assistance vehicles

127 631

Road assistance operations on the network

New Hotline:

210 730 300

6.5 minutes

Average response time to an event [a]

Service channels share:

digital channel 46%

a) Average time from the moment the assistance call is received at the OCC to the moment assistance arrives at the scene

SOCIAL RESPONSIBILITY

The country's economic and social development is closely linked to the existence of transport infrastructures, benefiting both people and businesses.

This understanding of social responsibility geared towards results reflects the company's strong will to produce positive impacts on communities, through the institutions with which it forged social partnerships.

With this collaborative model, Brisa does not intend to interfere in the management of the charitable organizations or NGOs with which it becomes involved.

The results of some projects are intangible and hard to verify whereas in others the goals and results of Brisa's social action are very clear.

In this framework, in its social responsibility actions, Brisa follows one of three support philosophies:

1. Commit & Engage – Assumes a medium/long term partner relationship, through a structured and continued support, providing material and human resources, and building up the company's involvement with the institutions and surrounding community.

2. Act & Connect – Enables actions or projects with donations in cash or in kind, and from that moment on develops a relationship and a collaboration with the institution and community involved, with volunteers, management support or fresh donations.

3. Pay & Forget – One-off- donation in cash or in kind, without other involvement with the institution or with the community involved.

In line with this conceptual framework, Brisa continues to develop a consistent activity in the social field, providing financial support to institutions, but mostly through a direct participation in social projects, and by providing field support to social solidarity institutions, within the scope of the José de Mello Group's Volunteer Service Programme.

In 2018, Brisa made donations to the community in the amount of € 711 thousand, which benefited 72 institutions across the country, standing as a reference of citizenship action, strengthening its civic support to communities, and seeking to be part of the solution to situations of extreme poverty that still subsist in Portugal. Adding to the above, the company used €125 thousand in *pro bono* activities, totalling an investment of €837 thousand applied in the community.

PARTICIPATION IN THE JOSÉ DE MELLO GROUP VOLUNTEER PROGRAMME

The José de Mello Group, with the support of Amélia de Mello Foundation, has implemented a volunteer programme crossing all its subsidiaries and directed to the 14 thousand employees of the Group.

During 2018 there were 159 employees of the Brisa Group (+24.2% than in 2017) involved in this programme, which differs from others because volunteers put in their knowhow and specific skills, giving life to functional profiles, thus adding social value to the projects.

The volunteering program provides support to the following charitable organizations: Associação Coração Amarelo (Lisbon and Oporto), ATL da Galiza (Cascais), Centro Comunitário da Paróquia de Carcavelos (Cascais), Obra do Frei Gil (Porto), Movimento de Defesa da Vida (Lisboa) and Associação Junior Achievement Portugal.

The work provided by Brisa volunteers in these organisations ranged from school support to home care to the elderly, legal aid, computer training given to unemployed people, administrative support, serving in social shops, psychological support with intervention teams, help in the management of social and cultural events and activities.

4.5 ENVIRONMENT

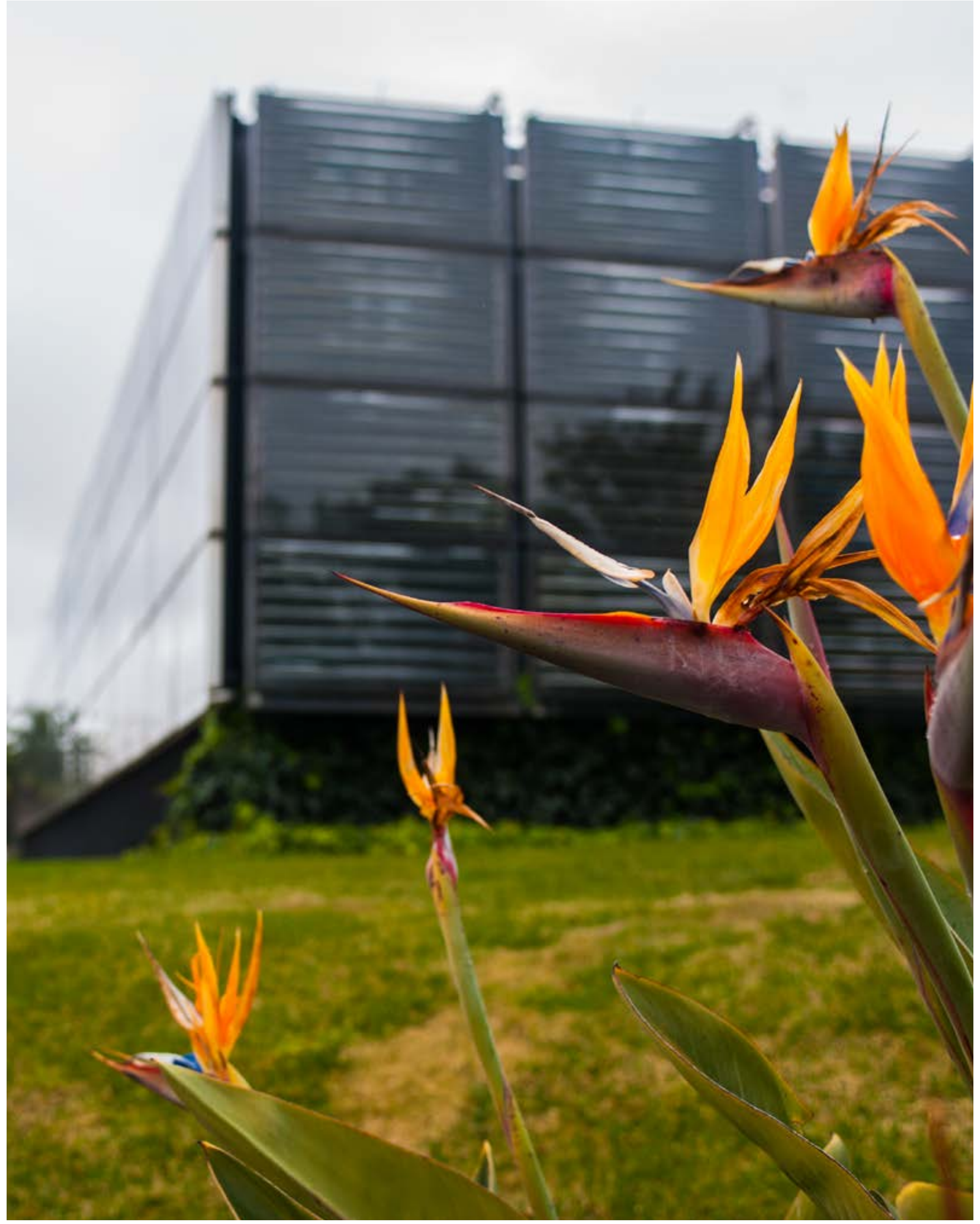
Throughout its already long history, Brisa has always sought to protect the environment from the impacts on ecosystems caused by the construction, maintenance and operation of motorways. Presently, Brisa's agenda is aligned with today's major challenges relating to energy, climate and mobility change

The operation and maintenance of motorways, mobility services and remaining operational areas developed by Brisa business units and areas have impacts which the company has always sought to prevent, mitigate or offset, based on its Environmental Management System or any specific measure or project, whenever the need or any innovation opportunity arises.

Brisa's strategy and action as far as the Environment is concerned are in line with the United Nations Sustainable Development Goals and major environmental policy directives, namely as concerns the protection of biodiversity, mitigation of traffic related impacts, climate change and transport decarbonization.

In relation to climate change and transport decarbonization issues, Brisa has sought to interpret with objectivity the challenges confronting the world today and to actively collaborate in the search for collaborative solutions, participating in national and international specialised forums.

Accordingly, in 2018 Brisa participated in the preparatory works of the **Road Map for Carbon Neutrality** up to 2050, prepared by the Portuguese Government, pursuant to its obligations under the Paris Agreement. Brisa was invited to participate in workshops on "mobility and transports" at the beginning of 2018.



The Portuguese Government presented the Road Map in December 2018, which included several technical annexes, amongst which one relating to the "mobility and transport" sector.

In September 2018 Brisa joined the **"Transport Decarbonisation Alliance"**, a joint initiative of Portugal and France, which views to promote a partnership of countries, cities and companies to reduce to zero mobility-related emissions of carbon dioxide until 2050. Brisa believes that the future of our societies depends on the collective capacity to find solutions to the challenges which the world is facing in terms of energy and carbon dioxide emissions.

Still with regard to the subject of sustainable development and its environmental dimension, Brisa continued the work developed in this field, as member of the WBCSD – World Business Council for Sustainable Development and ITF – International Transport Forum.

In line with this vision and the work carried out in the last decade viewing the continuous improvement of its eco-efficiency, Brisa has put forward a project focused on reducing the carbon footprint of the business and improve performance in its response to present climate change challenges.

CLIMA 2.0

The **Clima 2.0** project is the specific answer to the need identified by Brisa of having a carbon strategy and a climate change strategy, comprising, in addition to the carbon issue - energy consumption, GHG emissions - other issues, such as water and other resources consumption efficiency, circular economy, biodiversity and resilience.

Clima 2.0 is a cross-cutting and systematic approach, which included the following tasks:

- It identified key indicators to measure, control and manage the energy and carbon and water and waste dimensions;
- It created a new management tool based on a dashboard – called **Brisa ASAP – As Sustainable As Possible** - which aggregates and centralises all environmental indicators, providing a cross-cutting vision of Brisa's environmental reality and respective action plan;
- It defined a short-term action plan for carbon, focused on the reduction of consumption and emissions and self-generation.

The main areas of intervention of the Climate 2.0 are as follows:

Electricity
1. Buildings (Head-Office, Operational Coordination Centre)
2. Operational Centres
3. Motorway lighting
4. Toll plazas
5. Fleet electric vehicles
6. DriveNow vehicles

Waste
1. Resulting from Brisa Group activities
2. Resulting from accidents

Water
1. Buildings (Head-Office, Operational Coordination Centre)
2. Operational Centres
   - Shower rooms
   - Irrigation
3. Cleaning of toll plazas

Fuel
1. Roadside Assistance vehicles
2. DriveNow
3. Fleet vehicles
4. Generators (Operational Centres)

The first phase of the Clima 2.0 project addressed electricity and fuel consumption and associated emissions and the outlining of a short-term plan to reduce such consumptions. Amongst the various measures laid down, we point out the following:

- **Replacement with LED lamps** of all lamps on BCR network (expected decrease in electricity consumption of 30%);
- **Installation of photovoltaic solar panels** in 8 Operational Centres (expected decrease in electricity consumption of 1% and elimination of emissions with the adoption of renewable energy source);
- **Gradual electrification of the fleet** (goal assumed by Brisa to reduce by 20% the emissions from its fleet within the 2013-2025 period).

In addition to the initial focus of the project, the company has now gathered all necessary data to carry out the special projects – known as Clima 2.X sub projects -, viewing the implementation of identified measures to reduce carbon and energy consumptions and to meet the challenges in terms of water, waste and biodiversity.

ECO-EFFICIENCY INDICATOR

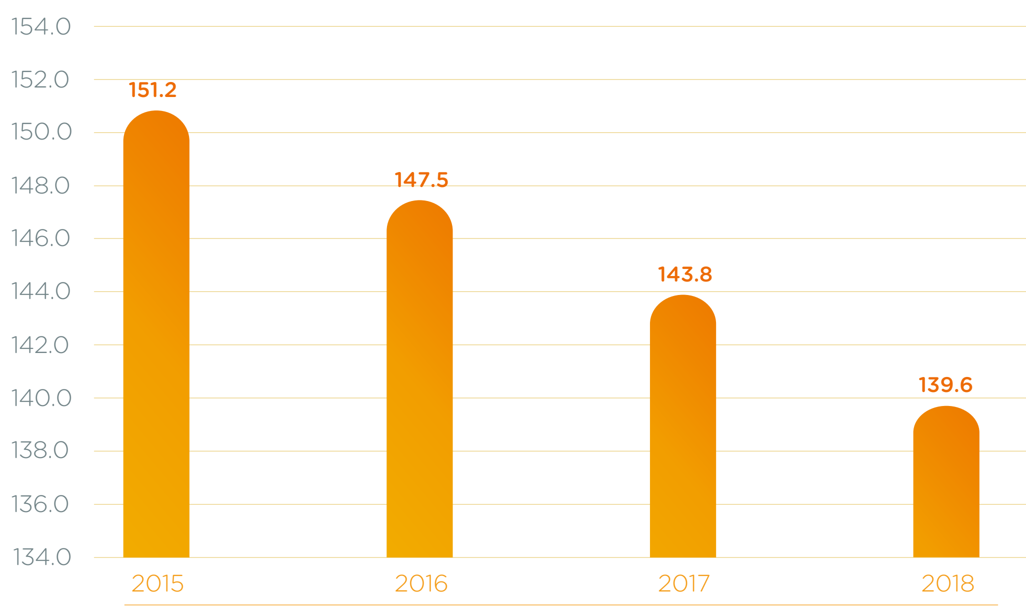
ELECTRICITY CONSUMPTION

Electricity consumption has kept a downward trend. The measures included in the Energy Consumption Rationalisation Plan led to a decrease in consumption by 2.9% in 2018 over the previous year, thanks to a more efficient and smart management of consumption and investment in more efficient equipment.

It is important to note that within the scope of Clima 2.0 project, we have defined a policy to recalculate the base-year, which allows to set absolute reduction goals, taking into account situations of business expansion. Taking into account the growth of Brisa Áreas de Serviço, the base-year was recalculated based on current consumptions, whilst previous years' figures were restated.

ELETCTRICITY CONSUMPTION

10^3 GJ



FUEL CONSUMPTION

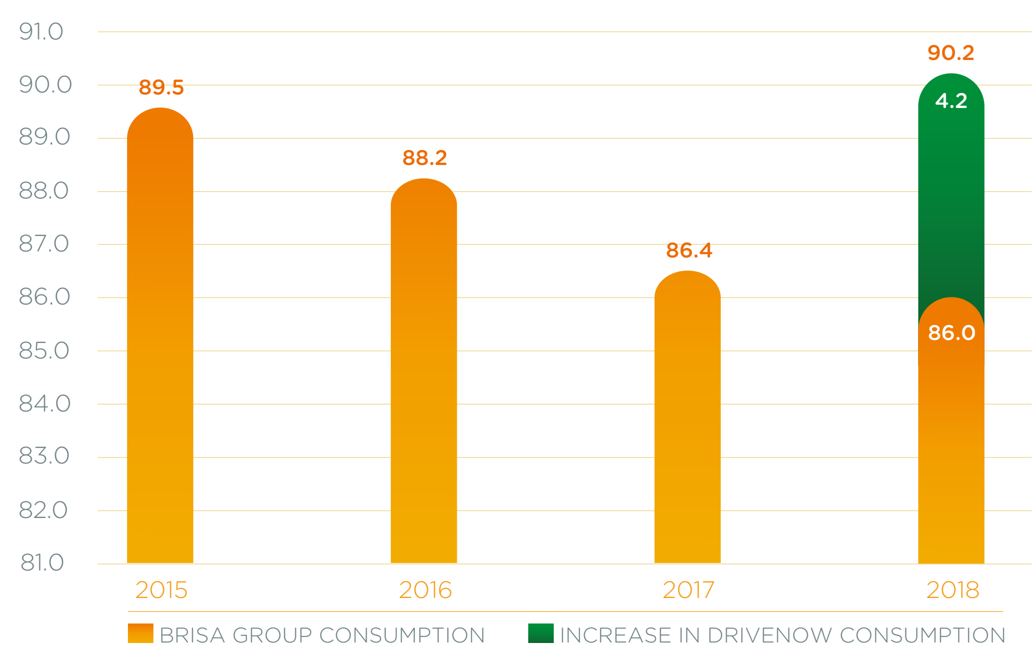
In 2018 fuel consumption increased due to the higher number of Drive Now cars. If it weren't for this increase in (4,2 103 GJ), consumption would have fallen in relation to 2017 by 0.5%.

This performance was possible thanks to optimised management of the number of cars, attention paid to engine capacity, better planning of operations and behavioural changes.

Additionally, figures reported in previous years were restated following the adoption a calculation method which is closer to reality.

FUEL CONSUMPTION

10^3 GJ



The combined decrease of fuel and electricity consumption, i.e. energy consumption, dropped by 0.2% in relation to 2017.

GHG EMISSIONS

Brisa GHG emissions result of the combination of electricity and fuel consumptions multiplied by an emission factor which can cover 2 scopes: i.e.:

- Scope 1 emissions = fuel consumptions x emission factor *(of respective class of vehicle or generator)*
- Scope 2 Emissions = electricity consumptions x emission factor *(associated with the production of such energy)*

The Scope 2 emission factor (electricity) may be of 2 types:

- Market-Based (MB) i.e., the emission factor associated with the renewable non-renewable mix of the electricity supplier to which Brisa buys electricity;
- Location-Based (LB) i.e., the emission factor associated with Portugal's renewable/non-renewable mix.

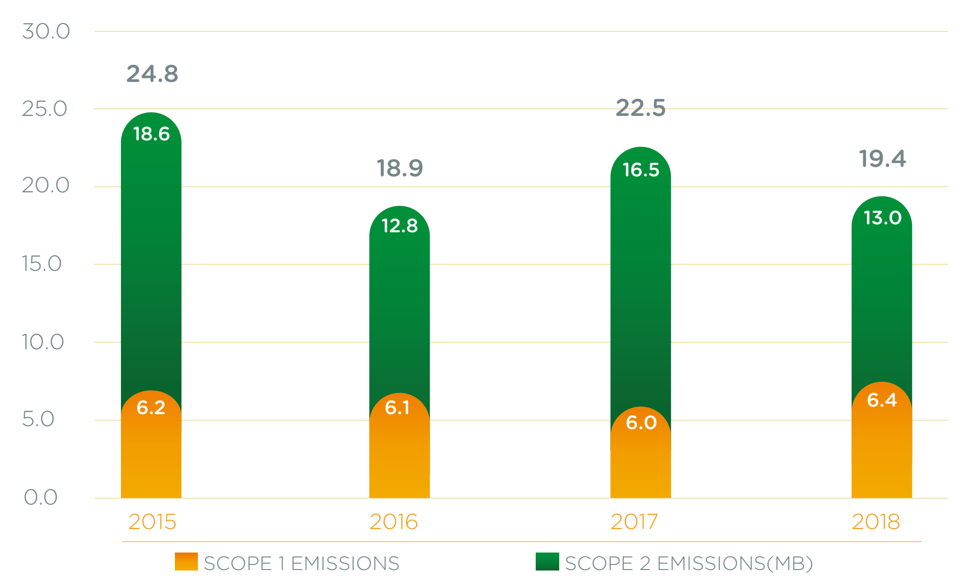
In 2018 the total of these emissions (Scopes 1 and 2) fell by 13.5% over the previous year.

However, there was an increase in Scope 1 emissions (6.6%) caused by higher fuel consumption resulting from the expansion of the Drive Now fleet, which was offset by a large decrease in Scope 2 emissions (20.9%), as a result of the implementation of Brisa Energy Consumption Rationalisation Plan.

Note that emission factors were corrected in relation to previous years, as the methodology was changed.

GHG EMISSIONS OF SCOPE 1 AND SCOPE 2 (MARKET-BASED)

10^6 tCO_2eq



SCOPE 2 EMISSIONS

10^3 tCO_2e

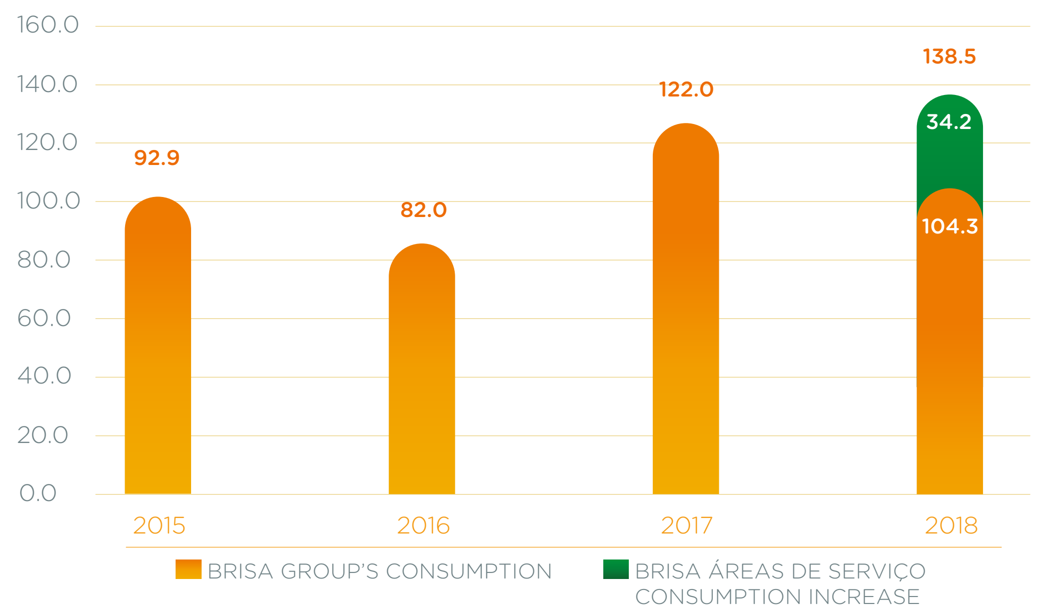
	'15	'16	'17	'18
A2 Market Based GHG emissions (10^3 tCO_2e)	18.6	12.8	16.5	13.0
A2 Location Based GHG emissions (10^3 tCO_2e)	11.9	11.2	13.9	11.2

WATER CONSUMPTION

Following a year of huge water consumption in 2017 due to the wild fires that ravaged the country, this indicator recorded a further increase in 2018. This rise in water consumption is explained by the addition of service areas to Brisa Áreas de Serviço's operation (which account for an increase in water consumption by 34 196 m^3). Excluding this effect, water consumption fell by 14.5%.

WATER CONSUMPTION

10^3 m^3



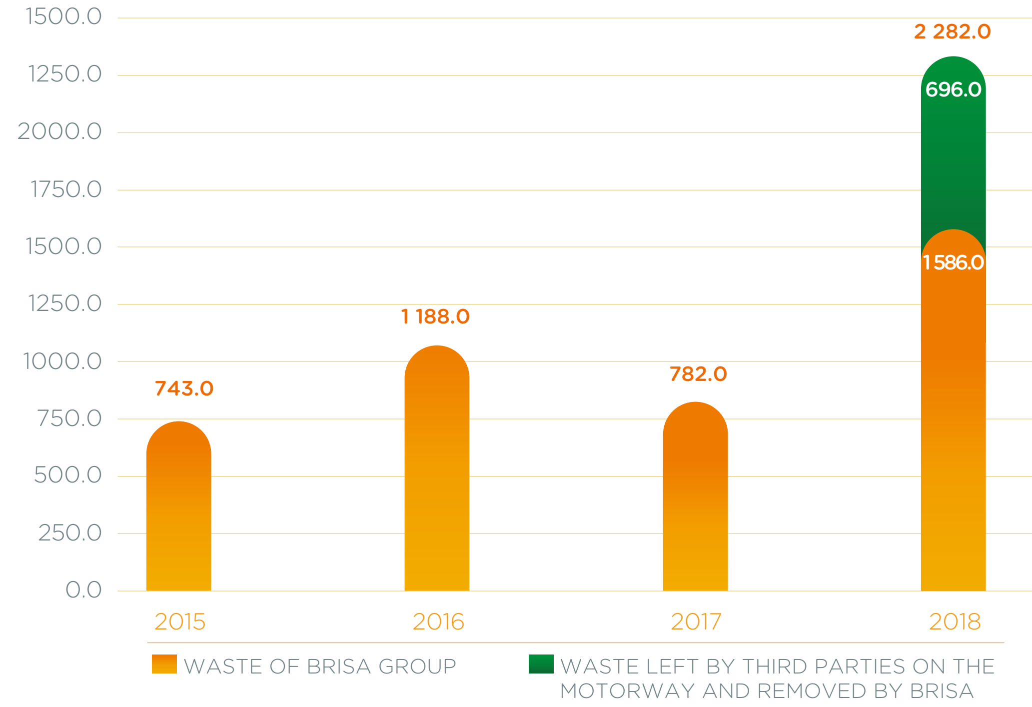
WASTE

2018 was a year marked by exceptional events, which affected this indicator, namely:

- Various scrap removal processes were triggered in 2018 and were completed in 2018. (776 t)
- 696 tons of rubble were found close to a viaduct on A17
- Various plots of land with garage buildings were expropriated and the buildings had to be demolished and the rubble removed. (29 t)

WASTE PRODUCTION

TONS (t)



TOTAL WASTE PER TYPE AND METHOD OF DISPOSAL

TONS (t)

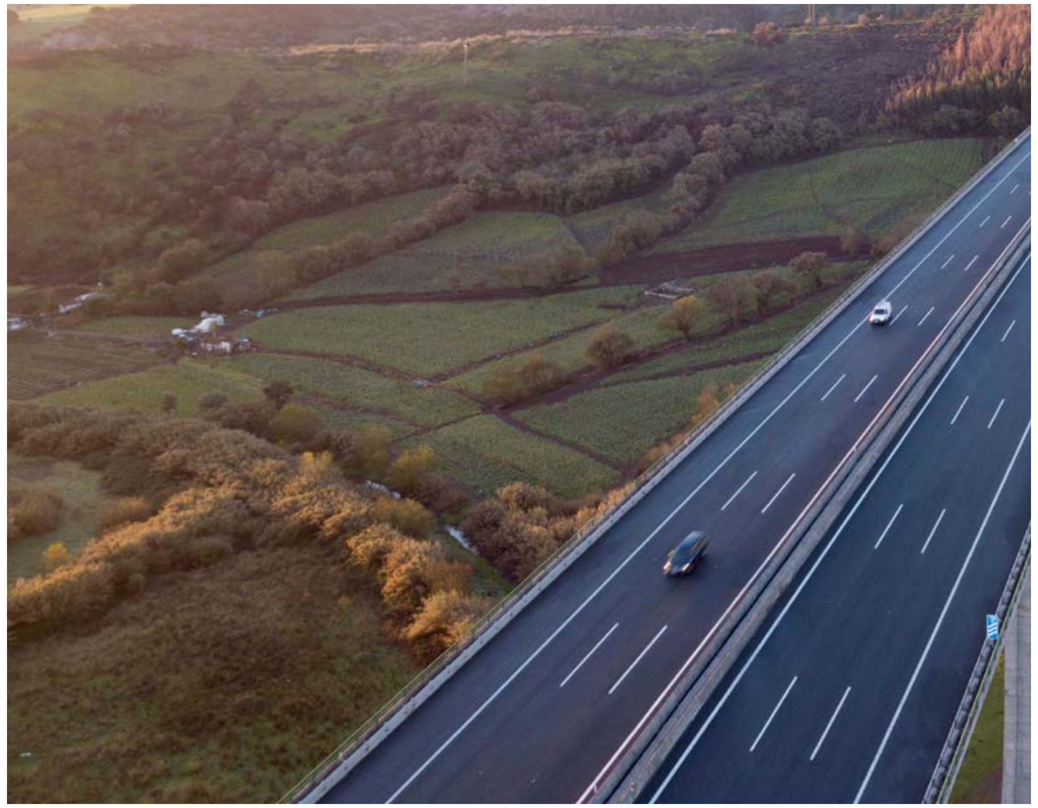
	HAZARDOUS	NON-HAZARDOUS	RECOVERY	LANDFILL
	34	2 248	1 225	1 058
TOTAL	2 282		2 282	

BIODIVERSITY

In 2018 the managed area included in Rede Natura 2000 totalled **359,12 hectares**. The area is the same reported on in previous years (2009-2017), as there were no infrastructure / widening works crossing any areas of the Natura 2000 Network.

The monitoring of fauna roadkill in 2018 carried out across Brisa's motorway network has shown that in the sub-stretches that cross areas included in the Natura 2000 Network, there was no record of collisions with species listed as threatened in "Livro Vermelho dos Vertebrados de Portugal (2005)" [The Red Book of Portuguese Vertebrates (2005)].

In 2018, no project for landscape integration or recovery was carried out. In the light of the data provided above, in 2018 the area of protected/restored habitats totalled 3.7 ha.



5. GOVERNANCE

5.1 PART I - INFORMATION ON SHAREHOLDER STRUCTURE, ORGANIZATION AND CORPORATE GOVERNANCE

A. SHAREHOLDER STRUCTURE

I. CAPITAL STRUCTURE

1. BRISA is a public limited liability company with share capital of € 6 000 000 (six million Euro), corresponding to 600 000 000 (six hundred million) nominal shares, with the nominal value of one cent per share, not listed in any regulated market.

2. There are no restrictions to the free transmission of shares corresponding to Brisa capital stock.

3. The number of treasury shares is 47 352 614, accounting for 7.89% of its share capital.

4. The Company did not enter into any agreement and there are no agreements which would terminate or become effective in the event of change in the Company's control.

5. There are no defensive measures in force, namely any limits to the number of votes exercisable by any shareholder.

6. The company is not aware of any shareholder agreement that might restrict the transfer of Brisa securities or voting rights.

II. EQUITY HOLDINGS AND BONDS

7. Holders of qualifying holdings in the Company's capital stock, according to the attendance list of the General Meeting held on December 5, 2018, are as follows:

HOLDER	No. of shares	% share capital	% vote*
José de Mello Investimentos, SGPS, S.A.	182 683 904	30.45%	33.06%
Arcus European Infrastructure Fund GP LLP	114 557 795	19.09%	20.73%
Tagus holding S.àr.l.	243 497 061	40.58%	44.06%
*The number of treasury shares is 47 352 614			

8. The members of BRISA's governing bodies do not hold shares nor bonds in the Company.

9. The managing board does not hold special powers, namely in what concerns resolutions on capital increases.

10. There are no relevant business relations between holders of qualifying shares and the Company.

Though not a listed company, Brisa follows the governance code of the IPCG (Portuguese Corporate Governance Institute), to the extentse of its own specificities.

B. CORPORATE BODIES AND COMMITTEES

I. GENERAL MEETING

a) Board of the General Meeting

11. The board of the general meeting elected for the year 2017-2018 term was composed of António Manuel de Carvalho Ferreira Vitorino, Chairman, Francisco de Sousa da Câmara, Vice-Chairman and Tiago Severim de Melo Alves dos Santos, Corporate Secretary. Meanwhile, following his appointment as United Nations High Commissioner for Refugees and the International Organization for Migration, António Manuel de Carvalho Ferreira Vitorino resigned as Chairman of the General Meeting.

b) Exercise of voting rights

12. There are no special classes of shares nor any statutory rules restricting the exercising of voting rights by any shareholder, regardless of the number of shares the shareholder may hold.

13. There are no limits to the exercise of voting rights.

14. According to the articles of association, there are no resolutions requiring to be approved by majorities above those legally set forth.

II. MANAGEMENT AND SUPERVISION

a) Composition

15. The Corporate Governance model adopted by Brisa consists of board of directors and supervisory board.

16. Under the terms provided in the Code of Commercial Companies (CSC), the choice and election of the members of the corporate bodies are the strict responsibility of the General Meeting.

17. Under the terms set out in the articles of association, the Board of Directors is composed of a minimum of ten and maximum of fourteen members, elected for a 3-year mandate. The current mandate is for the 2017-2019 period.

The Board of Directors is made up as follows:

BOARD OF DIRECTORS

Chairman
- Vasco Maria Guimarães José de Mello*

Vice-Chairman
- João Pedro Stilwell Rocha e Melo*

Members
- João Pedro Ribeiro de Azevedo Coutinho*
- António José Lopes Nunes de Sousa*
- Daniel Alexandre Miguel Amaral*
- Rui Alexandre Pires Diniz
- Michael Gregory Allen
- Luís Eduardo Brito Freixial de Goes
- Graham Peter Wilson Marr
- Stuart David Gray

* Executive Committee

According to a resolution of its shareholders, Brisa's governance model consists of a board of directors and a supervisory board. Hence, executive and supervisory functions are clearly separated and thus performed by distinct bodies.

Within this framework, at board of directors' level, the law sets out a rule of solidarity and mutual responsibility between all members, with no exception. However, notwithstanding the said rule of solidarity, the advantage of having management bodies composed of executive and non-members is clear. Non-executive directors, as they are not directly involved in daily management, will have a more comprehensive and less compromised view of day-to-day situations. They are in a privileged position to bring positive contributions to the outlining and analysis of strategies and the follow-up of businesses, identifying any deficiency, or suggesting changes and improvements, or even alternative solutions.

In these terms, the Board of Directors makes a positive assessment of this corporate governance structure, as it considers that, in the light of the business developed by the company, its shareholder structure and experience, this is the most appropriate system to ensure an efficient and transparent governance, capable of creating value to all shareholders.

In addition to the Executive Committee set up within the Board of Directors, there are no other committees with managing or supervisory powers.

The Board of Directors consists of ten members, five of whom make up the Executive Committee. Under statutory terms, the Board of Directors meets at least once a month. The executive management of the company falls to the Executive Committee. Pursuant to the governance model adopted at Brisa, the Chairman of the Board of Directors is also the Chairman of the Executive Committee.

The Executive Committee was invested with the broadest management powers, except for those which, for legal or statutory reasons, are reserved to the Board of Directors. Under these terms, the following duties fall to the Board of Directors:

(a) Co-option of Directors;

(b) Convening of General Meetings;

(c) Preparation of annual reports and accounts;

(d) Provision of surety bonds, personal or tangible securities or any other surety on the company's behalf;

(e) Relocation of the head-office and capital increases;

(f) Mergers, demergers and transformation of the company;

(g) Approval of any Business Plan, including any amendment or revision thereof;

(h) Approval of the annual budget, including any revision thereof;

(i) Entering of relevant contracts, assuming of liabilities, asset purchase or disposal, including holdings in other companies, where respective estimated value exceeds, on an individual basis, (i) € 100 000 000 (one hundred million Euro) if provided for in the annual budget or (ii) € 10 000 000 (ten million Euro), if not provided for in the annual budget;

(j) Loans, financing, bonds, debt securities, commercial paper and other forms of financing, including the issuing of sureties or stand-by sureties in amount exceeding, on an individual basis i) € 100 000 000 (one hundred million Euro) if provided for in the annual budget or (ii) € 10 000 000 (ten million Euro), if not provided for in the annual budget;

(k) Any of the subjects referred to in paragraphs (a) to (d) hereinabove relating to any of the Company's subsidiaries;

(l) Transactions (including any commitment to conclude such transactions) likely to result in the transfer or encumbrance of any shares held by the Company in any of its subsidiaries which, directly or indirectly, operates as concessionaire of the concession, the bases of which were approved by Decree-law 247-C/2008, of 30 December (or any subsequent amendment concerning at least the motorways specified therein) (the "Main Concession");

(m) Contracts, agreements or any transactions resulting, directly of indirectly, in the transfer or encumbrance of the Main Concession, including those resulting from internal reorganizations of the corporate group controlled by the Company;

(n) Contracts, agreements or any transactions resulting, directly of indirectly, in a dilution of the Company's financial holding in the Main Concession, including following the issuing of shares or other convertible securities into shares representing the share capital of the Company and/or any subsidiary of the Company, including Brisa – Concessão Rodoviária SGPS, S.A. and Brisa – Concessão Rodoviária, S.A. (or any other company that may directly or indirectly replace them in the development of the businesses comprised in the Main Concession) (the "Concession Companies");

(o) Release of funds to Brisa by any of the Concession Companies, whether via distributions or loans or via proposals of payment of such distributions or loans, whenever the amount to release accounts for less than 80% (eighty percent) of the funds available in the balance sheet of Brisa – Concessão Rodoviária, S.A. (taking into account relevant legal restrictions as well as existing restrictions, including those stemming from loans obtained with third parties);

(p) Changes to the articles of association or internal regulations relating to the corporate bodies of any of the Concession Companies, including split-offs, mergers, dissolution, subordination or group contracts, relating to or to be entered into by any of these companies;

(q) Issuing of binding instructions under the terms of Article 503 of the Companies Code or the exercising of any rights as shareholders, where relating to any of the subjects comprised in the previous paragraphs;

(r) Approval of early distribution of profit for the year.
Non-executive directors may request any clarification they deem suitable and will have access to any information they may want, namely minutes and agendas of the meetings of the Executive Committee, either individually or within the scope of any work developed jointly with other directors. Meetings of the Board of Directors are convened and prepared in advance, and the documentation relating to the subjects included on respective agenda will be distributed in advance, in order to ensure that all members of the Board of Directors can exercise their duties in an informed and independent way. During 2018 non-executive directors participated actively in the meetings of the Board of Directors.

18. The executive committee is composed of Vasco Maria Guimarães José de Mello, as Chairman, and João Pedro Stilwell Rocha e Melo, João Pedro Ribeiro de Azevedo Coutinho, António José Lopes Nunes de Sousa and Daniel Alexandre Miguel Amaral as members.

Responsibilities within the Executive Committee are distributed as follows:

AREAS UNDER THE RESPONSIBILITY OF THE EXECUTIVE COMMITTEE

Vasco de Mello	Pedro Rocha e Melo	João Azevedo Coutinho	António Nunes de Sousa	Daniel Amaral
• General Coordination				
CORPORATE CENTRE				
• Marketing and Institutional Relations Department*	• Legal Department	• Financial Department		• Business Development Department
	• Strategy & Planning Department	• Administrative Department		• Auditing, Organisation and Quality Department
	• Human Resources Department	• Technologies & Systems Department		
BUSINESS UNITS				
	• Brisa Concessão Rodoviária, S.A.	• Via Verde Portugal, S.A.	• Subconcessão do Litoral Oeste	• Concessão Atlântico
	• Via Verde Serviços, S.A.	• Transport Infrastructure Investment Company	• Brisa O&M, S.A.	• Concessão Litoral Centro
	• Brisa Áreas de Serviço, S.A.	• M Call, S.A.	• Controlauto - Controlo Técnico Automóvel, S.A.	• Concessão Douro Litoral
	• Via Verde Carsharing, S.A.	• Via Verde Contact, S.A.	• BGI - Brisa Gestão de Infraestruturas, S.A.	• Subconcessão do Baixo Tejo
	• Via Verde Connected Cars, S.A.			• Brisa Inovação e Tecnologia, S.A.**
				• A-to-Be USA LLC

* Includes the Sustainability Area
** BIT's social denomination was changed in March 2019 to AtoBe - Mobility Technology, S.A.

19. Qualifications and other curricula information about the members of the board of directors are as follows:

Vasco Maria Guimarães José de Mello
Chairman

Education:

Education Graduated in Business Administration from the American College of Switzerland, 1978. Attended Citigroup's Training Program in New York, from 1978 to 1979.

Member of Brisa's Board of Directors since 2000. His current mandate is for the 2017-2019 period.

Positions currently held:

Chairman of the Board of Directors and Executive Committee
- José de Mello Capital, S.A.
- Brisa - Auto-estradas de Portugal, S.A.

Chairman of the Board of Directors:
- BRISA Concessão Rodoviária, SGPS, S.A.
- BRISA Concessão Rodoviária, S.A.
- Brisa O&M, S.A.
- BGI - BRISA Gestão de Infraestruturas, S.A.
- BRISA Roads Áreas de Serviço, S.A.
- BRISA Internacional, SGPS, S.A.
- Via Oeste, SGPS, S.A.
- ASIRB - Serviços Rodoviários, S.A.

Member of the Board:
- BCSD Conselho Empresarial para o Desenvolvimento Sustentável

Chairman of the Board of Directors:
- Fundação Amélia de Mello

Chairman of the Board of the General Meeting:
- COTEC Portugal

Previous relevant professional activity:

1979 - 1980 Analyst at Banco Crefisul de Investimento Brasil
1980 - 1982 Advisor to the Board of Directors of União Industrial Têxtil e Química
1982 - 1999 Member of the Board of Directors of União Industrial Têxtil e Química
1982 - 1987 Member of the Board of Directors of sociedade Transitec-Lausanne
1985 - 2002 Managing director of CUF Finance, S.A.
1991 - 2000 Chairman of the Board of Directors of Banco Mello de Investimentos, S.A..
1992 - 1999 Member of the Board of Directors of Sociedade Independente de Comunicação.
1992 - 1996 Member of the Board of Directors of Companhia de Seguros Império.
1995 - 2000 Chairman of the Board of Directors of Banco Mello S.A..
1996 - 2000 Chairman of the Board of Directors of Companhia de Seguros Império.
1996 - 2004 Vice-Chairman of José de Mello SGPS, S. A
2000 - 2007 Vice-Chairman of the High Council of Banco Comercial Português (2000-2007).
2000 - 2002 Member of the Board of Directors of ONI, SGPS. S.A.
2001 - 2004 Chairman of the Board of Directors of União Internacional Financeira, SGPS, S.A.
2003 - 2007 Member of the Board of Directors of Abertis, Barcelona.
2005 - 2007 Member of the Supervisory Board of Bank Millennium - Poland

João Pedro Stilwell Rocha e Melo
Vice-Chairman

Education:

Graduated in Mechanical Engineering from Instituto Superior Técnico in 1985.

Post-graduation in Business Administration (MBA) from Universidade Nova de Lisboa in collaboration with Wharton School, of the University of Pennsylvania in 1986.

International Capital Markets Course from Oxford University in 1991.

Completed the management training programme "Leadership for Top Managers" – IMD International in 2002.

Member of Brisa's Board of Directors since 2002. His current mandate is for the 2017-2019 period.

Positions currently held:

Vice-Chairman of the Board of Directors
- Brisa Auto - Estradas de Portugal, S.A.

Member of the Board of Directors
- Brisa Concessão Rodoviária, SGPS, S.A.
- Brisa Concessão Rodoviária, S.A.
- BRISA O&M, S.A.
- BGI - BRISA Gestão de Infraestruturas, S.A.
- Via Oeste, SGPS, SA
- ASIRB - Serviços Rodoviários, S.A.
- Brisa Internacional, SGPS, S.A.
- BRISA Roads Áreas de Serviço, S.A.

Chairman of the Board of Directors
- Via Verde Serviços, S.A.
- Via Verde Carsharing, S.A.
- Via Verde Connected Cars, S.A.
- BRISA Áreas de Serviço, S.A.

Member of the Board of Directors and Executive Committee
- José de Mello Capital, S.A.

Member of the Board
- Câmara de Comércio e Indústria Portuguesa
- ACEGE - Associação Cristã de Empresários e Gestores

Member of the Audit Board
- Associação APOIAR

Former relevant professional activity:

Director of Mello Valores
- Sociedade Financeira de Corretagem and Director-General of Banco Mello de Investimentos

1997 - 2000 Chairman of the Executive Committee of Banco Mello de Investimentos, Director of Banco Mello, Director of Companhia de Seguros Império

Vice-chairman of the Board
- BCP Investimento

João Pedro Ribeiro Azevedo Coutinho
Board Member

Education:

Graduated in Business Administration from Universidade Católica Portuguesa in 1982.

Completed Business Training Program *"Leadership for Top Managers"*, from IMD International in 2002 and *"Advanced Management Program"* from Harvard in 2013.

Member of Brisa's Board of Directors since 1999. His current mandate is for the 2017-2019 period.

Positions currently held:

Executive Member of the Board of Directors
- Brisa Auto - Estradas de Portugal, S.A.

Member of the Board of Directors
- Brisa Concessão Rodoviária, SGPS, S.A.
- Brisa Concessão Rodoviária, S.A.
- Brisa O&M, SA
- BGI - BRISA Gestão de Infraestruturas, S.A.
- BRISA Roads Áreas de Serviço, S.A.
- Brisa Internacional SGPS, S.A.
- Via Oeste, SGPS, S.A.
- ASIRB - Serviços Rodoviários, S.A.
- SICIT - Sociedade de Investimento e Consultoria em Infraestruturas de Transporte SA
- José de Mello Capital, S.A.

Chairman of the Board of Directors
- Mcall Serviços de Telecomunicações, S.A.
- Via Verde Contact, S.A.
- VIA VERDE PORTUGAL - Gestão de Sistemas Electrónicos de Cobrança, S.A.

Former relevant professional activity:

1982	Coopers & Lybrand
1990 - 1997	Manager responsible for the Investment Banking Department of Deutsche Bank in Portugal, from 1990 to 1997.
1997 - 1999	Chairman of the executive committee of Banco Mello de Investimentos,
2002 - 2007	Member of the Board of Directors of CCR - Companhia de Concessões Rodoviárias, Brazil, and Chairman of the Board of Directors in 2008.

António José Lopes Nunes de Sousa
Board Member

Education:

Civil Engineering Degree from Instituto Superior Técnico (IST), 1982.

Post-graduation in Business Administration from Universidade Católica Portuguesa, Lisbon, 1998.

Member of Brisa's Board of Directors since 2008. His current mandate is for the 2017-2019 period.

Positions currently held:

Executive Member of the Board of Directors
- Brisa Auto - Estradas de Portugal, S.A.

Member of the Board of Directors
- Brisa Concessão Rodoviária, SGPS, S.A.
- Brisa Concessão Rodoviária, S.A.
- Brisa O&M, S.A.
- BGI - BRISA Gestão de Infraestruturas, S.A.
- AEBT - Auto-Estradas do Baixo Tejo, S.A.
- AEDL - Auto Estradas do Douro Litoral, S.A.
- AELO - Auto-Estradas do Litoral Oeste, S.A.
- Via Oeste, SGPS, S.A.
- Brisa Internacional, SGPS, S.A.
- BRISA Roads Áreas de Serviço, S.A.
- ASIRB - Serviços Rodoviários, S.A.
- APCAP - Associação Portuguesa das Sociedades Concessionárias de Auto-Estradas ou Pontes com Portagem

Chairman of the Board of Directors
- Controlauto Controlo Técnico Automóvel, S.A.

Former relevant professional activity:

1983 - 1999	Engineer with the Road Authority; Manager of Concession Operations from 1996 to 1999
1999 - 2002	Brisa Auto-Estradas de Portugal, SA, Technical General Manager.
2002 - 2004	Managing director of Brisa Engenharia e Gestão, SA.
2004 - 2008	Director General of Brisa Participações e Empreendimentos, Ltda, member of the Board of Directors of Companhia de Concessões Rodoviárias, S.A. (CCR) in Brazil, and chairman of the Board of Directors of CCR in 2005.

Daniel Alexandre Miguel Amaral
Board Member

Education:

Business degree from ISEG.

Member of Brisa's Board of Directors since 2011.
His current mandate is for the 2017-2019 period.

Positions currently held:

Executive Member of the Board of Directors
- Brisa Auto-Estradas de Portugal, S.A

Chairman of the Board of Directors
- BRISAL Auto-Estradas do Litoral, S.A.
- AEBT - Auto-Estradas do BAIXO TEJO, S.A.
- BRISA Inovação e Tecnologia, S.A.
- AEDL - Auto Estradas do Douro Litoral, S.A.

Member of the Board of Directors
- BGI - BRISA Gestão de Infraestruturas, S.A.
- Via Oeste, SGPS, S.A.
- Brisa Internacional, SGPS, S.A.
- BRISA Concessão Rodoviária, SGPS, S.A.
- BRISA Concessão Rodoviária, S.A.
- Brisa O&M, S.A.
- BRISA Roads Áreas de Serviço, S.A.
- BRISA International B.V.
- ASIRB - Serviços Rodoviários, S.A.
- BRISA International Investments B.V.

Partner
- Arcus Infrastructure Partners LLP
- Arcus ISH LLP

Manager
- Tagus Holdings S.à.r.L.

Manager
- AEIF Apollo S.à.r.L.
- Maintranche, Unipessoal, Lda.

Former relevant professional activity:

1996 Caixa Geral de Depósitos
2003 - 2008 Manager of Caixa- Banco de Investimento, S.A.
2007 - 2008 Executive Director of CREDIP – Instituição Financeira de Crédito, S.A.
2008 - 2009 Member of the European Infrastructure Team of Babcock & Brown
Since 2009 Partner of Arcus Infrastructure Partners

Michael Gregory Allen
Board Member

Education:

Corporate Finance Evening Programme, London Business School.

Bachelor of Laws (LLB) from King's College, University of London, England

Associate Member of King's College London, England

Member of Brisa's Board of Directors since 2011.
His current mandate is for the 2017-2019 period.

Positions currently held:

Member of the Board of Directors
- BRISA Auto-Estradas de Portugal, S.A.
- BRISA Concessão Rodoviária, S.A.
- BRISA Concessão Rodoviária, SGPS, S.A.

Partner
- Arcus ISH LLP
- Arcus Infrastructure Partners LLP

Manager
- AEIF Apollo S.à r.l.
- Tagus Holdings, S.à r.l.
- Maintranche, Unipessoal, Lda.

Former relevant professional activity:

1991 - 1999 Linklaters
1999 - 2002 Executive Director at Goldman Sachs International
2003 - 2004 Investment Banking Director at Dresdner Kleinwort Wasserstein
2004 - 2007 Banking Merrill Lynch International, Director
2007 - 2009 Babcock & Brown Limited, London, Senior Member of the Infrastructure Team
Since 2009 Partner of Arcus Infrastructure Partners

Rui Alexandre Pires Diniz
Board Member

Education:

Bachelor of Economics from Universidade Católica Portuguesa, 1996.

Member of Brisa's Board of Directors since 2010. His current mandate is for the 2017-2019 period.

Positions currently held:

Member of the Board of Directors
- Brisa Auto-Estradas de Portugal, S.A.
- José de Mello Capital, S.A.
- MGI CAPITAL, SGPS, S.A.
- MGICAPITAL - International Financing, SGPS, S.A.
- MGICAPITAL - Sistema de Gestão, S.A.
- MGIGP - Gestão de Activos, S.A.
- José de Mello Saúde, S.A.
- Escala Braga - Sociedade Gestora do Estabelecimento, S.A.
- Hospital CUF Infante Santo, S.A.
- Hospital CUF Descobertas, S.A
- Hospital CUF Porto, S.A.
- JMS - Prestação de Serviços Administrativos e Operacionais, ACE
- JMS - Prestação de Serviços de Saúde, ACE
- Loja Saúde CUF - de Administração
- PPS II S.A.
- PPS III S.A.
- ACADEMIA CUF, Sociedade Unipessoal Lda.
- Centro Gamma Knife - Radiocirurgia, S.A.
- Clínica CUF Belém S.A.
- Hospital CUF Viseu, S.A.
- Hospital CUF Santarém, S.A.
- Escala Vila Franca - Sociedade Gestora do Estabelecimento, S.A.
- Hospital CUF Cascais, S.A.
- Hospital CUF Torres Vedras, S.A.
- IMO HEALTH - Investimentos Imobiliários, S.A
- INFRA HEALTH - Gestão de Infraestruturas, S.A
- JMS - Serviços de Logistica, ACE
- Efacec Power Solutions, SGPS, S.A.
- Efacec do Brasil, Ltda
- Sesco - Efacec , Sdn. Bhd.
- Hospital Cuf Coimbra, S.A.
- Simply Green S.A.
- Imo Health - Investimentos Imobiliários, S.A.
- Imo Health Cascais, Investimentos Imobiliários, S.A.
- Imo Health Matosinhos, Investimentos Imobiliários, S.A.
- Imo Health Belém, Investimentos Imobiliários, S.A.
- Imo Health Torres Vedras, Investimentos Imobiliários, S.A.

Chairman of the Board of Directors
- Clínica CUF Alvalade S.A.
- Clínica Luís Alvares S.A.
- Efacec Sistemas Espana, S.L.M.

Manager
- Cenes - Centro de Reprocessamento de Dispositivos Médicos, Lda

Chairman of the Supervisory Board of Centro Paroquial do Estoril
- Hospimob, Investimentos Imobiliários, S.A.

Director
- Fundação Manuel Violante

Board Member
- Inclusive Community Forum da Nova SBE

Board Member of Novamente
- Associação de Apoio aos Traumatizados Crânio Encefálicos

Member of the Council for Economic Affairs
- Diocese de Lisboa

Former relevant professional activity:

1996 - 2010 Mckinsey & Company (Iberia Office)
1996 - 2002 Consultant at Mckinsey & Company
2002 - 2008 Partner at McKinsey & Company
2007 - 2010 Office Manager Mckinsey & Company Lisbon office
2008 - 2009 Partner and manager at McKinsey & Company

He was responsible in Iberia for the Insurance and Health areas and for the Banking, Insurance and Health teams in Portugal, Spain, Brazil and Angola.

Luis Eduardo Brito Freixial de Goes
Board Member

Education:

Graduated in Law from Universidade Católica Portuguesa, 1993.

Member of Brisa's Board of Directors since 2012. His current mandate is for the 2017-2019 period.

Positions currently held:

Member of the Board of Directors
- Brisa Auto-Estradas de Portugal, S.A.
- BRISA Concessão Rodoviária, SGPS, S.A.
- José de Mello Saúde, S.A.
- José de Mello Imobiliária, SGPS, S.A.
- José de Mello Internacional
- José de Mello – Investimentos, SGPS, S.A.
- Bondalti Capital, S.A.
- TAGUS HOLDING S.à.r.l
- Tecnocapital, SGPS, S.A.
- Sociedade Agrícola D. Diniz, S.A.
- ATM – Assistência Total em Manutenção, S.A.

Chairman of the Board of Directors
- MGI Capital, SGPS, S.A.

Member of the Board of Directors
- José de Mello Capital, S.A.

Sole Director
- IBOMÍLIA – Sociedade Imobiliária, S.A.

Former relevant professional activity:

1990 - 1993 Deloitte (Tax Department)
1993 - 1995 Vieira de Almeida e Associados, law trainee
1995 - 2000 Vieira de Almeida e Associados, specialist in Corporate and Financial Areas
2000 - 2004 Manager of the Legal Department of José de Mello SGPS
2005 - 2012 Head Coordinator of the legal areas of José de Mello Group

As from April 2012 Executive Director of José de Mello- Sociedade Gestora de Participações Sociais, S.A.

Graham Peter Wilson Marr
Board Member

Education:

BSc (Hons)) in Chemistry, Durham University - 1980.

Official Auditor (Institute of Chartered Accountants in England & Wales) – 1983.

Member of Brisa's Board of Directors since 2012.
His current mandate is for the 2017-2019 period.

Positions currently held:

Member of the Board of Directors
- Brisa Auto -Estradas de Portugal, S.A.

Former relevant professional activity:

1980 - 1996	Price Waterhouse (tax partner since 1992)
1996 - 2006	Member (and subsequently responsible for) the leasing and shipping finance team of Babcock & Brown, London
2006 - 2009	Senior member of European Infrastructure team, Babcock & Brown Limited, London
2008 - 2015	Willow Topco Limited – Member of the Board of Directors
2009 - 2016	Arcus ISH LLP - Partner
2009 - 2016	Partner and Chief Operating Officer (2009-2013) and Co-Managing Partner (2013-2016), Arcus Infrastructure Partners LLP
2010 - 2015	Angel Trains Group Limited – Member of the Board of Directors
2012 - 2017	Forth Ports Limited - Member of the Board of Directors
Since 2009	Partner of Arcus Infrastructure Partners

Stuart David Gray
Board Member

Education:

BS in Accounting from Glasgow University, 1995.

Member of the Institute of Chartered Tax Advisors and the Institute of Chartered Accountants of Scotland.

Member of Brisa's Board of Directors since 2015.
His current mandate is for the 2017-2019 period.

Positions currently held:

Member of the Board of Directors
- Brisa Auto- Estradas de Portugal, S.A.
- AEIF Luxembourg Holdings Sarl
- AEIF 2 Luxembourg Holdings Sarl

Partner and CFO
- Arcus Infrastructure Partners LLP

Former relevant professional activity:

1993 - 1996	Deloitte Tax Consultant
1996 - 2002	Andersen, Senior Tax Consultant
2002 - 2007	Sanmina-SCI, director of the European tax and treasury areas
2007 - 2009	Babcock & Brown Limited, member of the Tax Division
2011 - 2016	Shere Group Ltd - Member of the Board of Directors
2011 - 2018	Forth Ports Ltd - Member of the Board of Directors
Since 2009	Partner of Arcus Infrastructure Partners

20. Except for member António José Nunes Lopes de Sousa, who is senior member of the staff, all remaining members of the Board of Directors are related to reference shareholders of the Company.

21. Organisational Chart shown in page: 12.

b) Functioning

22. Not applicable, as provided in no. 34.

23. During 2018, the Executive Board held 47 meetings and the Board of Directors held 15 meetings; average attendance of members stood above 90%.

24. A avaliação do desempenho dos membros da Comissão Executiva é realizada pelo Conselho de Administração, pela Comissão de Vencimentos e pela Assembleia Geral.

25. In relation to the performance assessment of the executive board, the 2018 general meeting approved the statement of the remuneration committee which determines that the variable remuneration payable exclusively to executive members of the board of directors must aim at rewarding respective performance namely in what concerns "…The Remuneration Committee of Brisa Auto-Estradas de Portugal, S.A. (the "Company" or "Brisa") hereby submits to the approval of the General Meeting the following statement on the remuneration policy of respective management and supervisory boards:

- The members of the board of directors must perform their duties diligently and judiciously, in the best interest of the company's shareholders, employees and remaining stakeholders.
- It is in the best interest of the company and its shareholders to create adequate conditions and incentives to encourage a sound performance of duties by members of the Board of Directors, in accordance with criteria referred to above.
- In this light, remuneration is a key management tool for framing and encouraging the performance of senior managers.
- The definition and application of the criteria for fixing the remuneration of Directors entrusted upon the Remuneration Committee should thus be rational and consistent: it should take into account the level of remuneration currently practised in European peer companies, and, on the other hand, the degree of compliance with the strategic goals set forth for the company, the creation of value for shareholders and the economic situation.
- In view of the above, remuneration should consist of a fixed amount that will adequately remunerate, within the framework of respective competences and responsibilities, the effort developed by executive and non-executive members of the Board of Directors each year, and a variable amount payable to executive members that will reward, amongst other things, increasing efficiency and productivity and the creation of long term value for the Company and shareholders, and at the same time, align their interests with the company's long term sustainability interests. This alignment will be ensured namely by calculating the variable amount based on the company's financial and operational performance each year, the intrinsic quality of (recurrent and extraordinary) results posted, taking into consideration the situation of equity markets, Brisa's positioning in the markets where it operates, its business outlook in the medium and long term.
- In addition to the above, the payment of the variable amount will also be subject to the assessment of the performance goals set out each year, based on the following indicators: EBITDA, EBIT, NET PROFIT, ROE and ROA, taking into account the company's evolution and the remuneration level practised by major national and international peer companies.
- Other exceptional factors may be taken into account in the assessment of the performance of the Executive Committee or any of its members.
- Part of the variable remuneration will be paid following the closure of each financial year and determination of respective results; the other significant part will be deferred for a period of three years, and its payment will depend on the maintenance of Brisa's positive performance throughout such period, with a view to allow the maximisation of long term performance and the pursuing of strategic and structural goals and disincentive excessive risk-taking.
- In what concerns the supervisory board, pursuant to provisions in art. 422-A and paragraph 1 of art. 399 of the Companies Code, the remuneration of members of the Supervisory Board must consist of a fixed amount, determined taking into account the complexity and responsibility of the functions performed, the normal practices and remuneration conditions for the performance of similar functions and the economic situation of the company".

26. The corporate offices of members of the Board of Directors are as described in pages: 121 to 125.

c) Committees within the board of directors or supervisory board and managing directors

27. The Board of Directors set up an Executive Committee composed of five members of the board of directors; respective regulation is available on the Company's website.

28. The Executive Committee is composed of Vasco Maria Guimarães José de Mello, Chairman, João Pedro Stilwell Rocha e Melo, João Pedro Ribeiro de Azevedo Coutinho, António José Lopes Nunes de Sousa and Daniel Alexandre Miguel Amaral as members.

29. Not applicable. There are no further committees in addition to the Executive Committee.

III. SUPERVISION

a) Structure

30. The Company's supervisory body, according to the corporate governance model adopted is the Supervisory Board.

31. The Supervisory Board is made up as follows:

- Chairman: Francisco Xavier Alves
- Members: Tirso Olazábal Cavero e Dr. Joaquim Patrício da Silva
- Alternate Member: Diogo da Gama Lobo Salema da Costa
- External Auditor: Alves da Cunha, A. Dias & Associados, SROC nº 74, represented by José Duarte Assunção Dias ROC nº 513
- Alternate External Auditor: José Luís Areal Alves da Cunha, Revisor Oficial de Contas nº 585, with office at Rua Américo Durão, 6-8º Esqº, 1900 – 064 LISBOA

32. All members of the Supervisory Board are independent, as they do not hold nor act on behalf of holders of shares of the Company.

33. Francisco Xavier Alves is Bachelor of Finance from ISCEF and a certified official auditor. His professional experience includes the coordination of financial audits, corporate restructuring and consultancy in the management and organizational fields.

Tirso Olazábal Cavero has a degree in Business Administration. From 1988 to 2002, he was executive director of Constância Editores S.A.. As from 2002 he became partner and director Olazábal & Artola, a consultancy company, and executive director and partner of Agoa Gestão de Resíduos S.A. and Ociomedia. From 2006 to 2016 he was member of the Board of Directors of Grupo Capital Group. Managing Partner in Portugal of Unomasdos since 2016. He has a degree in Finance from ISCEF and works as Certified Auditor since 1979.

b) Functioning

34. As Brisa securities are not listed, the regulations of the corporate bodies are not available to the public.

35. During 2018 the Supervisory Board met 7 times, attended by all its members.

36. The offices performed by the members of the supervisory board are as described in point no. 33.

c) Powers and duties

37. The hiring of additional services to the External Auditor is subject to the prior approval of the Supervisory Board. To this end, Brisa's financial department issues an information note addressed to the chairman of the supervisory board identifying the service concerned, the terms of the hiring and the reasons for such hiring.

38. Not applicable. There is no committee for financial matters.

IV. STATUTORY AUDITOR

39. The External Auditor is Alves da Cunha, A. Dias & Associados, SROC no. 74, represented by Dr. José Duarte Assunção Dias ROC no. 513.

40. The Official Auditor performs its current functions since 2008.

41. The Official Auditor does not provide any other services to the Company.

V. EXTERNAL AUDITOR

42. The Company's external auditor is Pricewaterhousecoopers & Associados, SROC, S.A., registered with CMVM under no. 20161485, represented by Dr. Rui Jorge dos Anjos Duarte, ROC no. 1532.

43. The External Auditor and respective partner started functions during 2016.

44. Not applicable. Since Brisa has no listed securities, the appointment of the External Auditor is not bound by any legal obligation and the Company is not required to define any rotation policy for auditors.

45. The assessment of the External Auditor is performed by the Supervisory Board on an annual basis.

46. Every year the Supervisory Board receives the auditor's independence statement, which describes the services provided by the latter and other entities belonging to the same network in Portugal and respective remuneration paid.

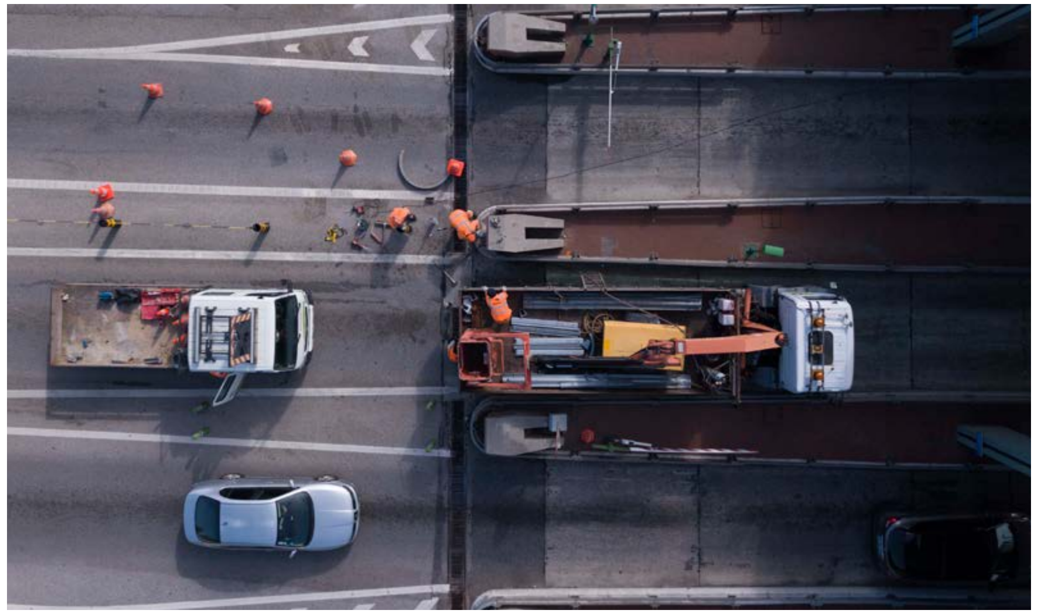
Any identified threat to the auditor's independence as well as respective safeguarding measures are assessed and discussed with the auditor.

In what concerns this specific aspect, given the importance of the issues concerned and the need for absolute celerity, the hiring of PwC seemed the most adequate in the light of its solid experience and technical know-how in the tax field, on par with its deep knowledge of the issues concerned. Moreover, PwC services are carried out on an exclusive basis, and are developed by multi-disciplinary teams including independent consultants and experts. The auditor's familiarity threat was clearly identified in the Sarbane s-Oxly Act as worthy of close attention, since the exercise over several years of external audit functions for the same company may lead to excessive familiarity between auditor and auditee likely to influence auditor's free and independent analysis.

This risk may be mitigated by limiting the number of years during which an auditor may audit a company, in line with what happens with the supervisory board, which after being re-elected more than twice is no longer considered independent, and may inclusively have to cease functions in such company, for incompatibility reasons.

47. Remuneration of the External Auditor:

NATURE	Amount (€)	%
Audit	306 100	80.5%
Other reliability enhancing services	72 250	19.0%
Other than review or audit services	1 800	0.5%
Total	**380 150**	



C. INTERNAL ORGANISATION

I.
ARTICLES OF ASSOCIATION

48. Changes in the articles of association of the Company can only be introduced by the general meeting, as provided in the Companies Code.

II.
REPORTING OF IRREGULARITIES

49. On February 3, 2009, Brisa's executive committee, upon the proposal of the sustainability and corporate governance committee, approved the creation of an internal irregularities reporting system as described in page 132.

III.
INTERNAL CONTROL AND MANAGEMENT RISKS

50. Brisa has an integrated risk management and control system in force, according to the internationally recognised COSO method (Committee of Sponsorship Organizations of the Treadway Commission), as described in pages 34 and 35 (Risk).

51. Hierarchical and functional liaisons are as described in table hereinabove.

52. Functional areas with risk control duties are as described in point no. 50.

53. The main risks to which the company is exposed while developing its business are as described in pages 36 to 38.

54. The process of identification, assessment, follow up, control and management of risks is described in page 36.

55. As pointed out hereinabove, Brisa has an integrated risk management and control system, covering financial risks in particular, as described in page 38. However, since it does not have listed securities, the Company is not subject to the reporting requirements provided in no. 1 sub-paragraph m) of article 245-A of the Securities Code.

IV.
INVESTOR RELATIONS

56. Not applicable. Brisa does not have a formal investor relations structure as it does not have listed securities.

57. Not applicable. Brisa does not have a representative for relations with the market as it does not have listed securities.

58. Not applicable due to the reasons explained above.

V.
WEBSITE

59. Brisa website address is www.brisa.pt

60. Brisa is not a public company. However, corporate information as provided in article 171 of the CC is available on its website.

61. The Company's articles of association are available on the website.

62. The name and identification of the members of governing bodies are available on the website.

63. The company's reports and accounts are available on the website.

64. Minutes of general meetings are published on the company's website. Under the terms of its articles of association, the Company is not required to publish additional preparatory information for general meetings. However, documentation may be consulted by all shareholders at the company's head office, during the 15 days prior to the date of the general meeting concerned.

65. Not applicable. BRISA does not publish this type of information as it is not a listed company.

D. REMUNERATION

I. DECISION POWERS

66. Determination of the remuneration of the members of governing bodies, as provided in the CSC, is the exclusive responsibility of the general shareholders meeting, which entrusted such powers upon a remuneration committee composed exclusively of independent members. Remuneration of the managerial staff and remaining employees is on the responsibility of the Board of Directors.

II. REMUNERATION COMMITTEE

67. The remuneration committee is composed of Luís Miguel Cortes Martins (Chairman) and members Pedro Norton de Matos and Jaime Amaral Anahory. All members of the Remuneration Committee are independent from both the Board of Directors or any consultant; no natural or legal person was engaged to assist the remuneration committee in the performance of its duties which provides or has provided services over the past three years to any structure subject to the Board of Directors, to the Board of Directors of the company or having any relation with a consultant.

68. Pedro Norton the Matos, member of the remuneration committee has knowledge and experience in remuneration policy issues.

III. REMUNERATION STRUCTURE

69. Brisa is not a public interest company, under the terms and for the purposes of Law 26/2009, of 19 June. However, shareholders at the general meeting held on May 5, 2017 approved the statement submitted by this committee, as provided in page 126.

70. Information on the remuneration structure is provided in the statement referred to in the preceding paragraph.

71. The remuneration of executive directors includes a significant variable component, which is paid only if pre-established performance criteria are met.

72. Brisa, as already mentioned, has implemented an integrated control system and risk management, covering in particular, risks of a financial nature, as per page 38. However, not being a Company with listed values, it is not subject to information disclosure obligations, as referred to in point (a) of (m) of paragraph 1 of art. 245 A of the Securities Code.

73. Not applicable, since remuneration does not include shares, bonds or options.

74. Not applicable, since remuneration does not include shares, bonds or options.

75. Not applicable, since remuneration does not include shares, bonds or options.

76. Members of the board of directors are entitled to supplementary pension, under the terms of a general meeting resolution dated March 28, 1989.

IV. DISCLOSURE OF REMUNERATION

77. Remuneration of the board of directors is as described below:

• **REMUNERATION OF EXECUTIVE MEMBERS OF THE BOARD OF DIRECTORS (€)**

Fixed Remuneration	Variable Remuneration	Defined Bennefits	Total
1 825 143	1 915 500	272 471	4 013 114

• **REMUNERATION OF NON-EXECUTIVE MEMBERS OF THE BOARD OF DIRECTORS (€)**

Fixed Remuneration
392 000

78. Members of the board of directors do not receive any type of compensation for exercising functions in any associate or subsidiary of Brisa.

79. Not applicable, there is no remuneration paid under a profit-sharing scheme.

80. Not applicable, there was no compensation paid.

81. Not applicable, BRISA is not a public interest company, under the terms and for the purposes of Law 28/2009, of 19 June.

82. The chairman of the general meeting earns € 5 000 for his chairmanship in each general meeting. In 2018 two general meetings were held.

V.
ARRANGEMENTS IMPLYING PAYMENTS

83. Not applicable. It is not possible to restrict in advance a compensation which will be ultimately decided in court.

84. Not applicable, there are no termination agreements for unfair dismissal.

VI.
STOCK OPTION PLANS

85. Not applicable. There are no stock option plans.

86. Not applicable due to the reasons explained above.

87. Not applicable due to the reasons explained in no. 85.

88. Not applicable due to the reasons explained in no. 85.

E. TRANSACTIONS WITH RELATED PARTIES

I.
CONTROL MECHANISMS AND PROCEDURES

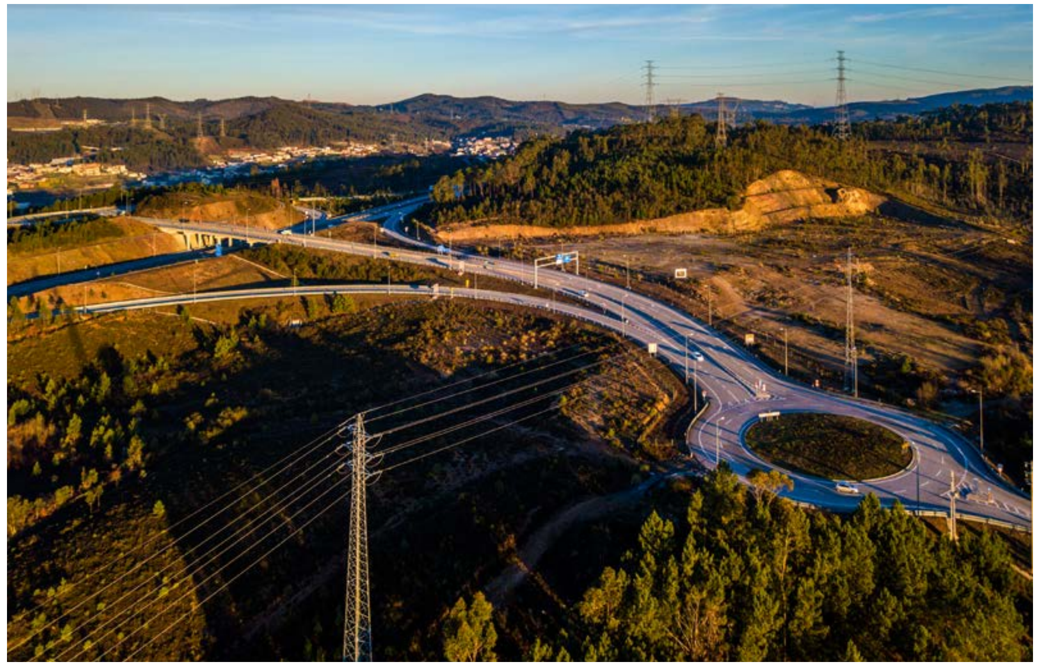
89. Transactions with related parties above a relevant amount, specifically € 1 000 000, are subject to prior favourable opinion of the supervisory board.

90. During 2018 no transactions with related parties have occurred.

91. Whenever a transaction with related parties occurs involving an amount above that provided in paragraph 89 hereinabove, the Corporate Secretary prepares a memorandum addressed to the supervisory board, identifying the parties, the amounts involved and remaining terms of the transaction concerned to allow the supervisory board to issue its opinion thereon.

II.
ELEMENTS CONCERNING TRANSACTIONS

92. Reporting documentation, including this Integrated Report are available on the Company website. Information on business with related parties is available in the notes to the individual accounts in page 198 and to the consolidated accounts in page 245 of this Report.



5.2 PART II - CORPORATE GOVERNANCE ASSESSMENT

1. IDENTIFICATION OF THE ADOPTED GOVERNANCE CODE

Though not a listed company, Brisa follows the Governance Code of the IPCG (Portuguese Corporate Governance Institute), to the extent of its own specificities.
Given the lack of equivalence between the IPCG Code and the Annex to CMVM Regulation 4/2013, the structure of the chapter on Corporate Governance will follow the Governance Code of the IPCG.

2. ANALYSIS OF CORPORATE GOVERNANCE COMPONENTS ADOPTED

CHAPTER I.
GENERAL PART

I.1. Investors Relation and Information

I.1.1. Complies. Brisa has mechanisms and procedures to ensure, in a strict, complete and timely way the processing and disclosure of information to its corporate bodies and shareholders.

I.2. Diversity in the Composition and Functioning of the Corporate Bodies

I.2.1. Does not comply. 15 - The corporate governance model adopted by Brisa consists of board of directors and supervisory board. 16- Under the terms provided in the Commercial Companies Code, the choice and election of the members of the corporate bodies are the strict responsibility of the General Meeting, and the Company has no means to restrict this procedure.

I.2.2. Complies. The Management and Supervisory Bodies have their own regulations, they meet on a regular basis and their meetings are properly recorded in minutes.

I.2.3. Does not comply. As it is not a public company, BRISA does not disclose the internal regulations of its corporate bodies in its website.

I.2.4. Complies. The composition of the corporate bodies is available on the website and the number of meetings held throughout the year is included in the Integrated Report, which is available on the website.

I.2.5. Complies. The Company has a policy and mechanism for the prevention and detection of irregularities, which was set up in 2009, upon the proposal of the Executive Committee, through which all employees can freely and conscientiously expose any situation configuring any wrongful intentional, reckless or negligent acts or omissions occurred within the scope of Brisa Group business activity, in the areas of accounting, internal control, audit, fight against corruption and banking and financial crime, violation of ethical and legal nature occurring within the company.

This system embodies Brisa's strong commitment to conducting its business in compliance with the law and the principles laid down in its Code of Ethics, contributing moreover to the early detection of any irregular situation.

Under the terms of the regulations approved (available at www.brisa.pt) a list of dedicated addresses was created on the Intranet and the company's site, allowing the disclosure of any irregularity, within absolute confidentiality, via e-mail, fax or mail.

The processing of this information and conduct of respective proceedings are the responsibility of an Ombudsman, presently Mr. José Joaquim Cortiço da Costa Braga, to whom all resources required to fulfil his duties are provided, namely access to any service, information and documentation he may deem suitable.
No employee can be persecuted, intimidated, discriminated or harmed for having disclosed any irregularity, except in cases of lack of grounds or deceit in the information provided.

No employee can be persecuted, intimidated, discriminated or harmed for having disclosed any irregularity, except in cases of lack of grounds or deceit in the information provided.

Proceedings and recommendations relating to situations which the Ombudsman may deem serious or urgent will be promptly disclosed to the Board of Directors.

According to the assessment made following the results of the inquiries deriving from each case, taking into consideration the Ombudsman recommendations, the Board of Directors will decide on any change in methods or procedures it will deem more suitable, notify the relevant authorities or take any other measures deemed adequate in each case.

Following the appointment of the Ombudsman, Brisa carried out a wide training programme covering 2 387 Group employees, viewing to explain and clarify any doubts concerning the Ethics Code and its application and the operation of the irregularities disclosure system.

Brisa has ongoing a wide training programme viewing to raise the awareness of employees to improve balance between work and family life and also to prevent and combat sexual harassment at the workplace, in line with recent amendments to the Labour Code, within the legal framework of Community legislation.

I.3. Relations between Corporate Bodies

I.3.1. Complies. Members of the management and supervisory bodies, under the terms of respective regulations, have access to services as well as all information and documentation, so that they may perform their functions, without any limitation, within the limits of the applicable national law.

I.3.2. Complies. Corporate bodies meet on a regular basis, as provided in respective regulations and in accordance with respective notices. Minutes of every meeting are duly drawn up.

I.4. Conflicts of Interest

I.4.1. Complies. Members of governing bodies, under the terms of respective regulations and applicable law, must report any situation giving rise to conflicts of interest.

I.4.2. Complies. In situations of conflict of interest, the parties involved will not participate in the decision-making of respective bodies.

I.5. Transactions with Related Parties

I.5.1. Complies. Transactions with related parties above a relevant amount, specifically € 1 000 000, are subject to prior favourable opinion of the supervisory board. During 2018 no transactions with related parties have occurreds.

I.5.2. Complies. Whenever a transaction with related parties occurs involving an amount above that provided in paragraph 89 hereinabove, the Corporate Secretary will prepare a memorandum addressed to the supervisory board, identifying the parties, the amounts involved and remaining terms of the transaction concerned to allow the supervisory board to issue its opinion thereon.

CHAPTER II.
SHAREHOLDERS AND GENERAL MEETING

II.1. Complies. There are no special classes of shares nor any statutory rules restricting the exercising of voting rights by any shareholder, regardless of the number of shares the shareholder may hold. There are no limits to the exercise of voting rights.

II.2. Complies. According to the articles of association, there are no resolutions requiring to be approved by majorities above those legally set forth.

II.3. Complies. The exercise of voting rights by correspondence or electronic means is duly safeguarded.

II.4. Does not comply. The Company still does not hold adequate technical means to allow the participation in the General Meeting through telematic means in a reliable and secure way.

II.5. Complies. There are no defensive measures in force, namely any limits to the number of votes exercisable by any shareholder.

II.6. Complies. The Company did not enter into any agreement and there are no agreements which would terminate or become effective in the event of change in the Company's control.

CHAPTER III.
NON-EXECUTIVE MANAGEMNT AND SUPERVISION

III.1. Does not comply. Since Brisa is not a public company, and control is held by two shareholders only, directors are not considered as independent as they are related to controlling shareholders.

III.2. Complies. Under the terms set out in the articles of association, the board of directors is composed of a minimum of ten and maximum of fourteen members, elected for a 3-year mandate. The ongoing mandate is for the 2017-2019 period. The Board is made up of 10 members, including five executive directors and five non-executive directors.

III.3. Does not comply. The number of non-executive directors is not higher than the number of executive directors.

III.4. Does not comply. For the reasons detailed in III.1, the Company does not have independent directors within the meaning of this recommendation.

III.5. Does not comply. For the reasons detailed in III.1, the Company does not have independent directors within the meaning of this recommendation.

III.6. Complies. Matters such as the definition of corporate strategy or structure or decision-making concerning issues deemed strategic for the company on account of respective amount or risk, and respective assessment of their compliance with are the responsibility of the board of directors.

III.7. Not applicable within the framework of the corporate structure of Board of Directors and Supervisory Board.

III.8. Complies. The Supervisory Board, under the terms legally set forth, follows and assesses the Company's risk policy and strategic lines on a regular basis.

III.9. Complies. The Company has a Remuneration Committee, elected at the General Meeting.

III.10. Complies. Brisa has an integrated risk management and control system in force, based on the internationally recognised COSO method (Committee of Sponsorship Organizations of the Treadway Commission).

III.11. Complies. As mentioned above, the Supervisory Board and the External Auditor follow and assess the risk management policy and integrated system on a regular basis, proposing the changes they deem fit.

III.12. Complies. Within the scope of its duties, the Supervisory Board gives its view on the working plans, and the resources allocated to the internal control systems.

CHAPTER IV.
EXECUTIVE MANAGEMENT

IV.1. Complies. The Board of Directors' Regulations set forth the scope of action of directors and the exercise of functions in third companies.

IV.2. Complies. As mentioned above in III.6, matters such as the definition of corporate strategy or structure or decision-making concerning issues deemed strategic for the company on account of respective amount or risk, and respective assessment of their compliance with are the responsibility of the board of directors.

IV.3. Complies. It falls to the Board of Directors to define the integrated risk management system and to see to its implementation.

IV.4. Complies. The supervisory body meets on a regular basis with the managers responsible for internal audit, with a view to follow up and assess the implementation of the integrated risk management system.

CHAPTER V.
PERFORMANCE ASSESSEMENT, REMUNERATION AND NOMINATIONS

V.1. Annual performance assessment

V.1.1. Complies. The Board of Directors assesses on an annual basis its performance in terms of compliance with the budget, the strategic plan and risk management, based on pre-set indicators and goals.

V.1.2. Complies. Within the scope of its functions, the Supervisory Board assesses the performance of the Board of Directors on an annual basis.

V.2. Remuneration

V.2.1. Complies. Remuneration of the management body is set forth by an independent committee elected by the General Meeting.

V.2.2. Complies. Every year, the Remuneration Committee submits to the approval of the General Meeting a statement on the remuneration policy of the management and supervisory bodies.

V.2.3. Does not comply. The annual statement of the Remuneration Committee does not contain additional elements to art. 2 of Law 28/2009 of 19 June.

V.2.4. Complies. Members of the board of directors are entitled to supplementary pension, under the terms of a general meeting resolution dated March 28, 1989.

V.2.5. Complies. As a rule, the Chairman of the Remuneration Committee is present at the Annual General Meetings.

V.2.6. Complies. The Remuneration Committee does not have any constraint or limitation to hire external services for the performance of its functions.

V.3. Remuneration of Directors

V.3.1. Complies. According to the criteria set forth by the Remuneration Committee (page 126), the variable remuneration is based on the measurement of the Company's sustained performance, not encouraging therefore any excessive risk-taking.

V.3.2. Complies. As shown in table of page 130, part of the variable remuneration is deferred over a period of three years.

V.3.3. Not applicable.

V.3.4. Not applicable; variable remuneration does not comprise any option or other financial instrument.

V.3.5. Complies. Non-executive directors are not entitled to variable remuneration.

V.3.6. Complies. The termination of functions before the end of respective term of office does not determine the payment of any amount, except as provided by law.

V.4. Appointments

V.4.1. Complies. According to provisions in sub-paragraph a) of art. 289 of the Commercial Companies Code, curricular information including professional experience and education for the last five years relating to candidates to the corporate bodies must be made available to shareholders.

V.4.2. Does not comply. Brisa considers that the adequate way to manage its managerial staff, including its senior staff, is through the Board of Directors, with the technical assistance of its human resources services, based on principles of transparency, equality and competence.

V.4.3. Not applicable.

V.4.4. Not applicable.

CHAPTER VI.
RISK MANAGEMENT

VI.1. Complies BRISA implemented an integrated risk management plan.

VI.2. Complies. Idem.

VI.3. Complies. Idem.

CHAPTER VII.
FINANCIAL INFORMATION

VII.1. Financial Information

VII.1.1. Not applicable. Since it is not a public company, BRISA has no financial reporting requirements in between financial years.

VII.2. Legal Audit and accounts review

VII.2.1. Complies. The internal regulation of the audit board safeguards these points.

VII.2.2. Complies. The Supervisory body is the primary interlocutor of the statutory auditor.

VII.2.3. Complies. In its annual report, the Audit Committee assesses the work performed by the Statutory Auditor.

VII.2.4. Complies. The Statutory Auditor, within the scope of its legal requirements, verifies the application of the remuneration policies and systems relating to corporate bodies in force.

VII.2.5. Complies. The Statutory Auditor and the Audit Committee work in close cooperation with one another.

PROPOSAL FOR THE APPROPRIATION OF RESULTS

Considering the Net Profit for the year 2018, in the amount of € 157 996 764,32 the Board of Directors proposes the following appropriation of results:

- distribution by way of dividends of € 0.238 per share;
- the remaining to free reserves

São Domingos de Rana, 17 April 2019

THE BOARD OF DIRECTORS

Vasco Maria Guimarães José de Mello

João Pedro Stilwell Rocha e Melo

João Pedro Ribeiro de Azevedo Coutinho

António José Lopes Nunes de Sousa

Daniel Alexandre Miguel Amaral

Rui Alexandre Pires Diniz

Michael Gregory Allen

Luís Eduardo Brito Freixial de Goes

Graham Peter Wilson Marr

Stuart David Gray

ANNEXES

MOVING people & goods

GRI INDEX

AND GRI INDICATORS

GRI INDICATOR		LOCATION (PAGE)	GCP	SDG (1 AND 2)	EXTERNAL ASSURANCE
Organisational Profile					
102-1	Name of the organisation	Nature of integrated report – p. 3	-	-	Limited
102-2	Primary brands, products and services	1.2 Brisa profile – p. 11-12	-	-	Limited
102-3	Location of Head-Office	Back cover	-	-	Limited
102-4	Location of operations	1.2 Brisa profile – p. 11-12	-	-	Limited
102-5	Nature of ownership and legal form	Nature of integrated report – p. 3	-	-	Limited
102-6	Markets served	1.2 Brisa profile – p. 11-12	-	-	Limited
102-7	Scale of the organisation	1.2 Brisa profile – p. 13-14	-	-	Limited
102-8	Total number of employees by employment contract and gender	GRI Indicators – p. 155	Principle 6	SDG 8 (2)	Reasonable
102-9	Organisation's supply chain	1.2 Brisa profile – p. 11-12	-	-	Limited
102-10	Significant changes during the reporting period regarding the organisation's size, structure, ownership, or its supply chain	1.1 Foreword from the Chairman – p. 9-10 No significant changes were recorded..	-	-	Limited
102-11	Adoption of the precautionary principle	2.4 Risk management – p. 34-38	-	-	Limited
102-12	External initiatives	2.3 Materiality analysis (Dialogue with stakeholders) – p. 31-33	-	-	Limited
102-13	List memberships of associations	2.3 Materiality analysis (Dialogue with stakeholders) – p. 31-33	-	-	Limited
Strategy					
102-14	Chairman of the Board of Directors' Statement	1.1 Foreword from the Chairman – p. 9-10	-	-	Limited
102-15	Key impacts, risks and opportunities	2.1 Macroeconomic Environment – p. 20-21 2.2 Business Model – p. 22-26 2.4 Risk management – p. 34-38 3. Analysis per business segment (outlook of the business segment) – p. 40-86	-	-	Limited

1) Direct impact of Brisa **2)** Indirect impact of Brisa **GCP =** Global Compact Principles

GRI INDICATOR		LOCATION (PAGE)	GCP	SDG (1 AND 2)	EXTERNAL ASSURANCE
Ethics and Integrity					
102-16	Organisation's values, principles, standards and code of conduct	1.4 Values and mission – p. 15 5. Governance – p. 116-136	Principle 10	SDG 16 (2)	Limited
102-17	Mechanisms for reporting concerns or seeking advice on ethical behaviour	5. Governance – p. 116-136	Principle 10	SDG 16 (2)	Limited
Governance					
102-19	Delegation of authority	5.1 PART I - Information on shareholder structure, Organization and Corporate Governance – p.116-131	-	-	Limited
102-20	Degree of responsibility of the highest governance body in environmental, economic and social topics	5.1 PART I - Information on shareholder structure, Organization and Corporate Governance – p.116-131	-	-	Limited
102-23	Chairman of the Board of Directors	5.1 PART I - Information on shareholder structure, Organization and Corporate Governance – p.116-131	-	SDG 16 (2)	Limited
102-24	Nomination and selection of the Chairman of the Board of Directors	5.1 PART I - Information on shareholder structure, Organization and Corporate Governance – p.116-131	-	SDG 5 and 16 (2)	Limited
102-25	Conflicts of interest	5. Governance - p.116-136	-	SDG 16 (2)	Limited
102-26	Chairman of the Board of Directors' role in the setting up of goals, values and strategies	5. Governance - p.116-136	-	-	Limited
102-27	Collective knowledge of the Chairman of the Board of Directors	5. Governance - p.116-136	-	SDG 4 (2)	Limited
102-28	Assessment of the Chairman of the Board of Directors	5. Governance - p.116-136	-	SDG 4 (2)	Limited
102-29	Identify and manage environmental, economic and social impacts	5. Governance - p.116-136	-	SDG 16 (2)	Limited
102-30	Effectiveness of risk management processes	5. Governance - p.116-136	-	-	Limited
102-31	Revision of environmental, economic and social topics	5. Governance - p.116-136	-	-	Limited
102-32	Chairman of the Board of Directors' role in the sustainability report	5. Governance - p.116-136	-	-	Limited
102-33	Reporting of main issues	5. Governance - p.116-136	-	-	Limited
102-34	Nature and number of main issues	5. Governance - p.116-136	-	-	Limited

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GRI INDICATOR		LOCATION (PAGE)	GCP	SDG (1 AND 2)	EXTERNAL ASSURANCE
Governance					
102-35	Remuneration policies	5.1 PART I - Information on shareholder structure, Organization and Corporate Governance – p.116-131	-	-	Limited
102-36	Process for determining remuneration	5.1 PART I - Information on shareholder structure, Organization and Corporate Governance – p.116-131	-	-	Limited
102-37	Stakeholders' involvment in remuneration	5.1 PART I - Information on shareholder structure, Organization and Corporate Governance – p.116-131	-	SDG 16 (2)	Limited
102-38	Annual compensation ratio	5.1 PART I - Information on shareholder structure, Organization and Corporate Governance – p.116-131	-	-	Reasonable
102-39	Percentage increase in total remuneration ratio	5.1 PART I - Information on shareholder structure, Organization and Corporate Governance – p.116-131	-	-	Reasonable
Involvement with Stakeholders					
102-40	List of stakeholder groups	2.3 Materiality analysis (Dialogue with stakeholders) – p. 31-33	-	-	Limited
102-41	Collective bargaining agreements	GRI Indicators – p. 155	Principle 3	SDG 8 (2)	Reasonable
102-42	Identification and selection of stakeholders	2.3 Materiality analysis (Dialogue with stakeholders) – p. 31-33	-	-	Limited
102-43	Approach to stakeholders' involvement	2.3 Materiality analysis (Dialogue with stakeholders) – p. 31-33	-	-	Limited
102-44	Key topics and concerns raised	2.3 Materiality analysis – p. 27-28 2.3 Materiality analysis (Management Approach) – p. 29 2.3 Materiality analysis (Dialogue with stakeholders) – p. 31-33	-	-	Limited
Report Profile					
102-45	Entities included in the consolidated financial statements	1.2 Brisa profile – p. 11-12	-	-	Limited
102-46	Definition of the report content and the aspect boundaries	Nature of integrated report – p. 3 2.3 Materiality analysis – p. 27-28	-	-	Limited
102-47	List of material issues	2.3 Materiality analysis – p. 28	-	-	Limited
102-48	Reformulation of information	Nature of integrated report – p. 3	-	-	Limited
102-49	Changes in the Report	Nature of integrated report – p. 3	-	-	Limited

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GRI INDICATOR		LOCATION (PAGE)	GCP	SDG (1 AND 2)	EXTERNAL ASSURANCE
Report Profile					
102-50	Period of the Report	Nature of integrated report – p. 3	-	-	Limited
102-51	Date of latest report	Nature of integrated report – p. 3	-	-	Limited
102-52	Reporting cycle	Nature of integrated report – p. 3	-	-	Limited
102-53	Contact point for questions regarding the report or its contents	Nature of integrated report – p. 3	-	-	Limited
102-54	Preparation of reports according to GRI Standards	GRI Index – p. 138-148 (This table) GRI indicators – p. 149-168	-	-	Limited
102-56	External Audit	Nature of integrated report – p. 3	-	-	Limited
Management Approach					
103-1	Materiality Analysis	2.3 Materiality analysis – p. 27-33	-	-	Limited
103-2	Management approach	2.3 Materiality Analysis - p. 27-33	-	-	Limited
103-3	Evaluation of the management approach	2.3 Materiality Analysis - p. 27-33	-	-	Limited

ECONOMIC INDICATORS

GRI INDICATOR		LOCATION (PAGE)	GCP	SDG (1 AND 2)	EXTERNAL ASSURANCE
Economic Performance					
Forms of management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
201-1	Direct economic value generated and distributed	GRI indicators – p. 150	-	SDG 2, 5 and 8 (2) SDG 7 and 9 (1)	Reasonable
201-2	Financial implications and other risks and opportunities due to climate change	GRI indicators – p. 150	Principle 7	SDG 13 (1)	Limited
201-3	Mandatory defined benefit plans and retirement plans	GRI indicators – p. 150	-	-	Limited
201-4	Financial assistance received from Government	GRI indicators – p. 150	-	-	Limited

1) Direct impact of Brisa **2)** Indirect impact of Brisa **GCP =** Global Compact Principles

GRI INDICATOR		LOCATION (PAGE)	GCP	SDG (1 AND 2)	EXTERNAL ASSURANCE
Market Presence					
Forms of Management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
202-1	Ratio of the entry level wage by gender at significant locations of operation to the minimum wage	GRI Indicators – p. 150 Scope: Companies of the Brisa Group (consolidated accounts)	Principle 6	SDG 1, 5 and 8 (2)	Reasonable
202-2	Proportion of senior management hired from the local community	GRI Indicators – p. 150 Scope: Companies of the Brisa Group (consolidated accounts)	Principle 6	SDG 8 (2)	Limited
Procurement					
Forms of Management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
204-1	Proportion of spending on local suppliers	GRI Indicators – p. 151 Scope: Companies of the Brisa Group (consolidated accounts)	-	SDG 12 (1)	Reasonable
Anti-corruption					
Forms of Management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
205-1	Operations assessed for risks related to corruption	GRI Indicators – p. 165	Principle 10	SDG 16 (2)	Limited
205-2	Communication and training on anti-corruption policies and procedures	GRI Indicators – p. 166	Principle 10	SDG 16 (2)	Reasonable
205-3	Confirmed incidents of corruption and actions taken	GRI Indicators – p. 166	Principle 10	SDG 16 (2)	Limited
Anti-competitive behaviour					
Forms of Management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
206-1	Anti-competitive behaviours	GRI Indicators – p. 166	Principle 10	SDG 16 (2)	Reasonable

1) Direct impact of Brisa **2)** Indirect impact of Brisa **GCP =** Global Compact Principles

GRI INDICATOR		LOCATION (PAGE)	GCP	SDG (1 AND 2)	EXTERNAL ASSURANCE
ENVIRONMENTAL INDICATORS					
Energy					
Forms of management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
302-1	Energy consumption within the organisation	4.5 Environment (Eco-Efficiency Indicator) – p. 111-112 GRI Indicators – p. 151	Principles 7 and 8	SDG 7, 12 and 13 (1) SDG 8 (2)	Reasonable
302-2	Energy consumption outside the organisation	GRI Indicators – p. 151	8	SDG 7, 12 and 13 (1) SDG 8 (2)	Reasonable
302-3	Energy intensity	4.5 Environment (Eco-Efficiency Indicator) – p. 111-113 GRI Indicators – p. 151	8	SDG 7, 12 and 13 (1) SDG 8 (2)	Reasonable
302-4	Reduction of energy consumption	4.5 Environment (Eco-Efficiency Indicator) – p. 111-113 GRI Indicators – p. 151	8 and 9	SDG 7, 12 and 13 (1) SDG 8 (2)	Reasonable
302-5	Reduction in energy requirements of products and services	4.5 Environment (Eco-Efficiency Indicator) – p. 111-113 GRI Indicators – p. 151	8 and 9	SDG 7, 12 and 13 (1) SDG 8 (2)	Reasonable
Water					
Forms of management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
303-1	Total water withdrawal by source	4.5 Environment (Eco-Efficiency Indicator) – p. 111-113 GRI Indicators – p. 151	Principles 7 and 8	SDG 6 (2)	Reasonable
303-3	Percentage and total volume of water recycled and reused	GRI Indicators – p. 151-152	Principle 8	SDG 6 and 8 (2) SDG 12 (1)	Limited
Biodiversity					
Forms of management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
304-1	Sites in protected areas - operational sites owned, leased, managed in, or adjacent to, protected areas and areas of high biodiversity value outside protected areas	GRI Indicators – p. 152	Principle 8	SDG 6 and 14 (2) SDG 15 (1)	Reasonable

1) Direct impact of Brisa **2)** Indirect impact of Brisa **GCP =** Global Compact Principles

GRI INDICATOR		LOCATION (PAGE)	GCP	SDG (1 AND 2)	EXTERNAL ASSURANCE
Biodiversity					
Forms of management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
304-2	Significant impacts of products and services on biodiversity	GRI Indicators – p. 152	Principle 8	SDG 6 and 8 (2) SDG 12 (1)	Reasonable
304-3	Habitats protected or restored	4.5 Environment (Eco-Efficiency Indicator) – p. 111-113 GRI Indicators – p. 153	Principle 8	SDG 6 and 8 (2) SDG 12 (1)	Reasonable
304-4	Total number of IUCN Red List species and national conservation list species with habitats in areas affected by the operations of the organisation	GRI Indicators – p. 153	Principle 8	SDG 6 and 8 (2) SDG 12 (1)	Reasonable
Emissions					
Forms of management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
305-1	Direct GHG emissions (Scope 1)	4.5 Environment (Eco-Efficiency Indicator) – p. 111-113 GRI Indicators – p. 153	Principles 7 and 8	SDG 3, 12, 13 and 15 (1) SDG 14 (2)	Reasonable
305-2	Indirect GHG emissions (Scope 2)	4.5 Environment (Eco-Efficiency Indicator) – p. 111-113 GRI Indicators – p. 154	Principles 7 and 8	SDG 3, 12, 13 and 15 (1) SDG 14 (2)	Reasonable
305-3	Other GHG emissions (Scope 3) GHG	GRI Indicators – p. 154	Principles 7 and 8	SDG 3, 12, 13 and 15 (1) SDG 14 (2)	Reasonable
305-4	Emissions intensity GHG emission	4.5 Environment (Eco-Efficiency Indicator) – p. 112-113 GRI Indicators – p. 154	Principle 8	SDG 14 (2) SDG 15 (1)	Reasonable
305-5	Reductions	4.5 Environment (Eco-Efficiency Indicator) – p. 112-113 GRI Indicators – p. 154	Principles 8 and 9	SDG 13 and 15 (1) SDG 14 (2)	Limited
305-6	Emissions of ozone-depleting substances	GRI Indicators – p. 154	Principles 7 and 8	SDG 3 and 12 (1)	Limited
305-7	NOx, SOx and other significant air emissions	GRI Indicators – p. 154	Principles 7 and 8	SDG 3, 12 and 15 (1) SDG 14 (2)	Limited

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GRI INDICATOR		LOCATION (PAGE)	GCP	SDG (1 AND 2)	EXTERNAL ASSURANCE
Effluents and Waste					
Forms of management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
306-1	Total water discharge by quality and destination	GRI Indicators – p. 154	Principle 8	SDG 3 and 12 (1) SDG 6 and 14 (2)	Limited
306-2	Waste by type and disposal method	4.5 Environment (Waste) – p. 111-113 GRI Indicators – p. 155	Principle 8	SDG 3 and 12 (1) SDG 6 (2)	Reasonable
Compliance					
Forms of management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
307-1	Non-compliance with environmental laws and regulations	GRI Indicators – p. 155	Principle 8	SDG 16 (2)	Reasonable
Supplier Environmental Assessment					
Forms of management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
308-1	Percentage of new suppliers that were screened using environmental criteria	GRI Indicators – p. 155	Principle 8	-	Limited
308-2	Negative environmental impacts in the supply chain and actions taken	GRI Indicators – p. 155	Principle 8	-	Limited

LABOUR INDICATORS

GRI INDICATOR		LOCATION (PAGE)	GCP	SDG (1 AND 2)	EXTERNAL ASSURANCE
Employment					
Forms of management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
401-1	Total number and rates of new employee hires and employee turnover	GRI Indicators – p. 155-156	Principle 6	SDG 5 and 8 (2)	Reasonable
401-2	Benefits provided to full-time employees that are not provided to temporary or part-time employees	GRI Indicators – p. 156	-	SDG 8 (2)	Limited
401-3	Parental leave	GRI Indicators – p. 156-157	Principle 6	SDG 5 and 8 (2)	Limited

1) Direct impact of Brisa **2)** Indirect impact of Brisa **GCP =** Global Compact Principles

GRI INDICATOR		LOCATION (PAGE)	GCP	SDG (1 AND 2)	EXTERNAL ASSURANCE
Occupational Health and Safety					
Forms of management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
403-1	Percentage of total workforce represented in formal joint management-worker health and safety committees	GRI Indicators – p. 157	-	SDG 8 (2)	Limited
403-2	Type of injury and rates of injury, occupational diseases, lost days, and absenteeism and total number of work-related fatalities	GRI Indicators – p. 157-158	-	SDG 3 (1) SDG 8 (2)	Reasonable
403-3	Workers with high incidence or high risk of diseases related to their occupation	GRI Indicators – p. 159	-	SDG 3 (1) SDG 8 (2)	Limited
403-4	Health and safety topics covered in formal agreements with trade unions	GRI Indicators – p. 159	-	SDG 8 (2)	Limited
Training and Education					
Forms of management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
404-1	Average hours of training per year per employee, by gender, and by employee category	GRI Indicators – p. 160	Principle 6	SDG 4, 5 and 8 (2)	Reasonable
404-2	Programs to enhance employees' skills and programs to support transition	GRI Indicators – p. 160	-	SDG 8 (2)	Limited
404-3	Percentage of employees that receive, regularly, career performance and development analysis	GRI Indicators – p. 161	Principle 6	SDG 5 e 8 (2)	Limited
Diversity and Equal Opportunity					
Forms of management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
405-1	Composition of governance bodies and breakdown of employees per employee category	GRI Indicators – p. 161	Principle 6	SDG 5 e 8 (2)	Reasonable
405-2	Ratio of basic salary and remuneration of women to men	GRI Indicators – p. 162	Principle 6	SDG 5, 8 and 10 (2)	Reasonable

1) Direct impact of Brisa **2)** Indirect impact of Brisa **GCP =** Global Compact Principles

GRI INDICATOR		LOCATION (PAGE)	GCP	SDG (1 AND 2)	EXTERNAL ASSURANCE
SOCIETY INDICATORS					
Local Communities					
Forms of management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
413-1	Percentage of operations with implemented local community engagement, impact assessments, and development programmes	GRI Indicators – p. 163	Principle 1	-	Limited
413-2	Operations with significant actual and potential negative impacts on local communities	GRI Indicators – p. 164-165	Principle 1	SDG 1 and 2 (2)	Limited
HUMAN RIGHTS INDICATORS					
Supplier Human Rights Assessment					
Forms of management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
414-1	Percentage of new suppliers that were screened using environmental criteria	GRI Indicators – p. 162-163	Principle 6	-	Limited
414-2	Negative social impacts in the supply chain and actions taken	GRI Indicators – p. 163	Principle 6	-	Limited
PRODUCT RESPONSIBIILITY INDICATORS					
Customer Health and Safety					
Forms of management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
416-1	Assessment of impacts on health and safety relating to products and services	GRI Indicators – p. 166-167	-	-	Limited
416-2	Incidents of non-compliance with regulations and voluntary codes concerning the health and safety impacts of products and services	GRI Indicators – p. 168	-	SDG 16 (2)	Limited

1) Direct impact of Brisa **2)** Indirect impact of Brisa **GCP =** Global Compact Principles

GRI INDICATOR		LOCATION (PAGE)	GCP	SDG (1 AND 2)	EXTERNAL ASSURANCE
Client Privacy					
Forms of management - DMA		**1.3 Key Indicators – p. 13; 2.2 Business Model – p. 22; 2.3 Materiality analysis – p. 27;**			
418-1	Substantiated complaints regarding breaches of customer privacy and losses of customer data	GRI Indicators – p. 168	-	SDG 16 (2)	Limited

1) Direct impact of Brisa **2)** Indirect impact of Brisa **GCP =** Global Compact Principles

INDICATORS
GRI

STRATEGIC

Economic, human rights, society and product responsibility indicators:

Brisa Group companies included in the financial consolidation scope.

Environmental indicators:

Brisa Group companies with significant operation and for which the monitoring of these indicators is considered relevant.

Labour indicators:

Brisa Group companies with employees at 31 December.

COMPANIES	FUEL	ELECTRICITY	WATER	WASTE	PRACTICES
BGI - BRISA GESTÃO INFRAESTRUTURAS, S.A.	x	a)	x	x	x
BRISA AUTO-ESTRADAS DE PORTUGAL, S.A.	x	b)	b)	x	x
BRISA CONCESSÃO RODOVIÁRIA, S.A.	x	b)	b)	c)	x
BRISA - CONSERVAÇÃO DE INFRAESTRUTURAS, S.A.	x	b)	b)	x	d)
BRISA INOVAÇÃO E TECNOLOGIA, S.A.	x	x	x	x	x
BRISA - O&M, S.A.	x	x	x	x	x
CONTROLAUTO - CONTROLO TÉCNICO AUTOMÓVEL, S.A.	x	x	x	c)	x
ITEUVE PORTUGAL, SOCIEDADE UNIPESSOAL LDA.	x	x	x	c)	x
M CALL, S.A.	x	x	x	c)	x
VIA VERDE CARSHARING, S.A.	x	b)	b)	c)	x
VIA VERDE CONTACT, S.A.	x	b)	b)	x	x
VIA VERDE PORTUGAL - GESTÃO DE SISTEMAS ELETRÓNICOS DE COBRANÇA, S.A.	x	b)	b)	x	x
VIA VERDE SERVIÇOS, S.A.	x	b)	b)	c)	x
BRISA - ÁREAS DE SERVIÇO, S.A.	x	x	x	x	e)

a) No meter; building shared with non-Brisa Group companies
b) Included in Brisa O&M/CO Carcavelos
c) Monitoring centralised in BAE
d) Merged into BGI
e) Not considered by the HRD since BAS employees are managed by company Áreas

ECONOMIC INDICATORS

201-1
DIRECT ECONOMIC VALUE GENERATED AND DISTRIBUTED (€M)

	'18
Direct Economic Value Generated	746.5
Direct Economic Value Distributed	282.5
Remuneration	94.5
Dividends	2.0
Payments to the State*	94.9
Investment in Local Communities	0.8
Donations	0.7
Public Service**	0.1
Operating costs	90.4
Economic Value Withheld	464

* Includes income tax, payments to local municipalities and other taxes.

** A Brisa considers as Public Service all activities developed mainly for the benefit of society, the ultimate purpose of which are not commercial considerations, excluding donations.

201-2
FINANCIAL IMPLICATIONS AND OTHER RISKS AND OPPORTUNITIES DUE TO CLIMATE CHANGES

The answer to this indicator is found in Chapter 4.3 Innovation, on pages 99-102 of this Report.

201-3
MANDATORY DEFINED BENEFIT PLANS AND RETIREMENT PLANS

According to estimate as of 31 December 2018 of the value of the Pension Fund and respective liabilities, according to the Benefit Plan currently in force at the company as provided Brisa's Pension Fund Agreement in 2018, the fund had A deficit of €1,922 thousand..

The current value of projected liabilities is € 19,144 thousand.

	BAE	VVP	BRISA O&M	BIT	BGI	TOTAL
Number of employees covered	229	156	1026	65	280	1 756
Total number of employees	230	178	1028	70	331	1 837
% of employees covered by the pension fund	100%	88%	100%	93%	85%	96%

201-4
FINANCIAL ASSISTANCE RECEIVED FROM GOVERNMENT

No financial assistance was received from the Government in 2018.

202-1
RATIO OF AVERAGE WAGE LEVEL BY GENDER AND COMPARED TO LOCAL MINIMUM WAGE OF LOCATION OF OPERATION

At the end of 2018 the lowest wage paid in the Organisation was € 580. This remuneration applies to 1% of the population.

	'17	'18
Lowest wage at the organisation (euros)	557	580
National minimum wage (euros)	557	580
Ratio of the lowest wage in the organization compared to the national minimum wage	1.00	1.00
Lowest wage of the organisation's most representative group (euros)	773	789
Population toll sector	26.7%	23.4%
Ratio of the lowest wage of the organisation's most representative group	1.39	1.36

202-2
PROPORTION OF SENIOR MANAGEMENT HIRED FROM THE LOCAL COMMUNITY

Brisa does not practise any type of discrimination when recruiting its workers and is prohibited, for legal reasons, from exercising any type of discrimination in the recruitment of new employees within national territory. At international level, no hiring was recorded.

204-1
PROPORTION OF SPENDING ON LOCAL SUPPLIERS

Brisa does not practise any type of discrimination in the selection of its suppliers; it consults the market and receives bids from both local and international suppliers. Brisa falls is subject to the public contracting regime, being thus required to launch tenders, in accordance with the Law.

In 2018 the percentage of local suppliers was 95.3%.

ENVIRONMENTAL INDICATORS

302-1
ENERGY CONSUMPTION INSIDE THE ORGANISATION

The answer to this indicator is found in Chapter 4.5 Environment, on pages 111-112 of this Report.
The following conversion factors were used for determining energy consumption:

Fuel

CONVERSION FACTORS	UNIT	VALUE	SOURCE
Density - Diesel	kg/l	0.8400	DGEG, Fuel products density (2000-2017).
Density - Gasoline	kg/l	0.7500	DGEG, Fuel products density (2000-2017).
Lower Calorific Value (LCV) - Diesel	GJ/t	42.6007	DGEG, Energetic Conversions (1990-2017).
Lower Calorific Value (LCV) - Gasoline	GJ/t	43.9991	DGEG, Energetic Conversions (1990-2017).

Electricity

CONVERSION FACTORS	UNIT	VALUE	SOURCE
Eletricity	kWh/GJ	0.0036	DGEG, Energetic Conversions (1990-2017).

302-2
ENERGY CONSUMPTION OUTSIDE THE ORGANISATION

Brisa considers to be its responsibility only indirect energy consumption within the organisation, and not outside it.

302-3
ENERGY INTENSITY

To determine energy intensity, Brisa used fuel and electricity consumption of the Group, and the consolidated kilometres of network for this sustainability report. Based on these facts, Brisa's energy intensity in 2018 is 143.7 GJ per kilometre.

302-4
REDUCTION OF ENERGY CONSUMPTION

The answer to this indicator is found in Chapter 4.5 Environment, on page 112 of this Report.

302-5
REDUCTION IN ENERGY REQUIREMENTS OF PRODUCTS AND SERVICES

The answer to this indicator is found in Chapter 4.5 Environment, on pages 109-114 of this Report.

303-1
TOTAL WATER WITHDRAWAL BY SOURCE

Water consumption increased in 2018 in relation to the previous year as a result of the increase in service areas of Brisa Áreas de Serviço, which accounted for an increase in consumption by 34 196 m³.

The increase in water consumption was this due to the widening of the reporting scope; If we exclude service areas, water consumption dropped by 14.5%.

SOURCE	'17	'18
Own water supply (m³)	70 530	76 301
Public water supply (m³)	51 521	62 196
Total (m³)	122 050	138 497

303-3
WATER RECYCLED AND RE-USED

As part of its site supervision activity, BGI conducts laboratory tests to ensure the compliance of construction elements and materials. It has 3 laboratories allocated to this end, specifically those at the Maia and Loures sites and the mobile laboratory.

The tests carried out by BGI aim to control the compliance of construction elements and materials of the works it supervises. These tests are conducted on materials such as soils, aggregates, bituminous materials and concrete to determine the characteristics of samples collected at the site.

The vast majority of these tests do not require water. In fact, waste-water from the laboratory stems mainly from the washing of aggregates and of the equipment and material used in the tests.

Amongst the equipment used in the laboratories, those identified as consumers of considerable volume of water were the solvent recovery equipment, the water distiller and the rotary evaporator, which operate with cooling systems. it was thus decided to develop a system to recirculate this water, by storing it and subsequent pumping it in a closed cycle, thus reducing water consumption to zero.

The test carried out using the rotary evaporator at Maia lab, consists of the recovery of bitumen from bituminous mixtures. Each test involves the operation of the rotary evaporator for 2 hours. Based on an estimated flow of 3 l/min, water consumption is reduced by 360 l per test carried out. An analysis of laboratory records shows that 4 tests were carried out in 2018 (lab's internal records), from which we can conclude that recirculating the water used to cool the rotary evaporator led to an annual saving of approximately **1,44 m³**.

At the Maia site, the solvent recovery equipment works (when there are bitumen extraction samples) every 4 samples, for 2 hours each time, with an estimated flow rate of 3 l/min. According to laboratory records, in 604 bitumen extraction tests were carried out during 2018; since the water comes from the reuse system, we conclude that water savings reached **54,36 m³**/year.

The water distiller at the Maia laboratory operated about once a week, year round. The estimated flow rate is 4l/min, operating 8h/day. Since the reused water comes from the reuse system, we conclude that water consumption savings reached around **99,84 m³**/year.

In the mobile laboratory, the solvent recovery equipment works (when there are bitumen extraction samples) every 4 samples, for 2 hours each time, with an estimated flow rate of 3 l/min. According to laboratory records, in 50 bitumen extraction tests were carried out during 2018; since the water comes from the reuse system, we conclude that water savings reached **4,5 m³**/year.

In the Loures laboratory, the solvent recovery equipment works (when there are bitumen extraction samples) every 4 samples, for 2 hours each time, with an estimated flow rate of 3 l/min. According to laboratory records, in 69 bitumen extraction tests were carried out during 2018; Since the reused water comes from the reuse system, we conclude that water consumption savings reached around **6,21 m³**/year.

Summing Up

MAIA:

Bitumen recovered by the rotary evaporator
– 4 tests * 2h * 3l/min = 1.44 m³
Water distiller
– 1 x week - 52 weeks * 8h * 4l/min = 99.84 m³
Solvent recovery
– (604/4)=151 * 2h *3l/min = 54.36 m³ of water

MOBILE LAB

Solvent recovery
– (50/4)=12.5 * 2h *3l/min = 4.5 m³ of water

LOURES LAB

Solvent recovery
– (69/4)=17.25 * 2h *3l/min = 6.21 m³ of water

It can be concluded that the recirculation of water used in the solvent recovery equipment, water distiller and rotary evaporator, during 2018, **consumption savings of around 166.35 m³ in 2018.**

304-1

SITES IN PROTECTED AREAS - OPERATIONAL SITES OWNED, LEASED, MANAGED IN, OR ADJACENT TO, PROTECTED AREAS AND AREAS OF HIGH BIODIVERSITY VALUE OUTSIDE PROTECTED AREAS

In relation to 2018, the managed area comprised within Rede Natura 2000 totalled **3 591 221.11 m²**, ou seja, **359.12 hectares**.

The area is the same reported on in previous years (2009-2017), as no infrastructure / widening works crossing any areas of the Natura 2000 Network were carried out during 2018.

As far as this indicator is concerned, it should be noted that the company has a leased area for the implementation of impact mitigation measures. This area located at Monte Pardieiro covers 10.000 sq.m. in the Castro Verde Special Protection Area, with the aim of preserving the habitat of the Lesser Kestrel.

304-2

SIGNIFICANT DIRECT AND INDIRECT IMPACTS ON BIODIVERSITYE

Indicator 304-2 reports the occurrence of significant impacts on biodiversity in protected areas or areas of high value for biodiversity, which are considered to be the areas identified in the Natura 2000 Network. This analysis was divided into a Design and Works Phase and an Operating phase to facilitate the explanation of procedures and the reasons behind them.

PPROCEDURES - DESIGN AND WORKS PHASES

Impacts on biodiversity associated with the construction and operation of motorways are first evaluated during the Environmental Impact Assessment process, during the implementation study and design phase, when different layouts and design projects are reviewed. Based on this analysis, measures are outlined to mitigate or offset expected impacts on biodiversity.

During the works phase, environmental monitoring is performed, and the Environmental Management Plan and monitoring programmes are implemented, with the main purpose of ensuring a correct collection of information to assess the main impacts arising from this phase and ensure an adequate implementation of the project. Moreover, these practices allow a timely identification of possible situations that may lead to the need for additional measures to mitigate or offset impacts.

PROCEDURES - DESIGN AND WORKS PHASES

There are no environmental impacts to report in 2018 as no work was done n areas inside the Natura 2000 Network.

PROCEDURES - OPERATING PHASE

The entire motorway network under concession to Brisa is covered by an animal collision monitoring system and all motorways built or undergoing widening works after the entry into force of Decree-Law no. 69/2000 of 3 May (as amended by Decree-Law no. 151-B/2013 dated 31 October), are covered by General Environmental Monitoring Plans, viewing the post-assessment of impacts.

In the context of biodiversity, the main environmental impacts caused by the operation of motorways are fragmentation and alteration of habitats, the running over of fauna and increased human pressure.

RATIONALE - OPERATING PHASE

Monitoring of fauna road kills carried out in 2018 on the entire network under Brisa concession showed that in the sub-stretches that cross areas included in the Natura 2000 Network, there was no record of collisions with species listed as threatened in "Livro Vermelho dos Vertebrados de Portugal (2005)" [The Red Book of Portuguese Vertebrates (2005)].

On the Almodôvar/S. Bartolomeu de Messines and S. Bartolomeu de Messines/V.L.A. on A2 motorway, which crosses the sites of Caldeirão and Barrocal, monitoring campaigns are carried out to assess the impacts on biodiversity and the **quality of ecosystems**.

The monitoring of the quality of ecosystems assessed fauna road kill, showing that there was no record of collisions with species listed as threatened in "Livro Vermelho dos Vertebrados de Portugal (2005)" [The Red Book of Portuguese Vertebrates (2005)].

304-3
HABITATS PROTECTED OR RESTORED

Restoring and protecting certain habitats is part of Brisa's biodiversity strategy and it is used to prevent or restore negative impacts associated with Brisa's activities. Areas of protected or restored habitats may result from the following actions:

- The implementation, at the end of works, landscape integration and restoration projects;
- The implementation of active habitat restoration or protection measures during the road infrastructure operating phase;
- Habitat protection and restoration projects resulting from partnerships with other entities, directed to areas with habitats different to those referred to above.

In 2018, no project for landscape the integration and recovery was carried out.

With regard to active restoration and protection measures during operating phase, within the scope of the implementation of mitigation measures associated with the Aljustrel/Castro Verde sub-stretch of the A2 sub stretch, a protocol was signed with the ICNF (formerly ICNB) to ensure the implementation of measures viewing the management of the Lesser Kestrel colony (Falco *naumanni*) that ended in 2013. Under this protocol, a lease was entered with land owners of **Monte do Pardieiro** (nesting site of lesser-kestrels) for an area of **10.000 m² (1 ha)** inside the Castro Verde Special Protection Area. This contract was renewed in 2007 and its term extended until the end of 2032.

In addition, the cutting and removal of vegetation burned by fires was carried out to facilitate the regeneration of native plants, contributing to the recovery of habitats. The area covered by this measure totalled approximately **27.000 m2 (2,7 ha)** during 2018.

With regard to the restoring and protection of habitats in partnerships with third parties, Brisa is aware of the impact of its activity on biodiversity, promoting voluntary actions, from an environmental responsibility perspective. These actions are translated in projects that form part of the **Business & Biodiversity Initiative**.

EVOA – Bird Watching and Interpretation Centre stemmed from a protocol entered by Companhia das Lezírias and Brisa – Autoestradas de Portugal, within the scope of Brisa's biodiversity programme ten years ago, has successfully achieved its goals. Visitors can enjoy a unique natural heritage, composed of three wetlands - covering a total of 70 ha - at Lezíria Grande in Vila Franca de Xira, a refuge and rearing ground of 120 thousand birds.

Contributing to the impact of the EVOA, which in 2018 reached the barrier of 7777 thousand visitors, Brisa prepared a programme to promote visits by the general public at larger scale in the areas recovered under the Protocol with Companhia das Lezírias. This programme called Environment First, was launched in 2013 and is part of Brisa's Education Programme.

In the light of the data provided above, in 2018 the area of protected/restored habitats totalled **37.000,00 m²** corresponding to **3.7 ha**.

304-4
TOTAL NUMBER OF IUCN RED LIST SPECIES AND NATIONAL CONSERVATION LIST SPECIES WITH HABITATS IN AREAS AFFECTED BY OPERATIONS

During 2018, there were two animal species (birds) on the IUCN red list and on the national species conservation list, with habitats affected by the operations, by extinction risk level.

MW	SUB-STRETCH	BIRD FAUNA		STATUS
		Species	Common Name	
A1	Carvalhos / Santo Ovídio	Anthus trivialis	Petinha-das-árvores	R (rare)
A4	Novo Túnel de Águas Santas (Águas Santas/ Ermesinde)	Caprimulgus europaeus	Noitibó-cinzento	VU (vulnerable)

In 2018 there were no works supervised by BGI where uncommon or rare species grew.

305-1
DIRECT GHG EMISSIONS (SCOPE 1)

The answer to this indicator is found in Chapter 4.5 Environment, on pages 112-113 of this Report.

The following conversion factors were used for determining emissions associated with fuel consumption:

MW	UNIT	VALUE	SOURCE
GHG Emissions - fixed combustion - Diesel	kg CO2e/GJ	74.2367	APA, National Inventory Report 2018. IPCC, Fourth Assessment Report
GHG Emissions - fixed combustion - Gasoline	kg CO2e/GJ	69.7288	
GHG - mobile combustion - Light passenger vehicle - Diesel	kg CO2e/GJ	71.3180	
GHG - mobile combustion - Light passenger vehicle - Gasoline	kg CO2e/GJ	71.8401	
GHG - mobile combustion - Light merchandise vehicle - Diesel	kg CO2e/GJ	71.0227	
GHG - mobile combustion - Heavy passenger vehicle - Diesel	kg CO2e/GJ	71.7008	

305-2
INDIRECT GHG EMISSIONS (SCOPE 2)

The answer to this indicator is found in Chapter 4.5 Environment, on pages 112-113 of this Report.

The following conversion factors were used for determining energy consumption:

- Market Based Method CO2(g/kWh): 331,1
- Location Based Method CO2(g/kWh): 289.6

Source: Power supplier (EDP Comercial Empresas) - Energy Labelling IEA, CO2 Emissions from Fuel Combustion.

305-3
OTHER GHG EMISSIONS (SCOPE 3)

Scope 3 emissions are not controllable by Brisa, which takes no responsibility for them. However, bearing in mind its goal to contribute to a carbon neutral economy, Brisa wants to know the impacts of Scope 3 emissions in order to identify improvement opportunities to be implemented by third parties.

305-4
GHG EMISSIONS INTENSITY

Within the scope of this indicator, to determine GHG emissions intensity, we used the emissions at Group level (Scopes 1 and 2) and consolidated kilometres of network for this report. Based on these figures, in 2018 the intensity of Brisa emissions was 12,2 tCO2e by kilometre.

305-5
GHG EMISSION REDUCTION

The answer to this indicator is found in Chapter 4.5 Environment, on page 112 of this Report.

305-6
EMISSIONS OF OZONE DEPLETING SUBSTANCES

This indicator does not apply to the Brisa Group as the organisation's processes, products and services do not use substances that deplete the ozone layer. Moreover, ozone-depleting substances contained or emitted by products during their use or disposal are not to be accounted for, this being the case of substances contained in air conditioning equipment.

In view of the above and although it does not seem that the scope of this indicator applies to the organisation, it is important to draw up and report the inventory of equipment in existence and the type of refrigerant used, in order to monitor the degree of compliance with legislation that establishes that as from 1 January, 2015 there should be no equipment that use hydro chlorofluorocarbons, and show/demonstrate the Group's commitment in relation to these global issues.

305-7
NO_x, SO_x AND OTHER SIGNIFICANT AIR EMISSIONS

The Brisa group does not carry out any activity producing significant atmospheric emissions within the scope of this indicator, since none of Brisa's activities can be included in the manufacturing industry category.

The Brisa Group's atmospheric emissions to be considered are those generated by the circulation of its vehicle fleet, which cannot be considered significant as they are diffuse type emissions arising out of its vehicles only.

In relation to SO_x emissions generated by burning fuel from traffic, these are not significant due to the implementation of significant reductions in the sulphur content of fuel.

With regard to other atmospheric emissions, data provided by air quality monitoring within the scope of General Environmental Monitoring Plans, on motorways with average daily traffic far higher than the number of vehicles in the Brisa Group's fleet (such as the A3 and A2) generally identify low concentrations of atmospheric pollutants. Therefore, the 842 vehicles circulating throughout Portugal cannot be considered significant and are negligible within the framework of this indicator and this report.

306-1
TOTAL WATER DISCHARGE BY QUALITY AND DESTINATION

As part of the re-activation of the BGI laboratory in Loures, this indicator takes into account information on the effluent produced at the BGI labs, in Maia and Loures.

The discharge value is determined based on water consumption values obtained through the 303-1 indicator, considering that the domestic discharge volume produced corresponds to 80% of the water consumption.

The laboratory in Maia is estimated to discharge around 85.6 m^3 in 2018, dropping in relation to 2016, according to information on water consumption obtained through the 303-1 indicator. The laboratory in Loures is estimated to discharge around 3.2 m^3 in 3, according to information on water consumption obtained through the 303-1 indicator.

'17

SITE	UNITS	1ST Q	2ND Q	3RD Q	4TH Q	CUMULATIVE	80%
MAIA	(m^3)	20	26	33	31	110	88

'18

SITE	UNITS	1ST Q	2ND Q	3RD Q	4TH Q	CUMULATIVE	80%
MAIA	(m^3)	21	27	30	29	107	85.6
LOURES	(m^3)	-	-	-	4	4	3.2

306-2
WASTE BY TYPE AND DESTINATION

The answer to this indicator is found in Chapter 4.5 Environment, on pages 113-114 of this Report.

307-1
NON-COMPLIANCE WITH ENVIRONMENTAL LAWS AND REGULATIONS

There were no convictions associated with this indicator in 2018.

308-1
PERCENTAGE OF NEW SUPPLIERS THAT WERE SCREENED USING ENVIRONMENTAL CRITERIA

In 2018 we did not need to select new suppliers of strategic scope.

Notwithstanding, the wording of contracts with known entities already provide the development and implementation of Construction and Demolition Waste Management Prevention Plans and certification according to ISO 14001.

308-2
NEGATIVE ENVIRONMENTAL IMPACTS IN THE SUPPLY CHAIN AND ACTIONS TAKEN

Taking into accounts implemented controls and based on the analysis of product documentation, employee product handling training and technician and company certifications, as well as by verifying the effectiveness of the actions, we did not find any negative impact in the supply chain.

Even though no complaints existed relating to this issue, namely as regards the use of products with potential risk, the organisation can conduct external audits certified by qualified partners (Achilles and SGS), for an even more assertive validation.

Additionally, the organisation has been replacing products that pose a potential risk to the environment, with other alternatives with zero risk.

* Enzyme-based products; replacement of PET's, PP's, HDPE's, LDPE's, by glass.

LABOUR INDICATORS

102-8
TOTAL NUMBER OF EMPLOYEES BY CONTRACT TYPE AND GENDER

	'18
	NUMBER OF EMPLOYEES
TYPE OF CONTRACT	
Open-ended	2 365
Fixed term*	162
Undetermined term	46
GENDER	
Women	854
Men	1 719
TOTAL	2 573

* Includes fixed term contracts, term of office and traineehips.

102-41
PERCENTAGE OF TOTAL EMPLOYEES COVERED BY

	'16	'17	'18
Employees as of 31 December	2 344	2 344	2 573
No. of employees covered by agreements	2 271	2 270	1 835
% of employees covered	96.89%	96.84%	71.3%

Calculation formula:

- No. of employees covered by the collective labour agreement (ACT) / total employees of the Brisa Group at the end of the period under review) *1000

401-1
TOTAL NUMBER AND RATES OF NEW EMPLOYEE HIRES AND EMPLOYEE TURNOVER

Staff includes all employees, with the exception of trainees, outsources, posted workers and the Board of Directors of Brisa Autoestradas.

	'16	'17	'18
Entered	65	74	352
Left	64	74	212
Employees at end of period	2 344	2 344	2 573
Average no. of employees	2 348	2 344	2 548
Turnover rate	5.49%	6.31%	22.14%

'18

	TOTAL	GENDER MEN	GENDER WOMEN
Entered	352	129	223
Left	212	115	97
Total employees	2 573	1 719	854
Rate of new hires	13.81%	5.06%	8.75%
Turnover rate	22.14%	9.58%	12.56%

'18

	RATE OF NEW HIRES	TURNOVER RATE
REGION		
North	0.71%	1.53%
Centre	2.67%	3.81%
Lisbon	3.18%	5.61%
Alentejo	7.14%	10.75%
Algarve	0.12%	0.43%
TOTAL	**13.81%**	**22.14%**
AGE GROUP		
<30	5.49%	8.48%
30-50	5.89%	9.22%
>50	2.43%	4.43%

Calculation formula:

- Rate of new hires = (No. of new hires / total no. of employees) x 100, by age group and gender
- Turnover rate = (n. of exits during reporting period + n. of admissions during reporting period) / total no. of employees at end of period) x 100, by age group and gender

401-2
BENEFITS PROVIDED TO FULL-TIME EMPLOYEES THAT ARE NOT PROVIDED TO TEMPORARY OR PART-TIME EMPLOYEES

The benefits awarded to part-time employees are the same as those granted to full-time employees.

The benefits for businesses that endorse the **Collective Bargaining Agreement ACT Brisa** are:

- leave and paid absences in accordance with the General Labour Law;
- payment of sickness allowance (in cases of sick leave or accidents in the workplace, subsidised by social security or insurance;
- 23 holiday days;
- payment of a supplement to the sickness benefit (Clause 72 and 73, ACT published in the BTE no. 27, on 08 August 2018);
- special allowance for workers with disabled children (Clause 70, ACT published in the BTE no. 29, on 8 August 2018);
- urgent and necessary assistance to member of household (up to 15 days/year, plus one more er child, adoptee or step-child, in addition to the first);
- health insurance, life insurance and personal injury insurance;
- defined retirement complement;
- luncheon card;
- meal vouchers and allowances for compensation of family expenses (Clause 87, ACT published in the BTE no. 29, on 08 August 2018).

At **Controlauto** and **Iteuve**:

- leave and paid absences in accordance with the General Labour Law;
- possibility to enjoy up to 25 holiday days;
- urgent and necessary assistance to member of household (up to 15 days/year, plus one more er child, adoptee or step-child, in addition to the first);
- health insurance, life insurance and personal injury insurance;
- meal card;
- meal vouchers and allowances for compensation of family expenses.

At **M Call**:

- leave and paid absences in accordance with the General Labour Law;
- urgent and necessary assistance to member of household (up to 15 days/year, plus one more er child, adoptee or step-child, in addition to the first);
- sickness insurance;
- luncheon card;
- meal vouchers and allowances for compensation of family expenses.

401-3
PARENTAL LEAVE

TOTAL NUMBER OF EMPLOYEES ENTITLED TO PARENTAL LEAVEE

Pursuant to art. 31, sub-paragraph 4, and articles 33 to 46 of SUBSECTION IV Parenthood (arts. 33 to 46), all employees are entitled.

For this purpose, we consider that the same number of employees who enjoyed the right, as we are not aware of any employee who refused to use such right.

	'16	'17	'18 NO. TOTAL	'18 NO. F	'18 NO. M	'18 % F	'18 % M
Employees enjoying parental leave (no.)	66	78	78	31	47	-	-
Employees who returned after enjoying parental leave (no. and %)	65	72	72	30	42	97%	89%
Employees who were still at the company 12 months after taking parental leave* (no. and %)	32	63	63	21	42	88%	89%

* This figure was determined for parental leaves in 2017

Calculation formula:

- Rate of return to work after parental leave = (total number of employees who returned to work after parental leave / total number of employees who took parental leave) * 100, by gender;
- Retention rate = (total number of employees still at the company 12 months after taking parental leave / total number of employees returning from parental leave in the previous reporting period) *100, by gender.

403-1
PERCENTAGE OF TOTAL WORKFORCE REPREESNTED IN FORMAL JOINT MANAGEMENT-WORKER SAFETY AND HEALTH COMMITTEES

The terms for the official creation of a Commission on Health, Safety and Hygiene in the Workplace were provided in the Collective Labour Agreement in 2006. This joint committee, which provides for the election of workers' representatives, whose existence in the form of an election is formally agreed with the trade union organisations, is made up of a total of seven members, three worker representatives and three representatives of the company.

In 2007, Brisa's representatives sitting on the Commission of Health, Safety and Hygiene in the workplace, were appointed for the purpose of advising the company in its occupational health and safety systems and processes.

The election of worker representatives is pending.

	'16	'17	'18
Employees as of 31 December	2 344	2 344	2 573
No. of employees covered by agreements	2 271	2 271	1 835
% of employees covered	96.89%	96.89%	71.32%

Calculation formula:

- No. of employees covered by the collective labour agreement (ACT) / total employees of the Brisa Group at the end of the period under review) *1000

HEALTH, HYGIENE AND SAFETY IN THE WORKPLACE

Clause 77

GENERAL PRINCIPLES

- Employers must comply with the laws on Health, Safety and Hygiene in the Workplace and adapt it, in cooperation the workers' representative bodies, to the specific characteristics of their activities, through internal regulations and their subsequent transposition into this ACT.
- As there are corporate relations between all signatory companies of this ACT, and as the main activities are carried at the facilities and for the rendering of services to one of them, only one company is deemed to exist for the purposes of Health, Safety and Hygiene in the Workplace, specifically regarding worker representatives.
- Given the geographic distribution of the companies' workplaces, worker representatives will be elected by correspondence, observing all formalities provided for by law.
- A joint Commission on Health, Safety and Hygiene in the Workplace (C.H.S.H.W) will be set up as an advisory body, following the election of worker representatives.

— The C.S.H.S. will be made up of 7 members elected as provided above, three of whom as representatives of the workers and three appointed by the employer.

— Once the C.H.S.H.W. is set up, it will have the responsibility to propose regulations for its operation, to be subsequently negotiated and agreed upon by the companies and trade union organisations that are signatories to the ACT.

Source: ACT

403-2
TYPE OF INJURY AND RATES OF INJURY, OCCUPATIONAL DISEASES, LOST DAYS, ABSENTEEISM AND WORK-RELATED DEATHS

During 2018, the Internal Service for Health and Safety in the Workplace (ISHSW) carried out routine activities determined by the legal framework for Health and Safety in the Workplace and by the Brisa Group's Policy, including the following:

- Annual Health and Safety in the Workplace Report (Sole Report, MSST model) of each of the Brisa Group companies — Brisa O&M, BIT, BGI, CTA, ITV, VVP, VVC, MCALL, BAE, BCR, VVCS, VVS;
- Annual accident rate reports for each of the Brisa Group companies;
- Monitoring and support for selecting suitable PPE for the individual characteristics of some employees;
- Work accidents deemed particularly serious in terms of safety;
- Employee consultation;
- Technical opinions (EPI, change in working equipment and or safety conditions in premises, etc.);
- Replies to ACT notices;
- Quarterly review of Group companies' accident rate index;
- Identification of Minimum Programme contents and risks that must be covered by training courses on health and safety at work provided to employees of the Brisa Group.

Brisa O&M

- Health and safety training action provided to new of the Road Assistance employees - road patrolling teams and mechanic technicians;
- Checking of fire-extinguishers and working conditions of different work stations;
- Technical opinion and follow-up of the specificities of employee work / occupational medicine.

BIT

- Control of OHS documentation relating to each project; observation and analysis of any activity at the work site;
- Training actions in the specific context of each construction works, concerning the safety procedures data sheet, as provided in DL no. 273/2003, covering all civil construction teams involved;
- Risk assessment of electronic equipment maintenance.

BGI

- Control of OHS documentation relating to each project; observation and analysis of any activity at the work site;
- Training actions in the specific context of each construction works, concerning the safety procedures data sheet, as provided in DL no. 273/2003, covering all civil construction teams involved;
- Training of civil construction officials/civil construction assistants (periodical and to new employees);
- Jechnical Open Days;
- Training actions for new employees working on motorways;
- Training actions to Lab operators;
- Opinion on BGI - Lagoas Park internal Emergency Plan;
- Risk assessment of electronic equipment maintenance.

CTA and ITV

- Review of risk assessment and safety procedure for B inspectors;
- Checking of working conditions in inspection centres;
- Technical opinions (EPI, change in working equipment, etc.);
- Approval with ANP of various procedures (MAP) of inspection centres.

M Call

- Report/audit of working conditions;
- Technical opinion and follow-up of the specificities of employee work / occupational medicine.

VVC

- Opinions on the projects for the VVC new shops;
- Report of working conditions on all VVC shops.

	'16	'17	'18
No. of accidents	91	111	97
Lost days	3 687	4 075	3 903
Men x hours worked	4 053 796	4 036 979	4 332 464
Frequency index	22.45	27.50	22.39
Severity index	909.52	1 009.42	900.87
Incidence index	38.76	47.35	38.09
Duration index	40.52	36.71	40.24
No. of fatalities resulting from accidents	0	0	0

* Formerly (up to August 2017) BEG – Brisa Engenharia e Gestão. In September 2017, BGI – Brisa Gestão de Infraestruturas was set up, integrating BEG, BCI (Brisa Conservação e Infraestruturas) and part of BOM (Brisa Operação e Manutenção).

ABSENTEEISM RATE (NO. OF HOURS)

	'16	'17	'18
Occupational accidents	25 389	27 355	25 642
Trade union activity	9 923	9 663	10 552
Urgent assistance	7 930	9 600	12 015
Illness	118 082	122 795	188 504
Unjustified absence	626	822	2 966
Absence pending justification	1 290	1 442	1 235
Strike	8,5	27	49
Other causes	9 929	12 863	11 595
TOTAL	173 178	184 567	252 557

ABSENTEEISM RATE (%)

	'16	'17	'18
Occupational accidents	0.54	0.58	0.50
Trade union activity	0.21	0.21	0.21
Urgent assistance	0.17	0.20	0.24
Illness	2.51	2.62	3.70
Unjustified absence	0.01	0.02	0.06
Absence pending justification	0.03	0.03	0.02
Strike	0.00	0.00	0.00
Other causes	0.21	0.27	0.23
TOTAL	3.68	3.93	4.96

Calculation formula:

- Absenteeism = hours of absence / maximum work potential
  Note: excluding absences for study/examinations and parenthood.
- Occupational Accident Indices:
- Incidence index - (no. of accidents in the workplace / average employee x1000
- Frequency index - (no. of accidents in the workplace x 1000000 / no. of hours worked)
- Severity index - (no. of lost days x 1000000 / no. of hours worked)
- Duration index - (no. of lost days / no. of accidents)

Working days are considered as lost days and the count starts on the day immediately following the day of the accident.

The formulas used for calculating this indicator are the same as for 2015, 2016 and 2017 using the basis for calculation agreed in Directive no. 288/2009 of 20 March - which approves the Annual Report Template for the HSHW Services Activity. None of the other indicators are legally binding but they are used frequently in studies of Health and Safety in the Workplace

As of reporting date it is not possible to separate information by gender concerning absenteeism by reason.

403-3

WORKERS WITH HIGH INCIDENCE OR HIGH RISK OF DISEASES RELATED TO THEIR OCCUPATION

Brisa contracts health services in both the fields of Occupational Medicine and Curative Medicine. These services cover all of the workers and allow actions to be taken to prevent, educate and control the risk of diseases considered serious by the Portuguese National Health Service.

Occupational Medicine periodically organises consultations and auxiliary diagnosis examinations aimed at ruling out the occurrence of severe diseases, regardless of whether they are related to working conditions or to the professional activity.

Employees are given medical examinations every two years, followed by a consultation with a doctor. Consultations are still arranged in the year when no examinations are performed. Employees with ages and functions that could potentially involve a greater risk/likelihood of health problems are given annual medical examinations and consultations. Employees under 18 years old and over 50 form part of this group, as well as employees who work shifts.

From another angle, Curative Medicine provides advice and treatment of conditions for all workers who request this service.

Specific examinations such as electrocardiograms and diagnoses of levels of cholesterol and triglyceride are performed for cardiovascular diseases Glycaemia levels are controlled for diabetes, and Gamma GT analyses are performed for liver diseases.

Brisa also works in the area of Alcohol Consumption Prevention and Control The purpose of this program is to prevent work-related accidents and to detect situations of dependency, which are forwarded to an intervention program, thus promoting the protection of workers' health.

In this area, programmes aimed at local communities are covered by the National Health Service, as Brisa, due to the nature of its activity, seeks to raise awareness in relation to this specific population and provide road safety training. All necessary means and resources for this purpose are made available by Brisa.

403-4

HEALTH AND SAFETY TOPICS COVERED IN FORMAL AGREEMENTS WITH TRADE UNIONS

Topics related to health and safety, covered in formal agreements with trade unions, are described below.

Clause 10, Item 4

Any individual admitted to the company's staff will be subject to a proper prior medical examination; respective cost will be borne by the employer;

Clause 17, Item 1, Line g)

Adopt, in all aspects relating to health, safety and hygiene in the workplace, the measures arising, for the entity or activity, from the application of current provisions in the law and in the agreements;

Clause 17, Item 1, Line h)

Provide suitable information and training to workers to prevent the risks of accidents and illness;

Clause 18, Item 1, Line i)

Cooperate within the entity or service to improving the health, safety and hygiene system in the workplace, specifically through worker representatives elected for this purpose;

Clause 18, Item 1, Line j)

Comply with the rules on Health, Safety and Hygiene in the workplace provided in applicable legal provisions and agreements and with the orders given by the employer;

Clause 21, Item 11

Workers who work without interruption with screen equipment must take a 10 minute-break every 2 hours, which are considered as effective working time for all due purposes;

Clause 77, Item 1

Employers must comply with the laws on Health, Safety and Hygiene in the Workplace and adapt it, in cooperation the workers' representative bodies, to the specific characteristics of their activities, through internal regulations and their subsequent transposition into this ACT.

Clause 77, Item 2

As there are corporate relations between all signatory companies of this ACT, and as the main activities are carried at the facilities and for the rendering of services to one of them, only one company is deemed to exist for the purposes of Health, Safety and Hygiene in the Workplace, specifically regarding worker representatives.

Clause 77, Item 3

Given the geographic distribution of the companies' workplaces, worker representatives will be elected by correspondence, observing all formalities provided for by law.

Clause 77, Item 4

A joint Commission on Health, Safety and Hygiene in the Workplace (C.H.S.H.W) will be set up as an advisory body, following the election of worker representatives.

Clause 77, Item 4.1

The C.S.H.S. will be made up of 7 members elected as provided above, three of whom as representatives of the workers and three appointed by the employers.

404-1
AVERAGE HOURS OF TRAINING PER YEAR PER EMPLOYEE, BY GENDER, AND BY EMPLOYEE CATEGORY

'18

	AVERAGE NO. OF HOURS OF TRAINING BY EMPLOYEE	TOTAL HOURS OF TRAINING (NO.)
EMPLOYEE SUB-GROUP		
Administrative personnel	11.02	4 231
Client service	38.68	10 829
Heads of service	65.14	4234
Topographic designers	3.40	17
Directors and Managers	76.30	6 028
Electricians/Electronic technicians	28.98	2 289
Foremen/Supervisors	46.45	2508
Auto inspectors	21.03	6813
Mcall operators	21.83	1244
Tool booth operators	6.02	3 911
Construction workers	17.22	2514
Senior technicians	47.35	10038
TOTAL	23.41	54 656

'18

	AVERAGE NO. OF HOURS OF TRAINING BY EMPLOYEE	TOTAL HOURS OF TRAINING (NO.)
GENDER		
Women	20.38	13 427
Men	24.6	41 229

'18

	TOTAL HOURS OF TRAINING	PARTICIPANTS (NO.)
TRAINING AREA		
Corporate alignment	10 962	2 649
Behaviour	9 277	1 163
Technical	7 923	962
Financial Management	6 928	326
Integration	7 244	85
Information systems	5 535	603
Safety	4 251	859
Others (includs languages, quality , environment and costumer care)	2 356	804
TOTAL	54 656	7 451

Calculation formula:

- Average training hours by professional sub-group = Total number of training hours by professional sub-group/ Total number of employees in each sub-group;
- Average training hours by gender = total number of training hours by gender/ total number of employees.

404-2
SKILL IMPROVEMENT PROGRAMMES FOR EMPLOYEES AND TRANSITION SUPPORT PROGRAMMES

In 2018 we continued to develop programmes to support young people employability, implementing internship programmes – **Summer and 6- and 12- month (paid) internships** (viewing the approach to active life), and **Brisa Trainee Program**, which views to reinforce the Group's staff with young graduate talent. During the year under review, 7 interns and 13 trainees were selected.

With regard to the support to employability of end-of-career employees and transition to retirements, 4 employees were able to choose one of 3 types of programmes with different objectives – **job search, set up of own business and transition to retirement**. These programmes were developed in collaboration with a specialised company.

The programmes consist of training and personal development, namely regular themed workshops, personal coaching sessions, and they also include follow-up sessions to promote their effectiveness.

The **Job Search** programme is addressed to end-of-career employees who wish to continue their career outside the Brisa Group, develop their skills and enhance their employability. This program is broken down in 3 phases – assessment of profile and technical skill, preparation in the approach to the labour market and implementation of the plan, during which the employee is accompanied by specialised consultants and invited to participate in thematic workshops aimed at the development of skills and behavioural competences, such as career management, networking, conflict management, personal marketing, negotiation.

The 50% remaining employees opted for the **Create your Own Business**, programme, which is addressed to end-of-career employees, with the main objective of assisting in the definition and structure of the person's business. The programme helps defining the business plan, assessing its viability, identifying resources and legal aspects. The training focuses first and foremost on the general aspects of how to create and develop a business, including sales, marketing modules and concludes with the preparation of a Business Plan and applying for the preparation of a Business Plan viewing application to Eligible IEFP (Professional Job and Training Institute) support to finance the start of the business This programme can be carried out alongside the Job Search programme.

Additionally, Brisa offers a **Transition to Retirement** programme to employees who opt for specialised support in their transition to retirement. This program includes advice and support to minimise the negative impact associated with job loss and features a set of modules – transition and change, time management, communication techniques, health, financial planning and real estate, etc...

404-3
PERCENTAGE OF EMPLOYEES RECEIVING REGULAR PERFORMANCE AND CAREER DEVELOPMENT REVIEWS

The Performance Management process involves all employees of the Brisa Group comprising 3 functional segments - Senior Management, Senior Staff and Staff.

Eligibility Criteria:

- According to the Performance Management System of Senior Management, and Senior Staff, all workers are assessed within their respective functional groups, if they joined the company before June 30 of the year concerned.
- According to the Staff Performance Management System, workers are assessed for their respective jobs, with the following exceptions:
- Workers who joined the company after 1 April of the year under assessment;
- Workers with absenteeism higher than 6 months (absenteeism from January to December of the year under assessment);
- Employees having changed functions, and salary, after July 1 of the year under assessment.

	'15	'16	'17	'18
No. of employees assessed	1 967	2 261	2 224	2 258
No. of eligible employees*	9 923	2 344	2 344	2 379
% of employees assessed	83.95%	96.46 %	94.88%	94.91%

* Eligible population = Total staff as of 31 December 2017 (year which 2018 assessments concern).

405-1
DIVERSITY OF COMPOSITION OF CORPORATE BODIES AND EMPLOYEES

The most represented group is active in toll-related operations, accounting for 16% of the total number of employees, followed by administrative, client services and car inspection functional groups.

'18

BREAKDOWN OF EMPLOYEES BY SUB-GROUP

	TOTAL		GENDER		AGE GROUP		
FUNCTIONAL SUB-GROUPS	NO.	%	WOMEN (NO.)	MEN (NO.)	<30 (n.º)	30 - 50 (n.º)	>50 (n.º)
Administrative/Storage	409	16%	306	103	18	293	98
Client service	280	11%	7	273	5	185	90
Clerks	5	0%	0	5	0	1	4
Heads of service	65	3%	25	40	0	56	9
Topographic designers	5	0%	0	5	0	2	3
Managers	83	3%	14	69	0	38	45
Electricians	18	1%	0	18	0	2	16
Electronic technicians	61	2%	3	58	1	41	19
Supervisors	54	2%	3	51	0	25	29
Inspectors	324	13%	24	300	23	251	50
Mcall operators	57	2%	43	14	3	44	10
Toll booth operators	417	16%	157	260	0	257	160
Principals	233	9%	8	225	0	116	117
Construction workers	146	6%	1	145	0	71	75
Secretariat	11	0%	11	0	0	5	6
Senior technicians	212	8%	91	121	42	135	35
Reception Desk	178	7%	146	32	53	90	35
Kitchen	15	1%	15	0	1	4	10
TOTAL	2 573	100%	854	1 719	146	1 616	811

405-2

RATIO OF BASIC SALARY AND REMUNERATION OF WOMEN TO MEN

The Group does not restrict access by women to any job or category and the remuneration they receive is not different to that of men.

The wage table agreed pursuant to the ACT applies equally to the definition of the basic salary for both men and women, who are covered by the agreement.

The same principle applies to M Call, Controlauto and other group companies in the vehicle inspection business, even though they are not covered by Brisa's Collective Bargaining Agreement;

Remuneration and recruitment policies followed by the organisation thirty years ago are different from those of today, and only in the last few years did we start seeing women doing jobs that were traditionally performed by men. On the other hand, more senior employees had more career progression opportunities. Taking these factors into consideration, the ratio of basic salary between men and women was calculated in two different ways. The first case only considered a sample of the total labour force, and the second case calculated the ratio for the group's entire labour force.

WAGE RATIO MONTHLY BASE (EURO) '18

EMPLOYEE SUB-GROUP	WOMEN	MEN	RACIO W/M
ADMINISTRATIVE PERSONNEL			
Clerk	868.94	856.00	1.02
VEHICLE			
Inspector	896.50	885.52	1.01
Sub-foreman	925.00	985.29	0.94
MAINTENANCE			
Electronic technician	1 664.00	1 658.00	1.00
SENIOR STAFF			
Senior Staff	3 176.00	3 192.60	0.99
Technician	2 272.75	2 292.45	0.99
Deputy technician	1 702.00	1 718.76	0.99
Senior technician	2 448.00	3 016.45	0.81
Trainee	1 373.20	1 377.50	1.00

RELEVANT OPERATIONAL UNIT (COMPANY) OF THE GROUP (EURO) '18

	WOMEN	MEN	RACIO W/M
BRISA AUTO-ESTRADAS	2 023.83	2 913.28	0.69
BRISA INOVAÇÃO E TECNOLOGIA,SA	2 024.62	2 413.02	0.84
BRISA O&M	1 101.64	1 176.86	0.94
VIA VERDE PORTUGAL	1 725.84	1 906.06	0.91
BGI - BRISA GEST. INFRAESTRUTURAS	2 092.77	2 089.46	1.00

REMUNERATION RATIO MONTHLY GROSS BASE (EURO) '18

EMPLOYEE SUB-GROUP	WOMEN	MEN	RACIO W/M
ADMINISTRATIVE PERSONNEL			
Clerk	897.50	902.34	0.99
INSPECTIONS			
Inspector	906.32	890.67	1.02
Sub-foreman	943.50	1 031.33	0.91
MAINTENANCE			
Electronic technician	1 702.63	2 049.69	0.83
SENIOR STAFF			
Key staff	3 636.67	4 013.93	0.91
Technician	2 877.80	2 887.71	1.00
Deputy technician	2 092.50	2 129.40	0.98
Senior technician	3 060.00	3 799.51	0.81
Trainee	1 716.50	1 679.50	1.02

RELEVANT OPERATIONAL UNIT (COMPANY) OF THE GROUP (EURO) '18

	WOMEN	MEN	RACIO W/M
BRISA AUTO-ESTRADAS	2 645.49	3 361.24	0.79
BRISA INOVAÇÃO E TECNOLOGIA,SA	2 492.42	3 105.93	0.80
BRISA O&M	1 398.15	1 558.32	0.90
VIA VERDE PORTUGAL	2 153.94	2 466.34	0.87
BGI - BRISA GEST. INFRAESTRUTURAS	2 796.48	2 788.03	1.00

Assumptions:

- Employees of the Companies who signed the ACT in 2018.
- Only Full-Time Employees are considered.
- Average ratio value by category was used for calculation.
- Employees hired over the past 10 years, functional groups in which there are no women were excluded.
- All employees of the Group, except for corporate bodies and directors/managers and offices including both genders.

HUMAN RIGHTS INDICATORS

414-1

PERCENTAGE OF NEW SUPPLIERS THAT WERE SCREENED USING LABOUR PRACTICES CRITERIA

Three social criteria were considered for this indicator:

1. Labour practices **2.** Human Rights **3.** Impacts on society

Labour practices:

In 2018 no new suppliers were screened using labour practice criteria. New suppliers are in fact quite few, and the number of OHSAS 18001 or ISO 45001 certified companies in Portugal are scarce.

Notwithstanding, in previous years, suppliers selected using these criteria continue to provide services to the Group. Naturally, Brisa continues to raise awareness among its partners to the importance of implementing adequate health and safety policies in the workplace.

Human Rights:

All new suppliers are selected in line with the current labour legislation, so we consider 100%. Aditionally contractors and subcontractors, are inspected when it comes to their workers, with special emphasis on illegal work and child labour.

Since 2016, Brisa has adjusted it's strategic suppliers qualification policy, having such policy began to be verified by an external, exempt and autonomous entity (Achilles), based on the validation of the available information related to the impacts on society and human rights.
This policy also encompasses the vertical structures to which the supplier entities are related. Naturally Brisa continues to promote the importance of implementing Health and Safety at work policies amongst it's partners.

Impacts on society:

No new suppliers were selected based on impacts on society criteria. However, Brisa reviewed in 2016 it's strategic suppliers qualification policy, having such policy began to be verified by an external, exempt and autonomous entity, based on the validation of the available information related to the impacts on society and human rights.

414-2
NEGATIVE SOCIAL IMPACTS ON THE SUPPLY CHAIN AND ACTIONS TAKEN

Three social criteria were considered for this indicator:

1. Labour practice **2.** Human Rights **3.** Impacts on society

Procurement practices:

In relation to the actual and potential negative impacts for labour practices in the supply chain, no supplier was identified in operations considered relevant for the Brisa Group.

With regard to actual positive impacts, we point out that practices stemming from OHSAS 18001 standard continued to be applied and implemented on the ground. In particular, employees carrying out operational tasks are closely monitored, to ensure that they are protected from, or less exposed to risks, due to negligence, during their day-to-day activities.

Human Rights:

All new suppliers are 100% screened in line with current labour legislation. No suppliers with significant actual or potential negative human rights impacts were identified.

Impacts on society:

No suppliers with significant actual or potential negative human rights impacts were identified.

SOCIETY INDICATORS

413-1
OPERATIONS WITH IMPLEMENTED LOCAL COMMUNITY ENGAGEMENT, IMPACT ASSESSMENTS, AND DEVELOPMENT PROGRAMMES

ASPECT	DESCRIPTION	% OF OPERATIONS
Assessment of social impacts	In long duration motorway works, Brisa remains involved with local entities, through the responsible Concessionaire, and runs public consultations as part of Environmental Impact Assessment processes, guaranteed by BGI (see Indicator 424-2). During motorway operation and maintenance, accessibility and road safety are the most relevant social issues, as shown in the Materiality Analysis carried out in the second half of 2018. In what concerns road safety Brisa intervention covers all its dimensions, from project to operation phases, including communication and prevention of road accidents.	100%
Assessment of environmental impacts and continuous monitoring	Environmental monitoring. During operating phase in BCR network covers 340 km of motorways. Specific aspects of environmental monitoring are described in indicator EN304-2. AEDL, Brisal, AELO, AEA and AEBT concessions are not considered, because they are excluded from the scope of this report.	27%
Public reports and assessment results	Information of the environmental dimension is public. The results of the assessments concerning relevant social issues are published in this Report.	100% / NA
Development programmes of local communities based on their needs	Solutions are determined on a case by case basis from identified needs. Ex.: Protocol developed for the A4 - Maia	100%
Engagement plans based on the mapping of stakeholders	In 2018 Brisa supported by PwC mapped stakeholders. This mapping will be revised on an annual basis.	100%
Consulted local communities	The engagement and consultation of the local community is critical in the development phase of the project for new works and widening works. Brisa consults with the local entities, i.e. local government and relevant public institutions, with the aim of ascertaining the expectations of local communities and including them since design phase onwards. Local community involvement is also guaranteed through the responsible Concessionaire. The development and implementation of mobility services also involve consultation and dialogue with impacted communities, particularly local authorities and other entities	100%
Workers committees health and safety committees	Brisa's workers comission. Formal health and Safety Committees are provided for in Brisa ACT – Collective Bargaining Agreement and their composition stems from the election of the workers representatives appointed by trade union representatives. These representatives were not yet proposed or elected.	100%
Formal processes of expositions of community	Brisa ensures the existence of channels to receive 100% formal expositions from the local community through respective reception services and channels (see VVC and VVS)	100%

413-2
OPERATIONS WITH SIGNIFICANT (ACTUAL AND POTENTIAL) NEGATIVE IMPACTS ON LOCAL COMMUNITIES

CONSTRUCTION PHASE

The main impact on local communities during this phase is mainly related to land planning and to other specific concerns as a consequence of land occupation.

List of works in progress in 2018:

Widening works - Construction contract for the widening and improvement to 2x4 lanes:

A1 - Carvalhos / Jaca/ Santo Ovídeo - Acoustic barriers
A4 - Águas Santas (A3/A4) / Ermesinde – Construction contract for the widening and improvement to 2x4 Lanes and renovation of tunnels of Águas Santas

Improvements - Traffic circulation conditions:

A5 - Miraflores (A5/IC17) junction and Linda-a-Velha junction

Acoustic barriers - Design/construction of acoustic barriers:

A1 - Leiria / Pombal
A1 - Soure / Condeixa
A1 - Coimbra Norte (A1/A14) / Mealhada
A1 - Mealhada / Aveiro (Sul)
A2 - Almada / Fogueteiro
A4 - Baltar / Paredes
A4 - Penafiel / Castelões (A4/IP9) / Amarante Poente

Road surface improvements and reinforcement works:

A1 - Sacavém / S. João da Talha / Santa Iria de Azóia / Alverca
A1 - Carregado / Aveiras de Cima
A1 - Leiria / Pombal
A1 - Coimbra Sul / Coimbra Norte (A1/A14) / Mealhada
A1 - Albergaria (A1/IP5) / Estarreja
A2 - Almada / Fogueteiro
A2 - Alcácer do Sal / Grândola Norte – Grândola Norte Junction – Link to IC1
A2 - Grândola Sul / Aljustrel – km 124+500-151+500
A4 - Castelões (A4/IP9) / Amarante Poente
A4 - Paredes / Guilhufe / Penafiel/Castelões
A5 - Linda-a-Velha / Estádio Nacional
A12 - Pinhal Novo / Poceirão /A2/A12

Vertical signage - Replacement:

A1 - Sacavém / S. João da Talha A2 - A2/A12 / Marateca
A5 - Estádio Nacional / A5/A9
A9 - Estádio Nacional (A5/A9) / Queluz
A5 - V. Duarte Pacheco / Cruz das Oliveiras
A12 - Montijo / A33

Slopes - Stabilisation Works:

A1 - Fátima / Leiria – km 127+100
A1 - Leiria / Pombal – km 133+000
A5 - Linda-a-Velha / Estádio Nacional – Estádio junction
A9 - A16 / Radial Pontinha - Drainage renovation works and re profiling of platform form km 9+400 to km 9+400 and 9+820
A9 - A9/A16 / Radial da Pontinha – km 9+100, downwards
A9 - Bucelas (Zambujal) / A9/A10 – km 25+700, upwards
A10 - Arruda dos Vinhos / Carregado (A1/A10) – km 7+000, upwards
A14 - Santa Eulália/Montemor-o-Velho – km 14+900 (W/E direction)

OTHER WORKS

Contract for the reinforcement, repair and replacement of semi-gantries:

A1 - Auto-estrada do Norte
A2 - Auto-estrada do Sul
A3 - Auto-estrada Porto/Valença and Circular Sul de Braga
A4 - Auto-estrada Porto/Amarante
A5 - Auto-estrada da Costa do estoril
A6 - Auto-estrada Marateca/Caia
A9 - Circular Regional Externa de Lisboa
A10 - Auto-estrada Bucelas/Carregado/IC3
A12 - Auto-estrada Setúbal/Montijo Ligação ao Alto da Guerra and
A13 - Auto-estrada Almeirim/Marateca

Contract for the reinforcement, repair and replacement of gantries:

A5 - Auto-estrada da Costa do Estoril

Contract for the reinforcement, repair and replacement of other gantries and semi-gantries:

A5 - Auto-estrada da Costa do Estoril

Contract for the renovation of "New Jersey" central reservation – 1st Phase:

A1 - Sacavém / Alverca / Vila Franca de Xira

Structures:

A1 - Leiria / Pombal Contract for the Renovation of Viaduct over Ribeira de Agudim, on Leiria / Pombal sub-stretch of A1 - Autoestrada do Norte

POMBAL / SOURE - Contract for the Renovation of Viaduct over Rio Arunca, on Pombal/Soure sub-stretch of A1 - Autoestrada do Norte

A1 - Contract for the renovation and structural reinforcement of manholes 240, 241, 246, 261 and 262, on Pombal/ Soure/ Condeixa sub-stretches and manhole 279.1, on Coimbra Sul/ Coimbra Norte (A1/A14) sub-stretch of A1 - Autoestrada do Norte

A1 - Soure / Condeixa - Contract for the renovation of viaduct over Rio de Mouros, on Soure/Condeixa, sub-stretch of A1 - Autoestrada do Norte

A1 - Coimbra (Sul)/Coimbra (Norte) - Contract for the renovation and structural reinforcement: of overcrossings 284 and 285, on Coimbra Sul/ Coimbra Norte (A1/A14) sub-stretch of A1 Autoestrada do Norte

Contract for the renovation and reinforcement of under crossing PI54, on Famalicão / Cruz sub-stretch of A3 - Auto-Estrada Porto / Valença

A2 - Fogueteiro/Coina - Contract for the cover of the toll plaza on Coina junction

A2 - Alcácer do Sal / Grândola Norte - Sub-stretch, replacement and refurbishment of expansion joints of bridge over river Sado and access viaduct, North / South direction

A2 - Contract for the replacement and refurbishment of expansion joints of bridge over river Arade, on Almodôvar/São Bartolomeu de Messines sub-stretch of A2 - Auto-estrada do Sul

Link to A2/A6/A13 junctions on Alcácer do Sal/Grândola Norte sub-stretch - Contract for the construction of accesses, repairs/improvements

A3 - EN 201 / Ponte de Lima Sul/Ponte de Lima Norte / EN 303 - Contract for the renovation and structural reinforcement: of manholes 123.1, 136.1 and 168.1

Contract for the renovation and structural reinforcement: of manhole 082.1, on Braga Sul / Braga Oeste sub-stretch, under crossings 113 and 118, on Braga Oeste/ EN201 sub-stretch, manholes 129.1, on EN201/ Ponte de Lima sub-stretch, 167.1 and 167.2, on Ponte de Lima/ EN303 sub-stretch of A3 -Autoestrada Porto / Valença, manhole 048.1, on Estoril/ Alcabideche sub-stretch of A5 – Autoestrada da Costa do Estoril and manhole 095, on Almeirim/ EN118 sub-stretch of A13 – Autoestrada Almeirim - Marateca

A4 - Castelões (A4/IP9)/ Amarante Poente- Contract for the renovation and structural reinforcement of manholes PK 050+675, 051+650 and 057+320 (Ramo B), on Castelões (A4/IP9)/ Amarante Poente sub-stretch of, A4 - Autoestrada Porto/Amarante

A4 - Contract for the Renovation of bridge over Rio Tâmega, on Amarante poente/Amarante nascente sub-stretch of A4 - Auto-estrada Porto/ Amarante

A4 - Castelões (A4/IP 9) / Amarante - Contract for the renovation and structural reinforcement of manholes at km 57+320 (Nó EN 210) and km 57+320 (Ramo A - Ramo C+D), on Castelões (A4/IP 9) / Amarante sub stretch of A4 - Autoestrada Porto/Amarante

A5 - Estádio Nacional/ A5/A9/Estádio Nacional (A5/A9)/ Queluz - Contract for the renovation and structural reinforcement of manholes 017 (A5), and 000.2 (A9)

A5 - Estádio Nacional / Oeiras II - Contract for the renovation and structural reinforcement of manhole 018.1 and rural crossing 019

A5 - Oeiras I / Carcavelos / Estoril - Contract for the renovation and structural reinforcement of manholes 031 on Oeiras I/ Carcavelos sub-stretch and 036, on Carcavelos/ Estoril sub-stretch

A5 - Contract for the shoring of tubular Armco structures - Lotes D, E, F e G

A10 - Carregado / Benavente - Contract for the replacement of expansion joints in Lezíria Bridge and respective access viaducts - 1st Phase

AMARANTE POENTE/AMARANTE NASCENTE - Contract for the Renovation of bridge over Rio Tâmega, on Amarante poente/Amarante nascente sub-stretch of A4 - Auto-estrada Porto/Amarante

A13 - Contract for the renovation and reinforcement of overcrossings 033 and 036, on Pegões/Stº Estevão sub-stretch of A13 – Auto-estrada Almeirim/Marateca

A14 - Vila Verde/ A14/A17/ Sta. Eulália - Sub-stretch, refurbishment and structural reinforcement of manholes 006 and 010 on Vila Verde/ A14/ A17/ Sta. Eulália sub-stretches of A14 - Autoestrada Figueira da Foz / Coimbra Norte

A14 - Vila Verde / A14/A17 / Sta. Eulália sub-stretch, contract for the renovation and structural reinforcement of manholes 24+238 on Sto. Tirso/ Famalicão sub-stretch of A3 - Autoestrada Porto/Valença and km 10+380, 10+448, 10+752 and 10+946 on Vila Verde/ A14/A17/ Sta. Eulália sub-stretch of A14 - Autoestrada Figueira da Foz / Coimbra Norte

A17 - Louriçal / Marinha das Ondas Contract for the stabilisation of hard shoulder at km 33+000, N/S direction of Louriçal/Marinha das Ondas sub-stretch of A17 – Autoestrada do Litoral Centro

A17 - Litoral Centro Contract for pavement improvement works on Marinha Grande (A8/A17) / Mira (2018 campaign) sub-stretch of A17 - Autoestrada do Litoral Centro

Buildings

Contract for the refurbishment of the Carcavelos Operational Centre south buildings – Paintings

A1 - Contract for the refurbishment of restaurant buildings in Leiria Service Area

A2 - Contract for the refurbishment of restaurant buildings in Alcácer do Sal service area

Contract for the refurbishment of warehouse in Carcavelos

A6 - Contract for the refurbishment of restaurant buildings in Vendas Novas service areas

A2 - Contract for the refurbishment of toilet facilities in Palmela Service Area

A2 - Contract for the refurbishment of restaurant buildings in Almodôvar service area

A3 - Contract for the refurbishment of restaurant buildings in Barcelos service area

Contract for the refurbishment of Via Verde shop in Santa Maria da Feira

Contract for the refurbishment of Via Verde shop in Braga

OPERATING AND MAINTENANCE PHASE

In this phase, the main identified impacts on the local community are related to noise, traffic accidents and biodiversity.

205-1
OPERATIONS ASSESSED FOR RISKS RELATED TO CORRUPTION

Compliance with disclosed audit directives/standards is an essential part of internal audit work, carried out by the Group's Audit, Organization and Quality Department.

The work undertaken in 2018 took the following aspects into consideration:

1. Assessment of the risks associated with the activities of the audited areas;

2. Testing of existing internal control mechanisms;

3. Verification of the degree of implementation of recommendations made following previous audits.

In this regard, the organisation has developed controls allowing to introduce continuous improvement in processes, to make them more robust and mitigate any risks associated with activities that are carried out.

In the specific case of the activity of motor vehicle inspections, in Controlauto, specific prevention and control measures were implemented when it comes to the occurrence of possible situations of fraud. An Anti-Fraud Policy has been approved and published, and a new body in the organizational structure constituted with the objective of developing and implementing the measures necessary to comply with, and enforce this Policy within the Organization, covering a total of 420 employees which represent approximately 18% of the Brisa Group's total employees.

Complementarily, still related to the activity of the Controlauto companies, an annual report on the implementation of the "Management Plan of Corruption Risks and Related Offenses" (PGRCIC) risks are identified. Based on the risk identification measures mentioned, actions to prevent such risks are identified, such as the various managers involved in the management of the PGRCIC.

205-2
COMMUNICATION AND TRAINING ON ANTI-CORRUPTION POLICIES AND PROCEDURES

In 2018 no anti-fraud training was given.

Brisa Code of Ethics provides principles addressed to anti-corruption. All employees, suppliers and partners of Brisa are aware of this Code and have signed a written confirmation of knowledge and acceptance of the principles and duties contained therein. The Portuguese and English versions of the Code are available for consultation on Brisa intranet and website.

205-3
CONFIRMED INCIDENTS OF CORRUPTION AND ACTIONS TAKEN

In terms of mecanisms/measures already adopted by the Brisa Group, in previous years, to face fraud we highlight:

1. A Code of Ethics and an Ethics Ombudsman

2. Channel for reporting irregularities Irregularities

3. Specific rules on personal data processing and information protection;

4. Cross-disciplinary policies throughout the Brisa Group, specifically:

- Risk;
- Procurement;
- IT systems
- Information security
- Vehicles;
- Receipts and payments
- Fraud.

In relation to 2018 we point out the following:

1. Total number of cases of employees dismissed or punished for corruption:
There is no knowledge or record of situations of this nature;

2. Total number of cases where partner and business contracts were not renewed due to corruption related violations: 0;

3. Legal actions relating to corruption practices brought against the reporting organisation or its employees: 0.

206-1
ANTI-COMPETITIVE BEHAVIOURS

There were no convictions associated with this indicator in 2018.

PRODUCT RESPONSIBIILITY INDICATORS

416-1
ASSESSMENT OF IMPACTS ON HEALTH AND SAFETY RELATING TO PRODUCTS AND SERVICES

This indicator identifies the impacts on health and safety during the course of the organisation's 3 phases of activity: Design, Construction and Operation.

DESIGN PHASE

The main objective of Design Safety Coordination (DSC) is to ensure the integration of the General Principles of Prevention into the creation of the project in order to reduce risks during implementation phase and use/ maintenance phase following completion of the works.

Considering that over 50% of the causes of accidents in the construction and public works industry are attributable to the design phase, according to statistics, it is BGI's responsibility to act at such phase to facilitate the construction process within the scope of Safety in the Workplace.

Taking advantage of BGI's extensive experience in the follow-up of construction works, the DSC will be able to draft, or control the drafting of Tender Specifications, the Health and Safety Plan (HSP) and the Technical Compilation (TC) in a more effective way. Connection between BGI technicians are therefore essential to ensure that all its responsibilities as Safety Coordinator for the design phase are met (DL 273/2003).

CONSTRUCTION PHASE

The main aim of Project Safety Coordination (PSC) is to ensure the continuous improvement of working conditions at sites under the management responsibility of BGI, with effective reduction in accident rates in relation to the sector of activity concerned.

PSC will be performed by BGI with the utmost rigour, in strict compliance with the legislation and documents originating from the design phase, particularly the HSP.

Warranty Period
A Provisional Project Reception Inspection Report is drawn up at the end of the project.
During the warranty period, projects are monitored by Operating Centres that report any anomalies to BAE, which then informs BGI, allowing it to work with the Contractors to repair the anomalies concerned.

At the end of the warranty period, a Final Project Reception Inspection Report is drawn up. If all is compliant after this report, the bank guarantee is returned to the Contractor responsible for the execution of the project concerned.

OPERATION PHASE

At the level of current maintenance of the road network, the following elements have been identified and are considered to be the most relevant and with the greatest impact on health and safety:

- Vertical Signage
- Horizontal signs (road marking);
- Engineering structures (structural elements);
- Pavement.

Technical Description

a) Vertical signage
As part of its vertical signs maintenance process, Brisa Concessão Rodoviária is replacing vertical signs, considering the life span of these materials and quality parameters.

From 2005 onwards, the company began to install vertical signs with high resolution reflective screens, in order to improve retro-reflection quality. Criteria for replacement have to do with their performance level, as laid down in the Quality Control Plan (QCP).

b) Horizontal signs (road marking)
Thermoplastic material (spray) or water-based acrylic paint and the spraying of glass beads are used for horizontal signs.
Functional performance measurements are made, such as retro-reflection "RL", luminance coefficient under diffuse illumination "Qd", slip resistance "SRT" and thickness.
The life time of the Horizontal Signs paint used by Brisa Concessão Rodoviária depends on its wear. It is repainted when retro-reflection drops to minimum values provided in the Quality Control Plan (QCP).

ENGINEERING STRUCTURES

Verification tests:
a) Inspections of engineering structures - Frequency:
CES (current engineering structures - PS, PI, PA, PP, PE and PH)

- 4 years - current engineering structures on the BCR network;
- 3-5 years - current engineering structures on other networks.

The first inspection is conducted during the project warranty period, and it is performed by the BGI/dep. Team. The following inspections are carried out by BGI/dmi teams, receiving specific training given by BGI/des.

SES (special engineering structures - Viaducts, bridges and tunnels)

- 6 years - special engineering structures of all networks;
- All inspections are performed by the BGI/dep team.

b) Identification of the required indicators:

- State of Repair of Engineering Structures Indicator (IM);
- Annual Conservation Indicator (IG);
- The description and calculation of the values of these two indicators are detailed.

Brisa Group targets for the following indicators:

- State of Repair of Engineering Structures Indicator (IM) ≤ 2 Good
- Annual Conservation Indicator (IG) ≥ 80% Sufficient

Estimated figures of indicators of the Brisa Group for 2018 are the following:

- State of Repair of Engineering Structures Indicator (IM = 1.2;
- Annual Conservation Indicator (IG) = 90%.

Note: State of Repair (IM) and Annual Conservation of Engineering Structures (IG) indicators are estimates. Final figures will be determined up to the end of the first quarter of 2018.
With the approval of the aforementioned indicators by the regulatory body, it is possible to attest of the overall state of state of repair, as well as the status of the engineering structures existing in the various managed networks.

ROAD SURFACE

a) Frequency of surveys/inspections to be conducted on road surfaces:
Surveys/inspections of functional parameters (adhesion and longitudinal regularity) are performed every 4 years, and they are conducted at variable frequencies as concerns the structural parameter (deflection).

b) Identification of the required quality indicator:
The overall condition of road surfaces is characterised by the FUNCTIONAL IPAV performance indicator (IMS indicator). It results from the weighting of a set of simple performance indicators (ICAT: adhesion, IREG: regularity, ICE: useful life) that are based on technical parameters measured by specific equipment. This activity forms part of the Road Surface survey area.

	'17
FUNCTIONAL IPAV	73
ICAT	62
IREG	72
ICE	100

416-2
INCIDENTS OF NON-COMPLIANCE WITH REGULATIONS AND VOLUNTARY CODES CONCERNING THE HEALTH AND SAFETY IMPACTS OF PRODUCTS AND SERVICES

There were no convictions associated with this indicator in 2018.

102-43
APPROACH TO STAKEHOLDERS INVOLVEMENT

Brisa has various typified instruments of involvement with stakeholders; respective expectations and responses are summed up in this report in Chapter 2.2, Mapping of Stakeholders.

Additionally, Brisa has different communication channels and platforms, comprising the following:

1. integrated client service platform serving the various clients of the Brisa Group, managed by Via Verde Contact;

2. a dedicated media relations departments;

3. several formal relationship channels with public entities;

4. set of surveys carried out on a regular basis (quarterly and annual) to measure: client satisfaction; reputation of Brisa, Via Verde and Controlauto brands; media and social media).

102-44
KEY TOPICS AND CONCERNS RAISED

The main topics and concerns raised through the involvement of stake-holders are explained in Chapter 2.3 Materiality Analysis of the Integrated Report (pages. 27-29).

418-1
TOTAL NUMBER OF SUBSTANTIATED COMPLAINTS REGARDING BREACHES OF CUSTOMER PRIVACY AND LOSSES OF CLIENT DATE

In 2018 intensive work was carried out to ensure that the company would comply with EU Regulation 2016/679, of the European Parliament and the Council of 27 April 2016/RGPD, the application of which started on 25 May, covering technical, processing and procedure levels as well as communication, release of data processing policies and training of employees. There was no record of any proceedings opened by the regulatory entity (CNPD); only two requests for clarification were received following two claims made by data holders. No other claims were recorded regarding violation of privacy or loss of client data. Brisa pays particular attention to this subject for a long time which it has always considered to require follow-up and analysis.

INDIVIDUAL FINANCIAL STATEMENTS

STATEMENTS OF FINANCIAL POSITION AS OF 31 DECEMBER 2018 AND 2017 (Amounts expressed in thousand Euro)

	Notes	'18	'17 Restated
NON-CURRENT ASSETS			
Tangible fixed assets	11	11 770	13 822
Intangible assets	12	2 602	2 162
Investments in subsidiaries and associates	13	458 243	672 541
Other investments	13	7 248	7 400
Goodwill	14	6 177	6 177
Deferred tax assets	15	2 406	2 034
Other debtors		151	949
Total non-current assets		**488 597**	**705 085**
CURRENT ASSETS			
Inventories		21	17
Trade and other receivables	16	15 428	14 756
Group companies	13	84 661	89 787
Other current assets	17	17 737	16 822
Cash and cash equivalent	18	38 932	37 725
Total current assets		**156 779**	**159 107**
Total assets		**645 376**	**864 192**

	Notes	'18	'17 Restated
SHAREHOLDERS' EQUITY:			
Share capital	19	6 000	6 000
Treasury shares - nominal value	20	(474)	(474)
Treasury shares - discounts and premiums	20	(228 246)	(228 246)
Adjustments of investments in associated companies	-	57 148	55 824
Legal and other reserves	21	269 416	279 880
Retained earnings	-	168 546	66 526
Net profit for the year	-	157 997	230 771
Total shareholders' equity		**430 387**	**410 281**
NON-CURRENT LIABILITIES:			
Loans	22	75 905	313 387
Pension liabilities	28	2 208	1 491
Provisions	24	90 849	87 029
Total non-current liabilities		**168 962**	**401 907**
CURRENT LIABILITIES:			
Provisions	24	425	320
Suppliers	25	4 834	3 116
Loans	22	16	33
Group companies	13	-	12 023
Shareholders	-	295	276
Suppliers of investment	25	1 950	2 845
Current tax liabilities	8	4 348	124
Other current liabilities	26	34 159	33 267
Total current liabilities		**46 027**	**52 004**
Total liabilities and equity		**645 376**	**864 192**

The accompanying notes form an integral part of the statement of financial position for the period ended 31 December 2018.

STATEMENT OF PROFIT AND LOSS AND OTHER COMPREHENSIVE INCOME FOR THE YEARS ENDED AS OF 31 DECEMBER 2018 AND 2017 (Amounts expressed in thousand Euro)

	Notes	'18	'17 Restated
OPERATING INCOME:			
Rendered Services	3	33 522	32 118
Other operating income	3	1 512	1 362
Reversal of amortisation, depreciation, adjustments and provisions	3	17	-
Total operating income		**35 051**	**33 480**
OPERATING EXPENSES:			
External supplies and services	4	(13 910)	(12 447)
Personnel costs	6	(22 030)	(22 478)
Amortisation, depreciation and adjustments	11 e 12	(2 886)	(2 808)
Provisions	24	(928)	(971)
Tax		(78)	(33)
Other operating expenses		(556)	(609)
Total operating expenses		**(40 388)**	**(39 346)**
Operating Results		**(5 337)**	**(5 866)**
FINANCIAL EXPENSES	7	(12 029)	(15 029)
FINANCIAL INCOME	7	1 550	2 319
INVESTMENT INCOME	7	169 982	246 398
Profit before tax		**154 166**	**227 822**
INCOME TAX	8	3 831	2 949
Net profit for the year		**157 997**	**230 771**
OTHER INCOME AND EXPENSES RECOGNISED UNDER SHAREHOLDERS' EQUITY WHICH MAY BE RESTATED TO EXPENSES AND INCOME:			
Income from equity holdings	13	1 610	40 755
OTHER INCOME AND EXPENSES RECOGNISED UNDER SHAREHOLDERS' EQUITY WHICH WILL NOT BE SUBSEQUENTLY RECLASSIFIED IN RESULTS:			
Pension plan - remeasurements	14 e 28	(321)	(99)
Total Other Comprehensive Income		**1 289**	**40 656**
Total net profit and loss and other comprehensive income for the year		**159 286**	**271 427**
Basic and diluted earnings per share (in Euro):	**9**	**0,29**	**0,42**

The accompanying notes form an integral part of the results and other comprehensive income for the year ended 31 December 2018.

STATEMENT OF CHANGES IN SHAREHOLDERS' EQUITY FOR THE YEARS ENDED AS OF 31 DECEMBER 2018 AND 2017 (Amounts expressed in thousand Euro)

	Notes	Share capital	Treasury shares	Adjustments of equity holdings in associates and affiliates	Legal and other reserves	Retained earnings	Net profit for the year	Total
Balance at 01 January 2017	-	6 000	(228 720)	-	368 554	-	411 571	**557 405**
Restatement effects	2	-	-	15 069	-	(475 123)	541 649	**81 595**
Restated balances at 01 January 2017	-	6 000	(228 720)	15 069	368 554	(475 123)	953 220	**639 000**
Restated net profit for 2017	-	-	-	-	-	-	230 771	**230 771**
Other income and expenses recognised under Shareholders' equity:								
Effect of the application of the Equity Method	13	-	-	40 755	-	-	-	**40 755**
Pension plan - remeasurements	14 e 28	-	-	-	(99)	-	-	**(99)**
Total net profit and loss and other comprehensive income for the year		**-**	**-**	**40 755**	**(99)**	**-**	**230 771**	**271 427**
Appropriation of net profit for 2016:								
Other reserves	10	-	-	-	1 507	-	(1 507)	**-**
Dividends	10	-	-	-	-	-	(410 064)	**(410 064)**
Effect of the change in the measurement policy of financial investments	2	-	-	-	-	541 649	(541 649)	**-**
Distribution of free reserves	10	-	-	-	(90 082)	-	-	**(90 082)**
Restated balances at 31 December 2017		**6 000**	**(228 720)**	**55 824**	**279 880**	**66 526**	**230 771**	**410 281**
Balance at 01 January 2018		**6 000**	**(228 720)**	**55 824**	**279 880**	**66 526**	**230 771**	**410 281**
2018 Net Profit		-	-	-	-	-	157 997	**157 997**
Other income and expenses recognised under Shareholders' equity:								
Effect of the application of the Equity Method	13	-	-	1 610	-	16 400	-	**18 010**
Pension plan - remeasurements	14 e 28	-	-	-	(321)	-	-	**(321)**
Total net profit and loss and other comprehensive income for the year		**-**	**-**	**1 610**	**(321)**	**16 400**	**157 997**	**175 686**
Appropriation of net profit for 2017:								
Other reserves	10	-	-	-	65 017	-	(65 017)	**-**
Dividends	10	-	-	-	-	-	(80 134)	**(80 134)**
Effect of the change in the measurement policy of financial investments	2	-	-	-	-	85 620	(85 620)	**-**
Changes in the control % of subsidiaries	13	-	-	(286)	-	-	-	**(286)**
Distribution of free reserves	10	-	-	-	(75 160)	-	-	**(75 160)**
Balance at 31 December 2018		**6 000**	**(228 720)**	**57 148**	**269 426**	**168 546**	**157 997**	**430 387**

The accompanying notes form an integral part of the statement of changes in shareholders' equity for the year ended 31 December 2018.

THE CERTIFIED ACCOUNTANT NO. 62018

THE BOARD OF DIRECTORS

STATEMENTS OF CASH FLOWS FOR THE YEARS ENDED AS OF 31 DECEMBER 2018 AND 2017 (Amounts expressed in thousand Euro)

	Notes	'18	'17
OPERATING ACTIVITIES:			
Cash receipts from clients		32 506	34 293
Cash paid to suppliers		(14 027)	(13 078)
Cash paid to personnel		(19 786)	(19 944)
Cash-flows generated by operations		(1 307)	1 271
Income tax received		6 939	99
Other receipts relating to operating activities		1 613	341
Net cash from operating activities (1)		**7 245**	**1 711**
INVESTMENT ACTIVITIES:			
Cash receipts relating to:			
Investments in subsidiaries, associates and other	13	13 819	63 005
Tangible and intangible fixed assets		9	15
Interest and similar income		5 300	906
Dividends	7 e 13	150 782	150 680
		169 910	**214 606**
Cash payments relating to:			
Investments in subsidiaries, associates and other	13	(5 175)	(10 632)
Tangible and intangible fixed assets		(1 856)	(2 648)
		(7 031)	**(13 280)**
Net cash from investing activities (2)		**162 879**	**201 326**

	Notes	'18	'17
FINANCING ACTIVITIES:			
Cash receipts relating to:			315 800
Borrowings		-	175
Derivative financial instruments		-	315 975
Cash payments relating to:			
Borrowings		(12 000)	-
Interest and similar costs		(1 392)	(1 367)
Dividends	10	(155 275)	(500 084)
Derivative financial instruments		(233)	(1 940)
		(168 900)	**(503 391)**
Net cash from financing activities (3)		**(168 900)**	**(187 416)**
Foreign exchange effect (4)		(2)	112
Variation in cash and cash equivalents (5) = (1) + (2) + (3) + (4)		1 222	15 733
Cash and cash equivalents at the beginning of the year	18	37 697	21 964
Cash and cash equivalents at the end of the period	18	38 919	37 697

The accompanying notes form an integral part of the cash flow statement for the year ended 31 December 2018.

THE CERTIFIED ACCOUNTANT NO. 62018

THE BOARD OF DIRECTORS

1. INTRODUCTION

BRISA – Auto-Estradas de Portugal, S.A. ("Company" or "Brisa") was founded in 28 September 1972 having as corporate object the construction, maintenance and operation of motorways and respective service areas under concession, as well as the study and execution of public infrastructures. On 22 December 2010, within the scope of its corporate reorganization, the Company assigned to Brisa – Concessão Rodoviária S.A. ("BCR") the latter's position in the concession contract approved by Council of Ministers Resolution no. 198-B/2008, of 31 December ("Brisa Concession"). This operation included the transfer by Brisa of a number of assets and liabilities allocated to Brisa Concession, carried out in the form of contributions in kind for the realization of a share capital increase at BCR. As result of the reorganization process, the Company's object is now the holding of equity holdings, the management and development of new businesses and the provision of logistics support and financial and administrative management services.

These financial statements do not include the effect of the consolidation of assets, liabilities, income and expenses; this will be done in the consolidated financial statements to be approved and disclosed separately, which reflect total assets of € 3,034,017 thousand, equity of € 511,219 thousand and net profit attributable to shareholders in the amount of € 157,997 thousand.

2. MAIN ACCOUNTING POLICIES

2.1. BASIS OF PRESENTATION

The accompanying financial statements were prepared on a going concern basis from the Company's books and accounting records, restated to International Financial Reporting Standards, effective for the year beginning 01 January 2018, as adopted in the European Union. Such standards include the International Financial Reporting Standards ("IFRS") issued by the International Accounting Standards Board ("IASB"), the International Accounting Standards ("IAS") issued by the Accounting Standards Committee ("IASC") and the respective interpretations – SIC and IFRIC issued by the International Financial Reporting Interpretation Committee ("IFRIC") and Standing Interpretation Committee ("SIC""). These standards and interpretations are hereinafter referred to collectively as "IFRS".

Adoption of new standards and interpretations, amended or revised

The following standards, interpretations, amendments and revisions applicable to the Company's operations, endorsed by the European Union with mandatory application in financial years starting on or after 01 January 2018, resulting in no relevant impact on the Group's financial statements, are as follows:

Standard/Interpretation	Effective date (years beginning on or after)	
IFRS 15 – Revenue from contracts with customers	01-jan-2018	This standard introduces a structure for recognising revenue when the contractual obligation of delivering assets or providing services is met, by applying the 5-phase method.
Changes to IFRS 15 – Revenue from contracts	01-jan-2018	Identification of performance obligations, time of recognition of revenue from PI licences, revision of indicators for classifying the principal relation versus agent, and new regimes for the simplification of the transition.
IFRS 9 - Financial instruments:	01-jan-2018	Replaces IAS 39 requirements in relation to the classification and measurement of financial assets and liabilities; recognition of impairments on receivable credits (using the model of expected loss); and requirements for the recognition and classification of hedge accounting.
IFRS 2 – Share-base payment	01-jan-2018	Measurement of share-based payment plans financially settled, recognition of changes, and the classification of share-based payment plans as settled in equity, where the employer is required to withhold tax.
Improvements in international financial reporting standards (2014-2016 cycle)	01-jan-2018	These improvements involve the clarification of aspects relating to: IFRS 1 - First adoption of IFRS: eliminates temporary exemptions for IFRS 7, IFRS 10 and IAS 19, as they are no longer applicable; IFRS 12 - Disclosures of interests in other entities: clarifies that its scope includes investments classified within the scope of IFRS 5, and that the only exemption refers to the disclosure of the summary of the financial information of such entities; and IAS 28 - Investments in associates and joint ventures: (i) clarifies that investments in associates or joint ventures held by a venture capital company can be measured at fair value according to IFRS 9, on an individual basis, and (ii) clarifies that an entity which is not an investment entity, but holds investments in associates and joint ventures which are investment entities can keep the measurement at fair value of the associate or joint venture in its own subsidiaries.
IFRIC 22 – Foreign currency transactions and advance consideration	01-jan-2018	Interest rate to apply where the consideration is received or paid in advance.

Non-adopted new standards and interpretations, amended or revised

Until 31 December 2018 the following standards were endorsed by European Union, their application being mandatory in future financial years:

Standard/Interpretation	Effective date (years beginning on or after)	
IFRS 16 – Leases	01-jan-2019	This standard specifies the principles to recognise, measure, present and disclose leases, replacing IAS 17 - Leases. The standard defines a new definition of lease and a new accounting of leases for lease-holders. There are no changes concerning the accounting of leases by lessors.
IFRS 9 - Financial instruments:	01-jan-2019	Options of accounting processing of financial assets with negative compensation.
IFRIC 23 – Uncertainty over income tax treatment	01-jan-2019	Clarification regarding the determination of taxable profit (tax loss), tax bases, unused tax losses, unused tax credits and tax rates, when there is uncertainty over income tax treatments under IAS 12.

These standards, although endorsed by the European Union, were not adopted by the Company in the year started at 31 December 2018 as their application is not yet mandatory. No significant impact is likely to occur as result of the adoption of the said standards.

The following standards, interpretations, amendments and revision likely to apply to the Company's operations, the adoption of which will be mandatory in future financial years, were not endorsed by the European Union, as of the date of these financial statements:

Standard/Interpretation	Effective date (years beginning on or after)	
IAS 19 - Employee benefits	01-jan-2019	Requires using updated assumptions to determine remaining responsibilities, with impact on the income statement, except for the decrease of any excess in "asset ceiling".
IAS 28 - Investments in associates and joint ventures	01-jan-2019	Clarification as to long term investment in associates and joint ventures which are not measured by the equity method.
IFRS 3 - Concentration of business activities	01-jan-2020	This amendment revises the definition of business for the purposes of accounting for concentrations of business activities.
IAS 1 – Presentation of Financial Statements IAS 8 - Accounting policies, changes in accounting estimates and errors	01-jan-2020	This amendment introduces a change to the material concept.
Improvements in international financial reporting standards (2015-2017 cycle)	01-jan-2019	These improvements involve the clarification of aspects relating to: IAS 23 - Borrowing costs: The amendments clarify that if any specific borrowing remains outstanding after the related asset is ready for its intended use or sale, that borrowing becomes part of the funds that an entity borrows generally when calculating the capitalisation rate on general borrowings. IAS 12 - Income taxes: The amendments clarify that all income tax consequences of dividends (i.e. distribution of profits) should be recognised in profit or loss, regardless of how the tax arises; and IFRS 3 - Business Combinations and IFRS 11 - Joint Arrangements: clarify that (i) when an entity obtains control of a business that is a joint operation, it remeasures previously held interests in that business; and (ii) when an entity obtains joint control of a business that is a joint operation, the entity does not remeasure previously held interests iat fair value.
Conceptual structure - Amendments to reference in other IFRS	01-jan-2020	Amendments to some IFRS in relation to cross references and clarifications concerning the application of new definitions of assets and liabilities and expenses and income.

No relevant effects are estimated for future financial statements from the application of these standards and interpretations, though its impact was not yet determined or quantified.

The main accounting policies adopted are described below.

2.2. FINANCIAL INVESTMENTS

Investments in subsidiaries and associate companies

Investments in subsidiaries, which the Company controls, and associate companies, where it holds significant influence, are recorded according to the equity method.

Under the equity method, investments are recorded at cost, adjusted by the amount corresponding to the Company's comprehensive income of the associate (including net profit), against net profit for the year or other comprehensive income, respectively, and dividends received.

In the specific case of changes in equity in subsidiaries and associate companies, resulting from the capital increase with share premium, causing a dilution of the investment held, the corresponding adjustment in the amount of the investment is made against gains or losses relating to investments.

Losses in subsidiaries and associate companies in excess of the investment in such companies are not recognised, except when the Group has made payments to the benefit of the associates.

Any excess of cost over the fair value of the identifiable net assets acquired as of the acquisition date is recorded as goodwill. Where cost is lower than the fair value of the net assets identified, the difference is recorded as gains in the statement of profit and loss for the period in which the acquisition occurs.

In addition, dividends received from these companies are recorded as decreases in the amount of the investments.

A valuation of the investments in associates is performed when there are signs that the asset may be impaired (including goodwill and/or implicit loans/financing), in which case any impairment losses will be recorded as expenses. Reversal of impairment losses recognised in prior years is recorded when there is an indication that the impairment losses recognised for the asset no longer exist or have decreased. However, impairment losses are reversed up to the amount that would have been recognised (net of amortisation) if the impairment loss had not been recorded in prior years.

During the year ended at 31 December 2018, the Company changed the measurement policy for investments in subsidiaries and associate companies to the Equity Method, under the terms of IAS 27 - separate financial statements. This accounting policy change result in the financial statements providing reliable and more relevant information about financial investments.

As provided IAS 8 - Accounting policies, changes in accounting estimates and errors, this change was applied retrospectively; consequently changes were made to the statements of financial position as of 1 January 2017 and 31 December 2017 and to the statement of profit and loss and other comprehensive income for the year ended at 31 December 2017.

The effects resulting of this change in accounting policy in the statement of financial position as of 1 January 2017 were as follows:

THOUSAND EURO	01/01/'17
Non-current assets:	
Investments in subsidiaries and associates	228 811
Goodwill	5 435
Total non-current assets	**234 246**
Current assets:	-
Total assets	**234 246**
Shareholders' equity:	
Adjustments of investments in associated companies	15 069
Retained earnings	(475 123)
Net profit for the year	541 649
Total shareholders' equity	**81 595**
Non-current liabilities:	
Provisions	152 651
Total non-current liabilities	**152 651**
Current liabilities:	-
Total liabilities and equity	**234 246**

The effects of these changes in the statement of financial position as of 31 December 2017 were as follows:

THOUSAND EURO	'17	Adoption of Equity Method	'17 Restated
Non-current assets:			
Investments in subsidiaries and associates	388 837	283 704	672 541
Goodwill	-	6 177	6 177
Other	26 367	-	26 367
Total non-current assets	**415 204**	**289 881**	**705 085**
Current assets:	159 107	-	159 107
Total assets	**574 311**	**289 881**	**864 192**
Shareholders' equity:			
Share capital	6 000	-	6 000
Treasury Shares	(228 720)	-	(228 720)
Income from equity holdings	-	55 824	55 824
Legal and other reserves	279 880	-	279 880
Retained earnings	-	66 526	66 526
Net profit for the year	145 151	85 620	230 771
Total shareholders' equity	**202 311**	**207 970**	**410 281**
Non-current liabilities:			
Provisions	5 118	81 911	87 029
Other	314 878	-	314 878
Total non-current liabilities	**319 996**	**81 911**	**401 907**
Current liabilities:	52 004	-	52 004
Total Liabilities	**372 000**	**81 911**	**453 911**
Total liabilities and equity	**574 311**	**289 881**	**864 192**

The effects resulting of this change in the statement of financial position as of 31 December 2017 were as follows:

THOUSAND EURO	'17	Adoption of Equity Method	'17 Restated
Operating income	33 480	-	33 480
Operating costs	(39 346)	-	(39 346)
Operating Results	**(5 866)**	**-**	**(5 866)**
Financial expenses	(15 029)	-	(15 029)
Financial income	2 319	-	2 319
Investment income	160 778	85 620	246 398
Profit before tax	**142 202**	**85 620**	**227 822**
Income tax	2 949	-	2 949
Net profit for the year	**145 151**	**85 620**	**230 771**

Other investments

Other investments are recorded at acquisition cost, less any accumulated impairment losses.

Goodwill

Differences between the acquisition costs of investments in subsidiaries and associate companies were recorded under caption Goodwill.

Goodwill is not amortised but subjected to annual impairment tests. Goodwill is allocated to the cash-generating units to which it belongs for the purposes of performing the impairment tests, which are carried out at least once a year. The recoverable amount is determined based on business plans used by the Company's management or on valuation reports performed by independent experts. Any impairment loss for goodwill is recorded as a cost in the statement of profit and loss and other comprehensive income for the period under caption "Amortisation, depreciation and adjustments".

Impairment losses relating to goodwill cannot be reversed, except for goodwill implied in investments in associates.

Where differences between the acquisition cost of the investments in subsidiaries and associate companies are negative, they are recognised as income at acquisition date.

2.3. INTANGIBLE ASSETS

Intangible assets, which comprise essentially licences and software are stated at cost minus accumulated amortisation and impairment losses. Intangible assets are recognised only if it is probable that future economic benefits will flow to the Company, they are controllable by the Company and their fair value can be measured reliably.

Internally generated intangible assets, namely current research and development costs, are recognised as costs when incurred.

Internal costs relating to the maintenance and development of software are recorded as expenses in the statement of profit and loss and other comprehensive income when incurred, except where such expenses relate directly to projects which will probably generate future economic benefits for the Company. In such cases these costs are capitalised as intangible assets.

Amortisation of such assets is provided on a straight-line basis as from the date the assets started being used, in accordance with the period the Company expects to use them.

2.4. TANGIBLE FIXED ASSETS

Tangible fixed assets used in rendering services or for administrative use are stated at cost, including expenses incurred with their purchase, less accumulated depreciation and, where applicable, impairment losses.

Depreciation of tangible fixed assets is provided on a straight-line basis over their estimated useful life, as from when the assets become available for their intended use, in accordance with the following estimated periods of useful life:

	Years of useful life
Buildings and other constructions	10 a 50
Basic equipment	1 a 20
Transport equipment 4 to 6	4 a 6
Administrative equipment	1 a 10
Tools and utensils	1 a 4

2.5. LEASING

Lease contracts are classified as: (i) finance leases, if substantially all the benefits and risks of ownership are transferred under them; and (ii) operating leases, if substantially all the benefits and risks of ownership are not transferred under them.

Leases are classified as finance or operating leases based on the substance rather than the form of the contract.

Fixed assets acquired under finance lease contracts as well as the corresponding liabilities are recorded in accordance with the financial method, where fixed assets, corresponding accumulated depreciation and liabilities are recognised in accordance with the contracted financial plan. In addition, interest included in lease instalments and depreciation of tangible fixed assets are recognised as expenses in the statement of profit and loss and other comprehensive income for the year they concern.

In the case of operating leases, lease instalments are recognised as expenses in the statement of profit and loss and other comprehensive income on a straight-line basis over the period of the lease contract.

2.6. IMPAIRMENT OF NON-CURRENT ASSETS

Impairment assessments are made as of the date of the statement of financial position and whenever an event or change in circumstances is identified that indicates that the book value of an asset may not be recovered. Where such indications exist, the Company will determine the recoverable value of the asset, so as to determine the possible extension of the impairment loss.

In situations in which the individual asset does not generate cash-flows independently of other assets, the estimated recoverable value is determined for the cash generating unit to which the asset belongs.

Whenever the carrying amount of an asset exceeds its recoverable amount, an impairment loss is recognised in the statement of profit and loss and other comprehensive income, under caption "Amortisation, depreciation and adjustments".

The recoverable amount is the higher of the net selling price (selling price less costs to sell) and the usable value of the asset. Net selling price is the amount that would be obtained from selling the asset in a transaction between knowledgeable independent entities less the costs directly attributable to the sale. Usable value is the present value of the estimated future cash flows resulting from the continued use of the asset and sale thereof at the end of its useful life. Recoverable amounts are estimated for individual assets or, where this is not possible, for the cash-generating unit to which the asset belongs.

Impairment losses recognised in prior years are reversed when there are indications that such losses no longer exist or have decreased. The reversal of impairment losses is recognized in the statement of profit and loss and other comprehensive income as "Reversal of amortisation, depreciation, adjustments and provisions". However, impairment losses are reversed up to the amount that would have been recognised (net of amortisation) if the impairment loss had not been recorded in prior years.

2.7. FOREIGN CURRENCY ASSETS, LIABILITIES AND TRANSACTIONS

Transactions in currencies other than Euro are recorded at the rates of exchange prevailing as of the transaction date. At each date of the statement of financial position, monetary assets and liabilities denominated in foreign currency are translated to Euro at the rates of exchange prevailing at such date.
Exchange gains and losses resulting from differences between the exchange rates in force on the dates of the transactions and those in force on the dates of collection, payment or the date of the statement of financial position are recognised as income or expenses in the statement of profit and loss and other comprehensive income.

2.8. FINANCING COSTS

Loan expenses are recognised in the statement of profit and loss and other comprehensive income for the period to which they relate.

2.9. INVENTORIES

Merchandise and raw materials are stated at acquisition cost, which is lower than their corresponding market value, whilst the average acquisition cost is used as costing method.

Impairment losses in inventories are recorded by the amount of the difference between cost and the realisable value of inventories, if this is lower than cost.

2.10. RESULT OF OPERATIONS

Operating results include all operating expenses and income, whether recurrent or not, including restructuring expenses, and expenses and income relating to operating assets (tangible fixed assets and intangible assets). Therefore, operating profit excludes net financial expenses, the results of investments and income tax.

2.11. PROVISIONS

Provisions are recognised when, and only when, the Company has an obligation (legal or implicit) resulting from a past event, under which it is probable that it will have an outflow of resources to resolve the obligation and the amount of the obligation can be reasonably estimated. At each the date of each statement of financial position, provisions are reviewed and adjusted to reflect the best estimate as of that date.
Provisions for reorganization expenses are recognised whenever there is a formal detailed reorganization plan which has been communicated to the parties involved.

Current obligations deriving from onerous contracts are recognised and measured as provisions. An onerous contract exists whenever the Company is party in a contract in which the unavoidable expenses to meet its obligations will exceed the economic benefits expected to be received under it.

2.12. FINANCIAL INSTRUMENTS

Financial assets and liabilities are recognised when the Company becomes a party to the contractual relationship.

Cash and cash equivalent

Amounts included in caption "Cash and cash equivalents" include cash, bank deposits and term deposits which can be immediately withdrawable without any significant risk of fluctuations in value.

Caption "Cash and cash equivalents" in the cash flows statement also includes bank overdrafts, reflected in the statement of financial position under caption "Loans".

Financial liabilities and equity instruments

Financial liabilities and equity instruments are classified in accordance with the substance of the contract, independently of its legal form. Equity instruments are contracts that evidence a residual interest in the entity's assets after deducting all of its liabilities.

Equity instruments issued by the Company are recorded at the amount received, net of the costs incurred with their issuance.

Financial assets and liabilities at amortised cost

Financial assets and liabilities at amortised costs, deducted in the case of assets, of any accumulated impairment losses include:
- Accounts receivable;
- Loans;
- Accounts payable.

Financial assets at amortised cost are held with the purpose of receiving flows of capital and/or interest.

The amortised cost of a financial asset or financial liability is the amount at which the financial asset or financial liability is measured at initial recognition, minus principal repayments, plus or minus the cumulative amortisation using the effective interest method of any difference between that initial amount and the maturity amount. The effective interest rate is the rate that exactly discounts estimated future cash payments or receipts to the net carrying amount of the financial asset or financial liability.

Derivative financial instruments and hedge accounting

The Company may contract derivative financial instruments to hedge the financial risks to which it is exposed.

The use of financial instruments is subject to internal policies approved by the Board of Directors.

Derivative financial instruments are measured at their fair value. The method for recognising these financial instruments will depend on the nature and purpose of the transaction.

Hedge accounting

Derivative financial instruments are designated as hedging instruments in accordance with provisions of IFRS 9, namely as to their documentation and effectiveness. Hedging criteria are met where (i) there is an economic relationship between the hedged item and the hedging instrument, according to the policy defined by the Company; (ii) changes in fair value do not result from change in credit risk; and (iii)) the hedge ratio of the hedging relationship is the same as that resulting from the quantity of the hedged item that the Company actually hedges and the quantity of the hedging instrument that the Company actually uses to hedge that quantity of hedged item.

Changes in the fair value of derivative instruments designated as fair value hedges are recognised in the income statement for the year, together with changes in the fair value of the asset or liability subject to that risk.

Changes in the fair value of derivative financial instruments designated as cash flow hedging instruments are recorded in caption "Other reserves" as concerns their effective component, and in the income statement as concerns their non-effective component. The amounts recorded under "Other reserves" are transferred to the income statement in the same year in which the effect on the hedged item is reflected in the income statement.

Hedge accounting is discontinued when the hedging instrument matures or is sold or exercised,or when the hedging relationship ceases to comply with IFRS 9 requirements.

Trading instruments

Changes in the fair value of derivative financial instruments which are contracted for financial hedging purposes, in accordance with the Company's risk management policies, but do not comply with requirements of IFRS 9 to qualify for hedge accounting, are recorded in the statement of profit and loss and other comprehensive income for the year in which they occur.

Fair value of financial instruments

The fair value of financial assets and liabilities is determined as follows:

- The fair value of standard financial assets and liabilities traded on active markets is determined based on their listed prices (Level 1);
- The fair value of other assets and liabilities (except for derivative financial instruments) is determined in accordance with generally accepted valuation models, based on the analysis of discounted cash flow, considering prices observable in current market transactions (Level 2);
- The fair value of derivative financial instruments is determined based on listed prices. Where listed prices are not available, fair value is determined based on the analysis of discounted cash flows, which include that are not supported by observable market prices or rates (Level 3).

Impairment of financial assets

The Company assesses on a prospective basis the estimated credit losses associated with the financial assets, which constitute debt instruments, classified at amortised cost.

In what concerns the balances of accounts receivable, the Company applies the simplified approach provided for in IFRS 9, whereby estimated credit losses are recognised since the initial recognition of balances receivable throughout the period up to their maturity, based on a matrix of historical default rates for the maturity of balances receivable.

For financial assets carried at cost, the amount of the impairment loss is measured as the difference between the asset's carrying amount and the best estimate of the fair value of the financial asset.

Impairment losses are recorded in the statement of comprehensive income under caption "Amortisation, depreciation and adjustments" in the year they are determined.

If, in a subsequent period, the amount of the impairment loss decreases and such decrease can be objectively related to an event occurring after the impairment loss was recognised in profit or loss, the impairment loss shall be reversed, with the amount of the reversal recognised in profit or loss. However, an impairment loss is reversed up to the limit of the amount that will be recognized (net of amortization or depreciation) if it had not been recognized in prior periods. The reversal of impairment losses is recorded in the statement of profit and loss under Caption "Reversal of amortisation, adjustments and provisions".

Derecognition of financial assets and liabilities

The Company derecognises financial assets only when all rights to future cash flows have expired or when the financial assets and all significant risks and rewards of its ownership are transferred to another entity. The Company derecognises transferred financial assets in relation to which it still retains significant risks and benefits, insofar as their control was transferred.

The Company derecognises financial liabilities when, and only when, the corresponding obligation is either discharged or cancelled or expires.

2.13. SHARE CAPITAL AND TREASURY SHARES

Ordinary shares are classified in equity, as share capital.

Expenses directly attributed to the issuance of new shares or other equity instruments are recorded as deduction, net of tax, to the amount received resulting from the issue. Expenses directly attributed to the issuance of new shares or options for the purchase of a business are deducted at the value of the issue.

Treasury shares are recorded at cost, as a decrease in shareholders' equity. Income or expenses relating to the disposal of treasury stock are recorded under caption "Other reserves".

2.14. DIVIDEND DISTRIBUTION

The distribution of dividends to holders of share capital is recognised as liabilities in the Company's financial statements, in the period in which such dividends are approved by the shareholders and until the moment of their financial settlement, or, in case of interim dividends, when approved by the Board of Directors.

2.15. PENSION LIABILITIES

The Company undertook to pay its employees supplementary retirement contributions under a defined benefits plan, having constituted autonomous pension funds for the purpose.

In order to estimate the amount of its liability for the payment of such supplementary contributions, actuarial calculations are made from time to time, using the Projected Unit Credit Method. Remeasurements resulting (i) from the difference between the assumptions used to determine liabilities with the plan and the actual evolution of actuarial variables, (ii) changes introduced in the assumptions and (iii) the difference between the expected return on the fund's assets and actual return are recorded as equity, and expenses with benefits granted are reflected in the statement of profit and loss and other comprehensive income for the year in which they are incurred.

Pension liabilities recognised as of the date of the statement of financial position correspond to the present value of the liabilities under the defined benefits plans, adjusted for remeasurements, minus the fair value of the net assets of the pension funds.

Contributions made by the Company to the defined pension plans are recognised as expense on the dates they are due.

2.16. CONTINGENT ASSETS AND LIABILITIES

Contingent assets are not recognised in the financial statements, but are disclosed in the notes to the financial statements, when the existence of future economic benefit is probable.

Contingent liabilities are not recognised in the financial statements but are disclosed in the notes to the financial statements, unless the possibility of an outflow of funds affecting future economic benefits is remote, in which case they are not subject to disclosure.

2.17. REVENUE

Revenue corresponds to the fair value of the consideration received or receivable from transactions with clients during the ordinary course of business and it is recorded net of any tax and trade or financial discounts granted. When determining the value of the revenue, the Company assesses the performance obligations taken and the price allocated to each, as well as the existence of variable prices likely to give rise to future adjustments, where it uses its best estimate.

Revenue relating to services rendered is recognised in the statement of profit and loss and other comprehensive income in the period they concern, when the control over the product or services is transferred to the client.

2.18. ACCRUAL BASIS

Dividends from investments are recognised as income in the year they are attributed.

Interest and financial income are recognised on an accrual basis in accordance with the effective interest rate applicable.

Expenses and income are recognised in the year to which they relate independently of when they are paid or received. Income and expenses for which their real amount is not known are estimated.

Expenses and income attributable to the current year, the expenses and receipts of which will only occur in future years, as well as the expenses and receipts that have already occurred but which concern future years and which will be attributed to the results of each of these years, are recorded under captions "Other current assets" and "Other current liabilities.

2.19. INCOME TAX

Tax on income for the year is calculated based on the taxable results and takes into consideration deferred taxation.

Current income tax is determined based on the taxable income for the year. Taxable income differs from accounting result since it may excludes several expenses and income which will only be deductible or taxable in subsequent years (timing differences), as well as expenses and income which will never be deductible or taxable under the terms of the tax rules in force (permanent differences).

Deferred taxes refer to temporary differences between the amounts of assets and liabilities for accounting purposes and the corresponding amounts for tax purposes, as well as those resulting from tax benefits obtained and temporary differences between tax and accounting income.

Deferred tax assets and liabilities are calculated and assessed periodically using the tax rates expected to be in force when the timing differences will reverse.

Deferred tax liabilities are recognised for all taxable temporary differences.

Deferred tax assets are only recognised when there is reasonable expectation that there will be sufficient future taxable income to utilise them. The temporary differences underlying deferred tax assets are reappraised annually in order to recognise or adjust the deferred tax assets based on the current expectation of their future recovery.

2.20. CRITICAL JUDGEMENTS/ESTIMATES IN APPLYING THE ACCOUNTING STANDARDS

The preparation of financial statements in accordance with the IFRS recognition and measurement principles require the Board of Directors to make judgements, estimates and assumptions that can affect the value of the assets and liabilities presented, especially deferred tax assets, intangible assets, tangible fixed assets, impairment losses and provisions, the disclosure of contingent assets and liabilities as of the date of the financial statements, as well as income and costs.

These estimates are based on the best knowledge available at the time and on the actions planned, and they are constantly revised based on the information available. Changes in the facts and circumstances can result in revision of the estimates, and so the actual future results can differ from such estimates.

Significant estimates and assumptions made by the Board of Directors in preparing these financial statements include namely, assumptions used to value liabilities with pensions, deferred taxes, the useful life of intangible and tangible fixed assets, provisions and impairment analyses.

2.21. SUBSEQUENT EVENTS

Events that have occurred after the date of the statement of financial position providing additional information on conditions that existed as of the said date are reflected in the financial statements.

Events that have occurred after the date of the statement of financial position providing additional information on conditions that occur after the said date, if relevant, will be reflected in the notes to the financial statements.

3. OPERATING INCOME

Operating income for the years ended as of 31 December 2018 and 2017 is as follows:

THOUSAND EURO	'18	'17
Services rendered:		
Logistic and administrative support	33 522	32 118
Other operating income:		
Administration services	826	810
Gains on tangible and intangible fixed assets	11	22
Other	675	530
	1 512	**1 362**
Reversal of amortisation, depreciation, Adjustments and provisions:		
Provisions (Note 24)	17	-
	35 051	**33 480**

In the years ended at 31 December 2018 and 2017 operating income with associate companies and subsidiaries totalled € 34 663 thousand and € 33,221 thousand, respectively (Note 13).

4. SUPPLIES AND SERVICES

As of 31 December 2018 and 2017 the Goods & Services Account was made up as follows:

THOUSAND EURO	'18	'17
Maintenance and repair	2 921	3 279
Specialised works		
Technical and administrative assistance	3 665	2 623
Studies and opinions	1 008	514
Legal and tax advice	688	990
Other	1 985	1 477
Rents and rentals	586	569
Advertising costs	401	498
Training	305	294
Communications	241	229
Other	2 110	1 974
	13 910	**12 447**

5. OPERATING LEASES

Expenses of € 553 thousand and € 518 thousand relating to instalments under operating lease contracts were recognised in the years ended 31 December 2018 and 2017, respectively.

Lease instalments payable under operating lease contracts in force as of 31 December 2018 and 2017 are as follows:

THOUSAND EURO	Year	'18	'17
	2018	-	386
	2019	385	259
	2020	227	104
	2021	149	30
	2022	86	-
		847	**779**

6. PERSONNEL COSTS

As of 31 December 2018 and 2017 personnel costs were made up as follows:

THOUSAND EURO	'18	'17
Remuneration	12 785	12 233
Bonuses	4 646	5 750
Wage expenses	3 217	3 169
Retirement Benefits:		
Defined contribution (Note 28)	331	317
Defined benefits (Note 28)	311	283
Other	740	726
	22 030	**22 478**

In the years ended 31 December 2018 and 2017, the average number of employees was 219 and 205, respectively.

7. NET FINANCIAL RESULTS

As of 31 December 2018 and 2017 financial expenses and losses were made up as follows:

THOUSAND EURO	'18	'17
Interest expense	10 505	9 615
Derivative financial instruments	233	4 033
Exchange losses	14	18
Other	1 277	1 363
	12 029	**15 029**

As of 31 December 2018 and 2017 income and gains were made up as follows:

THOUSAND EURO	'18	'17
Interest gained	1 531	2 104
Financial revision of the disposal of shares:		
AtoBe - Mobility Technology, S.A. ("AtoBe") [a]	12	24
Exchange gains	7	143
Other	-	48
	1 550	**2 319**

a) As of 31 December 2019 this amount corresponds to the financial restatement of accounts receivable from the disposal of 3% of the stake in AtoBe, occurred in 2015. Brisa exercised its call option on 2% of the stake in AtoBe relating to the disposal occurred in 2016.

As of 31 December 2017 this amount corresponds to the financial restatement of accounts receivable from the disposal of 2% and 3% of the stake in AtoBe, occurred in 2016 and 2015, respectively.

In the years ended at 31 December 2018 and 2017 the company recorded interest earned with subsidiaries, associate companies and related parties totalling € 1,160 thousand and € 1,803 thousand, respectively (Note 13).

As of 31 December 2018 and 2017 investment income was made up as follows:

THOUSAND EURO	'18	'17 Restated
Gains/(losses) on subsidiaries and associates (note 13):		
Brisa Concessão Rodoviária, SGPS, S.A. ("BCR SGPS")	119 140	96 103
Brisa O&M, S.A. ("BOM")	34 458	31 213
Brisa Internacional, SGPS, S.A. ("Brisa Internacional")	6 907	87 157
Via Verde Portugal, Gestão de Sistemas Electrónicos de Cobrança, S.A. ("Via Verde")	4 113	4 065
BGI - Brisa Gestão de Infraestruturas, S.A. ("BGI")	3 673	2 263
Controlauto - Controlo Técnico Automóvel, S.A. ("Controlauto")	3 284	3 877
Transport Infrastructure Investment Company SCA ("SICAR")	1 179	10 972
Via Oeste, SGPS, S.A. ("Via Oeste")	893	9 816
Brisa International, B.V. ("BI BV")	168	1 001
SICIT - Sociedade de Investimento e Consultoria em Infra-estruturas de Transportes, S.A. ("SICIT")	1	133
AEBT - Auto-Estradas do Baixo Tejo, S.A. ("AEBT")	-	1 830
Via Verde Contact, S.A. ("VVC")	-	134
M. CALL, S.A. ("Mcall")	-	132
Brisa - Áreas de Serviço, S.A. ("BAS")	-	43
Transport Infrastructure, S. à r.l.	-	2
Via Verde Serviços, S.A. ("VVS")	(2 615)	(1 873)
AtoBe	(1 738)	(469)
AEBT	(1 097)	-
Mcall	(172)	-
VVC	(113)	-
BAS	(42)	-
ASIRB - Serviços Rodoviários, S.A. ("ASIRB") [(a)]	(6)	(1)
Brisa Roads Áreas de Serviço, S.A. ("BRAS")	(1)	-
TIICC, S. à r.l. ("TIICC")	(1)	-
	168 031	**246 398**

THOUSAND EURO	'18	'17 Restated
Dividends received from other investments		
AELO - Auto-Estradas do Litoral Oeste, S.A. ("AELO")	1 951	-
	169 982	**246 398**

a) On 13 December 2018 the corporate object and name of Brisa II – Serviços de Gestão de Concessões, S.A. were altered. The name was changed to ASIRB – Serviços Rodoviários, S.A.

8. INCOME TAX

The Company is subject to Corporate Income Tax ("IRC) at the normal rate of 21%, which can be increased by a municipal surcharge of up to a maximum rate of 1.5% of the taxable income.

Additionally, the nominal tax rate may vary from 21% to 31.5%, depending on the amount of taxable income (TI) determined, which will be subject to a tax surcharge at the following rates:

- State surtax: 3% sobre o LT se M€1.5 < LT <= M€7.5;
  5% sobre o LT se M€7.5 < LT <= M€35; and
  9% sobre o LT > M€35

The Company is taxed for Corporate Income Tax under the Special Taxation of Group Companies regime ("SGTR") included in a group where it is the parent company and which further includes subsidiaries BGI, BOM, AtoBe, Brisa Internacional, Via Oeste, VVS, VVC, Mcall, Via Verde Carsharing, S.A. ("VVCS") and ASIRB.

This regime consists of the sum of the taxable results of all the companies included in the tax perimeter, less distributed dividends, to which the relevant Corporate Income Tax rate and municipal Surcharge will be applied.

In accordance with the current legislation in Portugal, tax returns are subject to review and correction by the tax authorities during a period of four years (five years for social security), except where tax losses exist or tax benefits have been granted or inspections, claims or appeals are in progress, in which case, depending on the circumstances, the period can be extended or suspended. Therefore the Company's tax returns for the years 2015 to 2018 may still be subject to review and correction.

The Board of Directors believes that any possible corrections resulting from revisions/inspections of these tax returns will not have a significant effect on the financial statements as of 31 December 2018.

The deadline for the deduction of reportable tax losses (RTL) is as follows:

Tax period	Deduction periods
2018	5
2017	5
2016	12
2015	12
2014	12

The deduction amount to be made in each of the tax periods is limited to 70% of respective taxable income.

During the regular inspections that were carried out, Tax Authorities have requested corrections to the income tax base and tax, in particular as regards the activity carried out under the concession contract. The Board of Directors based on technical advice from external consultants, believes that such corrections are unfounded. In this context, the Board of Directors has used the instruments at its disposal to defend its views, continuing to believe in the goodness of its arguments and in a favourable outcome of all existing disputes with the Tax Authorities.

In relation to corrections made by the Tax Authority in various years deriving from the recognition of tax losses generated from the separation of collections, during the year ended at 31 December 2018 Brisa was notified of 1st instance decisions rejecting the judicial appeals submitted concerning 2003, 2006 and 2008. The Company filed new appeals, which were already accepted by the Court, where it presented the corresponding allegations. The Board of Directors of Brisa, based on the opinion of its legal and accounting experts and consultants, maintains its understanding that the recognition of the said operation is adequately based from the legal point of view, and therefore in accounting and tax terms as well.

The corrections relating to 2008, 2009 and 2010 stemming from the securitization of future receivables, result from the Tax Authority concluding as to the inadequacy of the legal and tax framework applied to the securitisation of future receivables in the amount of €400 000 thousand, carried out on December 19, 2007; the said authority considers that it does not comply with the legislation for the securitization of receivables established in Decree-law

453/99, of 5 November, as amended by Decree-Law 82/02 of 5 April, and consequently with the tax law provided in Decree-Law 219/2001, of 4 August, as amended by Decree-law 303/2003 of 5 December.

In view of the above, the Tax Authority considers that:

- The amount of €400 000 thousand received pursuant to the said operation was unduly added to the taxable income of 2007;
- Income corresponding to the services giving rise to the assigned future receivables are to be recognized, in both tax and accounting terms, in the tax periods in which they are generated;
- An approximate amount of €100 000 thousand relating to the tax benefit under decree-law 287/99 likely to be used up to 2007, was unduly deducted to the corporate tax income for that year;
- When determining the taxable income relating to 2008 to 2010 (already inspected) an amount of € 80 000 thousand was unduly deducted from the taxable income relating to each of the said years.

The Board of Directors of Brisa, based on the opinion of its legal and accounting experts and consultants, deems that the recognition of the said operation is adequately based from the legal point of view, and therefore in accounting and tax terms as well. Consequently, the Board of Directors of Brisa considers that the corrections proposed in the Tax Inspection Reports relating to years 2007 to 2010 are unjustified, as described in the judicial claim (relating to the taxable periods of 2007 and 2010) submitted to the tax authority.

Corrections to the taxable income mentioned above resulted in tax enforcement proceedings, which are suspended until a decision is reached. To obtain the suspension of tax enforcement proceedings relating to the taxable periods of 2008 and 2009 the Company provided bank guarantees in the amount of € 64 129 thousand (Note 27).

Additionally, to obtain the suspension of tax enforcement proceedings, the Company set up a pledge over 24 618 shares of subsidiary BOM, in the amount of € 191 637 thousand. During the year ended at 31 December 2016, these proceedings were settled in a manner that was partly favourable to the Company, as the tax due was reduced to € 28 829 thousand (Note 27). During the year ended as of 31 December 2018 Brisa was notified of the favourable decision concerning the reduction of the guarantee provided as pledge, down to the amount of € 33 479 thousand, corresponding to 8 402 shares of BOM. The Company is undertaking the formalisation of the reduction of the said pledge (Note 27)

With respect to the tax periods of 2011 and 2012, the TA made the same correction to taxable income, although on a non-consolidated basis, since the securitisation operation was transferred to BCR, jointly with the assets and liabilities allocated to Brisa Concession.

Within the scope of the SGTR, additional corporate income tax assessment relating to 2012 and 2011 was issued in the name of Brisa (controlling company), but the tax foreclosure was suspended against guarantee provided by BCR, in the amount of € 30 948 thousand and € 11 941 thousand (following reduction occurred during the year ended at 31 December 2018), respectively.

Income tax recognised in the years ended 31 December 2018 and 2017 was made up as follows:

THOUSAND EURO	'18	'17
Current tax	(2 940)	(2 757)
Deferred tax (Note 15)	(287)	90
Taxes on previous years income	(604)	(282)
	(3 831)	**(2 949)**

The reconciliation between profit before income tax and income tax for the year is as follows:

THOUSAND EURO	'18	'17
Profit before tax	**154 166**	**227 822**
Expected tax (21% rate)	32 375	47 842
Capital income	(410)	-
Provisions	143	55
Pension fund	65	59
Equity method	(35 286)	(51 744)
Other	(128)	277
Autonomous taxation	301	754
Taxes on previous years income	(604)	(282)
(Set up)/reversal of deferred taxation (Note 15)	(287)	90
Income tax	**(3 831)**	**(2 949)**

As of 31 December 2018 and 2017, current income tax liabilities were made up as follows:

THOUSAND EURO	'18	'17
Current tax liabilities:		
Corporate Income Tax (CIT):		
Payment on account	(7 966)	(9 992)
Tax withheld	6	(17)
Tax estimate [(a)]	12 308	10 133
	4 348	**124**

a) This amount corresponds to the estimated tax amount determined under the "SGTR" for its group of companies.

9. EARNINGS PER SHARE

Basic and diluted earnings per share for the years ended 31 December 2018 and 2017 were determined based on the following amounts:

THOUSAND EURO	'18	'17
Result for the purpose of determining the basic and diluted earning per share (net profit for the year)	157 997	230 771
Average number of shares for the purpose of determining the basic and diluted earning per share	552 647 386	552 647 386
Basic and diluted earnings per share (in Euro)	**0.29**	**0.42**

At 31 December 2018 and 2017 no diluting effects have occurred; hence, basic and diluted earnings per share are identical.

10. DIVIDENDS AND APPROPRIATION OF RESULTS

At the General Shareholders Meetings held on 04 May 2018 and 05 May 2017 the payment of dividends was decided of € 0.145 per share and € 0.742 per share, totalling € 80 134 thousand and € 410 064 thousand, respectively, concerning the net profit for the years ended 31 December 2017 and 2016. It was further decided to transfer to free reserves the remaining amount of respective net profit for the said years.

At the General Shareholders Meetings held on 5 December 2018 and 6 December 2017 the payment of dividends was decided of € 0.136 per share and € 0.163 per share, totalling € 75 160 thousand and € 90.082 thousand, respectively, via the distribution of reserves.

11. TANGIBLE FIXED ASSETS

In the years ended 31 December 2018 and 2017 changes in other tangible fixed assets and corresponding accumulated depreciation and impairment losses were as follows:

THOUSAND EURO — '18

GROSS ASSETS:	Land and natural resources	Buildings and other constructions	Basic equipment	Transport equipment	Administrative equipment	Tools and utensils	Fixed assets in progress	Total
Opening balance	3 064	9 496	11 461	327	20 781	20	-	**45 149**
Increases	-	14	389	-	375	-	43	**821**
Disposals	-	-	-	-	(31)	-	-	**(31)**
Write-downs	-	-	(4)	-	(1 167)	-	-	**(1 171)**
Closing Balance	**3 064**	**9 510**	**11 846**	**327**	**19 958**	**20**	**43**	**44 768**
CUMULATIVE DEPRECIATION AND IMPAIRMENT LOSSES:								
Opening balance	-	4 298	8 033	305	18 672	19	-	**31 327**
Increase	-	226	933	14	583	1	-	**1 757**
Disposals	-	-	-	-	(31)	-	-	**(31)**
Write-downs	-	-	(2)	-	(53)	-	-	**(55)**
Closing Balance	**-**	**4 524**	**8 964**	**319**	**19 171**	**20**	**-**	**32 998**
Net value	**3 064**	**4 986**	**2 882**	**8**	**787**	**-**	**43**	**11 770**

THOUSAND EURO — '17

GROSS ASSETS:	Land and natural resources	Buildings and other constructions	Basic equipment	Transport equipment	Administrative equipment	Tools and utensils	Fixed assets in progress	Total
Opening balance	3 064	9 412	10 576	327	19 767	20	1	**43 212**
Increases	-	84	1 154	44	1 406	-	-	**2 688**
Disposals	-	-	(389)	(89)	(128)	-	-	**(606)**
Write-downs	-	-	(2)	-	(142)	-	(1)	**(145)**
Transfers	-	-	122	-	(122)	-	-	**-**
Closing Balance	**3 064**	**9 496**	**11 461**	**327**	**20 781**	**20**	**-**	**45 149**
CUMULATIVE DEPRECIATION AND IMPAIRMENT LOSSES:								
Opening balance	-	4 071	7 546	354	18 219	18	-	**30 208**
Increase	-	227	817	40	721	1	-	**1 806**
Disposals	-	-	(328)	(89)	(126)	-	-	**(543)**
Write-downs	-	-	(2)	-	(142)	-	-	**(144)**
Transfers	-	-	40	-	(40)	-	-	**-**
Closing Balance	**-**	**4 298**	**8 033**	**305**	**18 672**	**19**	**-**	**31 327**
Net value	**3 064**	**5 198**	**3 428**	**22**	**2 106**	**1**	**-**	**13 822**

12. INTANGIBLE ASSETS

In the years ended 31 December 2018 and 2017 changes in intangible fixed assets and corresponding accumulated depreciation and impairment losses were as follows:

THOUSAND EURO — '18

GROSS ASSETS:	Licenses and software	Intangible assets in progress	Total
Opening balance	6 470	372	6 842
Increases	1 583	7	1 590
Disposals	(125)	-	(125)
Transfers	66	(66)	-
Closing Balance	7 994	313	8 307
CUMULATIVE DEPRECIATION IMPAIRMENT LOSSES:			
Opening balance	4 680	-	4 680
Increase	1 129	-	1 129
Decrease	(104)	-	(104)
Closing Balance	5 705	-	5 705
Net value	2 289	313	2 602

THOUSAND EURO — '17

GROSS ASSETS:	Licenses and software	Intangible assets in progress	Total
Opening balance	5 572	408	5 980
Increases	935	45	980
Write-downs	(118)	-	(118)
Transfers	81	(81)	-
Closing Balance	6 470	372	6 842
CUMULATIVE DEPRECIATION IMPAIRMENT LOSSES:			
Opening balance	3 796	-	3 796
Increase	1 002	-	1 002
Write-downs	(118)	-	(118)
Closing Balance	4 680	-	4 680
Net value	1 790	372	2 162

13. INVESTMENTS

Investments in subsidiaries and associate companies

Investments in subsidiaries, associate companies and other investments and respective changes occurred in the years ended at 31 December 2018 and 2017 were as follows:

THOUSANDS EUROS — '18 — '18

INVESTMENTS IN SUBSIDIARIES:	% held	Opening balance Restated	Increases [a]	Decreases [b]	Equity method	Closing balance	Acquisition value	Cumulative impairment losses (Note 23)	Equity method	Closing balance
BCR SGPS	70%	110 531	-	-	30 946	**141 477**	70	-	141 407	**141 477**
Via Oeste	100%	127 925	-	-	-	**127 925**	55 733	-	72 192	**127 925**
Brisa Internacional	100%	315 216	1 400	(247 860)	6 442	**75 198**	13 287	-	61 911	**75 198**
BOM	100%	35 741	-	-	2 902	**38 643**	500	-	38 143	**38 643**
Controlauto	74,002 %	31 230	-	-	1 313	**32 543**	18 257	-	14 286	**32 543**
BGI	100%	4 889	-	-	3 549	**8 438**	19 441	-	(11 003)	**8 438**
VVS	100%	2 948	3 100	-	-	**6 048**	6 098	-	(50)	**6 048**
Via Verde	60%	4 903	-	-	62	**4 965**	773	-	4 192	**4 965**
BAS	51%	1 598	-	-	(55)	**1 543**	1 555	-	(12)	**1 543**
BI BV	100%	176	-	-	168	**344**	15	-	329	**344**
Mcall	100%	367	-	-	(172)	**195**	955	-	(760)	**195**
VVC	100%	240	-	-	(114)	**126**	100	-	26	**126**
BRAS	100%	-	50	-	(1)	**49**	50	-	(1)	**49**
ASIRB	100%	49	-	-	(6)	**43**	50	-	(7)	**43**
AtoBe [c]	81,21%	-	426	-	(426)	**-**	9 424	-	(9 424)	**-**
INVESTMENTS IN ASSOCIATES:										
SICAR	35,59%	34 146	-	(10 442)	(4 953)	**18 751**	7 876	-	10 875	**18 751**
AEBT	36,848%	1 703	-	(1 155)	596	**1 144**	1 297	-	(153)	**1 144**
SICIT	35%	874	-	-	(69)	**805**	18	-	787	**805**
Transport Infrastructure, S. à r.l. tes	35%	5	-	-	1	**6**	4	-	2	**6**
TIIC	35%	-	-	-	-	**-**	6	-	(6)	**-**
AEDL - Auto-Estradas do Douro Litoral, S.A. ("AEDL") [d]	99,92%	-	-	-	-	**-**	265 400	(265 400)	-	**-**
Brisal - Auto-Estradas do Litoral, S.A. ("Brisal") [d]	70%	-	-	-	-	**-**	194 219	(194 219)	-	**-**
		672 541	**4 976**	**(259 457)**	**40 183**	**458 243**	**595 128**	**(459 619)**	**322 734**	**458 243**

THOUSAND EURO

							'17				'17
INVESTMENTS IN SUBSIDIARIES:	% held	Opening balance Restated	Increases [a]	Decreases [b]	Equity method	Reversals of /(impairment losses)(Note 23)	Closing balance	Acquisition value	Cumulative impairment losses (Note 23)	Equity method	Closing balance
Brisa Internacional	100%	249 175	950	-	65 091	-	**315 216**	259 748	-	55 468	**315 216**
Via Oeste	100%	127 925	-	-	(2 076)	2 076	**127 925**	55 733	-	72 192	**127 925**
BCR SGPS	70%	125 760	-	(16 978)	1 749	-	**110 531**	70	-	110 461	**110 531**
BOM	100%	36 171	-	-	(430)	-	**35 741**	500	-	35 241	**35 741**
Controlauto	74,002 %	29 497	-	-	1 733	-	**31 230**	18 257	-	12 973	**31 230**
Via Verde	60%	4 756	-	-	147	-	**4 903**	773	-	4 130	**4 903**
BGI	100%	4 091	-	-	(7 224)	8 022	**4 889**	19 441	-	(14 552)	**4 889**
VVS	100%	148	2 800	-	-	-	**2 948**	2 998	-	(50)	**2 948**
BAS	51%	25	1 530	-	43	-	**1 598**	1 555	-	43	**1 598**
Mcall	100%	256	-	-	111	-	**367**	955	-	(588)	**367**
VVC	100%	124	-	-	116	-	**240**	100	-	140	**240**
BI BV	100%	1 551	-	(1 551)	176	-	**176**	15	-	161	**176**
Brisa II - Serviços de Gestão de Concessões, S.A.	100%	-	50	-	(1)	-	**49**	50	-	(1)	**49**
AtoBe	79,21%	428	-	-	(428)	-	**-**	8 998	-	(8 998)	**-**
INVESTMENTS IN ASSOCIATES:											
SICAR	35,59%	63 128	-	(24 382)	(4 600)	-	**34 146**	18 318	-	15 828	**34 146**
AEBT	36,848%	6 145	1 530	(6 393)	421	-	**1 703**	1 297	-	406	**1 703**
SICIT	35%	811	-	-	63	-	**874**	18	-	856	**874**
Transport Infrastructure, S. à r.l. tes	35%	3	-	-	2	-	**5**	4	-	1	**5**
TIIC	35%	-	-	-	-	-	**-**	6	-	(6)	**-**
AEDL [d]	99,92%	-	-	-	-	-	**-**	265 400	(265 400)	-	**-**
Brisal [d]	70%	-	-	-	-	-	**-**	194 219	(194 219)	-	**-**
		649 994	**6 860**	**(49 304)**	**54 893**	**10 098**	**672 541**	**848 455**	**(459 619)**	**283 705**	**672 541**

a) In the years ended at 31 December 2018 and 2017 the increases in investment in associates BRAS and Brisa II are related with their incorporation.

In the year ended at 31 December 2018 increases in investments in associates Brisal Internacional and VVS concern increases in supplementary capital. In the year ended at 31 December 2017, increases in investment in subsidiaries Brisa Internacional, VVS e BAS concern increases in supplementary capital, whereas increase in investment in subsidiary AEBT concerns the acquisition of a 6.848% stake (including corresponding supplementary capital and shareholders loans).

b) As of 31 December 2018, reduction in investment in subsidiary SICAR is related to a reduction in share capital, whereas reductions in investments in subsidiaries Brisa Internacional and AEBT concern the reimbursement of accessory contributions (Note 22). As of 31 December 2017, reductions in investment in subsidiaries BCR SGPS and SICAR are related with a reduction in share capital and reimbursement of supplementary capital, and the decrease in subsidiaries BI BV and AEBT are due to the reimbursement of accessory contributions.

c) In the year ended December 31, 2018, the Company exercised the option of purchasing all shares sold in 2016, representing 2% of the participation in AtoBe, for the amount of 426 thousand Euros. Considering that the Company exerts control over this associate, this transaction had an impact on equity amounting to 286 thousand Euro.

d) In view of the expectations regarding the evolution of future operations of Concessão Litoral Centro ('Brisal' concession contract) and Concessão Douro Litoral ('AEDL' concession contract), impairment losses were recognized in the respective financial statements of prior years, reflecting the non-exercising of the entire contractual right arising from the investment made in the construction of such infrastructures. Likewise, Brisa recognized in its financial statements in previous years the losses corresponding to its exposure as shareholder of said concessions.

It should be noted that these two projects were structured under the form of project finance, therefore holding specific characteristics, namely the risk allocation to the various participants in them, either as shareholders or as financing providers, ensuring access to long term debt intended to be repaid with the cash flows generated by the projects themselves and respective assets and with limited recourse to shareholders.

Within the scope of the concession contracts referred to above, the parties (including financing entities) entered into several agreements, namely the Capital Subscription Agreement, and in Brisal's specific case, the Shareholders' Support Agreement and the Traffic Support Agreement, all of which forming part as annex to the respective concession agreements that set out the support obligations of shareholders, namely in what concerns the relevant capital calls.

Given the continued deterioration of operating conditions within the scope of these two projects, the Board of Directors' position, as made public to the market, is that Brisa, as shareholder of the said projects, will not accept any further responsibility that may translate into an investment or involvement higher than that contractually agreed.

During 2012 the fall in traffic worsened considerably as result of the economic crisis, combined with the impact of the introduction of real tolls in a number of motorways, which adversely affected the said projects. Likewise, the deterioration of the macroeconomic outlook and the fiscal measures imposed to consolidate and rebalance public accounts led to a downward revision in the second half of 2012 of cash flows estimates for Brisal and Douro Litoral concessions. Despite the reversal in the declining trend of traffic, which has increased in recent years, figures are still very short of initial estimates.

As pointed out in previous years, financial institutions exposed to these projects have a step-in right, being the timing to exercise such right defined by them.

Therefore, in what concerns Concessão Douro Litoral, on 24 January 2019 the creditors of AEDL (currently, and in its overwhelming majority, hedge funds led by Strategic Value Partners LLC) have, after breaking up the negotiation process under way, undertaken a set of measures to gain formal control over AEDL.

Among others, such measures included the following:

- Appointment of a new Board of Directors of AEDL;
- Declaration of the early maturity of AEDL overall debt resulting from the financing contracts; and
- The enforcement of the pledge provided in the Security Agreement, and consequent appropriation of all shares corresponding to the share capital of AEDL.

Brisa deems that these measures, although contractually admissible, were triggered in contravention of the rules set forth in the concession contract and financing contracts of AEDL, particularly in what concerns the appropriation of the shares, which will not have been previously authorized by the Portuguese State.

For this reason, viewing the restoration of legality, Brisa jointly with other shareholders of AEDL, took the initiative to:

- Take legal action against such acts, requesting the immediate suspension of their effectiveness;
- Elect new Board Members of AEDL, designating the Board of Directors that was in place during the 2016-2018 period.

As a result, the Board of Directors of Brisa, based on its legal advisers' opinion, considers that Brisa is not exposed to any variability in the negative cash flows foreseen for the said projects, and does not exercise an effective control over the said subsidiaries.

Notwithstanding these recent events at AEDL, Brisa, as shareholder, remains firm in its understanding of not accepting any responsibility that results into a higher participation or involvement than the participation and involvement contractually undertaken.

Brisa, as a shareholder of Brisal and AEDL, believes that the stability and defence of the project finance model is vital for all players in the sector, including sponsors, construction companies, financing parties and the State itself.

According to recent news on the newspapers, some of AEDL creditors had allegedly filed a lawsuit against Brisa claiming the payment of an amount related to AEDL debt. The Board once more reaffirms that within the project finance framework of the concession, expressly accepted by all parties, Brisa is not responsible for AEDL's debt. Until the present date Brisa has not yet received any notification regarding these procedures.

This contractual model assumes, clearly, the possibility for the financing providers to appropriate the concessions in certain circumstances, and Brisa understands and accepts that this is the case. However, such appropriation must always strictly follow the contracts, in particular the agreed risk allocation, the parties' will, the processes defined and the agreed portfolio of rights and obligations.

In this context, the Board of Directors of Brisa has deemed to refer that:

- The current management of these concessionaires remains strongly restrained, being confined to day-to-day measures and operations, subject to the budget previously agreed with financial institutions, where any decision not covered by this budget requires their prior approval.
- Under the present circumstances, Brisa continues not to exercise control over the said companies, since it is not able to autonomously guide the relevant activities of the concessionaires, and at the same time, it ceased to be exposed or be entitled to variable results, via its investments in these entities, as provided in paragraph 7 of IFRS 10.

As a result, the Board of Directors of Brisa, based on its legal advisers' opinion, considers that Brisa is not exposed to any variability in the negative cash flows foreseen for the said projects, and does not exercise an effective control over the said subsidiaries.

Changes in investments in associate companies and subsidiaries in the years ended 31 December 2018 and 2017 were as follows:

THOUSAND EURO	'18	'17
Restated opening balance	672 541	649 994
Increases	4 976	6 860
Decrease	(259 457)	(49 304)
Effect of the application of the Equity Method:		
Effect in results (Note 7)	168 031	246 398
Effect on equity	18 010	40 755
Provisions (Note 24)	3 259	(70 740)
Dividends	(148 831)	(150 680)
Goodwill (Note 14)	(286)	(742)
Closing Balance	**458 243**	**672 541**

Other investments

The breakdown of other investments and respective changes occurred in the years ended at 31 December 2018 and 2017 were as follows:

THOUSAND EURO '18

	% held	Opening balance	Increases	Decreases	Closing balance
AELO	15%	3 850	110	(505)	3 455
ELOS - Ligações de Alta Velocidade, S.A. ("ELOS")	16,3%	3 006	11	-	3 017
TIIC 2 S.C.A., SICAR ("TIIC 2")	3,35%	143	230	-	373
I-Start	-	296	-	-	296
F-Hitec	-	97	2	-	99
ELOS - OM, S.A. ("ELOS - OM")	16,3%	8	-	-	8
		7 400	**353**	**(505)**	**7 248**

THOUSAND EURO '17

	% held	Opening balance	Increases	Decreases	Closing balance
AELO	15%	6 690	280	(3 120)	3 850
ELOS	16,3%	2 849	157	-	3 006
I-Start	-	296	-	-	296
TIIC 2	3,35%	-	143	-	143
F-Hitec	-	97	-	-	97
ELOS - OM	16,3%	8	-	-	8
		9 940	**580**	**(3 120)**	**7 400**

Payments and receipts from financial investments

In the years ended at 31 December 2018 and 2017 payments concerning financial investments were made up as follows:

THOUSAND EURO	'18	'17
Contractual obligations with AEDL investment	100	353
INVESTMENTS IN SUBSIDIARIES AND ASSOCIATES:		
VVS	3 100	2 800
Brisa Internacional	1 400	950
BRAS	50	-
BAS	-	1 530
AEBT	-	1 530
ASIRB	-	50
TREASURY LOANS TO:		
ELOS	282	-
Brisa Internacional	-	300
Shareholders' loans to AEBT	-	2 819
Other investments	243	300
	5 175	**10 632**

In the years ended at 31 December 2018 and 2017 receipts concerning financial investments were made up as follows:

THOUSAND EURO	'18	'17
DECREASE IN INVESTMENT IN SUBSIDIARIES AND ASSOCIATES:		
SICAR	10 442	24 382
BCR SGPS	-	16 977
REPAYMENT OF SUPPLEMENTARY CAPITAL CONTRIBUTIONS:		
AEBT	1 155	6 393
AELO	505	3 120
BI BV	-	1 551
REPAYMENT OF TREASURY LOANS TO :		
AELO	1 350	3
AEBT	319	9 404
BGI	-	700
Brisa Internacional	-	300
Mcall	-	175
DISPOSAL OF EQUITY HOLDINGS		
AtoBe	48	-
	13 819	**63 005**

Balances and transactions with affiliated companies

At 31 December 2018 and 2017 balances with group, associated and affiliated companies were made up as follows:

THOUSAND EURO	Clients (Note 16)		Suppliers (Note 25)		Other debtors (Note 16)		Other accounts payable (Note 26)		Companies of the group - Assets (a)		Other current assets (Note 17)		Loans (Note 22)		Companies of the group - Liabilities (b)	Other current liabilities (Note 26)		SGTR (Notes 16 and 26)	
SUBSIDIARIES:	'18	'17	'18	'17	'18	'17	'18	'17	'18	'17	'18	'17	'18	'17	'17	'18	'17	'18	'17
Via Oeste	-	-	-	-	-	-	-	-	77 963	82 073	-	-	-	-	-	-	-	(72)	(77)
Brisa Internacional	-	-	-	-	-	-	-	-	-	-	-	-	75 905	-	-	-	-	1 012	2
BOM	828	794	200	85	-	-	2 323	3747	-	-	-	-	-	-	12 023	-	-	2 491	2 244
BGI	311	256	14	22	-	143	-	-	-	-	-	-	-	-	-	-	-	1 038	445
Via Verde	396	326	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Controlauto	176	159	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BAS	33	55	1	-	-	-	-	-	-	-	81	-	-	-	-	-	-	-	-
AtoBe	147	125	2	2	-	-	-	-	-	-	-	50	-	-	-	-	-	(607)	(126)
VVS	79	26	27	82	-	-	-	-	-	-	-	-	-	-	-	10	-	(299)	(149)
Mcall	27	21	13	13	-	4	-	-	-	-	-	-	-	-	-	3	3	(68)	39
BI BV	-	-	-	-	-	-	15	15	-	-	-	-	-	-	-	-	-	-	-
VVC	292	398	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	(50)	13
ASIRB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(2)	-
ASSOCIATES:																			
AEDL	31	184	-	-	1 107	3 221	-	-	216 900	216 900	-	-	-	-	-	-	-	-	-
AEBT	40	107	-	-	-	-	-	-	6 411	6 349	-	-	-	-	-	-	-	-	-
Brisal	126	-	-	-	1 217	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SICIT	5	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TIIC	-	-	-	-	-	-	-	-	5	5	-	-	-	-	-	-	-	-	-
RELATED PARTIES:																			
BCR	4 337	4 273	-	-	-	-	-	-	-	-	318	-	-	-	-	-	-	(105)	(105)
ELOS	-	-	-	-	210	210	-	-	282	-	-	-	-	-	-	-	-	-	-
Auto-Estradas do Atlântico, S.A. ("AEA")	72	849	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AELO	5	55	-	-	-	-	-	-	-	1 360	-	-	-	-	-	-	-	-	-
VVCS	27	33	-	-	-	-	-	5	-	-	14	-	-	-	-	-	-	(386)	(342)
Iteuve Portugal, Lda ("Iteuve")	-	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BNV Mobility, B.V.	-	-	-	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Brisa United States, LLC ("BUS")	-	-	-	-	-	-	-	-	-	-	-	-	-	313 387	-	-	-	-	-
Capinv 2, S.A.	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	6 932	7 701	258	294	2 534	3 590	2 338	3 767	301 561	306 687	413	50	75 905	313 387	12 023	13	3	2 952	1 944
Impairment losses on Accounts receivable (Note 22)	-	-	-	-	-	-	-	-	(216 900)	(216 900)	-	-	-	-	-	-	-	-	-
	6 932	**7 701**	**258**	**294**	**2 534**	**3 590**	**2 338**	**3 767**	**84 661**	**89 787**	**413**	**50**	**75 905**	**313 387**	**12 023**	**13**	**3**	**2 952**	**1 944**

a) Account receivable from AEDL includes partners' loans in the amount of €216 900 thousand, fully adjusted for impairment, as it is unlikely that they will be repaid (Note 23). Account receivable from Via Oeste concerns partners' loans in the amount of € 77 963 thousand, which accrue interest at a rate of EUR12M + 1.5% and for which there is no repayment schedule. Accounts receivable from AEBT included in this caption concern partners' loans granted, which accrue interest at a rate of EUR6M + 1.5% and EUR6M+6%, respectively.
b) During the year ended at 31 December 2018, the Company repaid the loan granted by subsidiary BOM during the year ended at 31 December 2017, in the nominal amount of € 12 000 thousand. This loan accrued interest at normal market rates.

Additionally, transactions carried out with group companies, associated and affiliated companies in the years ended as of 31 December 2018 and 2017 were as follows:

THOUSAND EURO	Operating income (Note 3)		Operating expenses		Financial expenses (Note 22)		Financial income (Note 7)		Acquisition of tangible and intangible fixed assets	
SUBSIDIARIES:	‘18	‘17	‘18	‘17	‘18	‘17	‘18	‘17	‘18	‘17
BOM [a]	(18 842)	(17 389)	208	289	126	-	-	-	(6)	-
VVC	1 231	1 294	(2)	-	-	-	-	-	-	-
Via Verde	1 884	1 588	-	1	-	-	-	-	-	1
BGI	1 516	1 250	48	49	-	-	-	22	-	-
Via Oeste	-	1	-	-	-	-	1 090	1 159	-	-
Controlauto	927	774	3	1	3	-	-	-	-	-
AtoBe	675	660	51	125	-	-	-	-	-	-
BAS	313	270	-	-	-	-	-	-	-	-
Mcall	134	103	64	64	-	-	-	5	-	-
Brisa Internacional	1	1	-	-	4 404	-	-	2	-	-
BCR SGPS	1	1	-	-	-	-	-	-	-	-
VVS	366	126	250	398	-	-	-	-	-	-
ASSOCIATES:										
Brisal [a]	12 844	12 279	-	(50)	-	-	-	-	-	-
AEDL [a]	11 098	10 220	-	-	-	-	-	-	-	-
AEBT	153	145	-	52	-	-	-	597	-	-
SICIT	39	46	-	-	-	-	70	-	-	-
RELATED PARTIES:										
BCR	21 449	20 843	-	(12)	-	-	-	-	-	17
BUS	-	-	-	-	-	9 587	-	-	-	-
BNV Mobility, B.V.	-	-	119	92	-	-	-	-	-	-
AEA	696	690	-	-	-	-	-	-	-	-
VVCS	131	122	14	-	-	-	-		-	-
AELO	45	45	-	-	-	-	-	18	-	-
Capinv 2, S.A.	1	1	-	-	-	-	-	-	-	-
TIICINVEST, Sociedade Unipessoal Lda.	1	1	-	-	-	-	-	-	-	-
Iteuve	-	150	-	1	-	-	-	-	-	-
	34 663	**33 221**	**728**	**1 010**	**4 533**	**9 587**	**1 160**	**1 803**	**(6)**	**18**

a) Brisal and AEDL operation and maintenance services were contracted with the Company. Following the creation of BOM, and as consequence of the transfer into the latter of the operation and maintenance activities, BAE and BOM concluded contracts whereby services agreed with Brisal and AEDL were to be effectively provided by BOM, though keeping unchanged the original contractual relationship between the Company and said concessionaires., however, did not change. The Company did not record any margin out of such transactions, recording as operating income the net result between invoices issued to the concessionaires and corresponding invoices from BOM.

14. GOODWILL

The breakdown of goodwill and respective change in the years ended at 31 December 2018 and 2017 was as follows:

'18

THOUSAND EURO	Opening balance	Closing balance
BGI	2 264	2 264
Controlauto	2 192	2 192
AEBT	742	742
AtoBe	600	600
Mcall	379	379
	6 177	**6 177**

'17

THOUSAND EURO	Opening balance Restated	Increases (Note 13)	Closing balance
BGI	2 264	-	2 264
Controlauto	2 192	-	2 192
AEBT	-	742	742
AtoBe	600	-	600
Mcall	379	-	379
	5 435	**742**	**6 177**

As mentioned in Note 23, the amount recoverable from cash-generating units was determined based on respective value in use, according to cash flow projections for a period of 5 years, considering a perpetual growth rate between 1% and 2% (nominal) , discounted at rates between 5.8% and 11.1%.

Cash flow projections for each cash-generating unit have different key variables, such as the characteristics of the domestic car universe, prospects for new car sales and traffic projections.

15. DEFERRED TAXES

Deferred tax assets and liabilities at 31 December 2018 and 2017, by underlying timing difference, were as follows:

THOUSAND EURO	'18	'17
Provisions not considered for tax purposes	1 132	1 037
Retirement benefits (pensions)	464	314
Other liabilities	810	683
	2 406	**2 034**

The changes in deferred tax assets and liabilities in the years ended 31 December 2018 and 2017 were as follows:

THOUSAND EURO	'18	'17
Opening balance	2 034	2 097
Effect on results:		
Differences between the tax base and book value of:		
Other liabilities	127	(206)
Change in provisions not accepted for tax purposes	95	56
Retirement benefits	65	60
Sub-total (Note 8)	**287**	**(90)**
Effect on equity		
Retirement benefits	85	27
Sub-total	**85**	**27**
Closing Balance	**2 406**	**2 034**

As of 31 December 2018 and 2017 the tax rate used for determining deferred tax assets was 21%.

16. TRADE AND OTHER RECEIVABLES

As of 31 December 2018 and 2017 this caption was made up as follows:

THOUSAND EURO	'18	'17
CLIENTS:		
Group companies (Note 13)	6 932	7 701
Other	279	51
Doubtful receivables	37	37
	7 248	**7 789**
OTHER DEBTORS:		
SGTR (Note 13)	4 541	2 743
Group companies (Note 13)	2 534	3 590
Personnel	155	75
Other related Parties (Note 30)	-	18
Other	987	578
Other doubtful receivables	1	1
	8 218	**7 005**
	15 466	**14 794**
Cumulative impairment losses (Note 23)	(38)	(38)
	15 428	**14 756**

Trade and other receivables result from operating activities and they are net of accumulated impairment losses. These are estimated based on available information and past experience.

Given the nature of the Company's operation, there is no significant concentration of credit risk.

17. OTHER CURRENT ASSETS

As of 31 December 2018 and 2017 this caption was made up as follows:

THOUSAND EURO	'18	'17
GOVERNMENT AND OTHER PUBLIC BODIES:		
Corporate Income Tax:		
Recoverable taxes [a]	15 906	15 906
Other taxes	2	2
	15 908	**15 908**
ACCRUED INCOME:		
Group companies (Note 13)	413	50
Interest receivable	1	33
	414	**83**
DEFERRED COSTS:		
Insurance	113	124
Other	1 302	707
	1 415	**831**
	17 737	**16 822**

a) This amount concerns a tax payment made by the Company in previous years, the refund of which is pending the settlement of the disputes mentioned in Note 8.

18. CASH AND CASH EQUIVALENT

The breakdown of cash and cash equivalents at 31 December 2018 and 2017 was as follows:

THOUSAND EURO	'18	'17
Bank deposits	38 932	37 725
Cash and cash equivalent	38 932	37 725
Bank overdrafts (Note 22)	(13)	(28)
	38 919	**37 697**

Caption "Cash and cash equivalents" includes cash, sight deposits and term deposits immediately withdrawable, all of which bearing an insignificant risk of change in value. Caption "Bank overdrafts" relates to bank accounts where balances have gone below zero.

19. SHARE CAPITAL

As of 31 December 2018 the Company's share capital was made up of 600 000 000 fully subscribed and paid up shares with a nominal value of € 0.01 each.

As of 31 December 2018 Company shareholders were as follows:

	Number of shares	% Share capital	% vote
Tagus Holdings S. à r.l.	243 497 061	40,6%	44,1%
José de Mello Investimentos, SGPS, S.A.	182 683 904	30,4%	33,1%
Arcus European Infrastructure Fund GP LLP	114 557 795	19,1%	20,7%
Ações próprias (Nota 20)	47 352 614	7,9%	N/A
Other shareholders	11 908 626	2,0%	2,2%
	600 000 000	**100,0%**	**100,0%**

20. TREASURY SHARES

In the years ended 31 December 2018 and 2017 no changes have occurred with treasury shares. As of the said dates, this caption was made up as follows:

	'18		'17	
	Number of shares	Thousand Euro	Number of shares	Thousand Euro
Opening balance	47 352 614	228 720	47 352 614	228 720
Closing Balance	47 352 614	228 720	47 352 614	228 720

Commercial legislation regarding treasury shares requires companies to maintain a free reserve equal in amount to the cost of their treasury shares. Such reserve is not available for distribution until such treasury shares are disposed of, with a reserve of €228 720 thousand (Note 21) being maintained for that purpose. In addition, the applicable accounting rules provide that gains and losses on the sale of treasury shares must be recorded in reserves.

21. LEGAL RESERVE AND OTHER RESERVES

At 31 December 2018 and 2017 this caption was made up as follows:

THOUSAND EURO	'18	'17
Legal reserve	1 200	1 200
Reserve unavailable for distribution (Note 20)	228 720	228 720
Free reserves	39 496	49 960
	269 416	**279 880**

Legal reserve

Commercial legislation establishes that at least 5% of annual net profit must be appropriated to a legal reserve until the reserve equals at least 20% of share capital. This reserve is not available for distribution except in the event of liquidation, but it can be used to absorb losses once the other reserves have been exhausted, or to increase capital.

Reserve unavailable for distribution

Commercial law requires the setting up of a reserve, in equal amount to the value of treasury shares, to be kept unavailable for distribution as long as such treasury shares are held.

22. LOANS

At 31 December 2018 and 2017 the breakdown of loans obtained by the Company was as follows:

THOUSAND EURO	'18		'17	
	Current	Non-current	Current	Non-current
Bond Issue (Note 13)	-	75 905	-	313 387
Commercial paper and short term lines	3	-	5	-
Bank overdrafts (Note 18)	13	-	28	-
	16	**75 905**	**33**	**313 387**

BOND ISSUES

At 31 December 2018 and 2017 the breakdown of (non-convertible) bond issues was as follows:

THOUSAND EURO — '18

Issue	Nominal value of the issue	Current	Non-current	Maturity	Nominal interest rate
2017	70 800	-	75 905	mar/20	4.000%

'17

Issue	Nominal value of the issue	Current	Non-current	Maturity	Nominal interest rate
2017	303 800	-	313 387	mar/20	4.000%

2017-2020 Issue

The € 303 800 thousand bond issue was issued in 23 March 2017. This bond with maturity on 23 March 2020 bears interest at a fixed rate of 4%. On 17 October 2018 the issuer repaid in advance € 233 000 thousand of principal and € 14 860 thousand in interest sole bondholder Brisa Internacional, against reduction in supplementary capital in this subsidiary (Note 13). The repayment of the remaining principal and payment of interest will be made on 23 March 2020. At 31 December 2018 and 2017 the amount of accrued interest totalled € 4 404 thousand and € 9 587 thousand, respectively (Note 13).

COMMERCIAL PAPER AND SHORT-TERM LINES

At 31 December 2018 and 2017 the breakdown of caption "Other loans obtained" was as follows:

THOUSAND EURO	'18	'17
Commercial paper and short term lines	3	5

As of 31 December 2018 and 2017 Brisa had in place credit agreement in the form of an advance on a current account in the total amount of € 24 000 thousand and € 36 000 thousand, respectively. This credit facility remained undrawn as of the said dates.

23. CUMULATIVE IMPAIRMENT LOSSES

Changes in cumulative impairment losses in the years ended 31 December 2018 and 2017 were as follows:

'18

THOUSAND EURO	Opening balance	Closing balance
IMPAIRMENT LOSSES:		
Accounts receivable (Note 16)	38	38
Partners' loans AEDL (Note 13)	216 900	216 900
Financial investments (Note 13) [a]	459 619	459 619
	676 557	**676 557**

'17

THOUSAND EURO	Opening balance Restated	Decrease (Note 13)	Closing balance
IMPAIRMENT LOSSES:			
Accounts receivable (Note 16)	38	-	38
Partners' loans AEDL (Note 13)	216 900	-	216 900
Financial investments (Note 13) [a]	469 717	(10 098)	459 619
	686 655	**(10 098)**	**676 557**

a) Impairment losses in financial investments in the years ended at 31 December 2018 and 2017, relating to investments in Brisal, AEDL and Via Oeste, were determined using official tests, based on cash-flows projections until the end of the concession contracts of Litoral Centro, Douro Litoral and Atlântico, taking into account corresponding traffic projections. As a result of the said analyses, the Company recognised a reversal of impairment relating to Via Oeste, holder of the stake in AEA in the amount of € 2,076 thousand in the year ended at 31 December 2017.

The discount rates used in all evaluations associated with impairment tests reflect the cost of capital employed and the specific risk of each asset and were estimated within a range of 5.8% to 11.1%.

Additionally, with regard to evaluations which do not concern road concessions the perpetual growth rates considered were of 1% to 2%, (nominal) taking into account the prospects of value creation in each business after the period established for the projections.

Discount rates used in project finance for the purposes of impairment tests correspond to the original IRR of the base case, as the financing structure of these companies is defined since the initial moment of investment and shareholders cannot change it without the approval of financial banks. In what concerns remaining companies, the discount rate takes into account the evolution of the invested capital structure and the specific risk of each asset, as well as the country where the operation is established.

Additionally, as of 31 December 2017, the Company recognised a reversal of impairment losses concerning investment in BGI, in the amount of € 8,022 thousand, stemming from improvement occurred in estimated flows foreseen in respective business plan.

24. PROVISIONS

Changes in provisions in the years ended 31 December 2018 and 2017 were as follows:

'18

THOUSAND EURO Captions	Restated Opening balance	Increase	Use	Decrease	Closing balance
PROVISIONS:					
Non-current:					
Pending legal proceedings (Note 3)	31	-	-	(17)	14
Financial investments (Note 13)	81 911	4 152	-	(893)	85 170
Other risks and charges	5 087	678	(100)	-	5 665
	87 029	**4 830**	**(100)**	**(910)**	**90 849**
Current					
Other risks and charges	320	250	(145)	-	425
	87 349	**5 080**	**(245)**	**(910)**	**91 274**

THOUSAND EURO '17

Captions	Restated Opening balance	Increase	Use	Decrease	Closing balance
PROVISIONS:					
Non-current:					
Pending legal proceedings (Note 3)	31	-	-	-	31
Financial investments (Note 13)	152 651	1 918	-	(72 658)	81 911
Other risks and charges	4 659	795	(367)	-	5 087
	157 341	**2 713**	**(367)**	**(72 658)**	**87 029**
Current:					
Other risks and charges	485	176	(341)	-	320
	157 826	**2 889**	**(708)**	**(72 658)**	**87 349**

The breakdown of provisions for financial investments as of 31 December 2018 and 2017 was as follows:

THOUSAND EURO	'18	'17
Via Oeste	79 018	79 911
VVS	4 566	1 951
AtoBe	1 582	45
TIICC	4	4
	85 170	**81 911**

The provision for ongoing lawsuits is aimed to face potential liabilities with lawsuits brought against the company, which were estimated based on information from legal consultants. At 31 December 2018 and 2017 claims against the Company totalled € 7 072 thousand and € 7 512 thousand, respectively; the corresponding provision reflects the Board of Directors' best estimate of the amount of such liabilities.

Provision for other risks and charges as of 31 December 2018 and 2017 included the amounts of € 1 742 thousand and € 1 842 thousand, respectively, corresponding to the Board of Directors' estimate of the amount of the potential losses to be incurred by the Company associated to the Douro Litoral Concession, resulting from commitments undertaken in agreements entered into with the consortium responsible for the construction of Douro Litoral motorway ("DLACE").

25. SUPPLIERS AND SUPPLIERS OF INVESTMENT

As of 31 December 2018 and 2017 these captions were made up as follows:

THOUSAND EURO	'18	'17
SUPPLIERS:		
Other related Parties (Note 30)	816	-
Decunify - Soluções de Comunicações, S.A.	438	338
Group companies (Note 13)	258	294
Iten Solutions - Sistemas de Informação, S.A.	223	-
Claranet Portugal, S.A.	176	49
Wingman - Estratégia Internet, Unipessoal, Lda.	133	87
Vieira de Almeida & Associados	126	14
Nova Expressão - Planeamento Media e Publicidade, S.A.	125	89
Other	2 539	2 245
	4 834	**3 116**
SUPPLIERS OF INVESTMENT:		
Other related Parties (Note 30)	548	-
Decunify - Soluções de Comunicações, S.A.	490	675
Wingman - Estratégia Internet, Unipessoal, Lda.	284	67
Iten Solutions - Sistemas de Informação, S.A.	13	1 801
Other	615	302
	1 950	**2 845**

26. OTHER CURRENT LIABILITIES

As of 31 December 2018 and 2017 this caption was made up as follows:

THOUSAND EURO	'18	'17
ACCRUED COSTS:		
Remuneration payable [(a)]	10 605	9 034
Group companies (Note 13)	13	3
Other	300	257
	10 918	**9 294**
GOVERNMENT AND OTHER PUBLIC BODIES:		
Corporate Income Tax (CIT)		
Tax payable [(b)]	16 051	16 051
PERSONAL INCOME TAX:		
Income tax withheld	303	305
Value added tax	218	377
Payments to Social Security	307	292
Other taxes	543	543
	17 422	**17 568**
OTHER RECEIVABLES:		
Group companies (Note 13)	2 338	3 767
SGTR (Note 13)	1 589	799
Other	1 892	1 839
	5 819	**6 405**
	34 159	**33 267**

a) This caption includes the amount of holiday pay, holiday bonus, performance bonus payable to employees and social expenses.

b) This amount refers to a sum returned by tax authorities following the tax inspection relating to 2007 (Note 8), which the Company considers as being due.

27. CONTINGENT LIABILITIES

At 31 December 2018 and 2017 Brisa had liabilities related to several bank guarantees provided in favour of third parties, namely:

THOUSAND EURO	'18	'17
AEA	23 100	23 100
ELOS [(a)]	18 226	17 769
Other guarantees provided to third parties [(b)]	64 455	64 455
	105 781	**105 324**

a) This amount relates to bank guarantees presented by Brisa to guarantee the compliance with the Capital Subscription and Realisation Agreement.

b) At 31 December 2018 and 2017 this caption included the amount of € 64 129 thousand corresponding to bank guarantees provided to the Tax Authorities within the scope of pending proceedings (Note 8).

Within the scope of companies financed under Project Finance (AEDL, AEA, AEBT and AELO), equity holdings were pledged in favour of funding providers.

Within the scope of the commitments undertaken in companies subject to Project Finance (AEDL, AEBT, AELO and ELOS), the Company is responsible for any additional costs that may arise. At AELO, AEBT and ELOS this liability is pro rata to the percentage of capital held.

Brisa entered into a Subscription Agreement with SICAR, whereby it undertook to invest up to € 50 000 thousand. At 31 December 2018 and 2017 it had already invested € 7 876 thousand and € 18 318 thousand, respectively.

Viewing to suspend tax enforcement proceedings relating to 2010 tax period, the Company provided a bank guarantee of € 153 310 thousand, by means of pledge on 24 618 shares of BOM, in the amount of € 191 637 thousand. During the year ended at 31 December 2016, these proceedings were settled in a manner that was partly favourable to the Company, as the tax due was reduced to € 28 829 thousand (Note 27). During the year ended as of 31 December 2018 Brisa was notified of the favourable decision concerning the reduction of the guarantee provided as pledge, down to the amount of € 33 479 thousand, corresponding to 8 402 shares of BOM. The Company is undertaking the formalisation of the reduction of the said pledge (Note 8)

28. PENSION LIABILITIES

Defined Benefit Plan

Brisa and some of its subsidiaries have a supplementary retirement, incapacity and survivor pension plan, under which their employees reaching retirement age at the service of the Company and of some of its subsidiaries and that have been at their service for at least ten years, as well as those that have been at their service for at least five years and are in a situation of incapacity, have the right to a retirement pension supplementary to that guaranteed by the Social Security.

The benefit defined in the pension plan corresponds to 7% of the gross remuneration at the date of retirement, plus 0.5% for each year of service after the tenth year. Also, in accordance with the pension plan in force, the retirement pension supplement cannot exceed 17% of the gross remuneration at the date of retirement and the sum of the pension supplement plus that attributed by the Social Security can also not exceed the gross remuneration base.

In the case of death of the beneficiary, the plan also grants to the surviving spouse, children or equivalent, under certain conditions, the right to a supplementary survivor pension, corresponding to 50% of the supplementary retirement pension that the beneficiary was receiving.

The liability resulting from the above-mentioned scheme was transferred to an autonomous pension fund. The liability is determined semi-annually based on actuarial studies prepared by independent experts, with the last made available being as of 31 December 2018.

The actuarial studies as of 31 December 2018 and previous years were prepared using the Projected Unit Credit method and the following assumptions and technical bases:

	'18	'17	'16	'15
Technical interest rate	2.25%	2.25%	2.25%	3.25%
Fund's annual income rate	2.25%	2.25%	2.25%	3.25%
Annual salary growth rate	1.85%	1.85%	1.85%	2.25%
Annual pension growth rate	0%	0%	0%	0%

The annual wage growth rate reflects the wage policy which is being followed by the Group.

As of 31 December 2018 the impact of a 25 bps reduction in the technical interest rate and the fund's annual income rate used in the actuarial study would correspond to an increase in the present value of projected liabilities by approximately € 287 thousand.

Additionally, the demographic assumptions considered at 31 December 2018 and previous years were as follows:

	'18	'17	'16	'15
Mortality tables	TV 88/90	TV 88/90	TV 88/90	TV 88/90
Disability table	EKV 80	EKV 80	EKV 80	EKV 80

According to the mentioned actuarial studies, the costs with retirement pension supplements for the year ended 31 December 2018 and in previous years was as follows:

THOUSAND EURO	'18	'17	'16	'15
Cost of current services (Note 6)	272	253	208	166
Financing cost (Note 6)	124	110	134	161
Remeasurements	406	126	634	(364)
Income from the fund (Note 6)	(85)	(80)	(120)	(140)
	717	**409**	**856**	**(177)**

Remeasurements are recorded as income and expenses are recognised directly in equity.

As mentioned, liabilities for the social benefits referred to above were transferred to an autonomous pension fund to where the company, when necessary, makes contributions to cover such liabilities.

At 31 December 2018 and in previous years, the difference between the present value of liabilities and the market value of the fund's assets was follows:

THOUSAND EURO	'18	'17	'16	'15
Current value of projected liabilities	5 733	5 342	4 736	4 003
Fund's market value	(3 525)	(3 851)	(3 654)	(3 777)
	2 208	**1 491**	**1 082**	**226**

The difference between the market value of the fund's assets and the current value of liabilities is recorded as non-current liability.

The fund's assets and return rate at 31 December 2018 and 2017 are as follows:

	Return Rate		Assets' Fair Value	
SHARES AND OTHER EQUITY INSTRUMENTS	'18	'17	'18	'17
European stocks	-13.3%	14.7%	813	1 011
International stocks (exc. Europe)	N/A	N/A	54	58
Bonds and other debt instruments	0,0%	0,3%	1 990	2 272
Real estate funds and Hedge Funds	0,1%	1,3%	366	390
Liquidity	2,0%	1,3%	302	120
			3 525	**3 851**

Defined Contribution Plan

Directors and the management staff have the benefit of a defined contribution supplementary retirement pension, with Company having assumed the commitment to pay to an insurance company 10% of the respective basic annual remuneration. In the years ended 31 December 2018 and 2017, the amount of bonuses recorded under "Personnel Costs" was of € 331 thousand and € 317 thousand, respectively (Note 6).

29. MANAGEMENT OF FINANCIAL RISKS

General principles

Like most companies, Brisa is exposed to a number of financial risks stemming from its business activity. It is worth noting the counterparty risk to which the Company is exposed due to risk hedging operations and short-term investments of treasury surpluses.

All financial risk transactions, namely those involving the use of derivative instruments must be approved by the Financial Director or the Executive Committee.

The main financial risks to which the Company is exposed and the measures implemented to manage such risks can be summed up as follows:

Credit risk

Credit risk relates to trade and other accounts receivable, from the moment such credit is recognized.. Although limited, due to the nature of the Company's main operations, the risk is monitored on a regular basis with the objective of:

- monitoring the evolution of the level of balances receivable;
- reviewing on a regular basis, the recoverability of amounts receivable.

Changes in impairment losses of accounts receivable are disclosed in Note 23.

The Board of Directors deems that the estimated impairment losses on accounts receivable as of 31 December 2018 are adequately reflected in the financial statements (Notes 16 and 23).

At 31 December 2018 and 2017, accounts receivable from third parties, except for related parties, included the following overdue balances, for which the Board of Directors has not recognised impairment losses as it believes that they are receivable:

	'18	'17
OVERDUE BALANCES:		
Up to 90 days	-	41
1 to 360 days	-	2
More than 360 days	1	2
	1	**45**

Counterparty Risk

The investment of cash surpluses and the majority of transactions involving derivative financial instruments expose the Company to the risk of non-compliance by the counterparties in these operations. In order to mitigate this risk, the company controls on a permanent basis the level of exposure to each counterparty on the back of credit limits that are defined based on their rating levels, amongst other factors.

Project Finance

It is a policy of the Brisa Group to tender for new road concessions, both domestic and international, integrated in joint ventures/consortia.

Project finance has been used to fund these projects with the clear objective of separating each project in operating, financial and legal terms. The creation of companies with their own financing structures and no recourse to Brisa cash flow or assets (besides the capital commitments the amount of which is known at the very beginning) allows to limit and quantify the risk assumed by Brisa when investing in new concessions. Moreover, Brisa enters in these projects in partnership, normally with minority stakes, thereby mitigating its exposure to each project.

For each project an entity is set up with its own financing structure and no recourse by creditors to cash flows or assets of Brisa, (apart from the normal stand-by equity guarantees provided under the terms of these projects, the value of which is known from the start). Therefore, the risk taken on by Brisa is limited to the amount of equity attributed to the project and to the guarantees mentioned above.

Financial assets and liabilities within the scope of IFRS 9

The Company's financial assets and liabilities are measured at amortised cost.

Fair value estimate - assets and liabilities measured at fair value

The following fair value hierarchy levels apply to assets and liabilities measured at fair value:

- Level 1: the fair value of financial instruments is based on market pricing from active and liquid financial markets at the date of the statement of financial position;
- Level 2: the fair value of financial instruments is not determined based on market pricing from active and liquid financial markets, prices but according to valuation models;
- Level 3: the fair value of financial instruments is not determined based on market pricing from active and liquid financial markets, prices but according to valuation models, the main inputs of which are not observable in the financial markets.

At 31 December 2018 and 2017, the Company had no assets or liabilities measured at fair value.

30. OTHER RELATED PARTIES

The main balances as of 31 December 2018 and 2017 concerning other related parties not disclosed in Note 13 are as follows:

	Other debtors (Note 15)	Suppliers (Note 25)	Investment Suppliers (Note 25)
	'17	'18	'18
José de Mello Group	18	816	548
	18	**816**	**548**

Additionally, main transactions carried out with other related entities in the years ended as of 31 December 2018 and 2017 were as follows:

	Operating income	Operating expenses		Intangible assets
	'17	'18	'17	'18
José de Mello Group	45	843	200	45
	45	**843**	**200**	**45**

In the years ended 31 December 2018 and 2017, gross remuneration of members of Brisa's corporate bodies was as follows:

	'18	'17
EXECUTIVE DIRECTORS:		
Fixed remuneration	1 825	1 831
Variable remuneration:	1 916	2 283
Defined benefits	272	272
NON-EXECUTIVE DIRECTORS:		
Fixed remuneration	392	386
Supervisory Board	120	120
	4 525	**4 892**

In the years ended 31 December 2018 and 2017, gross remuneration of Brisa key management personnel was as follows:

	'18	'17
KEY MANAGING PERSONNEL		
Fixed remuneration	1 887	1 820
Variable remuneration:	787	1 018
Defined benefits	43	45
	2 717	**2 883**

31. APPROVAL OF THE FINANCIAL STATEMENTS

Financial statements for the year ended 31 December 2018 were approved by the Board of Directors on 17 April 2019 and their issuance was authorised on the same date. However, they are still subject to the approval of the General Shareholder's Meeting, under the terms of the commercial law in force in Portugal.

32. STATUTORY OFFICIAL AUDITOR FEES

In the years ended 31 December 2018 and 2017 the Official auditor's fees totalled €30 thousand in each of the said years.

São Domingos de Rana, 17 April 2019

The Certified Accountant no. 62018

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João Rodrigues

THE BOARD OF DIRECTORS

- Vasco Maria Guimarães José de Mello
- João Pedro Stilwell Rocha e Melo
- João Pedro Ribeiro de Azevedo Coutinho
- António José Lopes Nunes de Sousa
- Daniel Alexandre Miguel Amaral
- Rui Alexandre Pires Diniz
- Michael Gregory Allen
- Luís Eduardo Brito Freixial de Goes
- Graham Peter Wilson Marr
- Stuart David Gray

CONSOLIDATED FINANCIAL STATEMENTS

STATEMENTS OF CONSOLIDATED FINANCIAL POSITION AS OF 31 DECEMBER 2018 AND 2017 (Amounts expressed in thousand Euro)

	Notes	'18	'17 Restated
NON-CURRENT ASSETS			
Tangible fixed assets	12	49 534	48 978
Intangible assets	13	2 276 394	2 397 252
Investments in associates	14	95 382	110 976
Other investments	15	10 259	7 407
Goodwill	16	26 447	26 447
Other debtors		151	925
Deferred tax assets	17	84 206	78 126
Other non-current assets	18	2 054	3 146
Total non-current assets		**2 544 427**	**2 673 257**
CURRENT ASSETS			
Inventories		4 634	5 282
Trade and other receivables	19	59 790	52 360
Associate companies	14	60 260	64 416
Other current assets	20	26 514	23 983
Cash and cash equivalent	21	338 392	519 405
Total current assets		**489 590**	**665 446**
Total assets		**3 034 017**	**3 338 703**

	Notas	'18	'17 Restated
SHAREHOLDERS' EQUITY:			
Share capital	22	6 000	6 000
Treasury Shares	23	(228 720)	(228 720)
Adjustments of investments in associates		1 130	(2 383)
Legal reserve	24	1 200	1 200
Effect of currency translation	24	53 620	54 018
Retained earnings and other reserves	24	439 160	349 395
Consolidated net profit for the year		157 997	230 771
Equity attributable to equity holders		430 387	410 281
Non-controlling interests	25	80 832	91 615
Total shareholders' equity		**511 219**	**501 896**
NON-CURRENT LIABILITIES:			
Loans	26	1 888 158	1 996 662
Provisions	28	218 675	201 440
Other non-current liabilities	29	37 081	45 958
Deferred tax liabilities	17	593	5 737
Total non-current liabilities		**2 144 507**	**2 249 797**
CURRENT LIABILITIES:			
Provisions	28	23 150	21 020
Suppliers		22 604	20 582
Loans	26	190 031	426 363
Other accounts payable		20 279	16 590
Current tax liabilities	9	35 897	22 612
Other current liabilities	30	86 330	79 843
Total current liabilities		**378 291**	**587 010**
Total liabilities		**2 522 798**	**2 836 807**
Total liabilities and equity		**3 034 017**	**3 338 703**

The accompanying notes form an integral part of the consolidated statement of financial position at 31 December 2018.

THE CERTIFIED ACCOUNTANT NO. 62018

THE BOARD OF DIRECTORS

CONSOLIDATED INCOME STATEMENTS FOR THE YEARS ENDED AS OF 31 DECEMBER 2018 AND 2017 (AMOUNTS EXPRESSED IN THOUSAND EURO)

	Notes	'18	'17 Restated
OPERATING INCOME:			
Sale of Goods	5 and 6	26 517	8 907
Rendered Services	5 and 6	711 669	662 011
Other operating income	5 and 6	8 268	8 348
Reversal of amortisation, depreciation, adjustments and provisions	5 and 6	4 383	4 856
Revenue associated to construction service	5 and 6	12 297	13 324
Total operating income		**763 134**	**697 446**
OPERATING EXPENSES:			
Cost of Goods Sold	5	(14 541)	(3 657)
External supplies and services	5	(75 879)	(70 865)
Personnel costs	5	(94 510)	(90 924)
Amortisation, depreciation and adjustments	5, 12, 13 and 27	(144 222)	(142 330)
Provisions	5 and 28	(51 051)	(47 791)
Other operating expenses	5	(7 813)	(7 552)
Expenses associated to construction service	5 and 6	(12 297)	(13 324)
Total operating expenses		**(400 313)**	**(376 443)**
Operating profit		**362 821**	**321 003**
Financial expenses	5 and 8	(66 746)	(150 131)
Financial income	5 and 8	1 346	2 152
Investment income	5 and 8	2 847	231 686
Profit before tax		**300 268**	**404 710**
Income tax	5 and 9	(88 701)	(128 765)
Net profit for the year		**211 567**	**275 945**
ATTRIBUTABLE TO:			
Shareholders	5 and 10	157 997	230 771
Non-controlling interests	5 and 25	53 570	45 174
EARNINGS PER SHARE (IN EURO):			
Basic	10	0,286	0,418
Diluted	10	0,286	0,418

The accompanying notes form an integral part of the separate consolidated income statement for the year ended 31 December 2018.

THE CERTIFIED ACCOUNTANT NO. 62018

THE BOARD OF DIRECTORS

CONSOLIDATED STATEMENT OF CHANGES IN SHAREHOLDERS' EQUITY FOR THE YEARS ENDED AS OF 31 DECEMBER 2018 AND 2017 (AMOUNTS EXPRESSED IN THOUSAND EURO)

	Notes	Share capital	Treasury shares	Adjustments of equity holdings in associates	Legal reserve	Forex translation adjustments	Retained earnings and other reserves	Net consolidated profit for the year	Non-controlling interests	TOTAL
Balance at 01 January 2017		6 000	(228 720)	(4 411)	1 200	48 553	551 966	256 369	92 603	**723 560**
Restatement effects		-	-	-	-	-	8 700	(939)	3 728	**11 489**
Restated balances at 01 January 2017		**6 000**	**(228 720)**	**(4 411)**	**1 200**	**48 553**	**560 666**	**255 430**	**96 331**	**735 049**
Restated consolidated net profit for the year		-	-	-	-	-	-	230 770	45 175	**275 945**
Other income and expenses recognised under Shareholders'										
Increase/(decrease) in the fair value of financial instruments net of tax effect	31	-	-	-	-	-	39 664	-	690	**40 354**
Changes in currency translation reserves		-	-	-	-	5 465	-	-	(10)	**5 455**
Pension plan - remeasurements	17 and 33	-	-	-	-	-	(202)	-	(7)	**(209)**
Effect of the application of the Equity Method		-	-	2 028	-	-	-	-	-	**2 028**
Other		-	-	-	-	-	(6 298)	-	-	**(6 298)**
Total comprehensive income for the year		**-**	**-**	**2 028**	**-**	**5 465**	**33 164**	**230 770**	**45 848**	**317 275**
Appropriation of consolidated net profit for 2016:										
Dividends	11 and 25	-	-	-	-	-	(153 695)	(256 369)	(26 476)	**(436 540)**
Distribution of free reserves	11	-	-	-	-	-	(90 082)	-	-	**(90 082)**
Share capital decrease	25	-	-	-	-	-	-	-	(7 276)	**(7 276)**
Interim dividends	25	-	-	-	-	-	-	-	(18 000)	**(18 000)**
Effect of adopting IFRS 9	25	-	-	-	-	-	(658)	940	(282)	**-**
Accessory capital	25	-	-	-	-	-	-	-	1 470	**1 470**
Restated balances at 31 December 2017		**6 000**	**(228 720)**	**(2 383)**	**1 200**	**54 018**	**349 395**	**230 771**	**91 615**	**501 896**
Balance at 01 January 2018		6 000	(228 720)	(2 383)	1 200	54 018	349 395	230 771	91 615	**501 896**
Consolidated net profit for the year		-	-	-	-	-	-	157 997	53 570	**211 567**
Other income and expenses recognised under Shareholders' Equity										
Increase/(decrease) in the fair value of financial instruments net of tax effect	31	-	-	-	-	-	924	-	280	**1 204**
Changes in currency translation reserves		-	-	-	-	(398)	-	-	48	**(350)**
Pension plan - remeasurements	17 and 33	-	-	-	-	-	(648)	-	45	**(603)**
Effect of the application of the Equity Method		-	-	1 693	-	-	-	-	-	**1 693**
Changes in the control % of subsidiaries		-	-	(286)	-	-	-	-	-	**(286)**
Other		-	-	-	-	-	(2)	-	(21)	**(23)**
Total comprehensive income for the year		**-**	**-**	**1 407**	**-**	**(398)**	**274**	**157 997**	**53 922**	**213 202**
Appropriation of consolidated net profit for 2017:										
Dividends	11 and 25	-	-	-	-	-	150 637	(230 771)	(48 585)	**(128 719)**
Distribution of free reserves	11	-	-	-	-	-	(75 160)	-	-	**(75 160)**
Transfers		-	-	2 106	-	-	14 014	-	(16 120)	**-**
Balance at 31 December 2018		**6 000**	**(228 720)**	**1 130**	**1 200**	**53 620**	**439 160**	**157 997**	**80 832**	**511 219**

The accompanying notes form an integral part of the consolidated statement of changes in shareholders' equity for the year ended at 31 December 2018.

THE CERTIFIED ACCOUNTANT NO. 62018

THE BOARD OF DIRECTORS

CONSOLIDATED STATEMENTS OF OTHER COMPREHENSIVE INCOME FOR THE YEARS ENDED AS OF 31 DECEMBER 2018 AND 2017 (AMOUNTS EXPRESSED IN THOUSAND EURO)

	Notes	'18	'17 Restated
Consolidated net profit for the year		211 567	275 945
Other income and expenses recognised directly under Shareholders' Equity which may be restated to expenses and income:			
Changes in currency translation reserves		(350)	5 455
Increase/(decrease) in the fair value of financial instruments, net of tax effect	17 and 31	1 204	40 354
Income from equity holdings	14	1 693	2 028
Other income and expenses recognised directly under Shareholders' Equity		(23)	(6 298)
		2 524	**41 539**
Other income and expenses recognised directly under Shareholders' Equity which will be reclassified to results:			
Pension plan - remeasurements	17 and 33	(603)	(209)
Total Other Comprehensive Income		**1 921**	**41 330**
Total consolidated net profit and loss and other comprehensive income for the year		**213 488**	**317 275**
Attributable to:			
Shareholders		159 280	271 428
Non-controlling interests		53 922	45 847

The accompanying notes form an integral part of the consolidated statement of other comprehensive income for the year ended 31 December 2018.

THE CERTIFIED ACCOUNTANT NO. 62018

THE BOARD OF DIRECTORS

CONSOLIDATED CASH FLOW STATEMENT FOR THE YEARS ENDED AS OF 31 DECEMBER 2018 AND 2017 (AMOUNTS EXPRESSED IN THOUSAND EURO)

	Notes	'18	'17
OPERATING ACTIVITIES:			
Cash receipts from clients		672 791	639 282
Cash paid to suppliers		(118 800)	(97 763)
Cash paid to personnel		(95 432)	(91 828)
Flows generated by operations		**458 559**	**449 691**
Income tax paid		(88 480)	(68 644)
Payments for the replacement of infrastructures		(27 009)	(27 609)
Other receipts relating to operating activities		73 906	42 536
Net cash from operating activities (1)		**416 976**	**395 974**
INVESTMENT ACTIVITIES			
Cash receipts relating to:			
Tangible fixed assets		437	871
Investments in subsidiaries, associates and other	14 and 15	13 819	316 555
Investment subsidies		733	111
Dividends	14 and 15	8 327	15 780
Interest and similar income		5 174	2 512
		28 490	**335 829**
Cash payments relating to:			
Investments in subsidiaries, associates and other	14 and 15	(3 628)	(6 249)
Tangible and intangible fixed assets		(13 922)	(17 021)
		(17 550)	**(23 270)**
Net cash from investing activities (2)		**10 940**	**312 559**

	Notes	'18	'17
FINANCING ACTIVITIES			
Cash receipts relating to:			
Borrowings	26	392 200	1 113 500
Capital increases and accessory capital by non-controlling interests	25	-	1 470
Financial instruments		-	175
		392 200	**1 115 145**
Cash payments relating to:			
Borrowings	26	(726 585)	(902 735)
Interest and similar costs	26	(68 505)	(69 474)
Dividends	11 and 25	(203 859)	(544 236)
Derivative financial instruments		(2 240)	(4 982)
Capital decreases and accessory capital of non-controlling interests	25	-	(7 276)
		(1 001 189)	**(1 528 703)**
Net cash from financing activities (3)		**(608 989)**	**(413 558)**
Foreign exchange effect (4)		102	18 807
Transfer to asset held for sale (5)		-	23 807
Variation in cash and cash equivalents (6) = (1) + (2) + (3) + (4)		(180 971)	337 589
Cash and cash equivalents at the beginning of the year	21	519 349	181 760
Cash and cash equivalents at the end of the period	21	338 378	519 349

The accompanying notes form an integral part of the consolidated cash flow statement for the year ended 31 December 2018.

THE CERTIFIED ACCOUNTANT NO. 62018

THE BOARD OF DIRECTORS

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

AT 31 DECEMBER 2018 (AMOUNTS EXPRESSED IN THOUSAND EURO)

1. INTRODUCTION

BRISA – Auto-Estradas de Portugal, S.A. has its head office in Cascais and was founded on 28 September 1972. The Brisa Group ("the Group") is made up of the subsidiaries and associated companies listed in Notes 4 and 14, including subsidiary Brisa – Concessão Rodoviária, S.A. ("BCR"), which has securities listed on Bourse de Luxembourg ("LuxSE") and Euronext Lisbon. The Group's principal activities are described in Note 5.

2. MAIN ACCOUNTING POLICIES

2.1. BASIS OF PRESENTATION

The accompanying consolidated financial statements were prepared on a going concern basis from the books and accounting records of the companies included in the consolidation (Note 4), restated in the consolidation process to International Financial Reporting Standards, effective for the years beginning 01 January 2018, as adopted in European Union. Such standards include the International Financial Reporting Standards ("IFRS") issued by the International Accounting Standards Board ("IASB"), the International Accounting Standards ("IAS") issued by the Accounting Standards Committee ("IASC") and the respective interpretations – SIC and IFRIC issued by the International Financial Reporting Interpretation Committee ("IFRIC") and Standing Interpretation Committee ("SIC""). These standards and interpretations are hereinafter referred to collectively as "IFRS".

Adoption of new standards and interpretations, amended or revised

The following standards, interpretations, amendments and revisions endorsed by the European Union with mandatory application in financial years starting on or after 01 January 2018, are as follows:

Standard/Interpretation	Effective date (years beginning on or after)	
IFRS 15 – Revenue from contracts with customers	01-jan-2018	This standard introduces a structure for recognising revenue when the contractual obligation of delivering assets or providing services is met, by applying the 5-phase method.
Changes in IFRS 15 – Revenue from contracts with customers	01-jan-2018	Identification of performance obligations, time of recognition of revenue from PI licences, revision of indicators for classifying the principal relation versus agent, and new regimes for the simplification of the transition.
IFRS 9 - Financial instruments:	01-jan-2018	Replaces IAS 39 requirements in relation to the classification and measurement of financial assets and liabilities; recognition of impairments on receivable credits (using the model of expected loss); and requirements for the recognition and classification of hedge accounting.
IFRS 2 – Share-base payment	01-jan-2018	Measurement of share-based payment plans financially settled, recognition of changes, and the classification of share-based payment plans as settled in equity, where the employer is required to withhold tax.
Improvements in international financial reporting standards (2014-2016 cycle)	01-jan-2018	These improvements involve the clarification of aspects relating to: IFRS 1 - First adoption of IFRS: eliminates temporary exemptions for IFRS 7, IFRS 10 and IAS 19, as they are no longer applicable; IFRS 12 - Disclosures of interests in other entities: clarifies that its scope includes investments classified within the scope of IFRS 5, and that the only exemption refers to the disclosure of the summary of the financial information of such entities; and IAS 28 - Investments in associates and joint ventures: (i) clarifies that investments in associates or joint ventures held by a venture capital company can be measured at fair value according to IFRS 9, on an individual basis, and (ii) clarifies that an entity which is not an investment entity, but holds investments in associates and joint ventures which are investment entities can keep the measurement at fair value of the associate or joint venture in its own subsidiaries.
IFRIC 22 – Foreign currency transactions and advance consideration	01-jan-2018	Interest rate to apply where the consideration is received or paid in advance.

The adoption of these standards was applied retrospectively and the effect on the Group's financial position as of 1 January 2017 deriving from IFRS 9, which is the only standard where the adoption had a materially relevant impact.

THOUSAND EURO	01/01/'17
Non-current assets	**-**
Current assets	**-**
Total assets	**-**
Shareholders' equity:	
Results brought forward	8 700
Net income	(939)
Equity attributable to equity holders	**7 761**
Non-controlling interests	3 728
Total shareholders' equity	**11 489**
Non-current liabilities:	
Loans	(15 295)
Deferred tax liabilities	5 283
Total non-current liabilities	**(10 012)**
Current liabilities:	
Loans	(1 477)
Total current liabilities	**(1 477)**
Total liabilities and equity	**0**

The assessment made of the Company's financial assets did not result in any change in their measurement. Therefore, no impact on equity as of 1 January 2017 has resulted therefrom.

Following the adoption of the new standards, the financial statements for the year ended at 31 December 2017 were restated. This change had the following impact on the statement of financial position:

	'17	IFRS 9	'17 Restated
Non-current assets	2 673 257	-	2 673 257
Current assets	665 446	-	665 446
Total assets	**3 338 703**	**-**	**3 338 703**
Shareholders' equity:			
Share capital	6 000	-	6 000
Treasury Shares	(228 720)	-	(228 720)
Adjustments of investments in associates	(2 383)	-	(2 383)
Legal reserve	1 200	-	1 200
Effect of currency translation	54 018	-	54 018
Retained earnings and other reserves	341 353	8 042	349 395
Consolidated net profit for the year	231 479	(708)	230 771
Equity attributable to equity holders	**402 947**	**7 334**	**410 281**
Non-controlling interests	88 472	3 143	91 615
Total shareholders' equity	**491 419**	**10 477**	**501 896**
Non-current liabilities:			
Loans	2 010 351	(13 689)	1 996 662
Provisions	201 440	-	201 440
Other non current liabilities	45 958	-	45 958
Deferred tax liabilities	919	4 818	5 737
Total non-current liabilities	**2 258 668**	**(8 871)**	**2 249 797**

	'17	IFRS 9	'17 Restated
Current liabilities:			
Provisions	21 020	-	21 020
Suppliers	20 582	-	20 582
Loans	427 969	(1 606)	426 363
Other accounts payable	16 590	-	16 590
Current tax liabilities	22 612	-	22 612
Other current liabilities	79 843	-	79 843
Total current liabilities	**588 616**	**(1 606)**	**587 010**
Total liabilities and equity	**3 338 703**	**-**	**3 338 703**

The impact on the financial statements stemmed from the introduction of IFRS 9, specifically the remeasurement of the financial liability resulting from the repurchase transaction and partial cancellation of the bond issued in 2006 and maturing in 2016 and replacement by a new bond maturing in 2025, occurredon 30 April 2015.

The impact from the adoption of the new standards during the year ended at 31 December 2017 was as follows:

THOUSAND EURO	'17	IFRS 9	'17 Restated
Operating income	697 446	-	697 446
Operating costs	(376 443)	-	(376 443)
Operating Results	**321 003**	**-**	**321 003**
Financial expenses	(148 654)	(1 477)	(150 131)
Financial income	2 152	-	2 152
Investment income	231 686	-	231 686
Profit before tax	**406 187**	**(1 477)**	**404 710**
Income tax	(129 230)	465	(128 765)
Net profit for the year	**276 957**	**(1 012)**	**275 945**
Attributable to:			
Shareholders	231 479	(708)	230 771
Non-controlling interests	45 478	(304)	45 174

Non-adopted new standards and interpretations, amended or revised

Until 31 December 2018 the following standards were endorsed by the European Union, with their application being mandatory in future financial years:

Standard/Interpretation	Effective date (years beginning on or after)	
IFRS 16 – Leases	01-jan-19	This standard specifies the principles to recognise, measure, present and disclose leases, replacing IAS 17 - Leases. The standard defines a new definition of lease and a new accounting of leases for lease-holders. There are no changes concerning the accounting of leases by lessors.
IFRS 9 - Financial instruments:	01-jan-19	Options of accounting processing of financial assets with negative compensation.
IFRIC 23 – Uncertainty over income tax treatment	01-jan-19	Clarification regarding the determination of taxable profit (tax loss), tax bases, unused tax losses, unused tax credits and tax rates, when there is uncertainty over income tax treatments under IAS 12.

These standards, although endorsed by the European Union, were not adopted by the Group in the year ended at 31 December 2018 as their application is still not mandatory. No significant impact is expected to occur following the adoption of the said standards.

The following standards, interpretations, amendments and revision likely to apply to the Company's operations, the adoption of which will be mandatory in future financial years, were not endorsed by the European Union as of the date of these financial statements:

Standard/Interpretation	Effective date (years beginning on or after)	
IAS 19 - Employee benefits	01-jan-19	Requires using updated assumptions to determine remaining responsibilities, with impact on the income statement, except for the decrease of any excess in "asset ceiling".
IAS 28 - Investments in associates and joint ventures	01-jan-19	Clarification as to long term investment in associates and joint ventures which are not measured by the equity method.
IFRS 3 - Concentration of business activities	01-jan-20	This amendment revises the definition of business for the purposes of accounting for concentrations of business activities.
IAS 1 – Presentation of Financial Statements IAS 8 - Accounting policies, changes in accounting estimates and errors	01-jan-20	This amendment introduces a change to the material concept.

Standard/Interpretation	Effective date (years beginning on or after)	
Improvements in international financial reporting standards (2015-2017 cycle)	01-jan-19	These improvements involve the clarification of aspects relating to: IAS 23 - Borrowing costs: The amendments clarify that if any specific borrowing remains outstanding after the related asset is ready for its intended use or sale, that borrowing becomes part of the funds that an entity borrows generally when calculating the capitalisation rate on general borrowings. IAS 12 - Income taxes: The amendments clarify that all income tax consequences of dividends (i.e. distribution of profits) should be recognised in profit or loss, regardless of how the tax arises; and IFRS 3 - Business Combinations and IFRS 11 - Joint Arrangements: clarify that (i) when an entity obtains control of a business that is a joint operation, it remeasures previously held interests in that business; and (ii) when an entity obtains joint control of a business that is a joint operation, the entity does not remeasure previously held interests iat fair value.
Conceptual structure - Amendments to reference in other IFRS	01-jan-20	Amendments to some IFRS in relation to cross references and clarifications concerning the application of new definitions of assets and liabilities and expenses and income.

No significant effects with impact on the Group's financial statements are expected to occur as a result of the adoption of these standards.

The financial statements were prepared in accordance with the historical cost convention, except in the case of financial instruments, which were recognised at fair value. The main accounting policies adopted are described below.

2.2. CONSOLIDATION PRINCIPLES

a) Controlled companies

Controlled companies have been consolidated in each accounting period using the full consolidation method. Control is considered to exist where the Group is exposed to or is entitled to variable returns stemming from its involvement with affiliates and can determine such returns on account of the power it exerts on these companies. Subsidiaries are consolidated as from the date in which respective control is transferred to the Group, and they are excluded from consolidation as from the date such control ceases to exist.

Third party participation in shareholders' equity and net profit of such companies is presented separately in the consolidated statement of financial position and consolidated income statement, respectively, under the caption "Non-controlling interests" (Note 25).

The results of subsidiaries acquired or sold during the year are included in the consolidated income statement from the date of their acquisition to the date of their disposal.

Controlled companies as of 31 December 2018 are listed in Note 4. Significant balances and transactions between such companies were eliminated in the consolidation process. Non-realised losses are also eliminated, unless considered as an indicator of impairment for the asset transferred. Capital gains within the Group on the disposal of subsidiary and affiliated companies are also eliminated.

Whenever necessary, adjustments are made to the financial statements of subsidiary companies to conform to the Group's accounting policies.

b) Joint ventures

Joint arrangements are classified as joint ventures or joint undertakings according to the contractual rights and obligations of each investor.

Joint undertakings are in included in the consolidated financial statements according to the equity method. Investments in joint undertakings are initially measured at cost; their book value is subsequently increased or reduced by recognising the share of the Group in total gains or losses recorded by the joint undertaking.

When the share of the losses attributable to the Group is equivalent or exceeds the value of the investment in the joint venture, the Group recognises additional losses if it has taken on obligations or made payments to the benefit of the joint ventures.

Unrealised gains and losses on transactions between the Group and its joint ventures are eliminated in the proportion of the Group's interest in the joint venture. Unrealised losses will also be eliminated, unless the transaction provides additional evidence of an impairment over the transferred asset.

Accounting policies of joint ventures are altered, where necessary, in order to ensure that they are applied consistently with those of the Group.

c) Concentration of business activities

The acquisition of subsidiaries is accounted for according to the purchase method. The acquisition cost is calculated as the sum of the fair values of the assets transferred, liabilities incurred or assumed, and the equity instruments issued by the Group in exchange for the control of the acquire, at acquisition date.. Acquisition related costs are recognized as cost when incurred. When applicable the acquisition costs also include the fair value of the contingent consideration measured at the acquisition date. Subsequent changes to value of the contingent consideration are recorded in accordance with the accounting of rules applicable to the identified assets and liabilities, except if they qualify as measurement period adjustments. During the provisional measurement period, these subsequent changes affect the purchase value of the concentration of business activities (fair value of net assets purchased), whilst changes occurred following the provisional measurement period affect results or equity, in accordance with respective standards, and the fair value of assets and liabilities for the purposes of measuring the concentration of business activities is no longer altered.

If the initial accounting of the business combination is incomplete by the end of the reporting period in which the business combination occurs, the Group reports provisional amounts for the items for which the accounting is incomplete and adjusts those provisional amounts during the measurement period (period between the date of acquisition and the date at which the Group obtains the full information about the facts and circumstances that existed at the acquisition date and that cannot exceed one year from the acquisition date), or additional assets and liabilities are recognized, to reflect the facts and circumstances that existed at the financial position date and that, if known, would have affected the amounts recognized at the acquisition date. Where, as of the date of acquisition of the control, the Group already has a holding previously acquired, the fair value of such holding will be taken into account to determine the goodwill or badwill.

If the above-mentioned differential is negative, it is recognized in the income statement for the period after reassessment of the estimated fair value.

The interests of non-controlling shareholders are identified separately from the equity attributable to shareholders of the parent company. Non-controlling interests can be initially measured by their fair value or by the percentage of the fair value of the assets and liabilities of the acquired subsidiary. This option is made separately for each transaction. After the initial measurement the non-controlling interests are determined as the amount initially recognized plus the proportion of the changes in the equity of the subsidiary. The comprehensive income of a subsidiary is attributed to the non-controlling interests even if they are negative.

Changes in the controlling interests over subsidiary companies both in increases and in decreases that do not represent a loss of control are accounted as equity transactions. The controlling interests of the Group and the non-controlling interests are adjusted to reflect the changes of participation. Any difference between the amount by which the non-controlling interests are adjusted and the fair value of the acquisition price is recognized as equity and allocated to the controlling interests.

When the Group loses control over a subsidiary, the gain or loss in the sale is calculated as the difference between (i) the aggregated amount of the fair value of the consideration received and the fair value of the interest retained and (ii) the accounting value of the assets (including goodwill) and the liabilities of the subsidiary and of the non-controlling interests; respective gains are recognised in results for the year. The amounts previously recognized as comprehensive income are transferred to the income statement or retained earnings in a similar manner as if the related assets and liabilities had been sold. The fair value of the investments kept corresponds to the fair value of the initial recognition for the purposes of the subsequent accounting in the scope of IFRS 9 – Financial instruments or, if applicable, the cost for the purposes of the initial recognition of an investment in an associate or a joint-venture.

d) Investments in associates

An associate is an entity over which an investor has significant influence, being the power to participate in the financial and operating policy decisions of the investee, but not control or joint control.

Investments in the majority of associates (Note 14) are accounted for using the equity method, except where they are classified as held for sale. Investments are originally recorded at cost which is then increased or decreased by the difference between cost and the proportional value of the equity of such companies as of the date of acquisition or the date the equity method was first used.

Under the equity method, investment in an associate is initially recognized in the consolidated statement of financial position at cost and adjusted thereafter to recognize the Group's share of the profit or loss and other comprehensive income of the associate (and accounted for in the income statement and the other comprehensive income of the Group) and the dividends received.

In the specific case of changes in equity in associates, resulting from the capital increase with share premium, causing a dilution of the investment held, the corresponding adjustment in the amount of the investment is made by corresponding entry to income or loss from investments.

Losses in associates in excess of the investment in such companies are not recognised, except when the Group has made payments to the benefit of the associates.

Any excess of cost over the fair value of the identifiable net assets acquired as of the acquisition date is recorded as goodwill. Where cost is lower than the fair value of the net assets identified, the difference is recorded as a gain in the consolidated statement of profit and loss for the period in which the acquisition occurs.

In addition, dividends received from these companies are recorded as decreases in the amount of the investments.

A valuation of the investments in associates is performed when there are signs that the asset may be impaired (including goodwill and/or implicit loans/financing), in which case any impairment losses will be recorded as expenses. Reversal of impairment losses recognised in prior years is recorded when there is an indication that the impairment losses recognised for the asset no longer exist or have decreased. However, impairment losses are reversed up to the amount that would have been recognised (net of amortisation) if the impairment loss had not been recorded in prior years.

Unrealised gains in transactions with associates are eliminated in proportion to the Group's interest in such entities, by corresponding entry to the amount of the related investment. Unrealised losses are also eliminated, but only up to the point in which the loss does not show that the asset transferred is in a situation of impairment.

e) Goodwill

The differences between the acquisition cost of the investments in group companies and associates, plus, in the case of subsidiaries, of the non-controlling interests and the fair value of identifiable assets and liabilities of those entities at the date of acquisition, if positive, are recorded in goodwill or in investments in associates, as applicable. Goodwill on investments in subsidiaries registered abroad as well as the fair value adjustments of the subsidiary's assets and liabilities at the date of acquisition is recorded in the reporting currency of the subsidiary, being translated to the Group's reporting currency (Euro) at the exchange rate in force on the date of the consolidated statement of financial position. Exchange differences arising on such translations are recorded in the caption "Foreign currency translation adjustments".

Goodwill is not amortised but subjected to annual impairment tests. Goodwill is allocated to the cash-generating units to which it belongs for the purposes of performing the impairment tests, which are carried out at least once a year. The recoverable amount is determined based on management business plans or valuation reports performed by independent experts. Any goodwill impairment loss is recorded as cost in the consolidated income statement for the period under caption "Amortisation, depreciation and adjustments".

Goodwill impairment losses cannot be reversed, except for goodwill on investments in associates.

When the differences between the acquisition cost of investments in group companies and associates, added, in the case of subsidiaries, of the value of non-controlling interests and the fair value of identifiable assets and liabilities of those companies at the date of acquisition are negative, they are recognized as income at the date of acquisition, after reassessment of the fair value of the identifiable assets and liabilities.

Goodwill on acquisitions prior to the transition date to IFRS (1 January 2004) was maintained at the former amount, being subjected to annual impairment tests.

2.3. SEGMENT REPORTING

An operating segment is a component of an entity :

(i) that engages in business activities from which it may earn revenues and incur expenses (including revenues and expenses relating to transactions with other components of the same entity);

(ii) whose operating results are regularly reviewed by the entity's chief operating decision maker to make decisions about resources to be allocated to the segment and assess its performance; and

(iii) for which discrete financial information is available.

Operating segments are reported consistently with the internal management information model provided to the Group's key decision-makers. Such decision-makers are responsible for allocating resources to the segment and assessing its performance, in addition to strategic decision-making.

2.4. NON-CURRENT ASSETS HELD FOR SALE

Non-current assets (or discontinued operations) are classified as held for sale if the amount is realisable through sale, as opposed to through continued use. This is considered to be the case where: (i) sale is probable and the asset is available for immediate sale in its current condition; (ii) management is committed to a sales plan; and (iii) the sale is expected to take place within a period of 12 months.

Non-current assets (or discontinued operations) classified as held for sale are stated at the lower of book value or fair value less costs to sell. Assets with finite life cease to be amortised/depreciated as from the date they are classified as held for sale until the date of the sale or the transaction becomes unlikely.

Subsidiaries classified as non-current assets held for sale continue to be consolidated until the date of respective sale, and their assets and liabilities are then classified as held for sale and accounted at the lower of the carrying amount and the fair value minus selling costs, whilst the recording of depreciation/amortisation ceases.

Where, due to changes in circumstances of the Brisa Group, non-current assets and/or groups for sale cease to fulfil the conditions to be classified as held for sale, such assets and/or groups for sale will be reclassified according to the underlying nature of the assets and will be remeasured at the lower of i) the carrying amount before they were classified as held for sale, adjusted for any depreciation/amortisation expense, or revaluation amounts that were recognised, had such assets not been classified as held for sale, and ii) recoverable amounts of the assets as of the date they are reclassified, in accordance with their underlying nature. These adjustments will be recognised in results for the year.

2.5. INTANGIBLE ASSETS

Intangible assets acquired separately are measured at acquisition cost, which comprises; i) the purchase price, including intellectual rights and other taxes, after deduction for discounts; and ii) any directly attributable cost of preparing the asset for its intended use.

After the initial accounting, the Group measures its intangible assets according to the cost model.

Intangible assets, which comprise essentially contractual rights and costs incurred on specific projects with future economic value, are stated at cost minus accumulated amortisation and impairment losses. Intangible assets are only recognised if it is probable that they will produce future economic benefits for the Group, they are controllable by the Company and their value can be determined reliably.

The Brisa Group follows IFRIC 12 – Service Concession Arrangements in situations where a public entity has assigned the Group with the supply of public services, through public services concession arrangements. The Group follows the intangible asset model for these arrangements, being granted the right to charge users for the public service provided, there existing no guarantee over the revenues to be received by the Grantor during the concession period and the Group assuming the demand risk. Expenses with concession infrastructures are recognised as intangible assets and amortised over the period of the concession. These intangible assets are added to the amounts agreed with the Grantor for the construction/acquisition of assets to operate the concession, where these translate in investments in expansion or improvements to infrastructures.

Internally generated intangible assets, namely current research and development costs, are recognised as costs when incurred.

Internal costs relating to the maintenance and development of software are recorded as expenses in the consolidated income statement when incurred, except where such costs relate directly to projects which will probably generate future economic benefits for the Group. In such cases these costs are capitalised as intangible assets.

Amortisation of such assets is provided on a straight-line basis as from the date the assets started being used, in accordance with the period the Company expects to use them.

Whenever there are signs of possible loss of economic value in intangible assets, impairment tests are carried out to estimate the recoverable value of the asset, and where necessary, recognise an impairment loss.

Useful life of intangible assets are reviewed at the end of each reporting year so that depreciation complies with the asset consumption patterns. Changes to useful life are treated as a change in an accounting estimate and applied prospectively.

2.6. TANGIBLE FIXED ASSETS

Tangible fixed assets used in production, rendering services or for administrative use are stated at cost, including expenses incurred with their purchase, minus accumulated depreciation and, where applicable, impairment losses.

Depreciation of tangible fixed assets is provided on a straight-line basis over their estimated useful life, as from when the assets become available for their intended use, in accordance with the following estimated periods of useful life:

	Years of useful life
Buildings and other constructions	1 a 50
Basic equipment	1 a 20
Transport equipment	4 a 6
Administrative equipment	1 a 10
Tools and utensils	1 a 10

Tangible fixed assets directly related to concessions that will revert to the grantor at the end of respective contracts are amortized throughout their estimated useful life up to the end of the concession period.

Whenever there are signs of possible loss of economic value in tangible assets, impairment tests are carried out to estimate the recoverable value of the asset, and where necessary, recognise an impairment loss.

Useful life of assets are revised at the end of each reporting year so that depreciation complies with the asset consumption patterns. Land is not depreciated. Changes to useful life are treated as a change in an accounting estimate and applied prospectively.

2.7. LEASING

Lease contracts are classified as: (i) finance leases, if substantially all the benefits and risks of ownership are transferred under them; and (ii) operating leases, if substantially all the benefits and risks of ownership are not transferred under them.

Leases are classified as finance or operating leases based on the substance rather than the form of the contract.

Fixed assets acquired under finance lease contracts as well as the corresponding liabilities are recorded in accordance with the financial method, where fixed assets, corresponding accumulated depreciation and liabilities are recognised in accordance with the contracted financial plan under caption "Suppliers of investments". In addition, the interest included in the lease instalments and depreciation of the tangible fixed assets are recognised as expenses in the consolidated statement of profit and loss for the year to which they relate.

Tangible fixed assets acquired through financial leases depreciate over the useful life of the corresponding asset.

In the case of operating leases, lease instalments are recognised as expenses on a straight-line basis in the consolidated statement of profit and loss over the period of the lease contract.

2.8. IMPAIRMENT OF NON-CURRENT ASSETS, EXCLUDING GOODWILL

Impairment assessments are made as of the date of the statement of financial position and whenever an event or change in circumstances is identified that indicates that the book value of an asset may not be recovered. Where such indications exist, the Group determines the recoverable value of the asset, so as to determine the possible extension of the impairment loss.

In situations where the individual asset does not generate cash-flows independently of other assets, the estimated recoverable value is determined for the cash generating unit to which the asset belongs.

Whenever the book value of an asset exceeds its recoverable amount, an impairment loss is recognised by charge to the statement of comprehensive income, under caption "Amortisation. depreciation and adjustments"..

Intangible assets which do not have a finite useful life are tested for impairment on a regular basis (at least once a year), regardless of any signs of impairment.

The recoverable amount is the higher of the net selling price (selling price less costs to sell) and the usable value of the asset. Net selling price is the amount that would be obtained from selling the asset in a transaction between knowledgeable independent entities less the costs directly attributable to the sale, or the market price if the asset is traded on an active market, or fair value calculated based on an estimate of future cash flows that any market agent would expect to obtain from the asset. Usable value is the present value of the estimated future cash flows resulting from the continued use of the asset and sale thereof at the end of its useful life. Recoverable amounts are estimated for individual assets or, where this is not possible, for the cash-generating unit to which the asset belongs.

Impairment losses recognised in prior years are reversed when there are indications that such losses no longer exist or have decreased. The reversal of impairment losses is recognized in the consolidated statement of profit and loss as "Reversal of amortisation, depreciation, adjustments and provisions". However, impairment losses are reversed up to the amount that would have been recognised (net of amortisation) if the impairment loss had not been recorded in prior years.

2.9. FOREIGN CURRENCY ASSETS, LIABILITIES AND TRANSACTIONS

Transactions in currencies other than Euro are recorded at the rates of exchange prevailing as of the transaction date. At each date of the consolidated statement of financial position, monetary assets and liabilities denominated in foreign currency are translated to Euro at the rates of exchange prevailing at such dates. Foreign currency non-monetary assets and liabilities recorded at fair value are translated to Euro using the rates of exchange prevailing on the dates the fair value is determined.

Exchange gains and losses resulting from differences between the exchange rates in force on the dates of the transactions and those in force on the dates of collection, payment or the date of the consolidated statement of financial position are recognised as income or costs in the consolidated income statement, except for those relating to non-monetary items where the change in fair value is recognised directly in shareholders' equity ("Translation reserves"), namely:

- Exchange differences resulting from the translation of medium- and long-term foreign currency intra Group balances, which in practice are extensions of investments;
- Exchange differences on financial operations to hedge exchange risk on foreign currency investments as established in IAS 21, provided that they comply with the efficiency criteria established in IFRS 9.

Translation of foreign currency financial statements of subsidiary and associates is made as follows: assets and liabilities at the exchange rates in force on the date of the consolidated statement of financial position; shareholders' equity captions at the historical exchange rates; and separate Income statement captions at the average exchange rates.

The effect of such translations is reflected in the shareholders' equity caption "Translation reserves" and is transferred to the income statement when the corresponding investments are sold.

In accordance with IAS 21 goodwill and fair value corrections determined on the acquisition of foreign entities are considered in the reporting currency of such entities being translated to Euro at the exchange rates in force on the date of the consolidated statement of financial position. Such exchange differences are reflected under caption "Foreign exchange translation adjustments".

2.10. FINANCING COSTS

Costs incurred on loans obtained directly to finance the acquisition, construction or production of qualifying tangible and intangible fixed assets, i.e. assets which take more than one year to build, are capitalised and form part of the cost of the assets. Such costs are capitalised as from the beginning of the preparation for construction or development of the assets and ends on the date such assets are available for use or when the project concerned is suspended. Any financial income generated by loans obtained in advance to finance specific capital expenditure is deducted from the capital expenditure subject to capitalisation.

Loan expenses are recognised in the consolidated income statement for the period to which they relate.

2.11. SUBSIDIES

Government subsidies are recognised based on their fair value, when there is reasonable certainty that they will be received and that the Group will comply with the conditions required for them to be granted.

Operating subsidies, namely for personnel training, are recognised in the consolidated income statement for the year in accordance with the expenses incurred.

Investment subsidies relating to the acquisition of tangible fixed assets are deducted from the value of such fixed assets and recognised in the consolidated income statement for the year on a consistent straight-line basis in proportion to depreciation of the subsidised fixed assets.

2.12. INVENTORIES

Merchandise and raw materials are stated at are stated at acquisition cost, which is lower than their corresponding market value, whilst the average acquisition cost is used as costing method.

Finished and semi-finished products, sub-products and work in progress are stated at average production cost, which includes the cost of the raw materials incorporated, labour and production overheads (considering depreciation of production equipment based on normal utilisation levels), which is lower than net realisable value. Net realisable value corresponds to normal selling price less cost to complete production and selling costs.

Impairment losses on inventories are recorded by the difference between the cost and the realisable value of inventories, if this is lower than cost.

2.13. OPERATING RESULTS

Operating results include all operating expenses and income, whether recurring or not, including restructuring expenses, and expenses and income relating to operating assets (tangible fixed assets and intangible assets). It further includes capital gains and losses on the sale of companies included in the consolidation by the full consolidation method. Therefore, operating profit excludes net financial expenses, the results of associates and other investments and income tax.

2.14. PROVISIONS

Provisions are recognised when, and only when, the Company has an obligation (legal or implicit) resulting from a past event, under which it is probable that it will have an outflow of resources to resolve the obligation and the amount of the obligation can be reasonably estimated. At each the date of each consolidated statement of financial position provisions are reviewed and adjusted to reflect the best estimate as of that date.

The amount recognised as provisions consists of the present value of the best estimate, as of reporting date, of the resources required to settle the obligation. This estimate is determined taking into account the risks and uncertainties surrounding the obligation.

In particular, the Group recognizes provisions for the reinstatement of obligations associated to the infrastructures operated under the concession agreements that require a specific level of service. These provisions are calculated based on future intervention plans, namely as concerns road resurfacing.

Present obligations arising under onerous contracts are recognized and measured as provisions. An onerous contract is considered to exist where the Group has a contract under which the unavoidable costs of meeting the obligations under the contract exceed the economic benefits to be received from the contract.

Provisions for reorganization expenses are recognised whenever there is a formal detailed reorganization plan which has been communicated to the parties involved.

2.15. FINANCIAL INSTRUMENTS

Financial assets and liabilities are recognised when the Group becomes a party to the contractual relationship.

Cash and cash equivalent

Amounts included in caption "Cash and cash equivalents" include cash, bank deposits, term deposits and other treasury applications maturing in less than three months and which can be immediately withdrawable with insignificant risk of change.

For the purposes of the consolidated cash flow statement, caption "Cash and cash equivalents" also includes bank overdrafts included in caption "Loans" in the statement of financial position.

Accounts receivable

Accounts receivable do not have implicit interest and are reflected at their nominal value, minus estimated loss on realisation.

Financial liabilities and equity instruments

Financial liabilities and equity instruments are classified in accordance with the substance of the contract, independently of their legal form. Equity instruments are contracts that reflect a residual interest in the Group's assets after deduction of the liabilities.

Equity instruments issued by the Company are recorded at the amount received, net of the costs incurred with their issuance.

Bank loans

Loans are recorded as liabilities at the amount received, net of issuance costs. Financial costs, calculated in accordance with the effective interest rates, including premiums payable, are recorded on an accruals basis, being added to the book value of the loans if they are not paid during the year.

Accounts payable

Accounts payable do not bear interest and are recorded at their nominal value.

Derivative financial instruments and hedge accounting

The Group has the policy of contracting derivative financial instruments to hedge the financial risks to which it is exposed as a result of changes in interest rates. The Group does not contract derivative financial instruments for speculative purposes.

Derivative financial instruments are measured at their fair value. The method for recognising these financial instruments will depend on the nature and purpose of the transaction.

The use of financial instruments is subject to internal policies approved by the Board of Directors.

HEDGE ACCOUNTING

Derivative financial instruments are designated as hedging instruments in accordance with provisions of IFRS 9, namely as to their documentation and effectiveness. Hedging criteria are met where (i) there is an economic relationship between the hedged item and the hedging instrument, according to the policy defined by the Company; (ii) changes in fair value do not result from change in credit risk; and (iii)) the hedge ratio of the hedging relationship is the same as that resulting from the quantity of the hedged item that the Company actually hedges and the quantity of the hedging instrument that the Company actually uses to hedge that quantity of hedged item.

Changes in the fair value of derivative financial instruments designated as cash flow hedging instruments are recorded in caption "Other reserves" for its effective component and in the income statement for its ineffective component. The amounts recorded under "Retained earnings and Other reserves" are transferred to the income statement in the same year in which the effect on the hedged item is reflected in the income statement.

Hedge accounting is discontinued when the hedging instrument matures or is sold or exercised, or when the hedging relationship ceases to comply with IFRS 9 requirements.

TRADING INSTRUMENTS

Changes in the fair value of derivative financial instruments which are entered into for financial hedging purposes in accordance with the Group's risk management policies, but do not comply with the requirements of IFRS 9 to qualify for hedge accounting, are recorded in the consolidated income statement for the year in which they occur.

Fair value of financial instruments

The fair value of financial assets and liabilities is determined as follows, according to provisions in IFRS 13:

- The fair value of standard financial assets and liabilities traded on active markets is determined based on their listed prices (Level 1);
- The fair value of other assets and liabilities (except for derivative financial instruments) is determined in accordance with generally accepted valuation models, based on the analysis of discounted cash flow, considering prices observable in current market transactions (Level 2);
- The fair value of derivative financial instruments is determined based on listed prices. Where listed prices are not available, fair value is determined based on analyses of discounted cash flow, which include assumptions not supported by prices or market rates (Level 3).

Impairment of financial assets

The Company assesses on a prospective basis the estimated credit losses associated with the financial assets, which constitute debt instruments, classified at amortised cost.

In what concerns the balances of accounts receivable, the Company applies the simplified approach provided for in IFRS 9, whereby estimated credit losses are recognised since the initial recognition of balances receivable throughout the period up to their maturity, based on a matrix of historical default rates for the maturity of balances receivable.

For financial assets carried at cost, the amount of the impairment loss is measured as the difference between the asset's carrying amount and the best estimate of the fair value of the financial asset.

The impairment losses are recorded in the income statement in the year they are identified.

If, in a subsequent period, the amount of the impairment loss decreases and such decrease can be objectively related to an event occurring after the impairment loss was recognised in profit or loss, the impairment loss shall be reversed, with the amount of the reversal recognised in profit or loss. However, an impairment loss is reversed up to the limit of the amount that will be recognized (net of amortization or depreciation) if it had not been recognized in prior periods. The reversal of impairment losses is recorded in the income statement.

2.16. SHARE CAPITAL AND TREASURY SHARESS

Ordinary shares are classified in equity, as share capital.

Expenses directly attributed to the issuance of new shares or other equity instruments are recorded as deduction, net of tax, to the amount received resulting from the issue. Expenses directly attributed to the issuance of new shares or options for the purchase of a business are deducted at the value of the issue.

Treasury shares are accounted for at acquisition cost, if the purchase is made at spot, or at estimated fair value if the purchase is deferred, as a reduction to equity. Income or expenses on the sale of treasury shares recorded under caption "Other reserves".

2.17. DIVIDEND DISTRIBUTION

The distribution of dividends to holders of share capital is recognised as liabilities in the Company's financial statements, in the period on which such dividends are approved by shareholders until the date of their financial settlement, or, in case of interim dividends, when approved by the Board of Directors.

2.18. PENSION LIABILITIES

The Group has assumed the commitment to provide its employees with retirement pension supplements under a defined benefits plan, having constituted autonomous pension funds for the purpose.

In order to estimate the amount of its liability for the payment of such supplementary contributions, actuarial calculations are made from time to time, using the Projected Unit Credit Method. Remeasurements resulting (i) from the difference between the assumptions used to determine liabilities with the plan and the actual evolution of actuarial variables, (ii) changes introduced in the assumptions and (iii) the difference between the expected return on the fund's assets and actual return are recorded in the consolidated statement of profit and loss in the year they occur.

Pension liabilities recognised as of the date of the consolidated statement of financial position correspond to the present value of the liabilities under the defined benefits plans, adjusted for remeasurements, less the fair value of the net assets of the pension funds.

Contributions made by the Group to the defined benefits pension plans are recognised as expense on the dates they are due.

2.19. CONTINGENT ASSETS AND LIABILITIES

Contingent liabilities are not recognised in the financial statements but are disclosed in the notes to the financial statements, unless the possibility of an outflow of funds affecting future economic benefits is remote, in which case they are not subject to disclosure.

Contingent assets are not recognised in the consolidated financial statements but are disclosed in the notes to the financial statements when it is probable that any associated future economic benefits will occur.

2.20. REVENUE

Revenue corresponds to the fair value of the consideration received or receivable from transactions with clients during the ordinary course of business and it is recorded net of any tax and trade, or financial discounts granted. When determining the value of the revenue, the Company assesses the performance obligations taken and the price allocated to each, as well as the existence of variable prices likely to give rise to future adjustments, where it uses its best estimate.

Revenue relating to services rendered is recognised in the statement of profit and loss and other comprehensive income in the period they concern, when the control over the product or services is transferred to the client.

For construction contracts where the outcome can be estimated reliably, corresponding expenses and income are recognised by reference to the stage of completion of the contract at the end of the reporting period. The stage of completion is measured based on the stage of realization of the construction work in the infrastructure. Contract costs are recognized as expenses in the period in which they are incurred. When it is likely that total contract costs will exceed total contract revenue, the expected loss is recognised as an expense immediately.

2.21. ACCRUAL BASIS

Dividends from investments are recognised as income in the year they are attributed

Interest and financial income are recognised on an accrual basis in accordance with the effective interest rate applicable.

Expenses and income are recognised in the year to which they relate independently of when they are paid or received. Income and expenses for which their real amount is not known are estimated.

Expenses and income attributable to the current year, which will only be paid or received in future years, as well as the amounts paid and received in the current year that relate to future years and will be attributed to each of these years, are recorded in the captions “Other current assets”, “Other non-current assets” and “Other current liabilities” and other non-current liabilities..

2.22. INCOME TAX

Tax on income for the year is calculated based on the taxable results of the companies included in the consolidation and takes into consideration deferred taxation. Income tax for the year comprises current and deferred tax. Income tax is recognised in the statement profit or loss and other comprehensive income, except when it concerns gains or losses recognised directly in equity, in which case it is also recognised directly in equity.

Current income tax is calculated based on the taxable results (which may differ from the accounting results) of the companies included in the consolidation, in accordance with the tax rules applicable to the area in which the head office of each Group company is located.

Deferred taxes refer to temporary differences between the amounts of assets and liabilities for accounting purposes and the corresponding amounts for tax purposes, as well as those resulting from tax benefits obtained and temporary differences between tax and accounting income.

Deferred tax assets and liabilities are calculated and assessed periodically using the tax rates expected to be in force when the timing differences will reverse.

Deferred tax liabilities are recognised for all taxable temporary differences.

Deferred tax assets are only recognised when there is reasonable expectation that there will be sufficient future taxable income to utilise them. The temporary differences underlying deferred tax assets are reappraised annually in order to recognise or adjust the deferred tax assets based on the current expectation of their future recovery.

2.23. CRITICAL JUDGEMENTS/ESTIMATES IN APPLYING THE ACCOUNTING STANDARDS

The preparation of financial statements in accordance with the IFRS recognition and measurement principles require the Board of Directors to make judgements, estimates and assumptions that can affect the value of the assets and liabilities, especially of deferred tax assets, intangible assets, tangible fixed assets and provisions, the disclosure of contingent assets and liabilities as of the date of the financial statements as well as income and costs.

These estimates are based on the best knowledge available at the time and on the actions planned, and they are constantly revised based on the information available. Changes in the facts and circumstances can result in revision of the estimates, and so the actual future results can differ from such estimates.

Significant estimates and assumptions made by the Board of Directors in preparing these consolidated financial statements include assumptions used to value pension liabilities, deferred taxes, the useful life of tangible fixed assets, impairment analyses, the fair value of derivative financial instruments and provisions.

2.24. SUBSEQUENT EVENTS

Events that occur after the consolidated statement of financial position date that provide additional information on conditions that existed as of the consolidated statement of financial position date are reflected in the consolidated financial statements.

Events that occur after the consolidated statement of financial position date that provide additional information on conditions that existed after the consolidated statement of financial position date are reflected in the notes of the consolidated financial statements.

3. CHANGES IN POLICY, ESTIMATES AND ERRORS

In the year ended 31 December 2018 except for the changes resulting from the adoption of IFRS 9 and IFRS 15, no changes in accounting policies have occurred in relation to those used to prepare the information for the year 2017 that could affect the consolidated financial situation or the consolidated results of operations, and no significant errors relating to prior years were recorded.

4. COMPANIES INCLUDED IN THE CONSOLIDATION

The companies included in the consolidation, their head offices and the proportion of capital held in them at 31 December 2018 are as follows:

Company	Head Office	Effective Percentage	Activities
BRISA - Auto Estradas de Portugal, S.A. ("Brisa")	Cascais	Parent Company	Provision of logistic support and administrative and financial services
Brisa - Concessão Rodoviária, SGPS, S.A. ("BCR SGPS")	Cascais	70%	Management of investments
Brisa - Concessão Rodoviária, S.A. ("BCR")	Cascais	70%	Construction, maintenance and operation of motorways
Controlauto - Controlo Técnico Automóvel, S.A. ("Controlauto")	Paço de Arcos	74.002%	Vehicle inspection services
Via Verde Portugal - Gestão de Sistemas Electrónicos de Cobrança, S.A. ("Via Verde Portugal")	Cascais	60%	Management of electronic toll systems
Brisa Gestão de Infraestruturas, S.A. ("BGI")	Cascais	100%	Management of engineering and road maintenance projects
Brisa O&M, S.A. ("BOM")	Cascais	100%	Management, operation and maintenance of road infrastructures and mobile assistance
AtoBe - Mobility Technology, S.A. ("AtoBe")	Cascais	81,21%	Provision of new technology-related services
M. Call, S.A. ("Mcall")	Porto Salvo	100%	Provision of telecommunication services
Via Verde Contact, S.A. ("VVC")	Cascais	100%	Management of client relationship
Via Verde Serviços, S.A. ("VVS")	Cascais	100%	Design, marketing and management of products and services in mobility-related areas
Via Verde Carsharing, S.A. ("VVCS")	Cascais	100%	Provision of car sharing services
Via Verde Connected Cars, S.A. ("VVCC")	Cascais	100%	Provision of telematic services related to the car sector, and insurance mediation activity
Brisa - Áreas de Serviço, S.A. ("BAS")	Cascais	51%	Management, operation, commercial development, maintenance and repair of service areas
Brisa Roads Áreas de Serviço, S.A. ("BRAS")	Cascais	100%	Provision of Services of administrative services concerning sub-concessions of service areas
Via Oeste, SGPS, S.A. ("Via Oeste")	Cascais	100%	Management of investments
Brisa Internacional, SGPS, S.A. ("Brisa Internacional")	Cascais	100%	Management of investments
Brisa Participações e Empreendimentos, Ltda. ("BPE")	São Paulo - Brazil	100%	Management of investments
Brisa United States, LLC ("BUS")	Atlanta - USA	100%	Management of investments
Brisa International, BV ("BIBV")	Amesterdão - Holanda	100%	Management of investments
Brisa International Investments, BV ("BIIBV")	Amesterdão - Holanda	100%	Management of investments
A-to-Be USA LLC ("A-to-Be USA")	Illinois - USA	81.21%	Provision of new technology-related services
ASIRB - Serviços Rodoviários, S.A. ("ASIRB")	Cascais	100%	Handling, collection and delivery of vehicles

These companies were included in the consolidation by the full consolidation method.

5. BUSINESS SEGMENTS

The identification of the Group's operating segments is made by the Board of Directors.

As of 31 December 2018 the Group was organized according to the following business segments:

- Brisa Concession;
- Other Motorway Concessions;
- Support services to the concessions;
- Vehicle inspections;
- Product technology;
- Other businesses.

Brisa Concessão Rodoviária

Decree-law 467/72, of 22 November established the bases of Brisa Concession, namely the construction, maintenance and operation of motorways. Since then, the concession bases were revised on several occasions, following amendments to the concession contract.

Decree-Law 294/97 of 24 October, Decree-Law 287/99, of 28 July, Decree-Law 314 A/2002, of 26 December, and Decree-Law 247-C/2008, of 30 December approved the bases of the current concession currently; these bases are as described below, having relevant impact on the Company's financial and economic situation:

- The total length of the motorway network operated under concession covers 1 100 kilometres, which are all open to traffic, except for the access to the new airport the length of which will depend on the location of the airport. The motorways are all tolled except for 86 kilometres.
- The concession period will end on 31 December 2035 and the assets directly related to the concession will revert to the State on such date.
- The minimum share capital of BCR is € 75 million.
- In the last five years of the concession the State may redeem the contract, under certain conditions ensuring financial stability.
- The supervision of the concession falls to the Ministry of Finance in what concerns financial matters and to the ministry responsible for the road sector as concerns remaining issues.

Supporting services to the concessions

This segment includes operation and maintenance services of motorway infrastructure, management of electronic billing, road assistance and management of engineering projects.

Vehicle inspections

This segment includes vehicle inspection services, in particular, study, management and operation of the vehicle technical control and any other activities directly related.

Product technology

This segment includes technological development and services related to new technologies.

Other businesses

This segment includes logistics and financial and administrative services.

The results of each segment (after the elimination of intra segment transactions) in the years ended as of 31 December 2018 and 2017 were as follows:

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THOUSAND EURO	Brisa Concession	Support services to the concessions	Vehicle inspections	Product technology	Other businesses	Segments Total	Eliminations	Consolidated total
Operating income:								
Sales of goods and products - external clients	-	12 548	-	13 969	-	26 517	-	26 517
Sales of goofd and products - intrasegment	-	18	-	1 190	-	1 208	(1 208)	-
Rendered services - external clients	596 096	55 110	31 205	4 095	25 163	711 669	-	711 669
Rendered services - intra-segment	14 449	153 590	36	5 246	9 890	183 211	(183 211)	-
Other operating income - external clients	5 687	1 019	32	462	1 068	8 268	-	8 268
Other operating income - intra-segment	-	1 395	-	63	560	2 018	(2 018)	-
Reversal of amortisation, depreciation, adjustments and provisions	3 977	106	40	2	258	4 383	-	4 383
Revenue associated to construction service	12 297	-	-	-	-	12 297	-	12 297
Total operating income	**632 506**	**223 786**	**31 313**	**25 027**	**36 939**	**949 571**	**(186 437)**	**763 134**
Operating expenses:								
Cost of sales - external	-	(4 228)	-	(10 313)	-	(14 541)	-	(14 541)
Cost of sales - intra-segment	-	-	-	(621)	-	(621)	621	-
Supplies and services - external suppliers	(5 204)	(40 442)	(5 215)	(7 893)	(17 125)	(75 879)	-	(75 879)
Supplies and services - intra-segment	(126 095)	(54 040)	(1 430)	(2 965)	(1 206)	(185 736)	185 736	-
Personnel costs	(1 593)	(55 211)	(10 244)	(4 843)	(22 649)	(94 540)	30	(94 510)
Amortisation, depreciation and adjustments	(133 474)	(3 550)	(2 194)	(2 026)	(2 978)	(144 222)	-	(144 222)
Provisions	(45 048)	(3 656)	(1 364)	(46)	(937)	(51 051)	-	(51 051)
Other operating expenses - external	(1 347)	(763)	(4 971)	(116)	(616)	(7 813)	-	(7 813)
Other operating expenses - intra-segment	-	-	-	-	(50)	(50)	50	-
Expenses associated to construction service	(12 297)	-	-	-	-	(12 297)	-	(12 297)
Total operating expenses	**(325 058)**	**(161 890)**	**(25 418)**	**(28 823)**	**(45 561)**	**(586 750)**	**186 437**	**(400 313)**
Operating profit	**307 448**	**61 896**	**5 895**	**(3 796)**	**(8 622)**	**362 821**	**-**	**362 821**
Financial expenses - external	(64 336)	(457)	(112)	(82)	(1 759)	(66 746)	-	(66 746)
Financial expenses - intra-segment	-	1	-	(25)	(11 596)	(11 620)	11 620	-
Financial income - external	8	24	3	7	1 304	1 346	-	1 346
Financial income - intra-segment	-	125	-	25	11 470	11 620	(11 620)	-
Investment income	-	-	149	-	2 698	2 847	-	2 847
	(64 328)	**(307)**	**40**	**(75)**	**2 117**	**(62 553)**	**-**	**(62 553)**
Profit before tax	**243 120**	**61 589**	**5 935**	**(3 871)**	**(6 505)**	**300 268**	**-**	**300 268**
Income tax	(73 857)	(16 964)	(1 498)	1 713	1 905	(88 701)	-	(88 701)
Non-controlling interests	(50 134)	(2 701)	(1 153)	420	(2)	(53 570)	-	(53 570)
Consolidated net profit for the year attributable to shareholders	**119 129**	**41 924**	**3 284**	**(1 738)**	**(4 602)**	**157 997**	**-**	**157 997**

The results of each segment (after the elimination of intra segment transactions) in the years ended as of 31 December 2018 and 2017 were as follows:

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THOUSAND EURO	Brisa Concession	Supporting services to the concessions	Vehicle inspections	Product technology	Other businesses	Segments Total	Eliminations	Consolidated total
Operating income:								
Sales of goods and products - external clients	-	7 638	-	1 269	-	8 907	-	8 907
Sales of goods and products - intra-segment	-	33	-	239	-	272	(272)	-
Rendered services - external clients	563 028	39 291	31 531	5 192	22 969	662 011	-	662 011
Rendered services - intra-segment	2 247	148 442	32	5 341	9 948	166 010	(166 010)	-
Other operating income - external clients	5 373	890	265	496	1 324	8 348	-	8 348
Other operating income - intra-segment	4	546	235	31	289	1 105	(1 105)	-
Reversal of amortisation, depreciation, adjustments and provisions	4 790	30	34	2	-	4 856	-	4 856
Revenue associated to construction service	13 324	-	-	-	-	13 324	-	13 324
Total operating income	**588 766**	**196 870**	**32 097**	**12 570**	**34 530**	**864 833**	**(167 387)**	**697 446**
Operating expenses:								
Cost of sales - external	-	(2 451)	-	(1 206)	-	(3 657)	-	(3 657)
Supplies and services - external suppliers	(5 239)	(39 579)	(5 482)	(5 863)	(14 702)	(70 865)	-	(70 865)
Supplies and services - intra-segment	(121 369)	(40 739)	(1 549)	(2 595)	(1 081)	(167 333)	167 333	-
Personnel costs	(1 724)	(52 215)	(10 461)	(3 695)	(22 856)	(90 951)	27	(90 924)
Amortisation, depreciation and adjustments	(133 129)	(3 088)	(2 275)	(1 013)	(2 825)	(142 330)	-	(142 330)
Provisions	(44 087)	(2 485)	(221)	(27)	(971)	(47 791)	-	(47 791)
Other operating expenses - external	(1 230)	(656)	(4 994)	(13)	(659)	(7 552)	-	(7 552)
Other operating expenses - intra-segment	(4)	-	-	-	-	(4)	4	-
Expenses associated to construction service	(13 324)	-	-	-	-	(13 324)	-	(13 324)
Total operating expenses	**(320 106)**	**(141 213)**	**(24 982)**	**(14 412)**	**(43 094)**	**(543 807)**	**167 364**	**(376 443)**
Operating profit	**268 660**	**55 657**	**7 115**	**(1 842)**	**(8 564)**	**321 026**	**(23)**	**321 003**
Financial expenses - external	(81 033)	(471)	(154)	(12)	(68 461)	(150 131)	-	(150 131)
Financial expenses - intra-segment	-	(28)	-	(90)	(10 771)	(10 889)	10 889	-
Financial income - external	36	42	2	14	2 058	2 152	-	2 152
Financial income - intra-segment	-	24	-	67	10 775	10 866	(10 866)	-
Investment income	-	-	54	-	231 632	231 686	-	231 686
	(80 997)	**(433)**	**(98)**	**(21)**	**165 233**	**83 684**	**23**	**83 707**
Profit before tax	**187 663**	**55 224**	**7 017**	**(1 863)**	**156 669**	**404 710**	**-**	**404 710**
Income tax	(50 377)	(14 624)	(1 776)	1 271	(63 259)	(128 765)	-	(128 765)
Non controlling interests	(41 185)	(2 752)	(1 362)	123	2	(45 174)	-	(45 174)
Consolidated net profit for the year attributable to shareholders	**96 101**	**37 848**	**3 879**	**(469)**	**93 412**	**230 771**	**-**	**230 771**

The accounting policies in the various segments are consistent with the Group policies.

The assets and liabilities of the segments and respective reconciliation with the consolidated total assets at 31 December 2018 and 2017 were as follows:

Assets THOUSAND EURO	'18	'17
Brisa Concessão Rodoviária	2 586 430	2 903 080
Supporting services to the concessions	32 590	20 757
Vehicle inspections	53 813	50 427
Product technology	22 180	16 188
Other businesses	243 622	237 275
Total assets of segments	**2 938 635**	**3 227 727**
Non-allocated assets	95 382	110 976
Consolidated Assets	**3 034 017**	**3 338 703**

Liabilities THOUSAND EURO	'18	'17
Brisa Concessão Rodoviária	2 396 572	2 732 939
Supporting services to the concessions	52 872	47 907
Vehicle inspections	7 845	6 165
Product technology	13 459	7 441
Other businesses	52 050	42 355
Total liabilities	**2 522 798**	**2 836 807**

In order to monitor the performance of each segment and the allocation of resources between them:

- All assets are allocated to reportable segments excluding investments in associates and other financial assets;
- Goodwill is allocated to the respective segments and corresponds to € 23 203 thousand allocated to the "vehicle inspections" business segment, € 2 643 thousand allocated to the "Supporting services to the concessions" business segment and € 601 thousand allocated to the "Product technology" business segment (Note 16);
- All liabilities are allocated to reportable segments.

In the years ended 31 December 2018 and 2017, changes in non-current assets of each segment were as follows:

CHANGES IN NON-CURRENT ASSETS

THOUSAND EURO	'18	'17
Brisa Concessão Rodoviária	(118 230)	(108 372)
Supporting services to the concessions	3 814	2 047
Vehicle inspections	(487)	(1 731)
Product technology	3 856	3 108
Other businesses	(2 189)	(180 123)
	(113 236)	**(285 071)**

6. OPERATING INCOME

Operating income for the years ended as of 31 December 2018 and 2017 was as follows:

THOUSAND EURO	'18	'17
Sale of Goods	26 517	8 907
Services rendered:		
Tolls	592 421	557 016
Vehicle inspections	31 205	31 531
Operation and Maintenance	34 474	31 508
Electronic collection	18 387	18 760
Service areas	17 145	8 060
Other rendered services	8 901	6 812
Management of electronic equipment	3 236	5 199
Lease of on-board units	4 019	2 940
Management of engineering projects	1 819	124
Vehicle assistance	62	61
	711 669	**662 011**

THOUSAND EURO	'18	'17
Other operating income:		
Compensation for operating losses (Note 29)	1 572	1 572
Indemnities received on works	433	595
Equipment rental	457	466
Other	5 806	5 715
	8 268	**8 348**
Reversal of amortisation, depreciation and adjustments and provisions:		
Impairment losses on accounts receivable (Note 27)	506	250
Provisions (Note 28)	3 877	4 606
	4 383	**4 856**
Income associated to construction service [a]	12 297	13 324
	763 134	**697 446**

a) Within the scope of concession contracts covered by IFRC 12, the construction activity is sub-contracted to external specialised companies. The Group does not have, therefore, any margin in the construction of assets allocated to the concession and the income and expenses associated to the construction of these assets are recorded in equal amount.

7. OPERATING LEASES

In the years ended at 31 December 2018 and 2017 the Group recognised expenses of € 5 381 thousand and € 4 391 thousand, respectively, relating to instalments under operating lease contracts.

Lease instalments payable under operating lease contracts in force as of 31 December 2018 and 2017 were as follows:

YEAR - THOUSAND EURO	'18	'17
2018	-	2 064
2019	2 387	1 007
2020	1 509	311
2021	670	66
2022	363	-
	4 929	**3 448**

8. FINANCIAL RESULTS

As of 31 December 2018 and 2017 financial expenses and losses were made up as follows:

THOUSAND EURO	'18	'17
Interest expense	(50 545)	(67 061)
Loss on the valuation of derivative financial instruments[a]:	(233)	(65 353)
Exchange losses	(240)	(45)
Other[b]	(15 728)	(17 672)
	(66 746)	**(150 131)**

a) In the year ended at 31 December 2017 this caption included an amount of € 61 320 thousand relating to the settlement of the derivative financial instrument entered into by Northwest Parkway ("NWP"), following the disposal of the said concession.

b) This caption includes the sums of € 6 240 thousand and € 7 445 thousand (Note 28) stemming from the financia update of the provision for reinstatement of infrastructures carried out in the years ended 31 December 2018 and 2017, respectively, and expenses with banking services and funding, which form an integral part of the effective cost of the loans.

As of 31 December 2018 and 2017 the breakdown of income and gains was as follows:

THOUSAND EURO	'18	'17
Interest earned [a]	1 300	1 892
Exchange gains	14	146
Gains on the valuation of derivative financial instruments derivatives:	-	1
Other	32	113
	1 346	**2 152**

a) The decrease was mainly due to the decrease in interest rates.

As of 31 December 2018 and 2017 investment income was made up as follows:

THOUSAND EURO	'18	'17
Gains on associates (Note 14)		
Transport Infrastructure Investment Company SCA ("SICAR")	1 179	10 973
Auto-Estradas do Atlântico - Concessões Rodoviárias de Portugal, S.A. ("AEA")	1 070	10 004
Controlauto Açores, Lda. ("Controlauto Açores")	149	54
Geira, S.A. ("Geira")	92	97
SICIT - Sociedade Investimento e Consultoria em Infra-Estruturas de Transportes, S.A. ("SICIT")	1	133
AEBT - Auto-Estradas do Baixo Tejo, S.A. ("AEBT")	-	1 830
Transport Infrastructure S. à r.l. ("Transport")	-	2
	2 491	**23 093**
Losses on companies and associates (Note 14)		
AEBT - Auto-Estradas do Baixo Tejo, S.A. ("AEBT")	(1 097)	-
New Mobility Ventures, B.V. ("Mobility, B.V.")	(723)	(532)
TIICC, S. à r.l. ("TIICC")	(1)	-
	(1 821)	**(532)**
Gains on income from investments		
AELO - Auto-Estradas do Litoral Oeste, S.A. ("AELO")	1 951	-
Gains on the disposal of investments:		
FBH OMT	226	1 088
Northwest Parkway Holding, LLC ("NWP") + Go-Pass Mobility Services, LLC ("Go Pass") [a]	-	208 037
	226	**209 125**
	2 847	**231 686**

a) Investment in NWP and Go Pass was disposed of on 9 March 2017 for USD 334 063 86, which corresponded at the exchange rate in force as of the said date to approximately € 316 618 thousand. The disposal generated gains in the amount of € 208 037 thousand.

Following the deduction of due diligence expenses and the amount recorded in cash equivalent of the disposed companies in the amount of USD 27 818 850, the operation generated a net financial flow of USD 306 244 936, i.e. approximately € 271 089 thousand following conversion at the average exchange rate.

9. INCOME TAX

Brisa and its subsidiaries with head-office in Portugal are subject to Corporate Income Tax at the normal rate of 21%, which can be increased by a municipal surcharge of up to a maximum rate of 1.5% of taxable income.

Additionally, the nominal tax rate may vary from 21% to 31.5%, depending on the amount of taxable income (TI) determined, which will be subject to a tax surcharge at the following rates:

- State surtax: 3% on TI if €M 1.5 < TI <= €M 7.5;
  5% on TI if €M 7.5 < TI <= €M 35; and
  9% on TI > €M 35

The Company is taxed for Corporate Income Tax under the Special Taxation of Group Companies regime ("SGTR") included in a group where it is the parent company and which further includes subsidiaries BGI, BOM, AtoBe, Brisa Internacional, Via Oeste, VVS, VVC, Mcall, VVCS and ASIRB.

This regime consists of the sum of the taxable results of all the companies included in the tax perimeter, less the dividends distributed, to which the applicable Corporate Income Tax rate plus municipal Surcharge is applied.

In accordance with current legislation, tax returns are subject to review and correction by the tax authorities during a period of four years (five years for social security), except where tax losses exist or tax benefits have been granted or inspections, claims or appeals are in progress, in which case, depending on the circumstances, the period can be extended or suspended. Therefore the Company's tax returns for the years 2015 to 2018 may still be subject to review and correction.

The Board of Directors believes that any possible corrections resulting from revisions/inspections of these tax returns will not have a significant effect on the financial statements as of 31 December 2018.

The deadline for the deduction of reportable tax losses (RTL) in Portugal is as follows:

TAX PERIOD	DEDUCTIONS PERIODS
2018	5
2017	5
2016	12
2015	12
2014	12

The deductable amount to be made in each of the tax periods is limited to 70% of respective taxable income.

During the regular inspections that were carried out, Tax Authorities have requested corrections to the income tax base and tax, in particular as regards the activity carried out under the concession contract. The Board of Directors based on technical advice from external consultants, believes that such corrections are unfounded. In this context, the Board of Directors has used the instruments at its disposal to defend its views, continuing to believe in the goodness of its arguments and in a favourable outcome of all existing disputes with the Tax Authorities.

In relation to corrections made by the Tax Authority in various years deriving from the recognition of tax losses generated from the separation of tax collections, during the year ended at 31 December 2018 Brisa was notified of 1st instance decisions rejecting the judicial appeals submitted concerning financial years 2003, 2006 and 2008. The Company filed new appeals, which were already accepted by the Court, where it presented the corresponding allegations. The Board of Directors of Brisa, based on the opinion of its legal and accounting experts and consultants, maintains its understanding that the recognition of the said operation is adequately based from the legal point of view, and therefore in accounting and tax terms as well.

The corrections relating to 2008, 2009 and 2010 stemming from the securitization of future receivables, result from the Tax Authority concluding as to the inadequacy of the legal and tax framework applied to the securitization of future receivables in the amount of €400 000 thousand, carried out on December 19, 2007; the said authority considers that it does not comply with the legislation for the securitization of receivables established in Decree-law 453/99, of 5 November, as amended by Decree-Law 82/02 of 5 April, and consequently with the tax law provided in Decree-Law 219/2001, of 4 August, as amended by Decree-law 303/2003 of 5 December.

In view of the above, the Tax Authority considers that:

- The amount of €400 000 thousand received pursuant to the said operation was unduly added to the taxable income of 2007;
- Income corresponding to the services giving rise to the assigned future receivables are to be recognized, in both tax and accounting terms, in the tax periods in which they are generated;
- An approximate amount of €100 000 thousand relating to the tax benefit under decree-law 287/99 likely to be used up to 2007, was unduly deducted to the corporate tax income for that year;
- When determining the taxable income relating to 2008 to 2010 (already inspected) an amount of € 80 000 thousand was unduly deducted from the taxable income relating to each of the said years.

The Board of Directors of Brisa, based on the opinion of its legal and accounting experts and consultants, deems that the recognition of the said operation is adequately based from the legal point of view, and therefore in accounting and tax terms as well. Consequently, the Board of Directors of Brisa considers that the corrections proposed in the Tax Inspection Reports relating to years 2007 to 2010 are unjustified, as described in the judicial claim (relating to the taxable periods of 2007 and 2010) submitted to the tax authority.

Corrections to the taxable income mentioned above resulted in tax enforcement proceedings, which are suspended until a decision is reached. To obtain the suspension of tax enforcement proceedings relating to the taxable periods of 2008 and 2009 the Company provided bank guarantees in the amount of € 64 129 thousand (Note 32).

Additionally, to obtain the suspension of tax enforcement proceedings, a pledge was set up over 24 618 shares of subsidiary BOM, in the amount of € 191 637 thousand. During the year ended at 31 December 2016, these proceedings were settled in a manner that was partly favourable to Brisa, as the tax due was reduced to € 28 829 thousand (Note 27). During the year ended as of 31 December 2018 Brisa was notified of the favourable decision concerning the reduction of the guarantee provided as pledge, down to the amount of € 33 479 thousand, corresponding to 8 402 shares of BOM. The Company is undertaking the formalisation of the reduction of the said pledge (Note 32).

With respect to the tax periods of 2011 and 2012, the TA made the same correction to taxable income (securitisation of future receivables), although on a non-consolidated basis, since the securitisation operation was transferred to BCR, jointly with the assets and liabilities allocated to Brisa Concession.

Within the scope of the SGTR, additional corporate income tax assessment relating to 2012 and 2011 was issued in the name of Brisa (controlling company), but the tax foreclosure was suspended against guarantee provided by BCR, in the amount of € 30 948 thousand and € 11 941 thousand (following reduction occurred during the year ended at 31 December 2018), respectively.

The Board of Directors of Brisa, based on the opinion of its legal and accounting experts and consultants, deems that the recognition of the said operation is adequately based from the legal point of view, and therefore in accounting and tax terms as well. Brisa will use all legal defence instruments which it has available as tax payer, to validate the treatment it has given to these operations from all points of view. In view of the above, as of 31 December 2018, no provision was recorded for this purpose.

Income tax recognised in the years ended 31 December 2018 and 2017 was made up as follows:

THOUSAND EURO	‘18	‘17
Current tax	102 125	80 150
Deferred tax (Note 17)	(11 592)	50 042
Taxes on previous years income	(1 832)	(1 427)
	88 701	**128 765**

Income tax recognised in the years ended 31 December 2018 and 2017 was made up as follows:

THOUSAND EURO	'18	'17
Profit before tax	**300 268**	**404 710**
Expected tax (21% rate)	63 056	84 989
Provisions	3 974	3 373
Amortizations	55	(736)
Impairment losses	(70)	141
Derivative financial instruments	(87)	311
Investment income	(541)	(4 893)
Pension fund	203	185
Other	123	152
Effect of adopting IFRS 9	3 212	-
Gains	-	44 710
Differences between individual and consolidated	57	(384)
Tax losses	(19)	(75 834)
Autonomous taxation	894	1 244
Municipal surcharge	5 121	3 761
State surcharge	26 147	15 983
Federal tax (USA) [a]	-	7 148
Taxes on previous years income	(1 832)	(1 427)
(Set up)/reversal of deferred taxation (Note 17)	(11 592)	50 042
Income tax	**88 701**	**128 765**

a) Federal tax in the amount of € 7,148 concerns the tax paid by BUS on the gains determined following the disposal of NWP.

As of 31 December 2018 and 2017, current income tax liabilities were made up as follows:

THOUSAND EURO	'18	'17
Current tax liabilities:		
Corporate Income Tax (CIT)		
Payment on account	(66 338)	(49 027)
Tax withheld	(702)	(1 819)
Tax estimate	102 937	73 458
	35 897	**22 612**

10. EARNINGS PER SHARE:

Basic and diluted earnings per share for the years ended 31 December 2018 and 2017 were determined based on the following amounts:

THOUSAND EURO	'18	'17
Result for the purpose of determining the basic and diluted earning per share (net profit for the year attributable to shareholders)	157 997	230 771
Average number of shares for the purpose of determining the basic and diluted earning per share	552 647 386	552 647 386
Basic and diluted earnings per share (in Euro)	**0,286**	**0,418**

At 31 December 2018 and 2017 no diluting effects have occurred; hence, basic and diluted earnings per share are identical.

The weighted average number of shares is deducted of the treasury shares held by the Company.

11. DIVIDENDS AND APPROPRIATION OF RESULTS

At the General Shareholders Meetings held on 04 May 2018 and 05 May 2017 the payment of dividends was decided in the amounts of € 0.145 per share and € 0.742 per share, totalling € 80 134 thousand and € 410 064 thousand, respectively, related to the net profit for the years ended 31 December 2017 and 2016. It was further decided to transfer to free reserves the remaining amount of the respective net profit for the said years.

At the General Shareholders Meetings held on 5 December 2018 and 6 December 2017 the payment of dividends was decided in the amounts of € 0.136 per share and € 0.163 per share, totalling € 75 160 thousand and € 90 082 thousand, respectively, via the distribution of reserves.

12. TANGIBLE FIXED ASSETS

In the years ended 31 December 2018 and 2017 changes in other tangible fixed assets and corresponding accumulated depreciation and impairment losses were as follows:

'18

THOUSAND EURO	Land and natural resources	Buildings and other constructions	Basic equipment	Transport equipment	Administrative equipment	Tools and utensils	Fixed assets in progress	Advances to be forwarded to tangible fixed assets	Total
Gross assets:									
Opening balance	13 930	40 001	161 203	5 224	35 228	339	1 410	32	257 367
Increases	-	455	2 362	1 097	1 117	30	3 375	21	8 457
Disposals	-	(1)	(85)	(848)	(88)	-	-	-	(1 022)
Write-downs	-	(10)	(49)	(111)	(1 374)	-	(94)	-	(1 638)
Transfers	-	89	2 184	-	-	1	(883)	(30)	1 361
Closing Balance	**13 930**	**40 534**	**165 615**	**5 362**	**34 883**	**370**	**3 808**	**23**	**264 525**
Cumulative depreciation and impairment losses:									
Opening balance	-	24 661	147 896	3 153	32 357	322	-	-	208 389
Increase	-	1 696	4 109	767	1 114	9	-	-	7 695
Disposals	-	(1)	(51)	(557)	(81)	-	-	-	(690)
Write-downs	-	(10)	(35)	(111)	(247)	-	-	-	(403)
Transfers	-	-	40	-	(40)	-	-	-	-
Closing Balance	**-**	**26 346**	**151 959**	**3 252**	**33 103**	**331**	**-**	**-**	**214 991**
Net value	**13 930**	**14 188**	**13 656**	**2 110**	**1 780**	**39**	**3 808**	**23**	**49 534**

'17

THOUSAND EURO	Land and natural resources	Buildings and other constructions	Basic equipment	Transport equipment	Administrative equipment	Tools and utensils	Fixed assets in progress	Advances to be forwarded to tangible fixed assets	Total
Gross assets:									
Opening balance	14 010	39 104	157 255	5 114	33 847	319	725	3	250 377
Increases	-	1 114	2 996	1 039	2 035	20	1 398	29	8 631
Disposals	(80)	(242)	(618)	(892)	(178)	-	-	-	(2 010)
Write-downs	-	-	(501)	(37)	(354)	-	-	-	(892)
Transfers	-	25	2 071	-	(122)	-	(713)	-	1 261
Closing Balance	**13 930**	**40 001**	**161 203**	**5 224**	**35 228**	**339**	**1 410**	**32**	**257 367**
Cumulative depreciation and impairment losses:									
Opening balance	-	23 230	144 716	3 111	31 825	316	-	-	203 198
Increase	-	1 672	4 188	698	1 098	6	-	-	7 662
Disposals	-	(241)	(554)	(619)	(172)	-	-	-	(1 586)
Write-downs	-	-	(494)	(37)	(354)	-	-	-	(885)
Transfers	-	-	40	-	(40)	-	-	-	-
Closing Balance	**-**	**24 661**	**147 896**	**3 153**	**32 357**	**322**	**-**	**-**	**208 389**
Net value	**13 930**	**15 340**	**13 307**	**2 071**	**2 871**	**17**	**1 410**	**32**	**48 978**

In the years ended 31 December 2018 and 2017, caption Basic Equipment included the net amounts of € 7,071 thousand and € 5,447 thousand, respectively, relating to assets directly associated to the concession activity, which will therefore revert to the State at the end of the concession period, without compensation.

13. INTANGIBLE ASSETS

Changes in intangible fixed assets and corresponding accumulated depreciation and impairment losses in the years ended 31 December 2018 and 2017 were as follows:

'18

THOUSAND EURO	Rights	Licenses and software	Intangible assets in progress	Total
Gross assets:				
Opening balance	4 699 226	20 695	30 629	4 750 550
Increases	5 198	5 500	3 315	14 013
Transfers	8	2 870	(2 878)	-
Capitalized financial costs	-	-	631	631
Closing Balance	**4 704 432**	**29 065**	**31 697**	**4 765 194**
Cumulative depreciation and impairment losses:				
Opening balance	2 337 320	15 978	-	2 353 298
Increase	131 854	3 648	-	135 502
Closing Balance	**2 469 174**	**19 626**	**-**	**2 488 800**
Net value	**2 235 258**	**9 439**	**31 697**	**2 276 394**

'17

THOUSAND EURO	Rights	Licenses and software	Intangible assets in progress	Total
Gross assets:				
Opening balance	4 667 359	18 218	45 932	4 731 509
Increases	6 478	2 472	9 581	18 531
Write-downs	-	(265)	-	(265)
Transfers	25 389	270	(25 659)	-
Capitalized financial costs	-	-	775	775
Closing Balance	**4 699 226**	**20 695**	**30 629**	**4 750 550**
Cumulative depreciation and impairment losses:				
Opening balance	2 205 999	13 951	-	2 219 950
Increase	131 321	2 292	-	133 613
Write-downs	-	(265)	-	(265)
Closing Balance	**2 337 320**	**15 978**	**-**	**2 353 298**
Net value	**2 361 906**	**4 717**	**30 629**	**2 397 252**

The gross amount of intangible assets at 31 December 2018 includes essentially contractual rights and results from:

(i) Contractual right for Brisa Concession (Note 5), as consideration for the road construction services associated to this concession, in the amount of € 4 217 288 thousand, of which € 244 682 thousand relate to the capitalization of financial expenses;

(ii) Payment by Brisa to the State (the conceding entity) in exchange for the right to collect tolls on the CREL motorway as from 1 January 2003 under the provisions of Decree-Law 314 A/2002 of 26 December, minus the amount received earlier when such tolls were abolished, and which at 31 December 2002 had not yet been recognised as income – € 236 318 thousand;

(iii) Amount paid under the Global Agreement entered into between the Company and the State, corresponding to changes in the Bases of the Concession (Decree-Law 247-C/2008 of 30 December) – € 158 100 thousand;

(iv) Costs incurred by Brisa to renegotiate the concession contract in 1991, which resulted in extending the initial concession period – € 101 750 thousand;

Intangible assets in progress concern mainly widening works in sub-stretches where such widening is deemed necessary and which are still ongoing. At 31 December 2018, the balance of this caption included an amount of € 29 471 thousand relating to road widening works.

The concession rights included in intangible assets obtained in exchange for construction services are made up as follows:

	Brisa Concession	
THOUSAND EURO	'18	'17
Construction costs		
Opening balance	4 210 041	4 195 941
Increases	7 247	14 100
Closing Balance	**4 217 288**	**4 210 041**

The above-mentioned concession rights include the capitalization of financial costs as follows:

	Brisa Concession	
THOUSAND EURO	'18	'17
Financial expenses		
Opening balance	243 556	242 781
Increases	1 126	775
Closing Balance	**244 682**	**243 556**

14. INVESTMENTS IN ASSOCIATES

At 31 December 2018 the following associated companies were recorded in accordance with the equity method:

Company	Head Office	Effective % held	Activity
Controlauto Açores, Lda. ("Controlauto Açores")	Praia da Vitória	29.60%	Vehicle inspection
Geira, S.A. ("Geira")	Portugal	50%	Management, operation and maintenance of road infrastructures
SICIT - Sociedade de Investimento e Consultoria em Infra-estruturas de Transportes, S.A. ("Sicit")	Portugal	35%	Investment consultancy
Transport Infrastructure Investment Company SCA ("SICAR")	Luxembourg	35.59%	Investment fund in Infrastructures
Transport Infrastructure, S. à r.l. ("Transport")	Luxembourg	35%	Management of investments
TIICC, S. à r.l. ("TIICC")	Luxembourg	35%	Management of investments
AEBT - Auto-Estradas do Baixo Tejo, S.A. ("AEBT")	Portugal	36.85%	Construction, maintenance and operation of motorways
New Mobility Ventures, B.V. ("Mobility, B.V.")	Breda - The Netherlands	47.50%	Operation of electronic toll systems
Brisal - Auto-Estradas do Litoral, S.A. ("Brisal") (a)	Cascais	70%	Construction, maintenance and operation of motorways
AEDL - Auto-Estradas do Douro Litoral, S.A. ("AEDL") (a)	Cascais	99.92%	Construction, maintenance and operation of motorways
Auto-Estradas do Atlântico - Concessões Rodoviárias de Portugal, S.A. ("AEA")	Torres Vedras	50%	Construction, maintenance and operation of motorways

a) In view of the expectations regarding the evolution of future operations of Concessão Litoral Centro ('Brisal' concession contract) and Concessão Douro Litoral ('AEDL' concession contract), impairment losses were recognized in the respective financial statements of prior years, reflecting the non-exercising of the entire contractual right arising from the investment made in the construction of such infrastructures. Likewise, Brisa recognized in its financial statements in previous years the losses corresponding to its exposure as shareholder of said concessions.

It should be noted that these two projects were structured under the form of project finance, therefore holding specific characteristics, namely the risk allocation to the various participants in them, either as shareholders or as funding providers, ensuring access to long term debt intended to be repaid with the cash flows generated by the projects themselves and respective assets and with limited recourse to shareholders.

Within the scope of the concession contracts referred to above, the parties (including financing entities) entered into several agreements, namely the Capital Subscription Agreement, and in Brisal's specific case, the Shareholders' Support Agreement and the Traffic Support Agreement, all of which forming part as annex to the respective concession agreements that set out the support obligations of shareholders, namely in what concerns the relevant capital calls.

Given the continued deterioration of operating conditions within the scope of these two projects, the Board of Directors' position, as made public to the market, is that Brisa, as shareholder of the said projects, will not accept any further responsibility that may translate into an investment or involvement higher than that contractually agreed.

During 2012 the fall in traffic worsened considerably as result of the economic crisis, combined with the impact of the introduction of real tolls in a number of motorways, which adversely affected the said projects. Likewise, the deterioration of the macroeconomic outlook and the fiscal measures imposed to consolidate and rebalance public accounts led to a downward revision in the second half of 2012 of cash flows estimates for Brisal and Douro Litoral concessions. Despite the reversal in the declining trend of traffic, which has increased in recent years, figures are still very short of initial estimates.

As pointed out in previous years, financial institutions exposed to these projects have a step-in right, being the timing to exercise such right defined by them.

Therefore, in what concerns Concessão Douro Litoral, on 24 January 2019 the creditors of AEDL (currently, and in its overwhelming majority, hedge funds led by Strategic Value Partners LLC) have, after breaking up the negotiation process under way, undertaken a set of measures to gain formal control over AEDL.

Among others, such measures included the following:

- Appointment of a new Board of Directors of AEDL;
- Declaration of the early maturity of AEDL overall debt resulting from the financing contracts; and
- The enforcement of the pledge provided in the Security Agreement, and consequent appropriation of all shares corresponding to the share capital of AEDL.

Brisa deems that these measures, although contractually admissible, were triggered in contravention of the rules set forth in the concession contract and financing contracts of AEDL, particularly in what concerns the appropriation of the shares, which will not have been previously authorized by the Portuguese State.

For this reason, viewing the restoration of legality, Brisa jointly with other shareholders of AEDL, took the initiative to:

- Take legal action against such acts, requesting the immediate suspension of their effectiveness;
- Elect new Board Members of AEDL, designating the Board of Directors that was in place during the 2016-2018 period.

As a result, the Board of Directors of Brisa, based on its legal advisers' opinion, considers that Brisa is not exposed to any variability in the negative cash flows foreseen for the said projects, and does not exercise an effective control over the said subsidiaries.

Notwithstanding these recent events at AEDL, Brisa, as shareholder, remains firm in its understanding of not accepting any responsibility that results into higher participation or involvement than the participation and involvement contractually undertaken.

Brisa, as a shareholder of Brisal and AEDL, believes that the stability and defence of the project finance model is vital for all players in the sector, including sponsors, construction companies, financing parties and the State itself.

According to recent news on the newspapers, some of AEDL creditors had allegedly filed a lawsuit against Brisa claiming the payment of an amount related to AEDL debt. The Board once more reaffirms that within the project finance framework of the concession, expressly accepted by all parties, Brisa is not responsible for AEDL's debt. Until the present date Brisa has not yet received any notification regarding these procedures.

This contractual model assumes, clearly, the possibility for the financing providers to appropriate the concessions in certain circumstances, and Brisa understands and accepts that this is the case. However, such appropriation must always strictly follow the contracts, in particular the agreed risk allocation, the parties' will, the processes defined and the agreed portfolio of rights and obligations.

In this context, the Board of Directors of Brisa has deemed to refer that:

- The current management of these concessionaires remains strongly restrained, being confined to day-to-day measures and operations, subject to the budget previously agreed with financial institutions, where any decision not covered by this budget requires their prior approval.
- Under the present circumstances, Brisa continues not to exercise control over the said companies, since it is not able to autonomously guide the relevant activities of the concessionaires, and at the same time, it ceased to be exposed or be entitled to variable results, via its investments in these entities, as provided in paragraph 7 of IFRS 10.

As a result, the Board of Directors of Brisa, based on its legal advisers' opinion, considers that Brisa is not exposed to any variability in the negative cash flows foreseen for the said projects, and does not exercise an effective control over the said subsidiaries.

Changes in investments in associated companies in the years ended 31 December 2018 and 2017 were as follows:

THOUSAND EURO	'18	'17
Opening balance	110 976	133 778
Increase [a]	-	2 580
Decrease [b]	(11 597)	(32 638)
Exchange differences	-	54
Dividends	(6 377)	(15 780)
Gains on the disposal of investments	-	1 088
Effect of the application of the Equity Method		
Effect in results (Note 8)	670	22 561
Effect on equity [c]	1 693	2 028
Provisions (Note 28)	17	(2 695)
Closing Balance	95 382	110 976

a) As of 31 December 2017, the increase in caption Investment in Associates was made in associates AEBT and Mobility B.V..

b) As of 31 December 2017, decrease in caption Investment in associated companies corresponded mainly to the decrease in the share capital of associate SICAR and the repayment of accessory contributions of associate AEBT .

c) This effect stems from the equity changes occurred in associated companies, corresponding mainly, to the impact of the recognition of cash flow hedging instruments.

Investments in associated companies at 31 December 2018 and 2017 were as follows:

THOUSAND EURO	'18	'17
AEA	73 390	72 320
SICAR	18 751	34 147
AEBT	1 886	2 445
SICIT	805	874
Controlauto Açores	399	317
Geira	145	160
TIICC	6	5
Mobility, B.V.	-	708
	95 382	110 976

At 31 December 2018 and 2017, investments in associates considered considered materially relevant relate to AEA and SICAR, being the relevant financial information and respective reconciliation with the book value of these investments as follows:

	AEA		SICAR	
THOUSAND EURO	'18	'17	'18	'17
Operating income	72 661	69 011	7 487	19 214
Operating costs	(42 614)	(40 729)	(6 433)	(1 656)
Operating Results	30 047	28 282	1 054	17 558
Financial revenues	20	48	2 271	4 144
Financial costs	(8 113)	(11 034)	(11)	(230)
Financial result	(8 093)	(10 986)	2 260	3 914
Income tax	(5 875)	(4 577)	-	(4)
Net profit for the year	16 079	12 719	3 314	21 468
Non-current assets	209 130	229 752	51 888	97 076
Current assets	36 216	38 029	1 833	5 420
	245 346	267 781	53 721	102 496
Non-current liabilities	212 954	265 039	264	78
Current liabilities	25 005	11 432	764	6 461
	237 959	276 471	1 028	6 539
Equity attributable to equity holders	7 387	(8 690)	52 693	95 957
Percentage held	50%	50%	35,59%	35,59%
Investment	3 694	(4 345)	18 751	34 147
Allocation of the difference of the purchase price to the fair value of the intangible asset [a]	69 696	76 665	-	-
	73 390	72 320	18 751	34 147

a) The difference between acquisition cost of this investment and the fair value of identifiable net assets was considered as an increase in the right associated to AEA concession contract, subject to annual amortisation until the end of the concession term.

At 31 December 2018 and 2017, balances with associates were made up as follows:

THOUSAND EURO	Accounts receivable and other Debtors (Note 19)		Associates		Suppliers		Other accounts payable	Other Current Assets		Other current liabilities	
	'18	'17	'18	'17	'18	'17	'17	'18	'17	'18	'17
AEDL	1 475	3 451	216 900	216 900	-	1	-	-	-	-	36
Brisal	4 103	2 159	-	-	4	1	40	-	-	-	12
AEA	670	1 945	53 222	57 462	34	69	1	-	-	-	-
AEBT	3 714	900	6 411	6 349	-	-	-	-	948	567	584
Mobility, B.V.	-	-	622	600	-	-	-	15	15	-	-
BNV Mobility, B.V.	-	8	-	-	-	89	-	-	-	-	-
SICIT	5	8	-	-	-	-	-	-	-	-	-
Controlauto Açores	2	5	-	-	-	-	-	-	-	-	-
TIICC	-	-	5	5	-	-	-	-	-	-	-
Geira	14	50	-	-	-	-	-	-	-	-	-
	9 983	**8 526**	**277 160**	**281 316**	**38**	**160**	**41**	**15**	**963**	**567**	**632**
Impairment losses on accounts receivable (Note 27)	-	-	(216 900)	(216 900)	-	-	-	-	-	-	-
	9 983	**8 526**	**60 260**	**64 416**	**38**	**160**	**41**	**15**	**963**	**567**	**632**

Additionally, transactions carried out with associates in the years ended as of 31 December 2018 and 2017 were as follows:

THOUSAND EURO	Rendered services		Other operating income		Supplies and services		Financial income	
	'18	'17	'18	'17	'18	'17	'18	'17
Brisal	14 126	12 598	-	634	16	(34)	-	-
AEDL	12 461	10 970	-	435	6	6	-	-
AEBT	7 991	5 835	82	75	-	53	381	597
AEA	4 357	4 644	696	690	60	268	755	803
BNV Mobility, B.V.	-	134	-	-	-	92	22	-
Geira	522	513	-	-	-	-	-	-
SICIT	41	83	-	-	-	-	-	70
Movenience	-	14	-	-	-	-	-	-
Controlauto Açores	-	-	12	12	-	-	-	-
	39 498	**34 791**	**790**	**1 846**	**82**	**385**	**1 158**	**1 470**

In the years ended at 31 December 2018 and 2017 payments concerning investments in associates were made up as follows:

THOUSAND EURO	'18	'17
AEDL [a]	100	352
AEBT	-	4 348
Mobility, B.V.	-	1 250
	100	**5 950**

a) In the year ended at 31 December 2018 this amount concerned obligations of contributing in additional construction costs.

In the years ended at 31 December 2018 and 2017 the breakdown of receivables relating to investments in associates was as follows:

THOUSAND EURO	'18	'17
SICAR	10 442	24 382
AEBT	1 474	15 797
FBH OMT	-	1 864
Mobility, B.V.	-	300
	11 916	**42 343**

15. OTHER INVESTMENTS

This caption includes, mainly, investments in entities over which the Group does not have significant influence, which are stated at cost less estimated impairment losses.

At 31 December 2018 and 2017 this caption included investments in the following entities:

THOUSAND EURO	'18	'17
Non-current:		
AELO - Auto-Estradas do Litoral Oeste, S.A. [a]	3 455	3 850
ELOS	3 026	3 014
Iberis Bluetech Fund, FCR, EuVECA ("Fundo Bluetech") [b]	2 000	-
BlueCrow Innovation Fund II, FCR ("Fundo BlueCrow") [b]	1 000	-
TIIC 2 S.C.A., SICAR ("TIIC 2")	373	143
Fundo ISTART	296	296
F-Hitec	99	97
Other investments	10	7
	10 259	**7 407**

a) Investment in AELO includes: (i) an amount of € 7 thousand relating to capital contributions and (ii) € 3 448 thousand corresponding to additional construction costs of the said concessionaire supported directly by Brisa. In the year ended at 31 December 2018 the total supplementary capital in the amount of € 505 thousand was reimbursed.

b) In the year ended at 31 December 2018 1 970 shares in Bluetech Fund and 20 shares in BlueCrow Fund were subscribed and paid up .

In the years ended at 31 December 2018 and 2017 payments concerning other investments were made up as follows:

THOUSAND EURO	'18	'17
Fundo Bluetech	2 000	-
BlueCrow Fund	1 000	-
ELOS	293	157
TIIC 2	230	142
F-Hitec	2	-
Other investments	3	-
	3 528	**299**

In the years ended at 31 December 2018 and 2017 receivables concerning other investments were made up as follows:

THOUSAND EURO	'18	'17
AELO	1 855	3 123

16. GOODWILL

At 31 December 2018 and 2017 goodwill was made up as follows:

THOUSAND EURO	'18	'17
Iteuve	14 917	14 917
Controlauto	8 286	8 286
BGI	2 264	2 264
AtoBe	601	601
Mcall	379	379
	26 447	**26 447**

The allocation of the balance of this caption to respective operating segments is disclosed in Note 5.

As mentioned in Note 27, the amount recoverable from cash-generating units was determined based on respective value in use, according to cash flow projections for a period of 5 years, considering a perpetual growth rate in line with estimated inflation rate between 1% and 2% (nominal), discounted at rates between 5.8% and 11.1%."

Cash flow projections for each cash-generating unit have different key variables, such as the characteristics of the of the domestic car universe,, prospects for new car sales and traffic projections.

17. DEFERRED TAXES

Deferred tax assets and liabilities at 31 December 2018 and 2017, by underlying timing difference, were as follows:

THOUSAND EURO	Deferred tax assets '18	Deferred tax assets '17	Deferred tax liabilities '18	Deferred tax liabilities '17
Provisions for the replacement of infrastructures	70 243	65 064	-	-
Provisions not considered for tax purposes	4 405	3 622	-	-
Retirement benefits (pensions)	896	733	593	919
Differences between the tax base and book value of:				
Tangible assets	6	6	-	-
Other assets	320	394	-	-
Other liabilities	810	684	-	-
Differences between individual and consolidated income	6 741	6 276	-	-
Effect of adopting IFRS 9	-	-	-	4 818
Tax losses brought forward	222	225	-	-
Derivative financial instruments	563	1 122	-	-
	84 206	**78 126**	**593**	**5 737**

Changes in deferred tax assets and liabilities in the years ended 31 December 2018 and 2017 were as follows:

THOUSAND EURO	'18	'17
Restated opening balance	72 389	152 351
Effect on results:		
Effect of change in rate:		
Differences between the tax base and book value of:		
Tangible assets	-	1
Provisions not considered for tax purposes	9	256
Provisions for the replacement of infrastructures	-	4 131
Financial instruments	-	(183)
Retirement benefits	16	102
	25	**4 307**
Change for the year:		
(Use)/increase of reportable tax losses [a]	14	(139 671)
Differences between the tax base and book value of:		
Intangible assets	-	79 515
Tangible assets	-	4
Other assets	(74)	(1 606)
Other liabilities	126	(205)
Change in other provisions not accepted for tax purposes	776	379
Change in provisions for the replacement of infrastructures	5 180	3 712
Increase / (decrease) of financial instruments	(130)	3 926
Retirement benefits	246	214
Effect of adopting IFRS 9	4 818	465
Differences between individual and consolidated income	611	(617)
	11 567	**(53 884)**
Sub-total (Note 9)	**11 592**	**(49 577)**
Effect on equity		
Effect of change in rate:		
Retirement benefits	3	(227)
Financial instruments	-	254
	3	**27**
Change for the year:		
Retirement benefits	214	(18)
Increase / (decrease) of financial instruments	(429)	(23 031)
Differences between individual and consolidated income	(139)	-
	(215)	**(23 049)**
Sub-total	**(351)**	**(23 022)**
Effect of currency translation	(17)	(7 363)
	11 224	**(79 962)**
Closing Balance	**83 613**	**72 389**

a) Changes occurred in the year ended 31 December 2017 in deferred tax assets relating to reportable tax losses concerned mainly the change in future estimates for taxable results and its use in NWP concession, which was sold in the meantime.

18. OTHER NON-CURRENT ASSETS

At 31 December 2018 and 2017 this caption was made up as follows:

THOUSAND EURO	'18	'17
Retirement benefits (Note 33)	2 054	3 146

19. TRADE AND OTHER RECEIVABLES

As of 31 December 2018 and 2017 this caption was made up as follows:

THOUSAND EURO	'18	'17
Accounts Receivable:		
Tolls [a]	28 339	26 444
Doubtful receivables	24 987	24 914
	53 326	**51 358**
Other debtors		
Advances to suppliers	310	372
Personnel	1 065	827
Doubtful receivables	52	42
	1 427	**1 241**
Other receivables and debtors [b]:		
Related Parties (Note 35)	1 686	2 848
Other	28 537	21 869
	30 223	**24 717**
	84 976	**77 316**
Cumulative impairment losses accounts receivable (Note 27)	(25 186)	(24 956)
	59 790	**52 360**

a) As of 31 December 2018 and 2017, this balance included the amounts of €4 632 thousand and €3 903 thousand, respectively, receivable from Spanish entities related to the use of Brisa concession motorways by clients of the Spanish concessions, within the scope of an interoperability agreement.

b) As of 31 December 2018 and 2017, this caption included a balance of € 9 983 thousand and € 8 526 thousand, respectively, relating to affiliated companies (Note 14).

Accounts receivable from third parties, which do not present differences between its book value and respective fair value, stem from operating activity and are deducted of cumulative impairment losses. These are estimated based on available information and past experience (Note 34).

Given the nature of the Company's operation, there is no significant concentration of credit risk.

20. OTHER CURRENT ASSETS

As of 31 December 2018 and 2017 this caption was made up as follows:

THOUSAND EURO	'18	'17
Government and other public bodies:		
Income tax [a]	15 907	15 907
Other	2 167	1 735
	18 074	**17 642**
Cumulative impairment losses accounts receivable (Note 27)	(1 200)	(1 735)
	16 874	**15 907**
Accrued income:		
Interest receivable	244	92
Other	3 219	2 774
	3 463	**2 866**
Deferred costs:		
Insurance	4 111	3 876
Other	2 066	1 334
	6 177	**5 210**
	26 514	**23 983**

a) This amount relates to a tax payment made by the Company in previous years, the refund of which is pending the settlement of the disputes mentioned above.

21. CASH AND CASH EQUIVALENT

Cash and cash equivalents at 31 December 2018 and 2017 are made up as follows:

THOUSAND EURO	'18	'17
Cash	2 283	2 178
Bank deposits payable on demand	237 157	315 329
Term deposits	98 952	201 898
Cash and cash equivalents	338 392	519 405
Bank overdrafts (Note 26)	(14)	(56)
	338 378	**519 349**

Caption "Cash and cash equivalents" includes cash, sight and term deposits and short-term treasury investments immediately withdrawable, all of which bearing an insignificant risk of change in value. Caption "Bank overdrafts" relates to bank accounts where balances have gone below zero.

Within the scope of the contractual obligations assumed by BCR, the balance of short-term treasury investments as of 31 December 2018 included the following reserve accounts:

- Debt Service Reserve Account,in the amount of € 85 300 thousand;
- Reserve account for capital expenditure purposes in the amount of € 7 458 thousand.

Although the business BCR may pursue is restricted pursuant to its bylaws and concession contract, it includes entering into new financing transactions and incur in capital expenditure. As such, considering that the above-mentioned reserve accounts may be used for such purposes, the Group considers the balances of the reserve accounts as cash and cash equivalents.

22. SHARE CAPITAL

As of 31 December 2018 the Company's share capital was made up of 600 000 000 fully subscribed and paid up shares with a nominal value of € 0.01 each.

As of 31 December 2018 Company shareholders were as follows:

THOUSAND EURO	Number of shares	% Share capital	% Vote
Tagus Holdings S. à r.l.	243 497 061	40.6%	44.1%
José de Mello Investimentos, SGPS, S.A.	182 683 904	30.4%	33.1%
Arcus European Infrastructure Fund GP LLP	114 557 795	19,1%	20,7%
Treasury shares (Note 23)	47 352 614	7.9%	N/A
Other shareholders	11 908 626	2,0%	2,2%
	600 000 000	**100,0%**	**100,0%**

23. TREASURY SHARES

In the years ended 31 December 2018 and 2017 no changes have occurred with treasury shares. As of the said dates, this caption was made up as follows:

THOUSAND EURO	'18		'17	
	N.º of Shares (Nota 22)	Thousand Euro	N.º of shares	Thousand Euro
Opening balance	47 352 614	228 720	47 352 614	228 720
Closing Balance	47 352 614	228 720	47 352 614	228 720

Commercial law regarding treasury stock requires companies to maintain a free reserve equal in amount to the cost of their treasury stock. The reserve is not available for distribution while the stock is held, a reserve of €228,720 thousand (Note 24) being maintained for that purpose. In addition, the applicable accounting rules provide that gains and losses on the sale of treasury shares must be recorded in reserves.

24. LEGAL RESERVE AND OTHER RESERVES

Legal reserve

Commercial law establishes that at least 5% of annual net profit must be appropriated to a legal reserve until the reserve equals at least 20% of share capital. This reserve is not available for distribution except in the event of liquidation, but it can be used to absorb losses once the other reserves have been exhausted, or to increase capital.

Other reserves

At 31 December 2018 and 2017 the amounts of Euro 39 713 thousand and Euro 49 960 thousand, respectively were available for distribution.

Additionally, at 31 December 2018 and 2017, caption Other Reserves included the amount of € 228 720 thousand (Note 23), in reserves related with treasury shares.

Effect of currency translation

As of 31 December 2018 and 2017 the Group had a currency translation reserve in the amount of €53 620 thousand and €54 018 thousand, respectively, stemming from the conversion of the assets and liabilities of the Group operations expressed in foreign currency, mainly located in the United States of America.

25. NON-CONTROLLING INTERESTS

The changes in this caption in the years ended 31 December 2018 and 2017 were as follows:

THOUSAND EURO	'18	'17
Opening balance	91 615	96 331
Changes in equity of associates	(64 353)	(31 890)
Profit for the year attributable to non-controlling interests	53 570	45 174
Early dividends attributable to non-controlling interests [a]	-	(18 000)
Closing Balance	**80 832**	**91 615**

a) In the year ended as of 31 December 2017, the change occurred in this caption included the recognition of non-controlling interests in the amount of € 18,000 thousand, resulting from early distribution of dividends by BCR SGPS, in the amount of € 60,000 thousand.

Non-controlling interests as of 31 December 2018 and 2017 were made up as follows:

THOUSAND EURO	'18	'17
BCR SGPS	64 694	75 854
Controlauto	11 430	10 974
Via Verde Portugal	3 285	3 264
AtoBe	(59)	(12)
BAS	1 482	1 535
	80 832	**91 615**

In the years ended at 31 December 2018 and 2017 payments related to investments with impact on non-controlling interests were made up as follows:

THOUSAND EURO	'18	'17
BCR SGPS [a]	45 182	48 403
Via Verde Portugal	2 710	2 271
Controlauto	693	753
	48 585	**51 427**

a) In the year ended at 31 December 2018 payments made by BCR SGPS to non-controlling interests concerned dividends, in the amount of € 45,181 thousand. In the year ended at 31 December 2017 payments made by BCR SGPS to non-controlling interests concerned dividends and reductions in capital, in the amount of € 41 127 and € 7 276 thousand, respectively..

In the years ended at 31 December 2018 and 2017 receipts related to investments with impact on non-controlling interests were made up as follows:

THOUSAND EURO	'18	'17
BAS	-	1 470

26. LOANS

At 31 December 2018 and 2017 the breakdown of loans entered into by the Group was as follows:

THOUSAND EURO	Current		Non-current	
	'18	'17	'18	'17
Bond Issues	22 149	338 150	1 386 861	1 381 843
Bank loans	38 617	38 579	426 297	464 819
Commercial paper and short term lines	129 251	49 578	75 000	150 000
Bank overdrafts (Note 21)	14	56	-	-
	190 031	**426 363**	**1 888 158**	**1 996 662**

BOND ISSUES

At 31 December 2018 and 2017 (non-convertible) bond issues were made up as follows:

THOUSAND EURO		'18	'17	'18	'17		
Issue	Nominal Value of the issue	Current		Non-current		Maturity	Nominal interest rate
2012-2032	100 000	4 915	5 439	94 254	93 952	jan/32	Floating
2012-2018	300 000	-	315 232	-	-	apr/18	6,875%
2014-2021	300 000	8 374	8 413	299 522	299 138	apr/21	3,875%
2015-2025	300 000	169	279	276 574	272 951	apr/25	1,875%
2016-2022	120 000	23	31	119 627	119 450	jan/22	Floating
2016-2023	300 000	4 287	4 294	298 654	298 256	mar/23	2,000%
2017-2027	300 000	4 381	4 462	298 230	298 096	may/27	2,375%
		22 149	**338 150**	**1 386 861**	**1 381 843**		

2012-2032 Issue

The €100 000 thousand bond was issued by BCR on 12 July 2012. This bond issue with a 19.5-year maturity, pays interest at a fixed rate of 6% in the first five years and interest indexed to the consumer price index (except housing) as from the sixth year to maturity. Repayment of principal will be made in one instalment at maturity on 12 January 2032.

2012-2018 Issue

The €300 000 thousand bond was issued by BCR on 02 October 2012. This bond issue with a 5.5-year maturity bore interest at a fixed rate of 6.875%. Repayment of principal will be made in one instalment at maturity on 06 April 2018.

2014-2021 Issue

The €300 000 thousand bond was issued by BCR on 01 April 2014. This bond issue with a 7-year maturity bears interest at a fixed rate of 3.875%. Repayment of principal will be made in one instalment at maturity on 01 April 2021.

2015-2025 Issue

The €300 000 thousand bond was issued by BCR on 30 April 2015. This bond issue with a 10-year maturity bears interest at a fixed rate of 1.875%. Repayment of principal will be made in one instalment at maturity on 30 April 2025.

2016-2022 Issue

The €120 000 thousand bond was issued by BCR on 07 June 2016. This bond issue has a floating interest rate indexed to the 6-month Euribor. Repayment of principal will be made in one instalment at maturity on 07 January 2022.

2016-2023 Issue

The €300 000 thousand bond was issued by BCR on 22 March 2016. This bond issue with a 7-year maturity bears interest at a fixed rate of 2%. Repayment of principal will be made in one instalment at maturity on 22 March 2023.

2017-2027 Issue

€ 300 000 000 bond was issued by BCR on 10 May 2017. This bond issue with a 10-year maturity bears interest at a fixed rate of 2.375%. Repayment of principal will be made in one instalment at maturity on 10 May 2027.

As of 31 December 2018 and 2017 bond issues for which it was possible to obtain a market valuation were the following:

THOUSAND EURO

Issue	Stock Exchange	Nominal Value of the issue	'18 Book value	'18 Market value[a]	'17 Book value	'17 Market value[a]	Maturity	Nominal Interest Rate
2012	Lux SE	300 000	-	-	315 232	305 118	apr/18	6,875%
2014	Lux SE	300 000	307 896	324 318	307 551	335 376	apr/21	3,875%
2015	Lux SE	300 000	276 743	306 024	273 230	311 511	apr/25	1,875%
2016	Lux SE	300 000	302 941	312 195	302 550	318 855	mar/23	2,000%
2017	Lux SE	300 000	302 611	307 344	302 558	318 198	mai/27	2,375%
			1 190 191	**1 249 881**	**1 501 121**	**1 589 058**		
2012	Lux SE	100 000	99 169	(b)	99 391	(b)		
2016	Euronext	120 000	119 650	(b)	119 481	(b)		
			1 409 010	**-**	**1 719 993**	**-**		

a) Source: Bloomberg **b)** Market information not available

The fair value of the bond issues corresponds to their amortised cost, as described in Note 34.

The above-mentioned bond issues are part of a Euro Medium Term Note Programme, which has a maximum amount of €3 000 000 thousand.

BANK LOANS

Caption "Bank loans" at 31 December 2018 and 2017 was made up as follows:

THOUSAND EURO

	'18						'17		
Borrower	Nominal amount borrowed	Amount outstanding		Repayment		Interest rate	Nominal amount borrowed	Amount outstanding	
		Current	Non-Current	Maturity	Periodicity			Current	Non-Current
BCR	467 825	38 617	426 297	Dec-30	Bi-annual	Floating	506 810	38 579	464 819

Within the scope of the corporate reorganization of the Brisa Group, Brisa negotiated with the European Investment Bank (EIB) the transfer to BCR of several loans entered into between Brisa Auto-Estradas de Portugal, S.A. and EIB. The debt transferred as of 22 December 2010 ascended to € 779 708 thousand. It was also agreed with the EIB the consolidation of 16 existing financing agreements into one sole agreement, subject to floating interest rate indexed to the 6-month Euribor with extended term (this loan has semi-annual instalments from June 2011 to December 2030).

Additionally, the Group entered into derivative financial instruments associated with this loan, which are classified as hedging instruments (Note 31).

As of 31 December 2018 and 2017 bank loans had the following repayment schedule:

THOUSAND EURO	'18	'17
Up to 1 year	38 617	38 579
Up to 2 years	38 559	38 522
Up to 3 years	38 598	38 558
Up to 4 years	38 636	38 597
Up to 5 years	38 674	38 636
More than 5 years	271 830	310 506
	464 914	**503 398**

COMMERCIAL PAPER AND SHORT-TERM LINES

At 31 December 2018 and 2017 the breakdown of caption "Other Borrowings" was as follows:

THOUSAND EURO	Borrower	'18	'17	Currency
Other loans				
Commercial paper and short term lines	BCR	199 648	199 579	EUR
Commercial paper and short term lines	Controlauto	(2)	(5)	EUR
Commercial paper and short term lines	BIT	4 602	-	EUR
Commercial paper and short term lines	Brisa	3	4	EUR
		204 251	**199 578**	
Bank overdrafts (Note 21)				
Bank overdraft lines	Brisa	13	30	EUR
Bank overdraft lines	Via Verde Portugal	1	26	EUR
		14	56	
		204 265	**199 634**	

At 31 December 2018 and 2017 the Group had committed short term credit lines and commercial paper issues with banks in a total maximum amount of € 457 000 thousand and € 481 500 thousand, respectively; as of the same date, approximately € 204 600 thousand and € 200 000 thousand, respectively, were drawn. Of the total amount drawn as of 31 December 2018, €75 000 thousand relate to a commercial paper programme with a commitment that goes beyond one year, thus being classified as of medium or long terms.

RECONCILIATION OF CASH FLOWS FROM FINANCING ACTIVITIES

In the years ended 31 December 2018 and 2017, the evolution of the Group's remunerated debt was as follows:

THOUSAND EURO	'18	'17
Restated opening balance	2 423 025	2 207 926
Payments relating to loans	(726 585)	(902 735)
Receipts relating to loans	392 200	1 113 500
Payments relating to interest	(65 160)	(60 941)
Charges relating to loans	54 709	65 275
Closing Balance	**2 078 189**	**2 423 025**

27. CUMULATIVE IMPAIRMENT LOSSES

Changes in cumulative impairment losses in the years ended 31 December 2018 and 2017 were as follows:

'18

THOUSAND EURO

	Opening balance	Exchange effect	Increase	Utilization	Decrease (Note 6)	Transfers	Closing balance
Impairment losses:							
Financial investments:							
Investments in associates	459 619	-	-	-	-	-	**459 619**
Other investments	13 843	-	-	-	-	-	**13 843**
Accounts receivable:							
Associates (Note 14)	216 900	-	-	-	-	-	**216 900**
Accounts receivable and other debtors (Note 19)	24 956	4	1 144	(653)	(265)	-	**25 186**
Inventories	103	-	-	-	-	-	**103**
Other current assets (Note 20)	1 735	(140)	-	-	33	(428)	**1 200**
Other	-	(37)	-	-	(274)	428	**117**
	717 156	**(173)**	**1 144**	**(653)**	**(506)**	**-**	**716 851**

'17

THOUSAND EURO

	Opening balance	Exchange effect	Increase	Decrease (Note 6)	Closing balance
Impairment losses:					
Financial investments:					
Investments in associates	459 619	-	-	-	**459 619**
Other investments	13 843	-	-	-	**13 843**
Accounts receivable:					
Associates (Note 14)	216 900	-	-	-	**216 900**
Accounts receivable and other debtors (Note 19)	24 079	-	1 127	(250)	**25 186**
Inventories	103	-	-	-	**103**
Other current assets (Note 20)	1 999	(274)	10	-	**1 200**
	716 543	**(274)**	**1 137**	**(250)**	**716 851**

Impairment losses are deducted to the amount of the corresponding assets.

In the specific case of goodwill (Note 16) and of the concessions related rights, impairment tests were carried out in accordance with the discounted cash flow method; the cash flows projections used covered the whole period of concessions under a Project Finance and 5-year periods for the remaining businesses of the Group.

The discount rates used in all evaluations associated with impairment tests reflect the cost of capital employed and the specific risk of each asset and were estimated within a range of 5.8% to 11.1%.

Additionally, with regard to evaluations which do not relate to road concessions the perpetual growth rates considered were of 1% to 2%, (nominal) taking into account the prospects of value creation in each business after the period established for the projections.

Discount rates used in project finance for the purposes of impairment tests correspond to the original IRR of the base case, as the financing structure of these entities is defined since thesetting up of the respective project finance and shareholders cannot change it without the approval of lenders. In what concerns remaining companies, the discount rate takes into account the evolution of the invested capital structure and the specific risk of each asset, as well as the country where the operation is established.

28. PROVISIONS

Changes in provisions in the years ended 31 December 2018 and 2017 were as follows:

'18

THOUSAND EURO

Captions	Opening balance	Increase	Utilization	Decrease (Note 6)	Financial revision (Note 8)	Transfers	Closing balance
Provisions:							
Non-current:							
Pending legal proceedings	1 406	73	-	(45)	-	-	1 434
Investments in associates (Note 14)	3	17	-	-	-	-	20
Replacement of infrastructures	189 333	26 817	(5 916)	(2 119)	4 721	(8 576)	204 260
Other risks and charges	10 698	2 400	(118)	(19)	-	-	12 961
	201 440	**29 307**	**(6 034)**	**(2 183)**	**4 721**	**(8 576)**	**218 675**
Current:							
Replacement of infrastructures	17 219	18 169	(25 054)	(1 694)	1 519	8 576	18 735
Other risks and charges	3 801	3 592	(2 978)	-	-	-	4 415
	21 020	**21 761**	**(28 032)**	**(1 694)**	**1 519**	**8 576**	**23 150**
	222 460	**51 068**	**(34 066)**	**(3 877)**	**6 240**	**-**	**241 825**

'17

THOUSAND EURO

Captions	Opening balance	Increase	Utilization	Decrease (Note 6)	Financial Revision (Note 8)	Transfers	Closing balance
Provisions:							
Non-current:							
Pending legal proceedings	1 433	23	-	(50)	-	-	1 406
Investments in associates (Note 14)	2 698	615	-	(3 310)	-	-	3
Replacement of infrastructures	166 172	24 246	(6 143)	(342)	5 710	(310)	189 333
Other risks and charges	9 727	1 338	(367)	-	-	-	10 698
	180 030	**26 222**	**(6 510)**	**(3 702)**	**5 710**	**(310)**	**201 440**
Current							
Replacement of infrastructures	23 073	19 819	(23 504)	(4 214)	1 735	310	17 219
Other risks and charges	3 321	2 365	(1 885)	-	-	-	3 801
	26 394	**22 184**	**(25 389)**	**(4 214)**	**1 735**	**310**	**21 020**
	206 424	**48 406**	**(31 899)**	**(7 916)**	**7 445**	**-**	**222 460**

The provision for ongoing lawsuits is aimed to cover liabilities estimated based on the Board of Directors, based on information from the lawyers, which resulted from actions brought against the Company relating to traffic accidents, losses caused by the construction of motorways and labour claims. At 31 December 2018 and 2017 the total amount of claims was approximately of € 47 478 thousand and € 47 406 thousand, respectively; respective provision corresponds to the best estimate of the Board of Directors' best estimate of the amount of such liabilities.

As of 31 December 2018 and 2017, caption Investments in associates relates to the participation in the negative shareholder's equity (excluding supplementary capital) of associates.

Provisions for reinstatement of infrastructures relate to the responsibilities to replace the wear layer of the flexible pavements and is recognised, at the present value, through the period up to the date in which the intervention takes place. The provision is subject to a financial update at each reporting date calculated at the average interest cost rate of the company and recorded as a financial expense. The reversals accounted for relate essentially to the reassessment of the estimates for the costs to be incurred and changes in the planned schedule of the interventions in the infrastructure.

Provision for other risks and charges as of 31 December 2018 and 2017 included the amounts of € 1 742 thousand and € 1 842 thousand respectively, corresponding to the Board of Directors' current estimate of the amount of the potential losses to be incurred by the Company in relation to the Douro Litoral Concession, resulting from commitments assumed under agreements entered into with the consortium responsible for the construction of Douro Litoral motorway ("DLACE").

As of 31 December 2018 and 2017, provision for other risks and charges further included € 4 415 thousand and € 3 800 thousand, respectively, linked to a restructuring plan.

29. OTHER NON-CURRENT LIABILITIES

As of 31 December 2018 and 2017 this caption was made up as follows:

THOUSAND EURO	'18	'17
Compensation for operating losses [a]	25 156	26 727
Global Agreement [b]	6 076	11 746
Fair value of derivative instruments (Note 31)	1 755	3 811
Retirement benefits (Note 33)	3 976	3 270
Suppliers of investment	118	404
	37 081	**45 958**

a) This caption includes €73,670 thousand relating to compensation obtained from the State for not charging tolls on some sub-stretches in the metropolitan area of Lisbon and Porto, minus €46,942 thousand already transferred to income, of which the amount of €1,572 thousand relating to the year ended at 31 December 2018 were recorded in caption "Other operating income" (Notes 6 and 30).

b) This caption corresponds to the difference between the amount received from the State, under the Global Agreement established with Brisa relating to BCR Concession, and the balances pending settlement which are recognised in the financial statements as of the date of the agreement. Under the terms agreed, these balances must be first validated by IGF and will then be settled.

30. OTHER CURRENT LIABILITIES

As of 31 December 2018 and 2017 this caption was made up as follows:

THOUSAND EURO	'18	'17
Fair value of derivative instruments (Note 31)	224	-
Accrued costs:		
Remuneration payable	23 978	21 924
Other accrued expenses	6 060	4 474
	30 038	**26 398**
Deferred income:		
Compensation for operating losses (Note 29)	1 572	1 572
Financial contributions	222	-
Advanced revenues of service areas	-	560
Other	2 588	2 452
	4 382	**4 584**
Government and other public bodies:		
Value added tax	19 920	19 609
Income tax		
Tax payable [a]	16 051	16 051
Payments to Social Security	1 707	1 620
Income tax withheld	1 099	1 121
Other	-	537
	38 777	**38 938**
Other debtors:		
Dividends payable to shareholders	295	276
Other	12 614	9 647
	12 909	**9 923**
	86 330	**79 843**

a) This amount refers to a sum returned by tax authorities following the tax inspection relating to 2007, which the Company considers as being due.

31. DERIVATIVE FINANCIAL INSTRUMENTS

The Group has entered into a series of derivative financial instruments to minimise the risk of exposure to changes in interest and exchange rates.

Such instruments are entered into considering the risks that affect its assets and liabilities, after verifying which market instruments available are the most adequate to hedge the risks.

Such transactions, which are entered into with the prior approval by the Chief Financial Officer or the Executive Commission, are permanently monitored through analysis of the various indicators relating to such instruments, especially evolution of their market value and sensitivity of their projected cash flows and of the market itself to changes in the key variables that affect the structures, with the objective of assessing their financial effect.

These derivative financial instruments are recorded in accordance with the provisions of IFRS 9, being measured at their fair value considering evaluations made by financial institutions based on mathematical models, such as option pricing models and discounted cash flow models for unlisted instruments (over-the-counter instruments). These models are based essentially on market information.

Derivative financial instruments used by the Group are interest rate swaps.

Such instruments may be classified as hedge instruments or instruments held for trading, in accordance with provisions in IFRS 9 (Note 2.15).

Hedge accounting is applicable to derivative financial instruments that are efficient as regards the effect of offsetting the variations in the fair value or cash flows of the underlying assets/liabilities. The efficiency of these hedging transactions is checked on a quarterly basis.

Cash flow hedge instruments are derivative financial instruments that hedge interest rate risk. The effective component of the changes in the fair value of the cash flow hedges is recognised in caption “Other Reserves”, while the non-efficient part is reflected immediately in the income statement.

Cash flow hedges

At 31 December 2018 and 2017 the Group had the following interest rate derivative instruments:

THOUSAND EURO

				'18		'17	
Contracting entity	Type of operation	Maturity	Counterparty	Underlying amount	Fair value (Notes 29 and 34)	Underlying amount	Fair value (Notes 29, 30 and 34)
BCR	Fixed/floating int. rate swap	15 June 2019	BBVA and BST	12 794	(224)	38 382	(1 352)
BCR	Fixed/floating int. rate swap	15 June 2023	Caixa-BI	18 750	(1 755)	22 917	(2 459)
				31 544	**(1 979)**	**61 299**	**(3 811)**

In the years ended at 31 December 2018 and 2017 the Group recorded changes in these derivative financial instruments in equity net of the tax effect, in the amounts of €1 204 thousand and € 40 354 thousand, respectively.

32. CONTINGENT ASSETS AND LIABILITIES

At 31 December 2018 and 2017 the companies included in the consolidation had the following bank guarantees provided to third parties:

THOUSAND EURO	'18	'17
AT [a]	64 129	64 129
Portuguese State (Base XX of BCR Concession Contract)	62 387	61 243
AEA	23 100	23 100
ELOS [b]	18 226	17 769
Bank guarantees in favour of courts [c]	54	54
Other guarantees provided to third parties [d]	2 514	1 932
	170 410	168 227

a) This caption corresponds to bank guarantees provided to the Tax Authorities within the scope of pending proceedings (Note 9).

b) This amount concerns bank guarantees presented by Brisa to guarantee the compliance with the Capital Subscription and Realisation Agreement.

c) This amount corresponds to bank guarantees provided by Brisa and BCR to several courts under real estate expropriation proceedings.

d) This caption comprises two guarantees issued in USD in the amount of USD 793 thousand.

Within the scope of companies financed through Project Finance (Brisal, AEDL, AEA, AEBT and AELO), equity holdings were pledged in favour of funders.

Within the scope of the commitments assumed in companies subject to Project Finance (AEDL, AEBT, AELO and ELOS), Brisa and remaining shareholders are responsible for any additional costs that may arise. At AELO, AEBT and ELOS this liability is pro rata to the percentage of capital held.

Brisa entered into a Subscription Agreement with SICAR, whereby it undertook to invest up to € 50 000 thousand. At 31 December 2018 and 2017 it had already invested € 7 876 thousand and € 18 318 thousand, respectively.

Viewing to suspend tax enforcement proceedings relating to 2010 tax period, the Company provided a bank guarantee of € 153 310 thousand, by means of pledge on 24 618 shares of BOM, in the amount of € 191 637 thousand. During the year ended at 31 December 2016, these proceedings were settled in a manner that was partly favourable to the Company, as the tax due was reduced to € 28 829 thousand (Note 27). During the year ended as of 31 December 2018 Brisa was notified of the favourable decision concerning the reduction of the guarantee provided as pledge, down to the amount of € 33 479 thousand, corresponding to 8 402 shares of BOM. The Company is undertaking the formalisation of the reduction of the said pledge (Note 9)

Within the scope of the ring-fencing of subsidiary BCR, a set of guarantees were provided in favour of BCR's senior creditors, which include, among other, a pledge on shares held by BCR SGPS in the share capital of BCR, and a pledge on the balances of BCR's bank accounts.

Additionally, as result of the tax execution procedures brought against BAE relating to the years ended as of 31 December 2012 and 2011 (Note 9), BCR provided a guarantee to the tax authorities on September 22, 2016 and December 29, 2015 in the amounts € 30 948 thousand and € 11 941 thousand, respectively, viewing to suspend the said proceedings.

Following Ministerial Order 314-B/2010 of 14 June, the Road Authority (former SIEV, currently IMT) charged to the Company "access fees to the activity of other authorised businesses", "electronic transaction fees" and "annual fee for the business of other entities" in the approximate overall amount of € 3 600 thousand. The Company deemed these fees to be illegal and has legally challenged such claims. The Board of Directors, based on the legal opinion of the Company's attorneys, deems as highly unlikely that any outflow concerning these claims will occur, and therefore did not set up any provision for the purpose.

33. PENSION LIABILITIES

Defined Benefit Plan

Brisa and some of its subsidiaries have a supplementary retirement, incapacity and survivor pension plan, under which their employees reaching retirement age at the service of the Company and of some of its subsidiaries and that have been at their service for at least ten years, as well as those that have been at their service for at least five years and are in a situation of incapacity, have the right to a retirement pension supplementary to that guaranteed by the Social Security.

The benefit defined in the pension plan corresponds to 7% of the gross remuneration at the date of retirement, plus 0.5% for each year of service after the tenth year. Also, in accordance with the pension plan in force, the retirement pension supplement cannot exceed 17% of the gross remuneration at the date of retirement and the sum of the pension supplement plus that attributed by the Social Security can also not exceed the gross remuneration base.

In the case of death of the beneficiary, the plan also grants to the surviving spouse, children or equivalent, under certain conditions, the right to a supplementary survivor pension, corresponding to 50% of the supplementary retirement pension that the beneficiary was receiving.

The liability resulting from the above-mentioned scheme was transferred to an autonomous pension fund. The liability is determined semi-annually based on actuarial studies prepared by independent experts, with the last made available as of 31 December 2018.

The actuarial studies as of 31 December 2018 and previous years were prepared using the Projected Unit Credit method and the following assumptions and technical bases:

	'18	'17	'16	'15
Technical interest rate	2.25%	2.25%	2.25%	3.25%
Fund's annual income rate	2.25%	2.25%	2.25%	3.25%
Annual salary growth rate	1.85%	1.85%	1.85%	2.25%
Annual pension growth rate	0%	0%	0%	0%

The annual wage growth rate was adjusted taking into account the wage policy which is being followed by the Group.

As of 31 December 2018 the impact of a 25 bps reduction in the technical interest rate and the fund's annual income rate used in the actuarial study would correspond to an increase in the present value of projected liabilities by approximately € 1,039 thousand.

Additionally, the demographic assumptions considered at 31 December 2018 and previous years were as follows:

	'18	'17	'16	'15
Mortality tables	TV 88/90	TV 88/90	TV 88/90	TV 88/90
Disability table	EKV 80	EKV 80	EKV 80	EKV 80

In accordance with the actuarial studies the cost of the retirement pension supplements for the years ended 31 December 2018 is as follows:

THOUSAND EURO	'18	'17	'16	'15
Cost of current services	954	884	747	663
Financing cost	429	400	491	540
Remeasurements	820	(36)	1 923	(75)
Fund's income	(405)	(397)	(575)	(4 163)
	1 798	**851**	**2 586**	**(3 035)**

Remeasurements are recorded as income and expenses are recognised directly in equity.

As mentioned, liabilities for the social benefits referred to above were transferred to an autonomous pension fund to where the company, when necessary, makes contributions to cover such liabilities.

At 31 December 2018 and in previous years, the difference between the present value of liabilities and the market value of the fund's assets was follows:

THOUSAND EURO	'18	'17	'16	'15
Current value of projected liabilities	19 144	18 249	17 029	14 473
Fund's market value	(17 222)	(18 125)	(17 756)	(17 786)
	1 922	**124**	**(727)**	**(3 313)**

The difference between the market value of the fund's assets and the current value of liabilities is recorded as a non-current asset or non-current liabilities (Notes 18 and 29).

The fund's assets and return rate at 31 December 2018 and 2017 were as follows:

THOUSAND EURO	Return rate		Fair value of assets	
	'18	'17	'18	'17
Shares and other equity instruments				
European stocks	-13,3%	14,7%	3 661	4 399
International stocks (exc. Europe)	N/A	N/A	243	251
Bonds and other debt instruments	0,1%	0,3%	9 707	10 906
Real estate funds and Hedge Funds	0,1%	1,3%	1 650	1 699
Liquidity	1,4%	0,8%	1 960	870
			17 222	**18 125**

Defined Contribution Plan

The management and directors have the benefit of a defined contribution supplementary retirement pension, with Company having assumed the commitment to pay an insurance company 10% of the respective basic annual remuneration. In the years ended 31 December 2018 and 2017, the amount of bonuses recorded under personnel costs totalled €378 thousand and €367 thousand, respectively.

34. MANAGEMENT OF FINANCIAL RISKS

General principles

Like most corporate groups, the Brisa Group is exposed to a set of financial risks stemming from its business activity. These involve, in particular, liquidity, refinancing and interest rate risks stemming from financial liabilities of subsidiaries and counterparty risk to which the companies of the Brisa Group are exposed by entering into risk hedging transaction and performing short-term investments of treasury surpluses.

Brisa's financial management centralises financing financing transactions, short-term investment of cash surpluses, foreign exchange transactions as well as the Group's counterparty risk., subject to the compliance with any restrictions stemming from the specific financial structure of each company. It is also responsible for the identification, quantification and for the proposal and implementation of measures aimed at the management/mitigation of the financial risks to which the Group is exposed.

All financial risk transactions involving the use of derivative financial instruments must be approved by the Chief Financial Officer or the Executive Committee.

Detailed description of the Group's main financial risks and measures implemented to manage them is summed up below (additional considerations concerning the Group's risk management policy can be found in the Management Report).

Interest rate risk

The objective of interest rate risk management is to minimise the cost of debt by keeping the volatility of financial costs at a low level. At the end of 2018, approximately 66% of financial debt were at fixed interest rate, which ensures that financial costs have low sensitivity to increases in interest rates. The remaining 34% of the financial debt were indexed to a floating rate, allowing the Group to continue benefiting from the historically low level of short-term interest rates throughout 2018.

If market interest rates in the years ended 31 December 2018 and 2017 had been 1% higher, the financial costs for these years would have increased by approximately € 7 100 thousand and € 7 200 thousand, respectively.

BCR interest rate hedge derivatives at the end of 2018 and 2017 corresponded to the part of the derivative portfolio previously entered into by Brisa Auto-Estradas and assigned to BCR on 22 December 2010, following the financial close of the Group's corporate reorganization, together with the underlying loan agreements. Since some of the characteristics of the hedged loans were changed, as a consequence of the transfer process from Brisa to BCR, the terms of the associated swaps were also changed in order to ensure correspondence with the characteristics of the associated underlying loan.

Exchange rate risk

Brisa's exposure to exchange risk results essentially from its investments in BUS in the United States.

At 31 December 2018 and 2017 the following foreign exchange rates were used to translate into Euro assets and liabilities in foreign currency:

	'18	'17
Brazilian Real	4.4440	3.9729
US Dollar	1.1450	1.1993

At 31 December 2018 and 2017 the following foreign exchange rates were used to translate into Euro expenses and income expressed in foreign currency:

	'18	'17
Brazilian Real	4.3099	3.6054
US Dollar	1.1810	1.1296

The Euro equivalents of the monetary assets and liabilities in foreign currency at 31 December 2018 and 2017 were as follows:

	Assets		Liabilities	
	'18	'17	'18	'17
UD Dollars (USD)	7 374	12 620	6 504	2 214
Brazilian Real (BRL)	513	311	10	6
	7 887	12 931	6 514	2 220

Additionally, the Euro equivalents of the non-monetary asset and liabilities in foreign currency at 31 December 2018 and 2017 were as follows:

	Assets		Liabilities	
	'18	'17	'18	'17
UD Dollars (USD)	223	304 027	-	-

Foreign exchange risk management is based on permanent quantification and monitoring of relevant financial and accounting exposures. Financial exposure consists of the market value of the investments and dividends receivable by Brisa Internacional, while accounting exposure results from the book value of the investments and their contribution to Group's consolidated results.

The following table shows the impact on profit and reserves of a 10% increase in the USD and BRL, resulting from the exposure of the above-mentioned assets and liabilities to these currencies at 31 December 2018 and 2017. The impact of any depreciation would be symmetrical to that of an appreciation.

	USD		BRL	
	'18	'17	'18	'17
Results	774	7 733	24	2
Reserves	830	(7 629)	27	29
	1 604	104	51	31

The Board of Directors understands that the above sensitivity analysis, based on the dates indicated, may not be representative of the Company's exposure to foreing exchange risk over the year.

Credit risk

Credit risk relates to trade and other accounts receivable, from the moment such credit is recognized. Although limited, due to the nature of the Company's main operations (i.e. motorway concessions), the risk in the various businesses is monitored on a regular basis with the objective of:

- monitoring the evolution of the level of balances receivable;
- reviewing on a regular basis, the recoverability of amounts receivable.

Changes in impairment losses of accounts receivable are disclosed in Note 27.

The Board of Directors deems that the estimated impairment losses on accounts receivable as of 31 December 2018 are adequately provided for in the consolidated financial statements (Note 19)

Accounts receivable at 31 December 2018 and 2017 include the following overdue balances, for which the Board of Directors has not recognised impairment losses as it believes that they will be receivable:

THOUSAND EURO	'18	'17
Overdue balances		
Up to 90 days	5 299	2 816
90 to 180 days	450	337
180 to 360 days	584	532
More than 360 days	1 395	1 690
	7 728	5 375

The quality of the Company's credit risk and liquidity as of 31 December 2018 and 2017 specifically as concerns financial assets (cash and equivalent), whose counterparties are financial institutions, were as follows:

THOUSAND EURO	'18	'17
A +	123 407	101 076
A	119 280	296 276
A -	1 081	351
BBB +	19 983	48 640
BBB	20 989	7
BBB -	-	9 618
BB +	11 691	-
BB	26 574	11 180
BB -	13	41 244
CCC	12 945	8 667
No rating	146	168
Bank deposits	**336 109**	**517 227**
Cash	**2 283**	**2 178**
	338 392	519 405

Counterparty Risk

The application of cash surpluses and the majority of operations involving derivative financial instruments expose the Group to the risk of non-compliance by the counterparties in these operations. In order to mitigate this risk the Company's Financial Management maintains permanent control over the level of exposure to each counterparty on the back of credit limits that are defined based on respective rating levels, amongst other factors.

It should also be noted that BCR's financial structure determines that on treasury and hedging operations the counterparties must meet strict rating criteria (Qualifying Banks) or provide a guarantee from an entity that meets the required criteria.

Liquidity risk

The funding and liquidity risk management policies are based on the following objectives:

- To ensure that debt maturity is scaled over time;
- Maintain short term debt at less than 15% of total indebtedness.
- Continue to extend the average maturity of debt to make it more consistent with the long-term assets held by the Group.

In compliance with these objectives, Brisa follows the evolution of financing markets closely, carefully selecting the most efficient alternatives at any moment.

The management of liquidity risk is of particular importance in what concerns the new road concession projects in which Brisa has been involved over the past few years, for which it contracted financing transactions under a project finance regime, which normally have very long repayment schedules, scaled over time so as to coincide with projected cash flow from respective concessions.

As a result of the corporate reorganization which culminated at the end of 2010 with the transfer of Brisa Concession and all the rights, obligations, assets, liabilities and contractual positions associated thereto to BCR, this company became the Group company with the greater proportion of the Group's debt (of approximately € 2,074,000 thousand by the end of 2018). Moreover, BCR is a company with a dynamic financial structure where the management of liquidity and refinancing risks are of particular relevance.

The setting up at the end of 2010 of an innovating financial and contractual structure common to all senior creditors provided an effective ring-fencing of BCR, reducing creditors' exposure to this company alone. The limitation of the financial risk provided by this contractual structure, combined with a low operational risk that results from the nature of BCR's activity, led to strong ratings at the time (A-Stable by Fitch and Baa1 Stable by Moody's), placing the company amongst the highest rated companies in Portugal. These ratings were affected by the sharp cut in Portugal's rating, particularly in 2011, when Moody's reduced the company's credit rating to sub-investment grade level. Since 2014, on the back of the recognition by rating agencies of strong operational and financial performance over the years, BCR's ratings were revised upwards several times, including three times in 2018: Fitch improved BCR's rating to BBB+ with "Stable" Outlook on January 19, and subsequently to A- with "Stable" Outlook on December 4, whilst Moody's upgraded BCR's rating to Baa2 with "Stable" Outlook on October 16. It is worth noting that the ratings currently given to BCR not only represent the return to rating levels assigned in 2010 (as is the case of Fitch's rating) but they are also higher than the ratings given to the Portuguese Republic. This fact attests for BCR's financial strength and the credit protective nature ensured by the company's financial and contractual structure.

The financial and contractual structure referred to above includes a set of covenants, which provide added protection to creditors. In addition, BCR's indebtedness capacity is limited by various factors, one of which being the maintenance of a minimum rating of Baa3/BBB-, which the company is compliant with at 31 December 2018.

Additionally, four ratio covenants should be pointed out on account of their action range, namely Net Senior Debt/EBITDA, Historic ICR, Forward Looking ICR and CLCR), which are subject to two thresholds - one in the form of trigger event and the other in the form of event of default - implying different consequences if not completed with.. At 31 December 2018 these ratios were all within the stipulated levels, with Net Senior Debt/EBITDA ratio evolving positively from 4.51x at the end of 2017 to 3.84x at the end of 2018 (i.e. below the 5.75x trigger event level), and the Historic ICR ratio also finishing 2018 at high levels (although having fallen slightly from 5.68x at the end of 2017 to 5.59x one year later) and remaining quite above the minimum 2.25 trigger event level.

BCR has a Euro Medium-Term Notes Programme (EMTN) totalling € 3 000 000 thousand, of which € 1 420 000 thousand were being used at 31 December 2018.

In order to ensure its financial flexibility, at the end of 2018 BCR had in place with the banking sector committed short-term credit lines and commercial paper programmes in a total amount amount of € 450 000 thousand.

The existence of reserve accounts to ensure compliance with the debt service and capital expenditure obligations also contributes to mitigate financing risk.

Maturity of financial liabilities at 31 December 2018 and 2017 was as follows:

'18

THOUSAND EURO

	Up to 1 year	1 to 2 years	2 to 3 years	More than 3 years	Total
Loans	213 338	156 303	379 544	1 617 475	2 366 660
Derivative financial instruments	224	-	-	1 755	1 979
Suppliers	22 604	-	-	-	22 604
Other accounts payable	20 279	84	34	-	20 397
Other liabilities	81 724	-	-	10 052	91 776
	338 169	**156 387**	**379 578**	**1 629 282**	**2 503 416**

'17

THOUSAND EURO

	Up to 1 year	1 to 2 years	2 to 3 years	More than 3 years	Total
Loans	85 366	208 731	156 303	1 997 020	2 447 420
Derivative financial instruments	-	1 351	-	2 460	3 811
Suppliers	20 582	-	-	-	20 582
Other accounts payable	16 590	265	85	34	16 974
Other liabilities	75 259	-	-	15 016	90 275
	197 797	**210 347**	**156 388**	**2 014 530**	**2 579 062**

Project Finance
It is a policy of the Brisa Group to tender for new road concessions both domestic and international integrated in joint ventures/consortia.

Project finance has been used to fund these projects with the clear objective of separating each project in operating, financial and legal terms. The creation of companies with their own financing structures and no recourse to Brisa cash flow or assets (besides the capital commitments the amount of which is known at the very beginning) allows to limit and quantify the risk assumed by Brisa when investing in new concessions. Moreover, Brisa enters in these projects in partnership, normally with minority stakes, thereby mitigating its exposure to each project.

For each project an entity is set up with its own financing structure and no recourse by creditors to cash flows or assets of Brisa (apart from the normal stand-by equity guarantees provided under the terms of these projects, the value of which is known from the start). Therefore, the risk taken on by Brisa is limited to the amount of equity attributed to the project and to the guarantees mentioned above.

Financial liabilities within the scope of IFRS 9

In its day to day operation the Group is exposed to financial risks, particularly interest rate risks, which are likely to affect its equity and results.

Financial risk is the probability of obtaining different than expected results, whether income or losses, changing the Group's equity in a materially relevant and unexpected way.

The management of the risks referred to above, which to a large extent, stem from the unpredictability of financial markets, requires a stringent application of a set of rules and methodologies approved by the Executive Committee, the ultimate purpose of which is to minimise their potential negative impact on the Group's net worth and performance.

With this goal in mind, risk management is guided by two major concerns:

- Reduce, whenever possible, fluctuations in results and cash flows subject to risk situations;
- Limit deviations from projected results, by means of a strict financial planning, based on pluriannual budgets.

All of the Group's assets and liabilities are measured at amortised cost, except for derivative financial instruments, which are measured at fair value.

Fair value estimate - assets and liabilities measured at fair value

The following table shows the Group's assets and liabilities measured at fair value at 31 December 2018 and 2017 according to the following fair value levels:

- Level 1: the fair value of financial instruments is based on market pricing from active and liquid financial markets at the date of the statement of financial position;

- Level 2: the fair value of financial instruments is not determined based on market pricing from active and liquid financial markets, prices but according to valuation models;

- Level 3: the fair value of financial instruments is not determined based on active market prices but according to valuation models, the main inputs of which are not observable in the financial markets.

THOUSAND EURO '18

Class:	Item	Level 1	Level 2	Level 3
Financial assets at fair value	Derivative financial instruments (Note 31)	-	1 978	-

THOUSAND EURO '17

Class:	Item	Level 1	Level 2	Level 3
Financial assets at fair value	Derivative financial instruments (Note 31)	-	3 810	-

As far as bank loans are concerned, most of which are subject to floating interest rate, as mentioned in Note 26, it is considered that their book value (amortised cost) does not differ significantly from corresponding market value.

35. RELATED PARTIES

Balances and transactions between the Group and those entered into, accepted and carried out in similar transactions with independent entities. The terms and conditions of the transactions between Brisa and these related parties are substantially similar to those contracted, accepted and practised in similar operations with independent entities.

The main balances receivable from and payable to related entities as of 31 December 2018 and 2017 were as follows:

THOUSAND EURO	Accounts Receivable and other debtors (Note 19)		Suppliers		Other accounts payable	
	'18	'17	'18	'17	'18	'17
AELO	734	2 093	10	11	-	-
ELOS	946	727	-	-	-	-
Efacec Group	6	1	-	11	5	4
José de Mello Group	-	20	885	44	548	-
José de Mello Saúde Group	-	3	34	-	2	-
Street Park	-	4	-	-	-	-
	1 686	**2 848**	**929**	**66**	**555**	**4**

Additionally, main transactions carried out with other related entities in the years ended as of 31 December 2018 and 2017 were as follows:

THOUSAND EURO	Tangible fixed assets	Supplies and services		Rendered services		Other operating income	
	'18	'18	'17	'18	'17	'18	'17
AELO	-	-	9	5 328	5 115	45	45
José de Mello Group	-	1 119	531	-	6	-	45
José de Mello Saúde Group	-	179	131	87	38	-	13
Efacec Group	19	1	1	3	2	-	-
TIICINVEST, Unipessoal, Lda.	-	-	-	-	1	-	-
	19	**1 299**	**672**	**5 418**	**5 162**	**45**	**103**

Gross remuneration of the members of Brisa's corporate boards in the years ended 31 December 2018 and 2017 was as follows:

THOUSAND EURO	'18	'17
Executive directors:		
Fixed remuneration	1 825	1 831
Variable remuneration:	1 916	2 283
Defined benefits	272	272
Non-executive directors:		
Fixed remuneration	536	386
Supervisory Board	216	120
	4 765	**4 892**

Gross remuneration of the members of Brisa's key personnel in the years ended 31 December 2018 and 2017 was as follows:

THOUSAND EURO	'18	'17
Key managing personnel		
Fixed remuneration	3 522	3 662
Variable remuneration:	1 432	1 646
Defined benefits	95	114
	5 049	**5 422**

36. APPROVAL OF THE FINANCIAL STATEMENTS

Consolidated financial statements for the year ended 31 December 2018 were approved by the Board of Directors on 17 April 2019 and their issuance was authorised on the same date. However, they are still subject to the approval of the General Shareholder's Meeting, under the terms of the commercial law in force in Portugal.

37. STATUTORY OFFICIAL AUDITOR FEES

The remuneration of the Statutory Official Auditor for the year ended 31 December 2018 and 2017 amounted to € 30 thousand, in both cases.

São Domingos de Rana, 17 April 2019.

The Certified Accountant no. 62018

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João Rodrigues

THE BOARD OF DIRECTORS

- Vasco Maria Guimarães José de Mello
- João Pedro Stilwell Rocha e Melo
- João Pedro Ribeiro de Azevedo Coutinho
- António José Lopes Nunes de Sousa
- Daniel Alexandre Miguel Amaral
- Rui Alexandre Pires Diniz
- Michael Gregory Allen
- Luís Eduardo Brito Freixial de Goes
- Graham Peter Wilson Marr
- Stuart David Gray

Report and Opinion of the Supervisory Board on accounts of the year of 2018

1. In accordance with legal and statutory provisions, the Supervisory Board issues this Report and Opinion on the Integrated Annual Report and other individual and consolidated accounting documents of Brisa Auto-Estradas de Portugal, S.A., that have been presented by its Board of Directors for the 2018 financial year.

2. Over the year under review the Supervisory Board followed the management and evolution of the Company's businesses, having held regular meetings with the Chief Financial Officer, the Corporate Secretary and the Certified Account Auditor, entities with whom kept a close collaboration. It was also present in the meeting of the Board of Directors that approved the Integrated Annual Report and had access to the minutes of the meetings of this governing body and to all financial and management accounting documents, either from Brisa as from its affiliates. During its activities, the Supervisory Board did not identify or came to its knowledge any situation violating legal and statutory rules.

3. With the periodicity deemed suitable, the Supervisory Board performed its duties as laid down in Article 420 of the Companies Code; namely, it assessed the accounting principles and valuation criteria used in the preparation of the financial information, which it deemed adequate and followed the implementation of the risk management system, the development of internal audit actions and the efficiency of the internal control system.

4. The Supervisory Board considers that the Integrated Annual Report and the individual and consolidated financial statements for the year ended as of 31 December 2018 (statement of financial position, statement of profit and loss and other comprehensive income, statement of changes in equity, cash flow statements, and the notes to the financial statements) provide an adequate view of the Company's equity at the end of the financial year and provide a clear understanding of how profit and losses originated and how the business evolved. The financial information referred hereinabove is sustained by adequate accounting records and documents and was adequately prepared.

5. The Supervisory Board assessed the legal certification of the consolidated and individual financial statements issued by the Certified Account Auditor under the terms of the law, which deserved its agreement; it analyzed the annual report carried out by him; and followed the development of the audit work, which in its opinion, was carried out with full independence.

6. The Supervisory Board monitored and appreciated in a positive way the activity carried out by the External Auditor, to whose Report it had access, considering adequate the methodology adopted and the means employed, and took note of the main conclusions of the work carried out that are globally consistent with their own perception of the subject.

7. The Supervisory Board expresses its appreciation for the collaboration received from the Board of Directors, the Certified Account Auditor, the External Auditor and the Services, in general.

OPINION

In view of the foregoing, the Supervisory Board believes that the conditions are met for the approval by the General Meeting of Brisa - Auto-Estradas de Portugal, SA, of the following:

a) The Integrated Annual Report and the individual and consolidated financial statements for the 2018 financial year;

b) The Proposal for the Allocation of Net Income presented by the Board of Directors in the Integrated Annual Report.

Supervisory Board's Statement

The members of the Supervisory Board hereby warrant that, as far as they are aware, the information contained in the Integrated Report and other individual and consolidated accounting documents related to 2018, was drawn up in compliance with the applicable accounting standards and regulations, and that it gives a true and fair view of the Company and its affiliates' assets and liabilities, their financial situation and results and faithfully describes the development of its businesses, the performance and situation of the Company and the main risks and uncertainties that it faces.

São Domingos de Rana, 18 April 2019

THE SUPERVISORY BOARD

Francisco Xavier Alves (Chairman)

Tirso Olazábal Cavero (Member)

Joaquim Patrício da Silva (Member)

ALVES DA CUNHA, A. DIAS & ASSOCIADOS
SOCIEDADE DE REVISORES OFICIAIS DE CONTAS, Lda.

LEGAL CERTIFICATION OF THE ACCOUNTS

REPORT ON THE AUDIT OF THE INDIVIDUAL AND CONSOLIDATED FINANCIAL STATEMENTS

Opinion

We have audited the attached individual financial statements of Brisa Auto-Estradas de Portugal, S.A., (the Entity) and the attached consolidated financial statements of the Brisa Group, composed of the Entity and its subsidiaries (the Group), which comprise the individual and consolidated statements of financial position as of 31 December 2018 (showing a total of Euro 645,376 thousand for the Entity and Euro 3,034,017 thousand for the Group, and a total equity of Euro 430,387 thousand for the Entity and Euro 511,219 thousand for the Group, including a net profit of Euro 157,997 thousand for the Entity and Euro 211,567 thousand for the Group), the individual statement of profit and loss and other comprehensive income, the consolidated statement of profit and loss and other comprehensive income, the statements of changes in individual and consolidated equity and the individual and consolidated cash flow statements for the year ended as of that date, which include a summary of the relevant accounting policies.

In our opinion, the above mentioned individual and consolidated financial statements attached hereto present, in a true and appropriate manner, in all materially relevant respects, the individual and consolidated financial position of Brisa Auto-Estradas de Portugal, S.A. as of 31/12/2018 and its financial performance and the individual and consolidated cash flows relating to the year ended as of the said date, in accordance with the International Financial Reporting Standards (IFRS) as adopted by the European Union.

Bases of the opinion

Our audit was conducted in accordance with the International Standards on Auditing (ISA) and the technical and ethical standards of the Certified Auditors Association (Ordem dos Revisores Oficiais de Contas). Our responsibilities as provided in the said standards are described in section "Auditor's responsibilities for the audit of the individual and consolidated financial statements" herein below. We are independent from the entities which compose the Group, under the terms of the law, and comply with relevant ethical requirements under the terms of the Code of Ethics of the Certified Auditors Association.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of the management body and the supervisory body for the individual and consolidated financial statements

The management body is responsible for:

- preparation of individual and consolidated financial statements which give a true and appropriate view of the financial position of the Entity and the Group, their individual and consolidated performance and individual and consolidated cash flows, in accordance with the International Financial Reporting Standards (IFRS), as adopted in the European Union;

- preparation of a management report according to legal and regulatory terms;

-establishment and maintenance of an appropriate internal control system to enable the preparation of financial statements exempt from material distortion due to fraud or error;

- adoption of appropriate policies and accounting criteria in the circumstances; and

- disclosing any relevant fact that may have affected the operations, financial position or results of the Entity and the Group; and

- the evaluation of the capacity of the Entity's and the Group's ability to remain in continuity, disclosing, where applicable, matters that may raise significant doubts about the continuity of the activities.

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The supervisory body is responsible for the supervision of the process of preparation and disclosure of the financial information of the Entity and the Group.

Auditor's responsibility for the audit of the individual and consolidated financial statements

Our responsibility is to obtain reasonable assurance about whether the individual and consolidated financial statements taken as a whole are free of material misstatement, whether caused by fraud or error, and issue a report expressing our opinion. Reasonable assurance is a high level of assurance; however, it is not a guarantee that an audit conducted according to ISAs will always detect a material misstatement if it exists. Misstatements may originate from fraud or error and they are considered material if individually or jointly, they could influence the economic decisions of users of the financial statements.

As part of an audit conducted according to ISAs, we make professional judgements and maintain professional scepticism during the audit and:

- we identify and assess the risks of material misstatement of the individual and consolidated financial statements due to fraud or error, we design and perform audit procedures which respond to such risks, and we obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than not detecting one resulting from error, as fraud may involve collusion, forgery, deliberate failure to record transactions, or intentional misrepresentations or overriding of internal control procedures;

- we obtain an understanding of the relevant internal control for the audit with the purpose of designing audit procedures that are appropriate in the circumstances, but not to express an opinion on the efficacy of the internal control of the Entity and the Group;

- we assess the adequacy of the accounting policies used and the reasonability of accounting estimates and respective disclosures made by the management body;

- we conclude as to the appropriate use by the management body of the going concern assumption and, based on the audit evidence obtained, whether any material uncertainty exists relating to events or conditions that may cast significant doubt upon the ability of the Entity and the Group to continue as a going concern. If we conclude that a material uncertainty exists, we must draw attention in our report to related disclosures included in the financial statements or, if such disclosures are not appropriate, we must change our opinion. Our conclusions are based on audit evidence obtained until the date of our report. However, future events or conditions may cause the Entity or the Group to cease to continue as going concern;

- we assess the presentation, structure and overall contents of the individual and consolidated financial statements, and whether such financial statements reflect the underlying transactions and events in order to achieve a fair presentation;

- we obtain sufficient and adequate audit evidence relating to the financial information of the entities or activities within the Group in order to express an opinion on the individual and consolidated financial statements. We are responsible for the guidance, supervision and performance of the Group's audit and we are ultimately responsible for our audit opinion;

- we communicate with those charged with governance, among other subjects, the scope and schedule of the audit, the audit's relevant conclusions, including any relevant internal control deficiency identified during the audit.

Our responsibility also comprises the verification that the information contained in the management report is consistent with the individual and consolidated financial statements.

REPORTING ON OTHER LEGAL AND REGULATORY REQUIREMENTS

On the management report

In compliance with provisions in article 451, no. 3, sub-paragraph e) of the Companies Code, it is our opinion that the management report was prepared according to the relevant legal and regulatory requirements in force, and that the information contained therein is consistent with the individual and consolidated financial statements audited, and taking into account our knowledge and assessment of the Group, we did not identify material misstatements.

Lisbon, 18 April 2019

Alves da Cunha, A. Dias & Associados, SROC, Lda
Represented by José Duarte Assunção Dias ROC nº 513.

Auditors' Report

(Free translation from the original in Portuguese)

Report on the audit of the financial statements

Opinion

We have audited the accompanying financial statements of Brisa – Auto-Estradas de Portugal, S.A. (the Entity), which comprise the statement of financial position as at December 31, 2018 (which shows total assets of Euro 645,376 thousand and total shareholders' equity of Euro 430,387 thousand including a net profit of Euro 157,997), the statement of profit and loss and other comprehensive income, the statement of changes in shareholders' equity and the statement of cash flows for the year then ended, and the notes to the financial statements, including a summary of significant accounting policies.

In our opinion, the accompanying financial statements present fairly in all material respects, the financial position of Brisa – Auto-Estradas de Portugal, S.A. as at December 31, 2018, and its financial performance and its cash flows for the year then ended in accordance with International Financial Reporting Standards (IFRS), as adopted by the European Union.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs) and other technical and ethical standards and recommendations issued by the Institute of Statutory Auditors. Our responsibilities under those standards are described in the "Auditor's responsibilities for the audit of the financial statements" section below. In accordance with the law we are independent of the Entity and we have fulfilled our other ethical responsibilities in accordance with the ethics code of the Institute of Statutory Auditors.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of management and supervisory board for the financial statements

Management is responsible for:

a) the preparation of the financial statements, which present fairly the financial position, the financial performance and the cash flows of the Entity in accordance with International Financial Reporting Standards (IFRS), as adopted by the European Union;

b) the preparation of the Directors' Report in accordance with the applicable law and regulations;

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c) the creation and maintenance of an appropriate system of internal control to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error;

d) the adoption of appropriate accounting policies and criteria; and

e) the assessment of the Entity's ability to continue as a going concern, disclosing, as applicable, events or conditions that may cast significant doubt on the Entity's ability to continue its activities.

The supervisory board is responsible for overseeing the process of preparation and disclosure process of the Entity's financial information.

Auditor's responsibilities for the audit of the financial statements

Our responsibility is to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with ISAs, we exercise professional judgment and maintain professional scepticism throughout the audit. We also:

a) identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control;

b) obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Entity's internal control;

c) evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management;

d) conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Entity's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence

obtained up to the date of our auditor's report. However, future events or conditions may cause the Entity to cease to continue as a going concern;

e) evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation; and

f) communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Our responsibility also includes verifying that the information included in the Directors' report is consistent with the financial statements.

Report on other legal and regulatory requirements

Director's report

In our opinion the Director's report has been prepared in accordance with applicable requirements of the law and regulation, that the information included in the Directors' report is consistent with the audited financial statements and, taking into account the knowledge and assessment about the Entity, no material misstatements were identified.

April 18, 2019

PricewaterhouseCoopers & Associados
- Sociedade de Revisores Oficiais de Contas, Lda.
represented by:

Rui Jorge dos Anjos Duarte, R.O.C.

Auditors' Report

(Free translation from the original in Portuguese)

Report on the audit of the consolidated financial statements

Opinion

We have audited the accompanying consolidated financial statements of Brisa – Auto-Estradas de Portugal, S.A. (the Group), which comprise the statement of consolidated financial position as at December 31, 2018 (which shows total assets of Euro 3,034,017 thousand and total shareholders' equity of Euro 511,219 thousand including a net profit of Euro 157,997 thousand), the consolidated income statement, the consolidated statement of other comprehensive income, the consolidated statement of changes in shareholders' equity and the consolidated cash flow statement for the year then ended, and the notes to the consolidated financial statements, including a summary of significant accounting policies.

In our opinion, the accompanying consolidated financial statements present fairly in all material respects, the consolidated financial position of Brisa – Auto-Estradas de Portugal, S.A. as at December 31, 2018, and their consolidated financial performance and their consolidated cash flows for the year then ended in accordance with International Financial Reporting Standards (IFRS), as adopted by the European Union.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs) and other technical and ethical standards and recommendations issued by the Institute of Statutory Auditors. Our responsibilities under those standards are described in the "Auditor's responsibilities for the audit of the consolidated financial statements" section below. In accordance with the law we are independent of the entities that are included in the Group and we have fulfilled our other ethical responsibilities in accordance with the ethics code of the Institute of Statutory Auditors.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of management and supervisory board for the consolidated financial statements

Management is responsible for:

a) the preparation of the consolidated financial statements, which present fairly the financial position, the financial performance and the cash flows of the Group in accordance with International Financial Reporting Standards (IFRS), as adopted by the European Union;

b) the preparation of the Directors' Report in accordance with the applicable law and regulations;

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c) the creation and maintenance of an appropriate system of internal control to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error;

d) the adoption of appropriate accounting policies and criteria;

e) the assessment of the Group's ability to continue as a going concern, disclosing, as applicable, events or conditions that may cast significant doubt on the Group's ability to continue its activities.

The supervisory board is responsible for overseeing the process of preparation and disclosure of the Group's financial information.

Auditor's responsibilities for the audit of the consolidated financial statements

Our responsibility is to obtain reasonable assurance about whether the consolidated financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with ISAs, we exercise professional judgment and maintain professional scepticism throughout the audit. We also:

a) identify and assess the risks of material misstatement of the consolidated financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control;

b) obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Group's internal control;

c) evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management;

d) conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Group's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence

obtained up to the date of our auditor's report. However, future events or conditions may cause the Group to cease to continue as a going concern;

e) evaluate the overall presentation, structure and content of the consolidated financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation;

f) obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Group to express an opinion on the consolidated financial statements. We are responsible for the direction, supervision and performance of the Group audit. We remain solely responsible for our audit opinion;

g) communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit;

Our responsibility also includes verifying that the information included in the Directors' report is consistent with the consolidated financial statements.

Report on other legal and regulatory requirements

Director's report

In our opinion the Director's report has been prepared in accordance with applicable requirements of the law and regulation, that the information included in the Directors' report is consistent with the audited consolidated financial statements and, taking into account the knowledge and assessment about the Group, no material misstatements were identified.

April 18, 2019

PricewaterhouseCoopers & Associados
- Sociedade de Revisores Oficiais de Contas, Lda.
represented by:

Rui Jorge dos Anjos Duarte, R.O.C.

Independent Assurance Report

(Free translation from the original in Portuguese)

To the Board of Directors

Introduction

1 We were engaged by the Board of Directors of Brisa Auto-Estradas de Portugal, S.A. ("Brisa" or "Company") to perform a reasonable assurance engagement on the indicators identified in the paragraph 4 below and a limited assurance engagement on the indicators also mentioned in that paragraph, which integrates the sustainability information included in the Integrated Report 2018, for the year ended in December 31, 2018, prepared by the Company for the purpose of communicating its annual sustainability performance.

Responsibilities

2 It is the responsibility of the Board of Directors to prepare the sustainability information identified in the paragraph 4 below, included in the Integrated Report 2018, in accordance with the sustainability reporting guidelines "Global Reporting Initiative", GRI Standards version, the AA1000APS Standard (2008) issued by Accountability, regarding the principles of inclusivity, materiality and responsiveness, and with the instructions and criteria disclosed in the Integrated Report 2018, as well as for the maintenance of an appropriate internal control system that enables the adequately preparation of the mentioned information.

3 Our responsibility is to issue an assurance report, which is professional and independent, based on the procedures performed and specified in the paragraph below.

Scope

4 The work performed was conducted in accordance with International Standard on Assurance Engagements (ISAE) 3000 (Revised) "Assurance engagements other than audits or reviews of historical financial information", issued by the International Auditing and Assurance Standards Board of the International Federation of Accountants. This standard requires that we plan and perform the assurance engagement to obtain an assurance level:

4.1 reasonable on whether the sustainability information identified in the Annex "GRI Index" of Integrated Report 2018, for the year ended in December 31, 2018, as "External Assurance – Reasonable", comprising the GRI Standards indicators relative to organizational profile (102-8), stakeholders engagement (102-41), economic performance (201-1), market presence (202-1), procurement practices (204-1), anti-corruption (205-2), anti-competitive behavior (206-1), energy (302-1, 302-2, 302-3, 302-4 and 302-5), water (303-1), biodiversity (304-1, 304-2, 304-3 and 304-4), emissions (305-1, 305-2 and 305-4), waste (306-2), environmental compliance (307-1), employment (401-1), occupational health and safety (403-2), training and education (404-1), diversity and equal opportunity (405-1), salary equality between women and men (405-2); and

4.2 limited on whether the remaining sustainability information identified in the Annex "GRI Index" of Integrated Report 2018, for the year ended in December 31, 2018, as "External Assurance – Limited",

is free from material misstatement.

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5 For this purpose the above mentioned work included:

(i) Inquiries to management and senior officials responsible for areas under analysis, with the purpose of understanding how the information system is structured and their awareness of issues included in the report;
(ii) Identification of the existence of internal management procedures leading to the implementation of economic, environmental and social policies;
(iii) Testing, on a sampling basis, the efficiency of processes and systems in place for collection, consolidation, validation and reporting of the performance information previously mentioned, through calculations and validation of reported data;
(iv) Confirmation that operational units follow the instructions on collection, consolidation, validation and reporting of performance information;
(v) Execution of substantive procedures, on a sampling basis, in order to collect evidence of the reported information;
(vi) Comparison of financial and economic data included in the sustainability information with the audited by PricewaterhouseCoopers & Associados, SROC, Lda, in the scope of the legal review of Brisa's financial statements for the year ended in December 31, 2018;
(vii) Analysis of the process for defining the materiality of the sustainability issues, based on the materiality principle of GRI Standards, according to methodology described by the Company in the Report;
(viii) Assessment of the level of adherence to the principles of inclusivity, materiality and responsiveness set by AA1000APS Standard (2008), in the sustainability information disclosure, through the analysis of the contents of the Report and the internal documents of the Company;
(ix) Verification that the sustainability information included in the Report complies with the requirements of GRI Standards guidelines.

6 In addition, we performed the following procedures for the purpose of reasonable assurance work:

i) Assessment of the risks and general of the information systems that support the human resources processes;
ii) Verification, through the performance of analytical and substantive tests, and based on defined materiality criteria, of the adequate application of reporting criteria

7 In the limited assurance work, the procedures performed were more limited than those used in an engagement to obtain reasonable assurance and, therefore, less assurance was obtained than in a reasonable assurance engagement.

8 We believe that the procedures performed provide an acceptable basis for our conclusion.

Quality control and independence

9 We apply the International Standard on Quality Control 1 (ISQC1) and, accordingly, maintain a comprehensive system of quality control including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

10 We have complied with the independence and other ethical requirements of the Code of Ethics for Professional Accountants issued by the International Ethics Standards Board for Accountants and of the ethics code of the Institute of Statutory Auditors.

Conclusion on the reasonable assurance work

11 Based on the work performed, it is our opinion that the sustainability information, with respect to the indicators identified in the Annex "GRI Index" of the Integrated Report 2018, for the year ended in December 31, 2018, as "External Assurance – Reasonable", and presented in the paragraph 4.1 above, were prepared, in all material respects, in accordance with GRI Standards guidelines requirements and with the instructions and criteria disclosed on the Report.

Conclusion on the limited assurance work

12 Based on the work performed, nothing has come to our attention that causes us to believe that the sustainability information, with respect to the indicators identified in the Annex "GRI Index" of the Integrated Report 2018, for the year ended in December 31, 2018, as "External Assurance – Limited", and referred in the paragraph 4.2 above, were not prepared, in all material respects, in accordance with GRI Standards guidelines requirements and with the instructions and criteria disclosed on it and that Brisa has not applied, in the sustainability information included in the same Integrated Report 2018, the GRI Standards guidelines, for the option "In accordance – Core", and the principles defined in the AA1000APS Standard (2008).

Restriction on use

13 This report is issued solely for information and use of the Board of Directors of the Company for the purpose of communicating the annual sustainability performance in the Integrated Report 2018 and should not be used for any other purpose. We will not assume any responsibility to third parties other than Brisa by our work and the conclusions expressed in this report, which will be attached to the Company's Integrated Report 2018.

April 18, 2019

PricewaterhouseCoopers & Associados
- Sociedade de Revisores Oficiais de Contas, Lda.
Represented by:

António Brochado Correia, R.O.C.

(This is a translation, not to be signed)

TRAFFIC STATISTICS

BRISA CONCESSÃO RODOVIÁRIA (BCR)

A1/IP1
AUTO-ESTRADA DO NORTE

Brisa Concessão

SUB-STRETCH	v.km a) ‘17	v.km a) ‘18	ADT ‘17	ADT ‘18	Change v.km	Change ADT
Alverca (A1/A9)-V. Franca de Xira II	1,7	1,7	65 394	65 939	0,8%	0,8%
V. Franca de Xira II-V. Franca de Xira I	0,9	0,9	66 138	66 527	0,6%	0,6%
V. Franca de Xira I-Castanheira do Ribatejo	0,8	0,8	53 902	54 450	1,0%	1,0%
Castanheira do Ribatejo-A1/A10	0,2	0,2	53 342	53 841	0,9%	0,9%
A1/A10-Carregado	0,2	0,2	61 582	63 107	2,5%	2,5%
Carregado-Aveiras de Cima	2,6	2,7	45 720	46 868	2,5%	2,5%
Aveiras de Cima-Cartaxo	1,4	1,5	35 076	35 968	2,5%	2,5%
Cartaxo-Santarém	1,0	1,1	35 651	36 563	2,6%	2,6%
Santarém-A1/A15	0,2	0,2	38 132	39 194	2,8%	2,8%
A1/A15-Torres Novas (A1/A23)	3,5	3,6	35 767	36 800	2,9%	2,9%
Torres Novas (A1/A23)-Fátima	1,9	2,0	25 549	26 237	2,7%	2,7%
Fátima-Leiria	1,5	1,5	26 419	27 260	3,2%	3,2%
Leiria-Pombal	2,3	2,4	25 980	26 971	3,8%	3,8%
Pombal-Soure	1,4	1,5	26 011	27 009	3,8%	3,8%
Soure-Condeixa	1,2	1,3	26 161	27 171	3,9%	3,9%
Condeixa-Coimbra Sul	0,8	0,8	28 021	29 301	4,6%	4,6%
Coimbra Sul-Coimbra Norte (A1/A14)	0,8	0,8	26 163	27 597	5,5%	5,5%
Coimbra Norte (A1/A14)-Mealhada	1,2	1,2	27 519	28 787	4,6%	4,6%
Mealhada-Aveiro Sul	2,3	2,4	26 927	28 118	4,4%	4,4%
Aveiro Sul-Albergaria (A1/IP5)	1,3	1,4	24 553	25 717	4,7%	4,7%
Albergaria (A1/IP5)-Estarreja	1,5	1,6	39 755	42 291	6,4%	6,4%
Estarreja-Feira	2,3	2,4	37 010	39 582	7,0%	7,0%
Feira-Espinho (IC24)	1,5	1,6	41 551	44 468	7,0%	7,0%
Espinho (IC24)-Feiteira	1,1	1,2	42 367	45 213	6,7%	6,7%
Castanheira do Ribatejo-PLLN b)	0,0	0,0	1 882	20 80	10,6%	10,6%
A1	33,7	33,7	33 075	34 341	3,8%	3,8%

a) Traffic in 10^6 veic.km | b) PLLN - Plataforma Logística Lisboa Norte

TRAFFIC STATISTICS

BRISA CONCESSÃO RODOVIÁRIA (BCR)

A2/IP1
AUTO-ESTRADA DO SUL

SUB-STRETCH	v.km[a)] '17	v.km[a)] '18	ADT '17	ADT '18	Change v.km	Change ADT
Fogueteiro-Coina	1,2	1,2	35 924	36 241	0,9%	0,9%
Coina-Palmela	1,3	1,3	31 058	31 699	2,1%	2,1%
Palmela-A2/A12	0,2	0,2	32 401	32 928	1,6%	1,6%
A2/A12-Marateca	1,5	1,6	24 421	25 138	2,9%	2,9%
Marateca-A2/A6/A13	0,2	0,2	23 038	23 778	3,2%	3,2%
A2/A6/A13-Alcácer do Sal	1,7	1,8	19 066	19 755	3,6%	3,6%
Alcácer do Sal-Grândola Norte	1,4	1,5	17 552	18 074	3,0%	3,0%
Grândola Norte-Grândola Sul	0,7	0,8	13 070	13 625	4,2%	4,2%
Grândola Sul-Aljustrel	1,2	1,2	10 281	10 782	4,9%	4,9%
Aljustrel-Castro Verde	1,0	1,0	10 136	10 681	5,4%	5,4%
Castro Verde-Almodôvar	0,7	0,7	10 980	11 586	5,5%	5,5%
Almodôvar-S.B. Messines	1,4	1,4	11 257	11 881	5,5%	5,5%
S.B. Messines-Paderne (A22)	0,5	0,5	10 861	11 520	6,1%	6,1%
A2	13,0	13,5	15 866	16 452	3,7%	3,7%

a) Traffic in 10^8 veic.km

TRAFFIC STATISTICS

BRISA CONCESSÃO RODOVIÁRIA (BCR)

A3/IP1
AUTO-ESTRADA PORTO-VALENÇA

Brisa Concessão

SUB-STRETCH	v.km a) '17	v.km a) '18	ADT '17	ADT '18	Change v.km	Change ADT
Maia-Santo Tirso	2,6	2,7	56 194	58 429	4,0%	4,0%
Santo Tirso-Famalicão	1,0	1,0	48 485	50 864	4,9%	4,9%
Famalicão-Cruz	0,8	0,8	24 866	26 245	5,5%	5,5%
Cruz-Braga Sul	0,6	0,6	22 492	23 976	6,6%	6,6%
Braga Sul-Braga Poente	0,2	0,2	9 740	10 361	6,4%	6,4%
Braga Poente-EN 201	0,7	0,7	9 287	9 865	6,2%	6,2%
EN201-Ponte de Lima Sul	0,4	0,4	10 272	10 927	6,4%	6,4%
Ponte de Lima Sul-Ponte de Lima Norte	0,0	0,0	12 830	13 412	4,5%	4,5%
Ponte de Lima Norte-EN 303	0,6	0,6	8 045	8 505	5,7%	5,7%
EN 303-Valença	0,2	0,2	7 815	8 271	5,8%	5,8%
Braga Sul-Celeirós	0,1	0,2	17 799	18 961	6,5%	6,5%
Celeirós-EN14	0,1	0,1	28 760	30 366	5,6%	5,6%
A3	7,3	7,7	19 729	20 744	5,1%	5,1%

a) Traffic in 10^8 veic.km

A4/IP4
AUTO-ESTRADA PORTO-AMARANTE

SUB-STRETCH	v.km a) '17	v.km a) '18	ADT '17	ADT '18	Change v.km	Change ADT
Ermesinde-Valongo	2,6	2,7	56 194	58 429	4,0%	4,0%
Valongo-Campo	1,0	1,0	48 485	50 864	4,9%	4,9%
Campo-Baltar	0,8	0,8	24 866	26 245	5,5%	5,5%
Baltar-Paredes	0,6	0,6	22 492	23 976	6,6%	6,6%
Paredes-Guilhufe	0,2	0,2	9 740	10 361	6,4%	6,4%
Guilhufe-Penafiel	0,7	0,7	9 287	9 865	6,2%	6,2%
Penafiel-Castelões (A4/IP9)	0,4	0,4	10 272	10 927	6,4%	6,4%
Castelões (A4/IP9)-Amarante Poente	0,0	0,0	12 830	13 412	4,5%	4,5%
A4	7,3	7,7	19 729	20 744	5,1%	5,1%

a) Traffic in 10^8 veic.km

TRAFFIC STATISTICS

BRISA CONCESSÃO RODOVIÁRIA (BCR)

A5/IC15
AUTO-ESTRADA DA COSTA DO ESTORIL

SUB-STRETCH	v.km a) '17	v.km a) '18	ADT '17	ADT '18	Change v.km	Change ADT
Estádio Nacional-Oeiras	1,5	1,6	12 0560	123 710	2,6%	4,0%
Oeiras-Carcavelos	1,0	1,0	80 247	82 710	3,1%	4,9%
Carcavelos-Estoril	0,9	0,9	53 622	55 103	2,8%	5,5%
Estoril-Alcabideche	0,4	0,5	40 926	42 081	2,8%	2,8%
Alcabideche-Alvide	0,1	0,1	43 290	44 538	2,9%	6,4%
Alvide-Cascais	0,2	0,2	35 089	36 323	3,5%	6,2%
A5	4,2	4,3	68 454	70 387	2,8%	2,8%

a) Traffic in 10^8 veic.km

A6/IP7
AUTO-ESTRADA MARATECA (A2)-CAIA

SUB-STRETCH	v.km a) '17	v.km a) '18	ADT '17	ADT '18	Change v.km	Change ADT
A2/A6/A13-Vendas Novas	0,7	0,7	9 191	9 490	3,3%	3,3%
Vendas Novas-Montemor-o-Novo Poente	0,6	0,6	8 337	8 692	4,3%	4,3%
Montemor-o-Novo Poente-Montemor-o-Novo Nascente	0,2	0,2	7 628	7 996	4,8%	4,8%
Montemor-o-Novo Nascente-Évora Poente	0,4	0,4	6 699	7 023	4,8%	4,8%
Évora Poente-Évora Nascente	0,2	0,2	3 317	3 519	6,1%	6,1%
Évora Nascente-Estremoz	0,5	0,5	4 142	4 418	6,7%	6,7%
Estremoz-Borba	0,1	0,2	3 234	3 437	6,3%	6,3%
Borba-Elvas Poente	0,3	0,3	3 195	3 419	7,0%	7,0%
A6	2,8	2,9	5 510	5 786	5,0%	5,0%

a) Traffic in 10^8 veic.km

TRAFFIC STATISTICS

BRISA CONCESSÃO RODOVIÁRIA (BCR)

Brisa Concessão

A9/IC18
CREL - CIRCULAR REGIONAL EXTERIOR DE LISBOA

SUB-STRETCH	v.km a) '17	v.km a) '18	ADT '17	ADT '18	Change v.km	Change ADT
Estádio Nacional (A5/A9)-Queluz	0,3	0,4	26 808	28 434	6,1%	6,1%
Queluz-A9/A16	0,2	0,3	23 393	25 286	8,1%	8,1%
A9/A16-Radial Pontinha	0,4	0,4	33 210	35 790	7,8%	7,8%
Radial Pontinha-Radial Odivelas	0,5	0,6	22 015	24 588	11,7%	11,7%
Radial Odivelas-A8/A9	0,3	0,3	22 756	25 414	11,7%	11,7%
A8/A9-Bucelas (Zambujal)	0,3	0,3	21 801	24 019	10,2%	10,2%
Bucelas (Zambujal)-A9/A10	0,4	0,5	13 329	14 934	12,0%	12,0%
A9/A10-Alverca	0,1	0,1	7 681	8 330	8,4%	8,4%
A9	2,6	2,8	20 322	22 317	9,8%	9,8%

a) Traffic in 10^8 veic.km

A10/IC2
AUTO-ESTRADA BUCELAS (CREL)-CARREGADO-IC3

SUB-STRETCH	v.km a) '17	v.km a) '18	ADT '17	ADT '18	Change v.km	Change ADT
A9/A10-Arruda dos Vinhos	0,3	0,3	11 120	12 344	11,0%	11,0%
Arruda dos Vinhos-Carregado	0,3	0,3	7 673	8 632	12,5%	12,5%
Carregado-Benavente	0,3	0,3	5 574	6 009	7,8%	7,8%
Benavente-A10/A13	0,1	0,1	2 373	2 600	9,6%	9,6%
A10	0,9	1,0	6 520	7 198	10,4%	10,4%

a) Traffic in 10^8 veic.km

A12/IC3
AUTO-ESTRADA SETÚBAL-MONTIJO

SUB-STRETCH	v.km a) '17	v.km a) '18	ADT '17	ADT '18	Change v.km	Change ADT
Montijo-Pinhal Novo	0,7	0,8	19 124	20 350	6,4%	6,4%
Pinhal Novo-A2/A12	0,6	0,7	18 707	19 805	5,9%	5,9%
A2/A12-Setúbal	0,5	0,6	28 412	29 235	2,9%	2,9%
A12	1,9	2,0	20 913	22 006	5,2%	5,2%

a) Traffic in 10^8 veic.km

TRAFFIC STATISTICS

BRISA CONCESSÃO RODOVIÁRIA (BCR)

A13/IC3/IC11
AUTO-ESTRADA ALMEIRIM-MARATECA

SUB-STRETCH	v.km[a] '17	v.km[a] '18	ADT '17	ADT '18	Change v.km	Change ADT
Almeirim-Salvaterra Magos	0,3	0,4	3 669	3 817	4,0%	4,0%
Salvaterra Magos-A13/A10	0,2	0,2	3 677	3 845	4,6%	4,6%
A13/A10-Sto. Estevão	0,2	0,2	5 420	5 776	6,6%	6,6%
Sto. Estevão-Pegões	0,4	0,4	5 174	5 467	5,7%	5,7%
Pegões-Marateca	0,2	0,2	5 167	5 446	5,4%	5,4%
A13	1,3	1,4	4 476	4 709	5,2%	5,2%

a) Traffic in 10^6 veic.km

A14/IP3
AUTO-ESTRADA FIGUEIRA DA FOZ-COIMBRA (NORTE)

SUB-STRETCH	v.km[a] '17	v.km[a] '18	ADT '17	ADT '18	Change v.km	Change ADT
Santa Eulália-Montemor-o-Velho	0,1	0,1	3 936	4 168	5,9%	5,9%
Pinhal Novo-A2/A12 Montemor-o-Velho-EN335	0,1	0,1	4 092	4 339	6,0%	6,0%
EN335-Ançã	0,2	0,2	4 318	4 603	6,6%	6,6%
Ançã-Coimbra Norte (A14/A1)	0,1	0,1	7 322	7 747	5,8%	5,8%
A14	0,5	0,5	4 675	4 962	6,1%	6,1%

a) Traffic in 10^6 veic.km

SUB-STRETCH	v.km[a] '17	v.km[a] '18	ADT '17	ADT '18	Change v.km	Change ADT
BCR	73,5	76,6	19 847	20 693	4,3%	4,3%

a) Traffic in 10^6 veic.km

TRAFFIC STATISTICS

CONCESSÃO ATLÂNTICO (AEA)

A8/IC1
AUTO-ESTRADA DO OESTE

SUB-STRETCH	v.km a) '17	v.km a) '18	ADT '17	ADT '18	Change v.km	Change ADT
Loures - CREL	0,3	0,3	49 252	51 431	4,4%	4,4%
CREL - Lousa	1,5	1,6	54 072	56 720	4,9%	4,9%
Lousa - Malveira	0,4	0,4	49 350	51 740	4,8%	4,8%
Malveira - Enxara	0,8	0,8	27 560	28 990	5,2%	5,2%
Enxara - Torres Vedras Sul	0,9	1,0	26 216	27 529	5,0%	5,0%
Torres Vedras Sul - Torres Vedras Norte	0,4	0,5	20 182	21 289	5,5%	5,5%
Torres Vedras Norte - Ramalhal	0,2	0,2	22 984	24 341	5,9%	5,9%
Ramalhal - Campelos	0,6	0,6	16 985	17 894	5,4%	5,4%
Campelos - Bombarral	0,5	0,5	16 528	17 369	5,1%	5,1%
Zona Industrial - Tornada (Pagante)	0,1	0,2	11 208	12 045	7,5%	7,5%
Tornada - Alfeizerão	0,3	0,4	12 307	13 206	7,3%	7,3%
Alfeizerão - Valado de Frades	0,5	0,6	12 051	12 891	7,0%	7,0%
Valado de Frades - Pataias	0,3	0,3	11 525	12 259	6,4%	6,4%
Pataias - Marinha Grande Sul	0,4	0,4	11 484	12 218	6,4%	6,4%
Marinha Grande Sul - Nó c/ A17 (S)	0,1	0,1	12 105	12 975	7,2%	7,2%
Nó c/ A17 (S) - Nó c/ A17 (N)	0,0	0,0	6 671	7 162	7,4%	7,4%
Nó c/ A17 (N) - Marinha Grande Este	0,0	0,0	7 737	8 351	7,9%	7,9%
Marinha Grande Este - Leiria Sul	0,1	0,1	7 189	7 900	9,9%	9,9%
A8	7,6	8,1	20 147	21 275	5,6%	5,6%

a) Traffic in 10^8 veic.km

TRAFFIC STATISTICS

CONCESSÃO ATLÂNTICO (AEA)

A15/IP6
AUTO-ESTRADA CALDAS DA RAÍNHA-SANTARÉM

SUB-STRETCH	v.km a) '17	v.km a) '18	ADT '17	ADT '18	Change v.km	Change ADT
Arnoia - A dos Negros (Pagante)	0,1	0,1	3 945	4 169	5,7%	5,7%
A dos Negros - A dos Francos	0,2	0,2	4 855	5 118	5,4%	5,4%
A dos Francos - Rio Maior Oeste	0,1	0,1	3 917	4 129	5,4%	5,4%
Rio Maior Oeste - Rio Maior Este	0,0	0,0	3 789	3 909	3,2%	3,2%
Rio Maior Este - Malaqueijo	0,1	0,1	4 992	5 125	2,7%	2,7%
Malaqueijo - Nó A1/A15	0,2	0,2	5 036	5 171	2,7%	2,7%
A15	0,7	0,7	4 615	4 797	3,9%	3,9%

a) Traffic in 10^6 veic.km

SUB-STRETCH	v.km a) '17	v.km a) '18	ADT '17	ADT '18	Change v.km	Change ADT
Atlântico	8,3	8,8	15 810	16 674	5,5%	5,5%

a) Traffic in 10^6 veic.km

TRAFFIC STATISTICS

CONCESSÃO LITORAL CENTRO (BRISAL)

A17/IC1
AUTO-ESTRADA MARINHA GRANDE (A8) - MIRA

Brisal AUTO-ESTRADAS DO LITORAL

SUB-STRETCH	v.km a) '17	v.km a) '18	ADT '17	ADT '18	Change v.km	Change ADT
Nó A8/A17 S - Nó A8/A17 N	0,0	0,0	5 447	5 819	6,8%	6,8%
Marinha Grande - Leiria (Norte)	0,2	0,2	6 516	7 013	7,6%	7,6%
Leiria (Norte) - Monte Real	0,1	0,1	7 718	8 228	6,6%	6,6%
Monte Real - Monte Redondo	0,1	0,2	7 411	7 909	6,7%	6,7%
Monte Redondo - Guia	0,2	0,2	7 298	7 790	6,7%	6,7%
Guia - Louriçal (IC8)	0,1	0,2	7 047	7 524	6,8%	6,8%
Louriçal (IC8) / Marinha das Ondas	0,2	0,2	6 495	6 973	7,4%	7,4%
Marinha das Ondas / A14	0,4	0,4	6 198	6 680	7,8%	7,8%
A14 / Quiaios	0,2	0,2	5 557	5 953	7,1%	7,1%
Quiaios / Tocha	0,3	0,4	6 508	7 025	7,9%	7,9%
Tocha / Mira	0,3	0,3	6 679	7 250	8,5%	8,5%
Mira / Mira PV	0,1	0,1	7 023	7 653	9,0%	9,0%
A17	2,2	2,4	6 598	7 097	7,6%	7,6%

a) Traffic in 10^6 veic.km

CONCESSÃO DOURO LITORAL (AEDL)

A32/IC2
LANÇO OLIVEIRA DE AZEMÉIS / IP1 (S.LOURENÇO)

AUTO-ESTRADAS DOURO

SUB-STRETCH	v.km a) '17	v.km a) '18	ADT '17	ADT '18	Change v.km	Change ADT
EN 224 - EN 227	0,0	0,0	1 970	2 208	12,1%	12,1%
EN 227 - Feira-Mansores	0,1	0,1	3 376	3 610	6,9%	6,9%
Feira-Mansores - Gião-Louredo	0,2	0,2	9 000	9 649	7,2%	7,2%
Gião-Louredo - Canedo	0,1	0,1	9 494	10 148	6,9%	6,9%
Canedo - A32/A41	0,1	0,2	12 527	13 454	7,4%	7,4%
A32/A41 - Olival	0,1	0,1	9 599	10 417	8,5%	8,5%
Olival - A32/A1	0,2	0,3	11 423	12 502	9,4%	9,4%
A32	0,9	1,0	7 967	8 604	8,0%	8,0%

a) Traffic in 10^6 veic.km

TRAFFIC STATISTICS

CONCESSÃO DOURO LITORAL (AEDL)

AUTO-ESTRADAS DOURO

A41/IC24
LANÇO PICOTO (IC2) / NÓ DA ERMIDA (IC25)

SUB-STRETCH	v.km a) '17	v.km a) '18	ADT '17	ADT '18	Change v.km	Change ADT
Gandra - A4/A41	0,1	0,2	6 477	7 629	17,8%	17,8%
A4/A41 - Z.I.C.	0,1	0,1	10 116	11 520	13,9%	13,9%
Z.I.C. - Aguiar de Sousa	0,1	0,1	10 417	11 808	13,3%	13,3%
Aguiar de Sousa - A41/A43	0,2	0,3	10 379	11 754	13,3%	13,3%
A41/A43 - Medas	0,1	0,1	11 358	12 736	12,1%	12,1%
Medas - A32/A41	0,2	0,2	10 249	11 500	12,2%	12,2%
A32/A41 - Sandim	0,0	0,0	8 530	9 418	10,4%	10,4%
Sandim - Argoncilhe	0,2	0,2	8 677	9 601	10,6%	10,6%
A41	1,1	1,3	9 306	10 520	13,1%	13,1%

a) Traffic in 10^8 veic.km

A43/IC29
LANÇO GONDOMAR / AGUIAR DE SOUSA (IC24)

SUB-STRETCH	v.km a) '17	v.km a) '18	ADT '17	ADT '18	Change v.km	Change ADT
Gens - A41/A43	0,1	0,1	3 736	4 171	11,6%	11,6%
A41	0,1	0,1	3 736	4 171	11,6%	11,6%

a) Traffic in 10^8 veic.km

SUB-STRETCH	v.km a) '17	v.km a) '18	ADT '17	ADT '18	Change v.km	Change ADT
AEDL	2,2	2,4	8 110	8 984	10,8%	10,8%

a) Traffic in 10^8 veic.km

GLOSSARY

ABBREVIATION	MEANING
A	
ACT	Collective Bargaining Agreement
ADT	Average Daily Traffic - average daily number of vehicles recorded in the network, per year
APCAP	Association of Portuguese Concession Companies of Toll Motorways or Bridgess
APS	Accountability Principles Standard
APSI	*Associação para a Promoção da Segurança Infantil*
ASECAP	European Association of Operators of Toll Road Infrastructures
A-T-P-M	Automated Tolling Payment Machine
B	
BCSD	Business Council for Sustainable Development
BTE	Work and Employment Bulletin
C	
CAPEX (Capital Expenditure)	Capital expenditure or investment in capital goods
CC	Companies Code
cc	Cubic centimetres
CGTP	*Confederação Geral dos Trabalhadores Portugueses* (Union)
CH_4	Methane
CIP	Portuguese Corporate Confederation
Clients Satisfaction (Hotline)	Response to surveys carried out to customers calling the Hotline, on a scale of 1 to 4
Clients Satisfaction (Overall)	Response to surveys carried out to customers of BCR, Brisal, AEDL and AELO, on a scale of 1 to 4
CMVM	The Portuguese Securities Commission
CO_2	Carbon Dioxide
D	
DGEG	Direção-Geral de Energia e Geologia (Energy and Geology General-Directorate)
DMA	Disclosure on Management Approach
E	
EBIT	Earnings Before Interest and Taxes
EBITDA	Earnings Before Interest, Taxes, Depreciations and Amortisations
EBT	Earnings Before Taxes
EIB	European Investment Bank

ABBREVIATION	MEANING
F	
Fatal Accident Rate	= Accidents with fatalities / Vehicle km travelled
Fatality Rate	= Fatalities / Vehicle km travelled
EFR	Family Responsible Company
Frequency Index (occupational accident indicator)	= No. of total accidents x 106 / No. Employee hours workeds
G	
GDP	Gross Domestic Product
GHG	Greenhouse Gases
GNR	Guarda Nacional Republicana (Police)
GJ	Gigajoules
GRI	Global Report Initiative
Group	Companies within the consolidation perimeter as described in notes to the financial statements
H	
HDPE	High-Density Polyethylene
HICP	Harmonized Index of Consumer Prices
HSHW	Health, Security and Hygiene at Work
I	
IAS	International Accounting Standards
ICAT	Functional indicator that characterizes adhesion, that is the safety of the driver
ICE	Structure Indicator that characterizes the load capacity, that is the useful life of the pavement
ICNB	Nature and Biodiversity Conservation Institute
ICNF	Nature and Forest Conservation Institute
IFRIC 12	International Financial Reporting Interpretation Committee
IFRS	International Financial Reporting Standards
IMS	Information Management System
IMT	Institute of Mobility and Transports

ABBREVIATION	MEANING
IPAV	Structural or functional indicator that characterizes the overall state of the pavement
IREG	Functional indicator that characterizes longitudinal regularity, i. e. driver's comfort and safety
IRR	Internal Rate of Return
IS	Information Systems
ISO	International Organization for Standardization
IT	Information Technology
ITF	International Transport Forum
IUCN	International Union for Conservation of Nature
K	
K€	Thousand Euro
Km	kilometres
L	
L-A-M	Local Access Mediator
LDPE	Low-Density Polyethylene
M	
M&A	Mergers and Acquisitions
€M	Euro Million
m^3	Cubic meters
MB	Market-Based
Minor Injuries Rate	= Minor injuries / Vehicle km travelled
Minor Injury Accident Rate	= Accidents with minor injuries / Vehicle km travelled
MSST	*Ministério da Segurança Social e do Trabalho*
MW	Motorway
N	
N_2O	Nitrous Oxide
NGO	Non - Governmental Organization
NO_x	Nitrogen Oxide
O	
O&M	Operation and Maintenance
OBU	On-Board Unit
OC	Operational Centre
OCC	Operational Coordination Centre
OHS	Occupational Health and Safety

GLOSSARY

ABBREVIATION	MEANING
P	
PET	Polyethylene Terephthalate
PP	Polypropylene
PPE	Personal Protective Equipment
R	
R&D	Research and Development
ROA	Return on Assests
Road Accident Index	= Fatal Accidents / Theoretical Time
Road Accident Rate	= Total Accidents / Vehicle km travelled
ROE	Return on Equity
S	
SDG	Sustainable Development Goals
Severe Injuries Accident Rate	= Accidents with severe injuries / Vehicle km travelled
Severe Injuries Rate	= Severe injuries / Vehicle km travelled
Severity Index (labour accident indicator)	=No. Fatal accidents / 100 accidents with fatalities
Severity Index (road accident indicator)	= No. Fatal accidents / 100 accidents with fatalities
SGS	*Société Générale de Surveillance*
SO_x	Sulphur Oxides
SGTR	Special Group Taxation Regime
T	
t	Tonne
tCO_2e	Tonne of CO_2 equivalent
TJ	Terajoules
U	
UGT	*União Geral de Trabalhadores* (Union)
UTAP	*Unidade Técnica de Acompanhamento de Projetos* (Technical Assistance Unit)
W	
WBCSD	World Business Council for Sustainable Development
Y	
YoY	Year-on-Year

CONCESSIONS

AEA	Concessão do Alântico
AEBT	Subconcessão do Baixo Tejo
AEDL	Concessão Douro Litoral
AELO	Subconcessão do Litoral Oeste
BCR	Brisa Concessão Rodoviária
Brisal	Concessão Litoral Centro
NWP	NorthWest Parkway

OTHER GROUP COMPANIES

BCI	Brisa Conservação de Infraestruturas
BGI	Brisa Gestão de Infraestruturas
BIT	Brisa Inovação e Tecnologia
BNV	Brisa Nedmobiel Ventures
BRISA O&M	Brisa Operação & Manutenção
CTA	Controlauto
ITV	Iteuve
M Call	M Call
VVC	Via Verde Contact
VVCS	Via Verde Carsharing
VVP	Via Verde Portugal
VVS	Via Verde Serviços

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