

# BONUS Gestión de Activos S.A.S. and Financierade Desarrollo Nacional S.A.

**Type of Engagement:** Annual Review

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## Introduction

BONUS Gestión de Activos S.A.S. (“BONUS”) and Financierade Desarrollo Nacional S.A. (“FDN”) developed Bogota’s Sustainable Mass Transit (“TMAS”) Securitization Sustainability Bond Framework (the “Framework”)<sup>1</sup> to issue sustainability bonds to finance the acquisition of buses for dedicated bus rapid transit (BRT) corridors, offering subsidized tariffs for seniors, people with disabilities/reduced mobility and people qualifying under the SISBEN program.<sup>2</sup> Sustainalytics provided a Second Party Opinion on the Framework in March 2019.<sup>3</sup> In June 2019, a Special Purpose Vehicle (SPV) established by BONUS and FDN issued a securitized bond under the Framework to finance the procurement of buses for the Calle 80 rapid transit corridor. In September 2020, Sustainalytics published an Annual Review summarizing the allocation and impacts of the issuance.<sup>4</sup> In November 2021, BONUS engaged Sustainalytics to review the projects funded through the issued sustainability bonds and provide an assessment as to whether the project continues to meet the Use of Proceeds criteria and Reporting commitments outlined in the Framework.

## Evaluation Criteria

Sustainalytics evaluated the projects and assets funded with proceeds from the 2019 issuance based on whether they:

1. Met the Use of Proceeds and Eligibility Criteria outlined in the Bogota’s Sustainable Mass Transit (TMAS) Securitization Sustainability Bond Framework; and
2. Reported on at least one of the Key Performance Indicators (KPIs) for each Use of Proceeds criteria outlined in the Bogota’s Sustainable Mass Transit (TMAS) Securitization Sustainability Bond Framework.

Table 1 lists the Use of Proceeds, Eligibility Criteria, while Table 2 lists the associated KPIs.

**Table 1: Use of Proceeds and Eligibility Criteria**

Use of Proceeds	Eligibility Criteria																				
Clean Transportation	Acquisition of the fleet for any of the following eligible corridors: <table border="1" data-bbox="625 1444 1393 1705"> <thead> <tr> <th>Route</th> <th>Number of Buses</th> <th>Technology</th> <th>BRT Classification</th> </tr> </thead> <tbody> <tr> <td>Américas</td> <td>260</td> <td>Euro VI (CNG)</td> <td>Gold</td> </tr> <tr> <td>Calle 80</td> <td>112</td> <td>Euro VI (CNG)</td> <td>Gold</td> </tr> <tr> <td>Norte</td> <td>239</td> <td>Euro VI (CNG)</td> <td>Silver</td> </tr> <tr> <td>Suba</td> <td>130</td> <td>Euro VI (CNG)</td> <td>Gold</td> </tr> </tbody> </table>	Route	Number of Buses	Technology	BRT Classification	Américas	260	Euro VI (CNG)	Gold	Calle 80	112	Euro VI (CNG)	Gold	Norte	239	Euro VI (CNG)	Silver	Suba	130	Euro VI (CNG)	Gold
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Pollution Prevention and Control																					

<sup>1</sup> The Framework is available on the website of BONUS’ fiduciary agent, Alianza Fiduciaria:

<https://www.alianza.com.co/documents/20124/587395/Anexo+2+Prospecto++Framework.pdf/a211ece3-596f-d9a9-5289-c8b59632bdab?version=1.1&t=1619216323398>

<sup>2</sup> The System of Identification of Social Program Beneficiaries (SISBEN) was established by the Government of Columbia to identify the beneficiaries of social assistance programmes using a household vulnerability index. More information can be found at: <https://www.social-protection.org/gimi/gess/RessourcePDF.action?ressource.ressourceId=51857>

<sup>3</sup> The SPO is available at the Fiduciary’s website: <https://www.alianza.com.co>, on the subsite of the SPV “T titularización Transporte Masivo

<sup>4</sup> The 2020 Annual Review is available at the Fiduciary Agent, Alianza Fiduciaria’s website: <https://www.alianza.com.co/titularizacion-tmas-1>

Affordable Basic Infrastructure	Subsidies in the tariffs for senior population, people with disabilities/reduced mobility, and people qualifying under the SISBEN program (socially and/or economically defined population considered as vulnerable or with a low level of income)

**Table 2: Key Performance Indicators**

Use of Proceeds	Key Performance Indicators
Clean Transportation	Number of Euro VI Buses acquired with the securitization resources
Pollution Prevention and Control	PM10 Air Quality Index for Bogota D.C.
Affordable Basic Infrastructure	Number of Passengers with SISBEN subsidies transported in the corridors Number of passengers with disabilities/reduced mobility/seniors transported in the corridors

## Issuing Entity's Responsibility

BONUS is responsible for providing accurate information and documentation relating to the details of the projects that have been funded, including description of projects, amounts allocated, and project impact.

## Independence and Quality Control

Sustainalytics, a leading provider of ESG and corporate governance research and ratings to investors, conducted the verification of BONUS's Sustainability Bond Use of Proceeds. The work undertaken as part of this engagement included collection of documentation from BONUS employees and review of documentation to confirm the conformance with the Bogota's Sustainable Mass Transit (TMAS) Securitization Sustainability Bond Framework.

Sustainalytics has relied on the information and the facts presented by BONUS with respect to the Nominated Projects. Sustainalytics is not responsible, nor shall it be held liable if any of the opinions, findings, or conclusions it has set forth herein are not correct due to incorrect or incomplete data provided by BONUS.

Sustainalytics made all efforts to ensure the highest quality and rigor during its assessment process and enlisted its Sustainability Bonds Review Committee to provide oversight over the assessment of the review.

## Conclusion

Based on the limited assurance procedures conducted,<sup>5</sup> nothing has come to Sustainalytics' attention that causes us to believe that, in all material respects, the reviewed bond projects, funded through proceeds of Bogota's 2019 Sustainable Mass Transit Securitization (TMAS), are not in conformance with the Use of Proceeds and Reporting Criteria outlined in the Framework. BONUS has disclosed to Sustainalytics that the securitized bond issuance raised a total of COP 131,350,000,000 and the proceeds were fully allocated as of September 2020.

<sup>5</sup> Sustainalytics limited assurance process includes reviewing the documentation relating to the details of the projects that have been funded, including description of projects, estimated and realized costs of projects, and project impact, which were provided by the Issuer. The Issuer is responsible for providing accurate information. Sustainalytics has not conducted on-site visits to projects.

## Detailed Findings

**Table 3: Detailed Findings**

<b>Eligibility Criteria</b>	<b>Procedure Performed</b>	<b>Factual Findings</b>	<b>Error or Exceptions Identified</b>
<b>Use of Proceeds Criteria</b>	Verification of the projects funded by the sustainability bond in 2019 to determine if projects aligned with the Use of Proceeds Criteria outlined in the Bogota's Sustainable Mass Transit (TMAS) Securitization Sustainability Bond Framework and above in Table 1.	All projects reviewed complied with the Use of Proceeds criteria by financing buses for a specified corridor.	None
<b>Reporting Criteria</b>	Verification of the projects funded by the sustainability bond in 2019 to determine if impact of projects was reported in line with the KPIs outlined in the Bogota's Sustainable Mass Transit (TMAS) Securitization Sustainability Bond Framework and above in Table 2.	All projects reviewed reported on at least one KPI per Use of Proceeds criteria. For a list of KPIs reported please refer to Appendix 1.	None

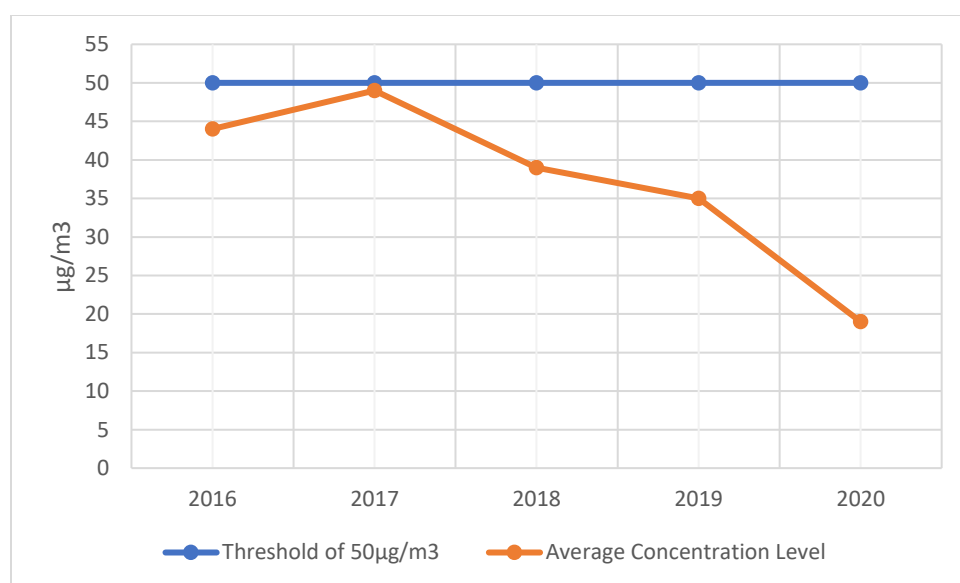
## Appendix

### Appendix 1: Key Performance Indicators

#### 1. Bus fleet financed

Route	Number of Buses	Technology	BRT Classification
Calle 80	112	EURO VI (CNG)	Gold

#### 2. Annual average of PM10 concentrations in the 14 stations that the district has in its Bogota Air Quality Monitoring Network ("RMCAB") (2016-2020):<sup>6</sup>



#### 3. Use and accessibility of public transport

Ridership numbers for people with disabilities, people with reduced mobility, senior and/or economically vulnerable people (January – December 2020 and January – September 2021) <sup>7,8</sup>		2020	2021 <sup>9</sup>
<b>Affordable Basic Infrastructure</b>	Number of beneficiaries of the preferential rate for the elderly	1,390,353	1,761,153
	Number of beneficiaries from the differential incentive rate SISBEN	2,001,626	2,067,928

<sup>6</sup> Observatorio Ambiental de Bogota, "Concentraciones de PM10 material particulado inferior a 10 micras ( $\mu$ ) promedio anual en el aire ( $\mu\text{g}/\text{m}^3$ ) por debajo de la norma ( $50\mu\text{g}/\text{m}^3$ ) PACA 2016 - 2020 - CMP PM10", at: <https://oab.ambientebogota.gov.co/indicadores/?id=1004&v=1>

<sup>7</sup> Sustainalytics notes that ridership numbers encompass the total numbers of passengers in all corridors, not just the corridor on which the buses procured by this securitization operate.

<sup>8</sup> TransMilenio S.A. – Gobierno de Colombia, "Cantidad de beneficiados con las tarifas diferenciales", (2021), at: <https://www.transmilenio.gov.co/publicaciones/149082/cantidad-de-beneficiados-con-las-tarifas-diferenciales/>

<sup>9</sup> Sustainalytics notes that data is provided only from January 2021 to September 2021.

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	Number of beneficiaries of the subsidy for people with disabilities	649,221	612,316
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