

ferrovial

CLIMATE STRATEGY FERROVIAL



2021



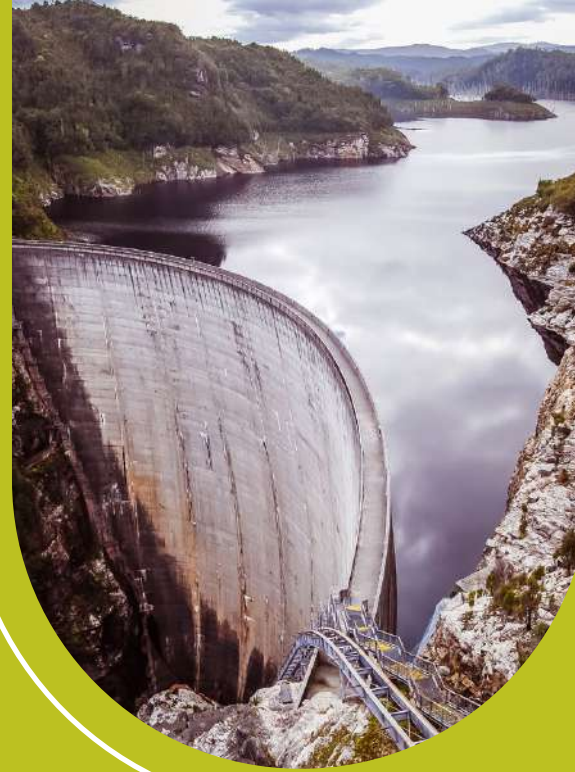
Extended version

Sustainability Department

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05. Alignment of the Strategy with the SDGs	21	Greenhouse Gas Emissions inventory is part of the Non-financial statement of Ferrovial, which has been formulated by the Board of Directors and is subject to an external verification according to the International Standard on Assurance Engagements (ISAE 3410) by an independent third party (PWC). This review has also verified that the internal procedure titled “Carbon Footprint Calculation and Reporting,” which is approved by Ferrovial Management, was prepared in accordance with the international standard ISO 14064-1.	
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INTRODUCTION



Introduction

Climate change continues to represent the main environmental challenge facing humanity today and requires urgent action in terms of mitigation and the adaptation of infrastructures to curb its consequences. Scientists have warned of this in the Sixth Assessment Report of the Intergovernmental Panel on Climate Change (IPCC), which points out the need for a drastic response and a call to action.

This pressing need for action is leading to the development of ambitious government strategies. As a result, the European Commission, through the **European Green Deal**, has adopted a set of proposals adapting EU policies to significantly reduce emissions in the next decade and achieve **climate neutrality by mid-century**. This objective is also reinforced by the first **European Climate Law**.

The **Taxonomy Regulation** has been launched in this regard, as a method of classifying sustainable economic assets and activities, with the aim of redirecting investment and financing towards activities that contribute to achieving a carbon-neutral and sustainable economy as a whole.

With the approval of the **Glasgow Climate Pact**, almost 200 countries committed to intensify their efforts to comply with the Paris Agreement and help the most vulnerable nations, while recognizing that the transition must be fair.

As a result of this, our stakeholders require us to provide information on the company's commitments and actions in environmental, social and good governance matters, focusing our efforts on decarbonizing the economy.

Our response to this request is this report, which discloses information about our greenhouse gas emissions and their evolution, implemented initiatives, compliance with the reduction objectives approved by the Science Based Target Initiative (SBTi), analysis of climate risks and, of course, the promotion and development of activities which provide added value and contribute to resolving this major challenge.

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GOVERNANCE



Governance

Ferrovial's Climate Change Strategy is part of the company's corporate strategy and, therefore, it is discussed and decisions are made in this regard at the meetings of the Management Committee and the Board of Directors on a regular basis.

The **Sustainability Committee** is chaired by the Sustainability Director and is made up of representatives from the business areas and the corporate areas (Human Resources, General Secretariat, Occupational Health and Safety, Sustainability, Risks, Innovation, Corporate Responsibility, Investor Relations and Strategy). The chair of the committee reports to the Board of Directors, the Management Committee and the CEO. As a result, this Committee, which executes the Sustainability Strategy, is the link between the business and Senior Management.

The **Q&E Steering Committee**, chaired by the Sustainability Director, is the body that executes the corporate climate change strategy across the businesses that make up the company.

This committee is where debates take place, decisions are made, initiatives are established and the results related to climate change projects are reviewed. It is also responsible for the implementation of the Quality and Environment policy across the company. This committee analyses aspects such as legislation, new regulatory challenges in the countries in which the company operates and market trends, as well as recommendations from government agencies and other organizations.

In addition to the Corporate Sustainability Director, the Q&E Steering Committee also includes the highest representatives of the business in the matter. The committee meetings are held on a quarterly basis, though this frequency can be increased when necessary.

The Chief Executive Officer plays a very important role in this matter. His monthly agenda includes the monitoring and implementation of all the initiatives related to climate change.



The committee members' targets include environmental and climate change goals.

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STRATEGY



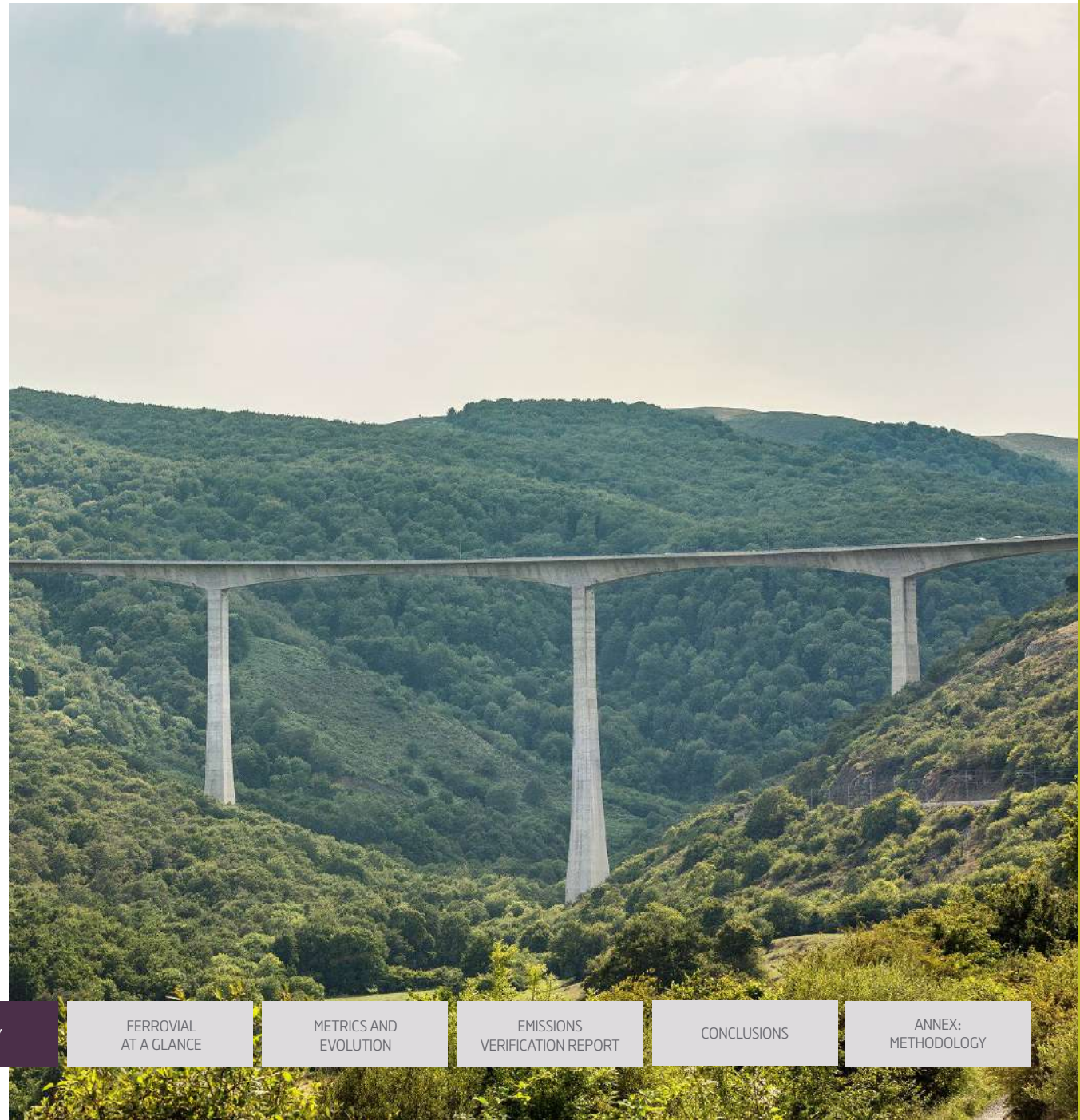
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Strategy

Ferrovial is one of the leading global operators in sustainable infrastructure, spanning the entire life cycle (design, financing, construction, operation, maintenance, and rehabilitation); at the same time, the company is developing new business opportunities based on mobility, water, energy, and adaptation. This is therefore reflected in its “Horizon 24” Strategic Plan.

For many years, Ferrovial has worked under a climate strategy framed within its strategic plan **Climate Strategy** that is framed within its Strategic Plan and aligned with the Sustainability Strategy and the Sustainable Development Goals. In order to comply with the Paris Agreement and the 2030 Agenda, our strategy includes ambitious emission reduction targets, a roadmap for achieving climate neutrality by 2050, and using renewable energies **instead of fossil fuels**. At the same time, we’re also developing new lines of business aimed at achieving **decarbonisation of the economy** and combating the effects of climate change.

This strategy includes our reduction targets endorsed by the Science Based Target initiative (SBTi), the evolution of our emissions, compliance with the established roadmap, the analysis of climate risks and the promotion of sustainable business models.



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FERROVIAL AT A GLANCE

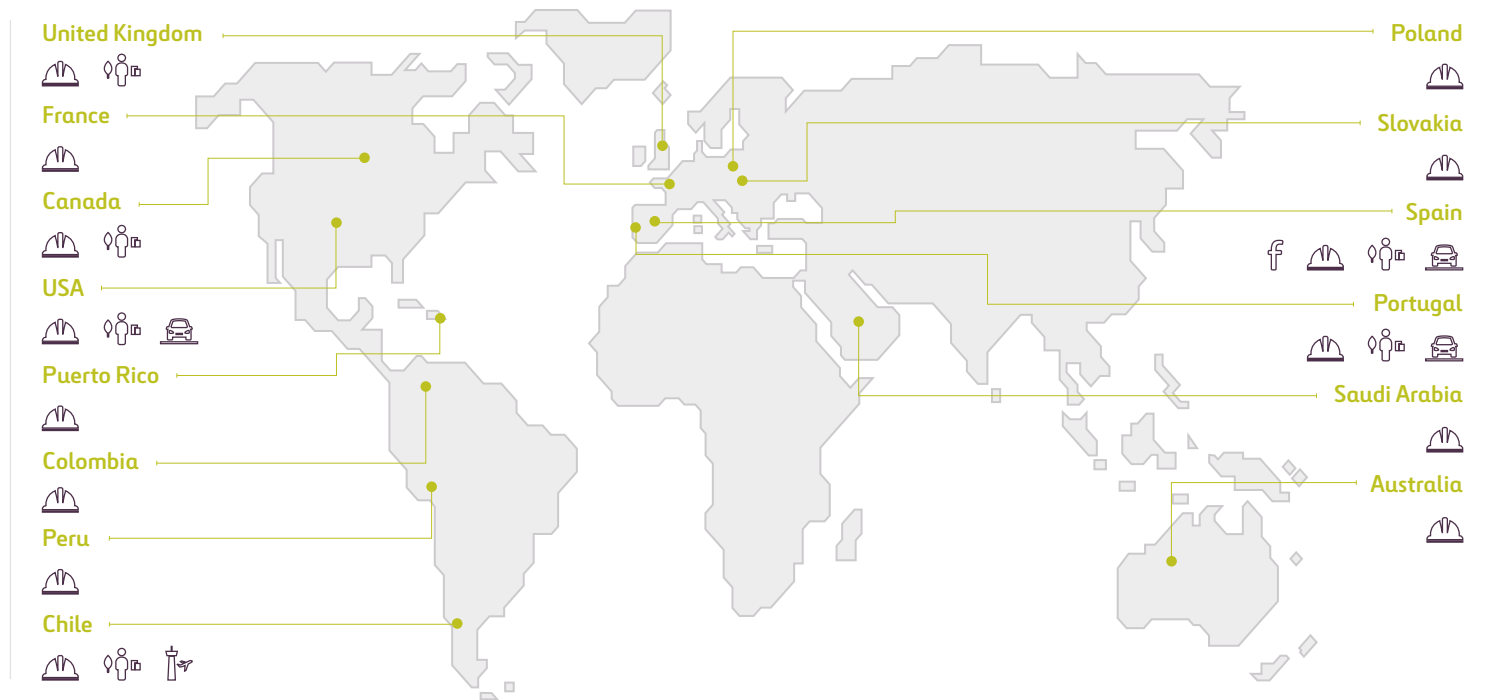


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Ferrovial at a glance

Ferrovial is a global reference point in the infrastructure and services sector, an environment which develops solutions marked by innovation and sustainability, covering all the phases of the life cycle.



MOTORWAYS

Promotion, investment and operation of sustainable infrastructures in increasingly congested urban environments.

- Cintra

CORPORATION

CONSTRUCTION

Development of unique infrastructures in the fields of civil and industrial works, building and water management.

- Ferrovial Construction
- Budimex
- Webber
- Cadagua

SERVICES

Efficient provision of urban and environmental services and maintenance of infrastructure and facilities.

- Amey
- Ferrovial Services

AIRPORTS

Ferrovial is an investor, without operational control, in the British airports of Heathrow, Southampton, Glasgow and Aberdeen. Additionally, it operates electricity transmission lines in Chile.

- Transchile

Our goals

01

Goals for reducing emissions approved by the Science-Based Targets initiative

- Scope 1&2: -35.3% in absolute terms and -42.9% in terms of intensity compared to 2009.
- Scope 3: -20% compared to 2012.



SCIENCE
BASED
TARGETS

DRIVING AMBITIOUS CORPORATE CLIMATE ACTION

02

100% renewable electricity by 2025

03

Towards net zero by 2050

04

Task Force on Climate Related Financial Disclosures

TCFD

TASK FORCE ON CLIMATE-RELATED FINANCIAL DISCLOSURES

05

Alignment of the Strategy with the SDGs (Sustainable Development Goals)

**SUSTAINABLE
DEVELOPMENT
GOALS**

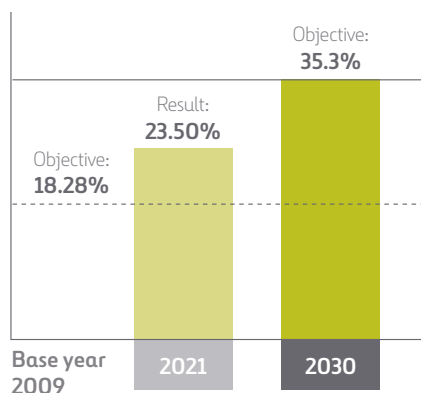
Our milestones

01 Goals for reducing emissions approved by the Science-Based Targets initiative

Scope 1&2 in absolute terms

(tCO₂e)

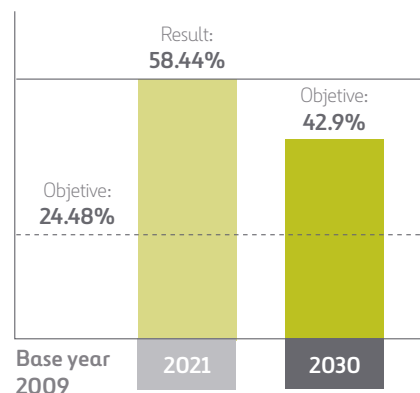
% Reduction



Scope 1&2 in intensity terms

(tCO₂e/€ million)

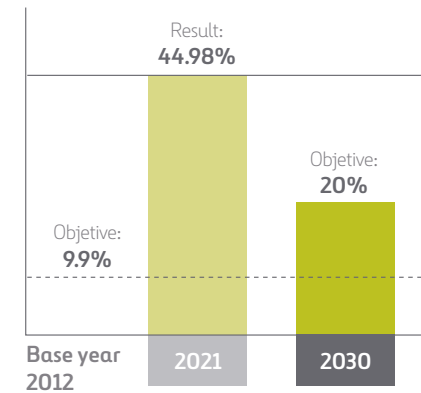
% Reduction



Scope 3 in absolute terms

(tCO₂e)

% Reduction



We're following the roadmap set forth to reduce emissions in Scopes 1, 2, & 3, and we're complying with the reduction goals for 2030 that were approved by the SBTi.

Ferrovial was the first company in its sector worldwide to set emission reduction targets and have these endorsed by the Science-Based Targets Initiative.

This fiscal year has seen collaboration with the SBTi initiative in defining the **Net-Zero Standard** and developing the tool for calculating emission reduction targets.

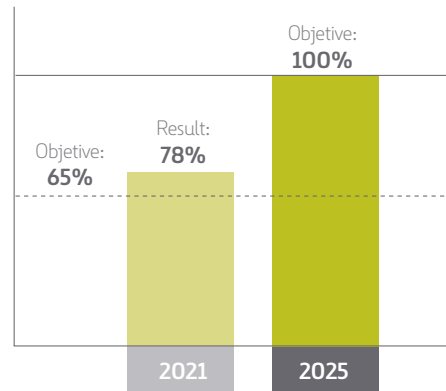
Ferrovial is a pioneer in that it is one of the first IBEX 35 companies to have presented and approved its **Greenhouse Gas Emissions Reduction Plan** for the 2030 and 2050 horizons at the last General Shareholders' Meeting.

* The "Deep Decarbonisation Path," Ferrovial's strategic plan (excluding Services activity), establishes a 35.3% reduction target for Scope 1 & 2 emissions in absolute terms; that's more ambitious than the 32% that the SBTi initiative approved.

02 100% renewable electricity by 2025

Renewable electricity

% Consumption



We comply with our established roadmap in order to source 100% of our consumed electricity from renewable sources by 2025.

Ferrovial is going to build and operate a **50MWp photovoltaic plant** in Spain to supply electricity from renewable sources to its business in Spain and Portugal.



03 Towards net zero by 2050

Ferrovial has set the goal of achieving climate neutrality by 2050 by reducing emissions and voluntarily offsetting emissions that cannot be reduced. The latter is done by neutralisation in reforestation and mitigation projects outside the value chain.

The **Deep Decarbonisation Path** outlines the roadmap to achieve the emission reduction target by 2030, in accordance with the SBTi initiative, and neutrality by the middle of the century, excluding the service area.

The Ministry for the Ecological Transition and the Demographic Challenge has awarded Ferrovial the highest recognition for its work to “**Calculate**”, “**Reduce**” and “**Compensate**”.

This award is the result of our “**Proyecto Compensa**”, a nature-based solution focusing on forest restoration in burned or agricultural areas in order to absorb emissions. This initiative carried out in Torremocha de Jarama, in Madrid, aims to recover the vegetation of an agricultural area devoid of trees, turning it into a **CO₂ absorption forest**. It’s implementation will lead to the repopulation of 7.7 hectares in three years (4.8 in 2019, 1.8 in 2020 and 1.1 in 2021). **A total of**

4,000 trees will be planted, which over the next 50 years will absorb some 2,000 tonnes of CO₂.

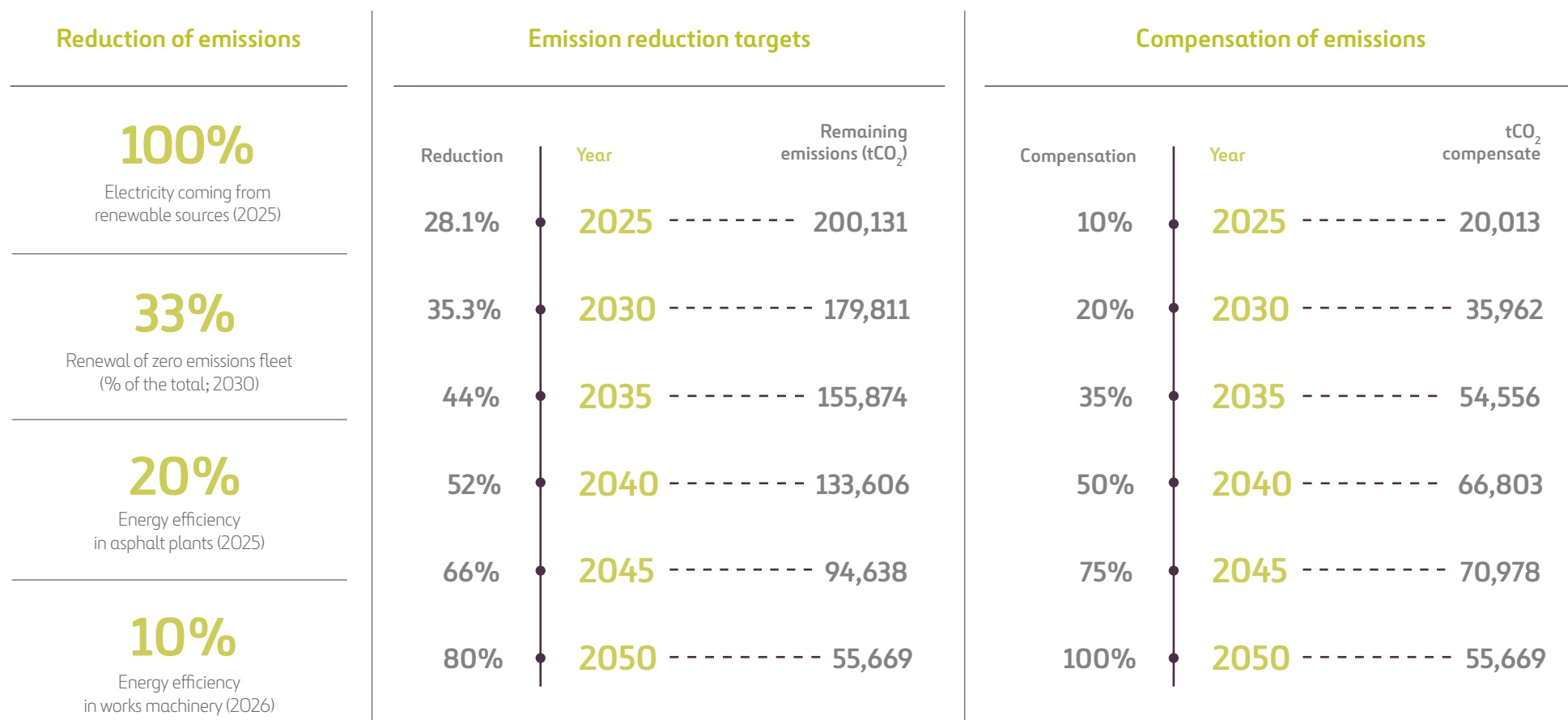
In addition to supporting the fight against climate change and being a key initiative in environmental matters, **the project also has a social component**: it has employed to 10 local people each year, prioritizing those belonging to disadvantaged groups or at risk of exclusion. They all receive training and are responsible for replanting their own forest, creating added social value in their work.

Furthermore, the **Electricity Generation project**, using wind energy in Gujarat (India), will enable up to 10% of emissions released (excluding service activity) to be offset progressively over the next four years.



We’re complying with the roadmap set forth to reach neutrality by 2050.

Deep Decarbonization Path



04 Task Force on Climate Related Financial Disclosures

Ferrovial is one of the first companies to implement and follow the TCFD's recommendations in its Integrated Annual Report. The company periodically analyses and quantifies the risks and opportunities related to climate change in all its businesses and geographical areas.



Climate scenarios

An analysis of risks and opportunities is carried out, taking into account both transitional scenarios that focus on the extent to which climate change mitigation policies are implemented, as well as physical scenarios that include various specific cases of concentration of greenhouse gas emissions and the resulting physical effects on the climate.

Transitional scenarios

To date, the study has taken into account the following scenarios:

- **Current Policies Scenario (CPS).** Takes into account the impact of those existing policies and measures that have been formally adopted. This scenario assumes a global temperature rise of +3/4°C by 2100.
- **New Policies Scenario (NPS).** This scenario incorporates both the policies and measures that have been announced and the effects of their implementation. This scenario assumes a global temperature rise of +2/3°C by 2100.
- **Sustainable Development Scenario (SDS).** This scenario is aligned with the direction of the decarbonization of the economy required to achieve the goals of the Paris Agreement. It contemplates an increase in temperatures with respect to pre-industrial levels of 2 °C or less.

The current version has taken into account the new scenarios recommended by the International Energy Agency included in its **World Energy Outlook 2021 report**:

- **Stated Policies Scenario (STEPS).** This takes a sector-by-sector look at not just existing policies but also of those that have been announced by each country. This

scenario contemplates a global temperature rise of 2.4/2.8 °C by 2100.

- **Announced Pledges Scenario (APS).** Scenario in which it is assumed that all climate commitments set by governments around the world, including nationally determined contributions and long-term net zero targets, will be met within the deadline and in the appropriate manner. This scenario contemplates a global temperature rise of 1.9/2.3 °C by 2100.
- **Sustainable Development Scenario (SDS).** Scenario with a holistic perspective which assumes the achievement of the objective of guaranteeing universal access to affordable, reliable, sustainable and modern energy services by 2030, substantially reducing atmospheric pollution and taking effective measures to combat climate change. This scenario contemplates a global temperature rise of 1.4/1.7 °C by 2100.
- **Net Zero Emissions by 2050 Scenario (NZE).** It shows a narrow but achievable pathway for the global energy sector to achieve net zero CO₂ emissions by 2050, with advanced economies reaching net zero emissions in advance of others. This scenario contemplates a global temperature rise of 1.3/1.5 °C by 2100.

Physical scenarios

It has taken into account **scenarios included in the 5th IPCC report** –RCP 2.6, RCP 4.5, RCP 6 and RCP 8.5–. This involves parameters and indicators related to temperature, wind, water and land masses in different geographies and time horizons.

- **RCP 2.6.** This is a very stringent emission pathway in which net zero emissions are reached after 2050. The temperature increase stabilizes around 1.8 °C in 2100.
- **RCP 4.5.** Emissions peak around 2040 and then decline. In this scenario, the temperature increase could reach 2.6 °C by 2100.
- **RCP 6.** Emissions continue to rise until 2080 and begin to decline. The temperature increase could reach 3.1 °C in 2100.
- **RCP 8.5.** Emissions continue to rise until they double by 2050, known as the “business as usual” scenario. The global average temperature increase exceeds 4.4°C in 2100.

Risks

- **Transition risks** related to an increase in the cost of operations resulting from higher raw material prices, higher fossil fuel prices, payments for the emissions produced, or engaging in some form of emissions trading. Factors such as policy restrictions on emissions, carbon taxation, water restrictions and changes in availability and demand of services or interruptions of operations are considered.
- **Physical risks** associated with physical damage to infrastructure which might cause a temporary halt in activities or a decrease in productivity during extreme weather conditions, or that might delay the delivery of products and services; they also entail a higher risk premium. These are some of the identified risks.

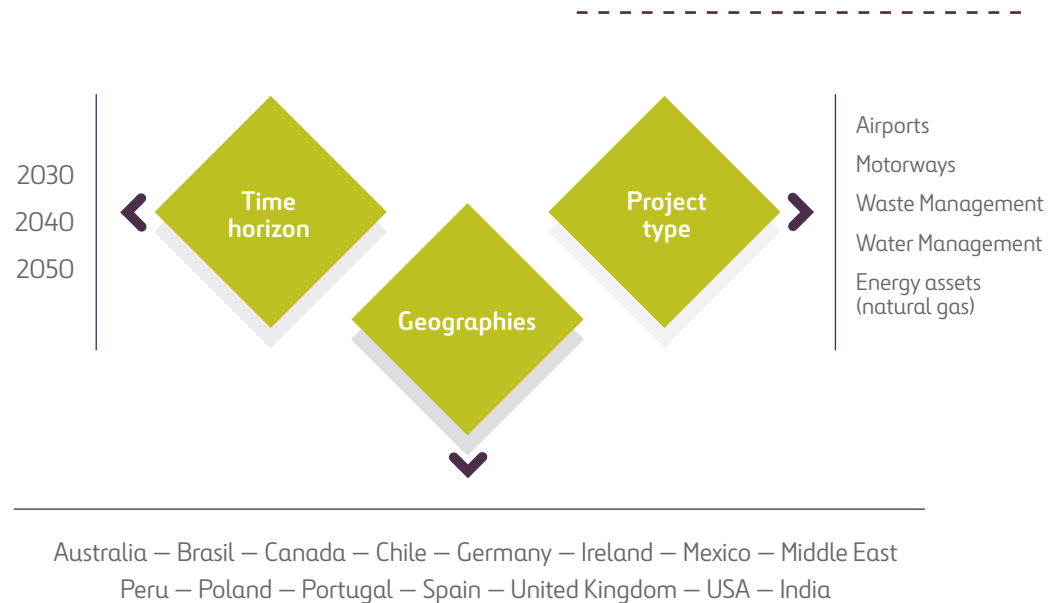


During this year we have developed a methodology and a tool that will enable us to identify physical risks, evaluate vulnerabilities, assess their impact, design adapted solutions and determine the resilience of said infrastructures. This analysis also responds to the adaptation aspects included in the European Union Taxonomy Regulation.

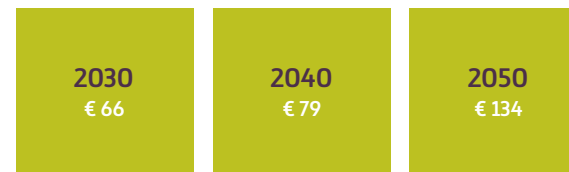
The probability of physical risks occurring is higher in scenarios where a significant rise in global temperature is expected resulting from a lack of ambitious climate policies. However, the evolution of transitional risks follows an opposite trend.

Climate risks have been incorporated into the risk matrix of the Ferrovial Risk Management system, to be reviewed every two years.

The group is applying a “Shadow Carbon Pricing” methodology to quantify the climate risk of its most significant investments in order to redirect these towards decarbonized business models. This tool looks at variable prices per tonne of carbon for different time horizons, geographical locations, and project types, quantifying in this way any potential economic risk in the projects.



The approximate average of the price of carbon in the future:



Opportunities: Sustainable businesses

As for the opportunities, the global trend towards a low-carbon economy is directing investment and financing towards businesses that help combat climate change and meet the goals of the Paris agreement. To this end, Ferrovial has been positioning itself for years as a company that offers infrastructure and focuses on **new business opportunities related to mobility, water and electrification**.

In this regard, Ferrovial is now a strategic partner for companies looking to mitigate emissions and adapt to the effects of climate change, providing solutions through its **“low carbon” business models**.



Sustainable Mobility

Ferrovial provides innovative solutions to **mitigate emissions that are associated with mobility**. The company offers adaptation solutions that reduce material physical climate risks related to its activity. These solutions take into account the connectivity between infrastructures, vehicles, and users, shared vehicles, and transportation electrification. They aim to reduce traffic and pollution in cities. These solutions include:

- **Managed Lanes:** These have proven to be the most efficient and sustainable way to respond to the growing demand for urban mobility in an easy, fast and efficient manner. The use of **toll rates** helps to manage demand and reduce congestion while also offering incentives for vehicle sharing. The company is looking into including in its toll policy aspects that promote the use of more energy-efficient vehicles.
- **Vertiports:** Plans are underway to implement a network of more than 25 vertiports in the United Kingdom and another additional network of around 10 in Florida (United States). The aim is to **design, build and operate the infrastructures** needed by electric vertical take-off and landing (eVTOL) aircraft.
- **Zity: Zero emission shared electric car service** which is charged using energy from renewable sources.



Energy infrastructures

The company provides comprehensive solutions for developing, building, and managing energy infrastructures. The **Energy Infrastructure and Mobility** division was created to reinforce this line of action. There are currently 408 km of electrical power lines in operation and 518 km under construction which enable renewable energy to be injected into the Chilean electrical grid.

Additionally, in line with the goal of 100% renewable electricity consumption by 2025, Ferrovial is going to build and operate a **50MWp photovoltaic plant** that will supply energy to its business in Spain and Portugal.





Energy efficiency

The company operates as an **energy services** business under a concession model, providing continual savings and improvement for the client’s facilities throughout the duration of the agreement.

In the area of the construction moreover, the company seeks to improve the energy efficiency of the buildings it develops and rehabilitates in both the design and construction phases. It provides bioclimatic design criteria, as well as innovative techniques and materials to offer innovative and unique solutions to its clients in accordance with the needs of the new European taxonomy regulation.



Water

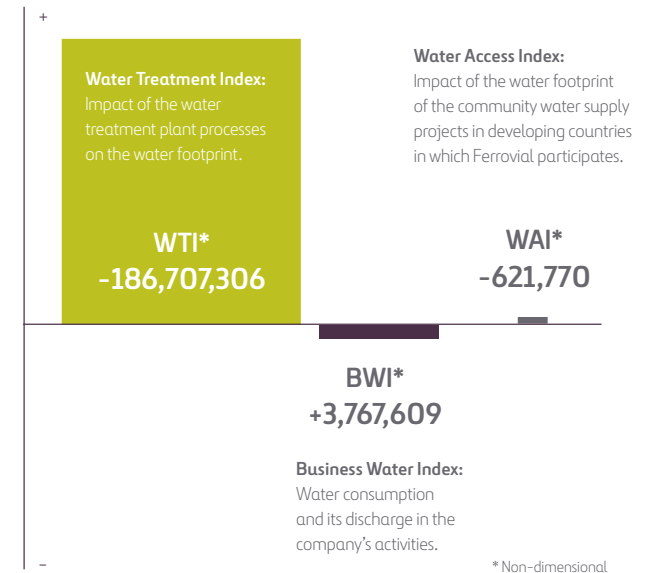
The company is helping **address the consequences of climate change on water resources** with its drinking-water treatment plants (DWTPs), wastewater treatment plants (WWTPs), industrial wastewater treatment centres (IWTCs), thermal drying plants for sludge from urban treatment plants, and ocean water desalination facilities (OWDFs).

The company’s **Water Policy** recognizes that water is a limited and irreplaceable natural resource and access to it as a fundamental human right, directly related to global change and an essential element within the circular economy.

In addition, to quantify the impact of its activity on water resources, the company has developed a **methodology for calculating the water footprint**, taking into account aspects such as the source of the water, the water stress in the country in question and the quality of the water and effluents, in addition to considering the balance of the ecosystems in which it operates.

Ferrovial’s goal is to reduce the BWI by 20% by 2030 and offset the BWI by 30 times annually (WTI+WAI > 30BWI).

A reduction of 31.23% in BWI has been achieved compared to the base year (2017) and an annual offsetting of 50 times the BWI.



Positive contribution

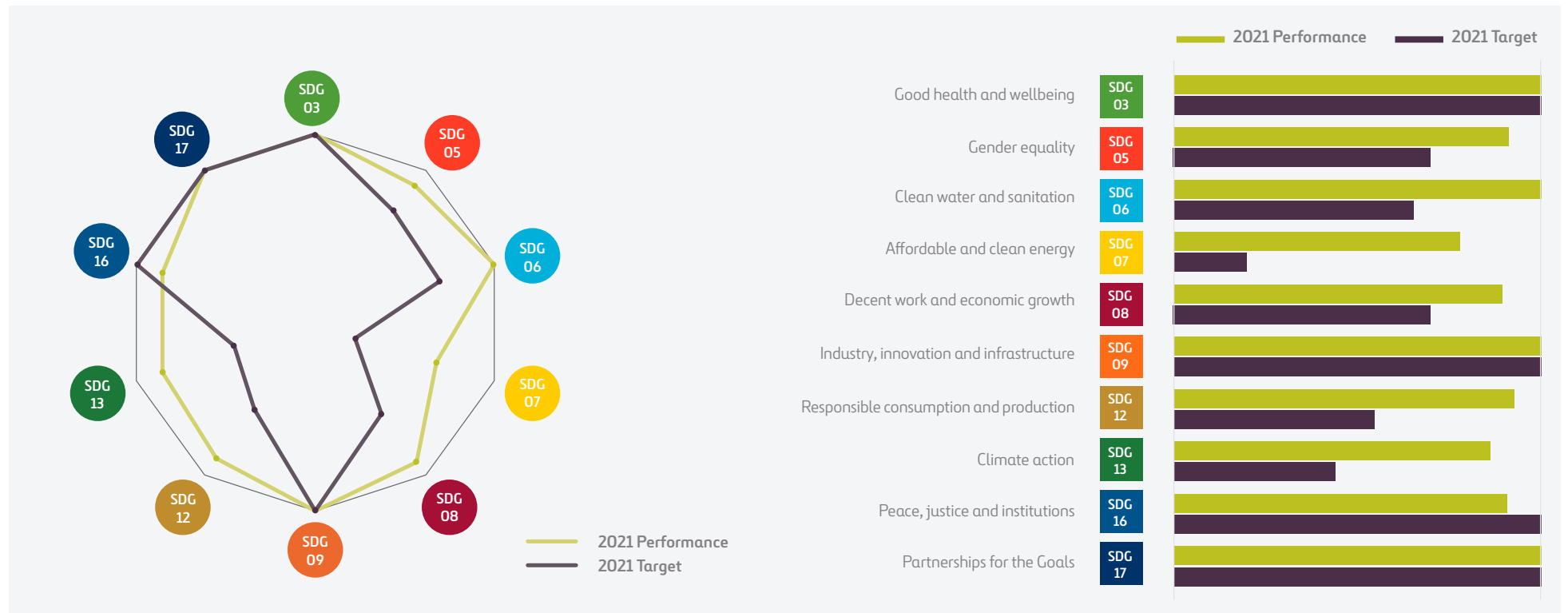
The water treatment activity together with the social action projects help compensate the impact of the consumption of water and waste that the business units need and generate.

05 Alignment of the Strategy with the SDGs

We are the first company whose Sustainability Strategy alignment with the Sustainable Development Goals (SDGs) of the United Nations is certified.

The degree of compliance with the proposed objectives of contributions to the SDGs is evaluated every year. The annual performance path is completed for all objectives, and for those that have not been reached, remediation plans are developed in a timely manner.

The following graph illustrates the total results of the degree of compliance for 2021 as well as the SDGs to which we are making the greatest contributions:

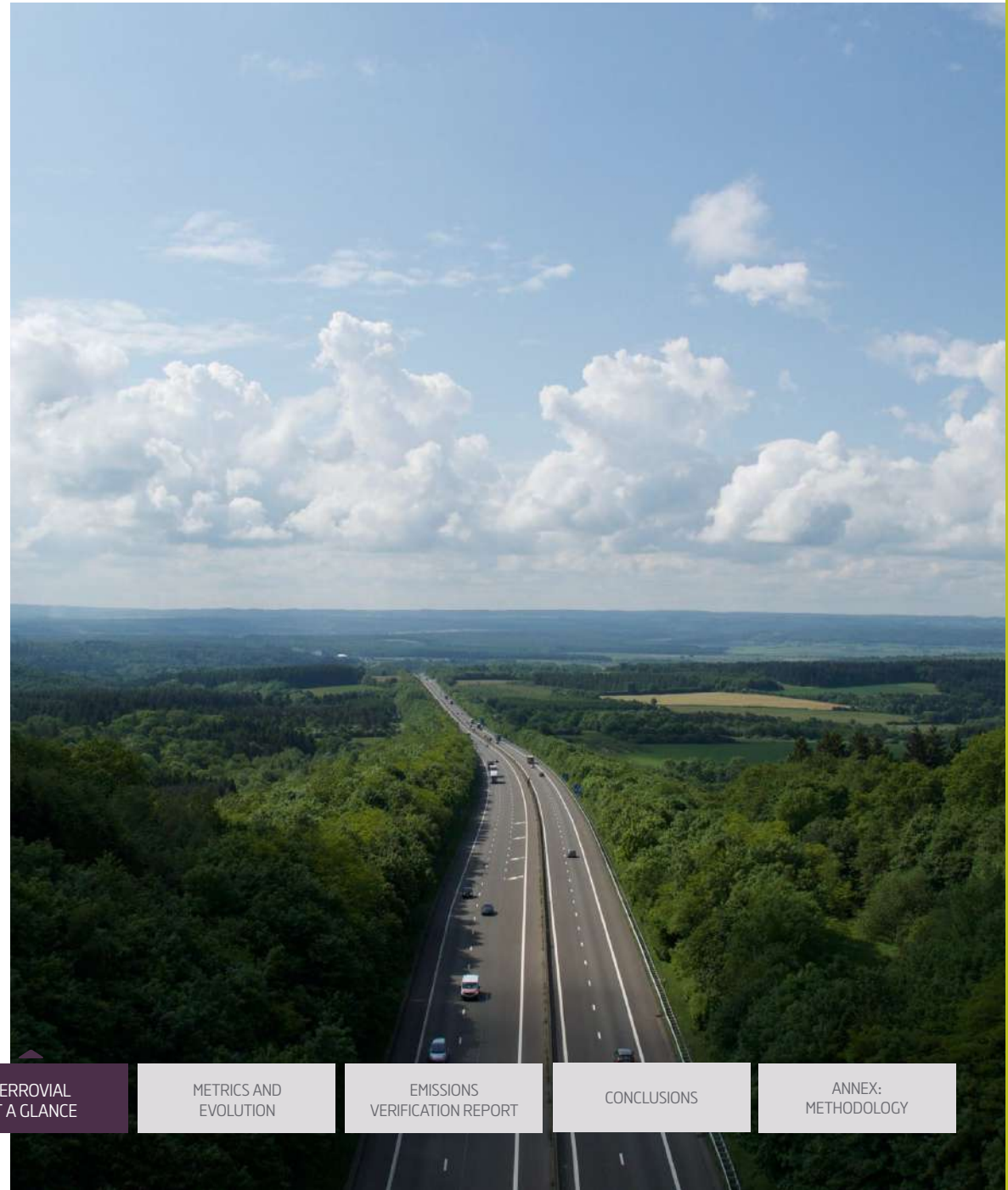


The **2030 Sustainability Strategy**, enshrined in the Plan Horizon 24, is the central pillar of the company, the tool that helps it address the challenges faced by society and to generate new business opportunities. Focusing on the Sustainable Development Goals, this plan establishes the guidelines for developing innovative, efficient and sustainable infrastructures, always taking into account environmental, social and governance criteria.

Within each of the three dimensions, key areas have been identified that act as drivers to generate a positive impact:

- **Environmental:** climate strategy, water footprint, natural capital, circular economy, sustainable mobility and innovation for sustainability.
- **Social:** equal opportunities, local talent, health and well-being, job security and investment in the community.
- **Governance:** good governance, sustainability in governance and supply chain.

Ferrovial holds decision-making positions in organizations that promote national and international sustainability such as the SERES Foundation, Forética, the Spanish Global Compact Network, the CSR Committee of the CEOE or the Spanish Association for Quality (AEC). In 2021, Ferrovial held the presidency of the Spanish Green Growth Group and the CEO of Ferrovial became a member of the Executive Committee of Fundación Seres. Likewise, the company collaborates with other organizations that promote sustainability in different fields, such as the Green Building Council (GBCe), Climate-KIC, Corporate Leaders Group, Pact for the Circular Economy, EU Green Growth Group, Fundación Empresa y Clima, We Mean Business, European Climate Pact and Women Sustainability Action (WAS).



Recognitions

Ferrovial is acknowledged as a leader thanks to its climate strategy, and has been recognized once again by the **Carbon Disclosure Project (CDP)** and included in the Leadership Climate **A list** category, in which it has been present since 2010.

In 2021, the company was also part of the main sustainability indices:

- **Dow Jones Sustainability Index (DJSI):** Member of this selective index for the last 20 years. It has recently received the Silver distinction in the Sustainability Yearbook 2022.
- **FTSE4Good:** The company has been included in this index in its last 18 editions.
- **MSCI:** “A” rating.
- **SUSTAINALYTICS:** In 2021, the company was classified as “Top-Rated” within the Construction and Engineering sector, in the top 7% of top-rated companies according to the index.
- **VIGEO:** Member of the selective Euronext-Vigeo Eurozone 120 and Europe 120 indexes.
- **STOXX:** The company has been included in this index for the seventh consecutive year.
- **ISS ESG:** Prime status.



Member of
Dow Jones Sustainability Indices
Powered by the S&P Global CSA



FTSE4Good



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METRICS AND EVOLUTION



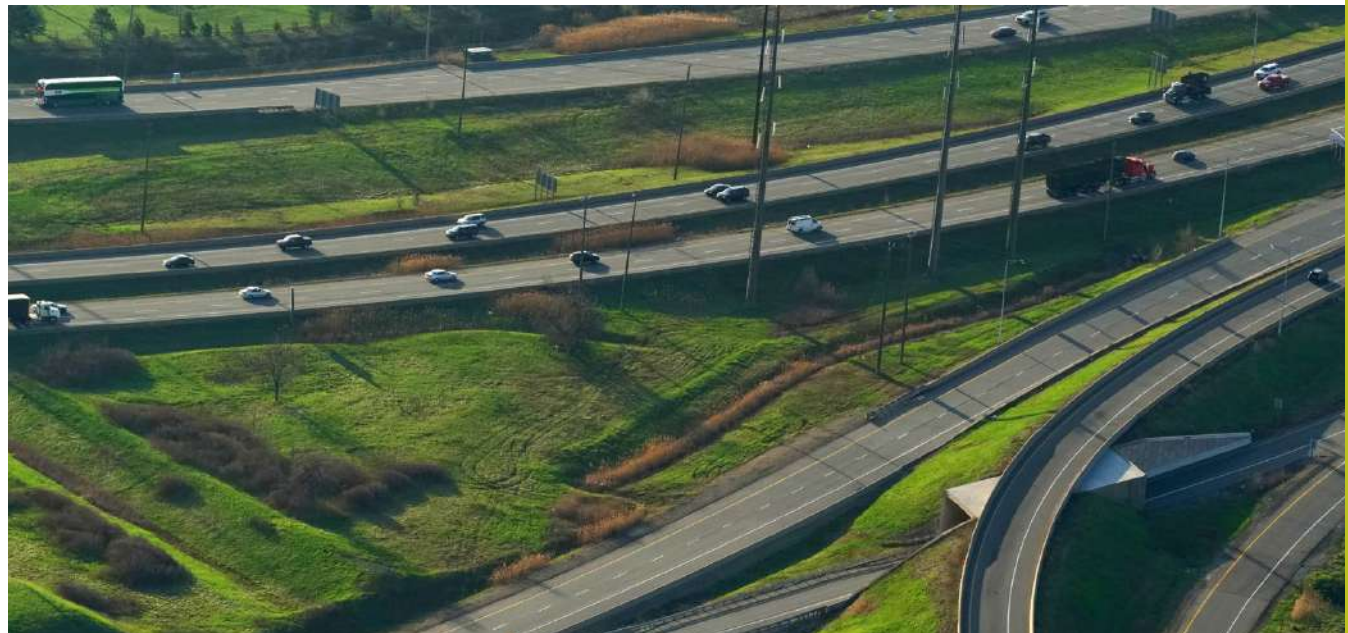
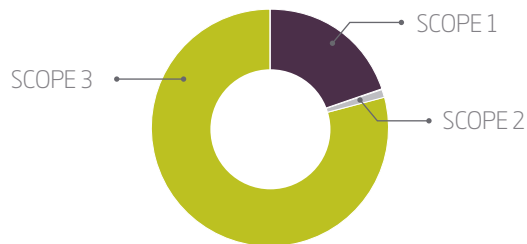
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Metrics & evolution

2021 Greenhouse gas emissions (Scope 1&2&3)*

In absolute terms, by source type



761,314 Scope 1 (tCO₂e)

257,863
Stationary

271,764
Diffuse

231,445
Mobile

243
Electricity & Fugitive

36,752 Scope 2 (tCO₂e)

2,849,892 Scope 3 (tCO₂e)

1,010,324
Others

1,144,190
Purchased goods and services

445,526
Investments

249,853
Use of sold product

*Data verified according to ISAE 3410.

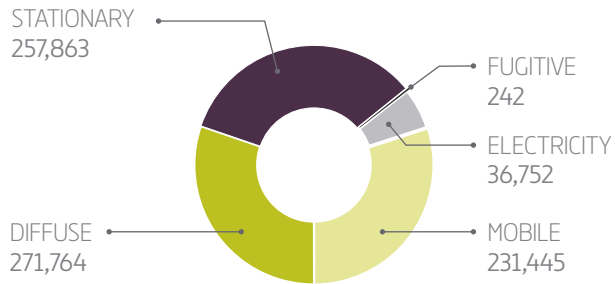
GHG Emissions. Scope 1&2

In absolute terms (tCO₂e)

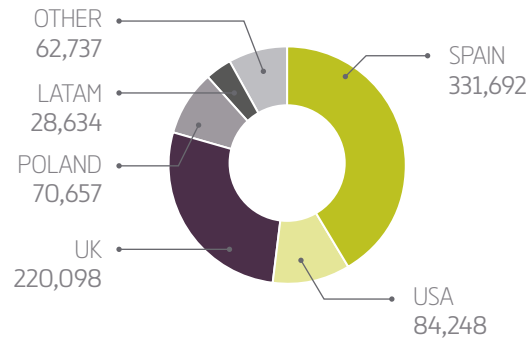
	2009	2019	2020	2021	2021vs2009	2021vs2020
Construction	251,375	227,451	223,874	191,573	-23.79 %	-14.43 %
Budimex	47,665	80,326	71,964	70,657	48.24 %	-1.82 %
Cadagua	63,221	6,642	3,048	2,139	-96.62 %	-29.80 %
Ferrovial Construction	74,934	95,861	99,044	87,169	16.33 %	-11.99 %
Webber	65,555	44,622	49,819	31,607	-51.79 %	-36.56 %
Corporation	896	579	516	539	-39.90 %	4.41 %
Ferrovial corporation	896	579	516	539	-39.90 %	4.41 %
Infrastructure	26,030	9,616	3,954	2,670	-89.74 %	-32.48 %
Cintra	26,030	9,616	3,954	2,670	-89.74 %	-32.48 %
Airports	45	18	13	13	-71.33 %	-3.91 %
Transchile	45	18	13	13	-71.33 %	-3.91 %
Total without services	278,346	237,664	228,358	194,794	-30.02 %	-14.70 %
Services	764,909	711,869	614,435	603,272	-21.13 %	-1.82 %
Amey	267,290	235,778	231,792	217,102	-18.78 %	-6.34 %
Ferrovial Services	497,620	476,091	382,643	386,170	-22.40 %	0.92 %
Total with services	1,043,255	949,532	842,793	798,066	-23.50 %	-5.31 %

Distribution of the emissions (tCO₂e) of Scope 1&2

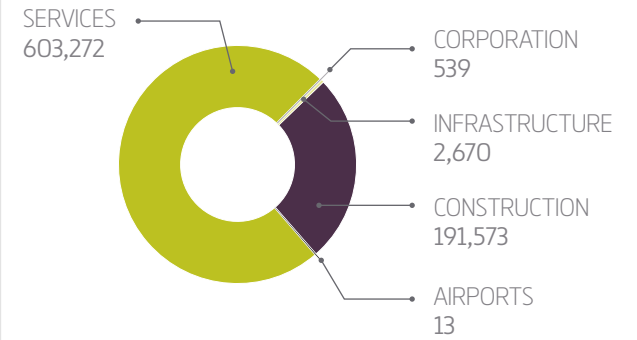
Emission source type



Region



Business area



Scope 1 emissions (tCO₂e)

In absolute terms

		2009	2019	2020	2021	2021vs2009	2021vs2020
Scope 1 (tCO ₂ e)	Construction	163,232	192,325	192,539	169,737	3.99 %	-11.84 %
	Budimex	27,744	64,373	55,237	55,631	100.51 %	0.71 %
	Cadagua	18,669	699	477	606	-96.75 %	27.11 %
	Ferrovial Construction	61,287	85,681	90,193	84,000	37.06 %	-6.87 %
	Webber	55,532	41,572	46,632	29,500	-46.88 %	-36.74 %
	Corporation	375	219	151	166	-55.91 %	9.48 %
	Ferrovial corporation	375	219	151	166	-55.91 %	9.48 %
	Infrastructure	6,024	2,053	2,018	1,784	-70.39 %	-11.59 %
	Cintra	6,024	2,053	2,018	1,784	-70.39 %	-11.59 %
	Airports	41	17	13	13	-68.51 %	-3.91 %
	Transchile	41	17	13	13	-68.51 %	-3.91 %
	Total without services	169,672	194,614	194,722	171,699	1.19 %	-11.82 %
	Services	722,624	694,356	600,795	589,614	-18.41 %	-1.86 %
	Amey	252,999	233,669	231,707	217,000	-14.23 %	-6.35 %
	Ferrovial Services	469,624	460,687	369,089	372,614	-20.66 %	0.96 %
Total with services	892,296	888,971	795,517	761,314	-14.68 %	-4.30 %	

Scope 2 emissions (tCO₂e)

In absolute terms

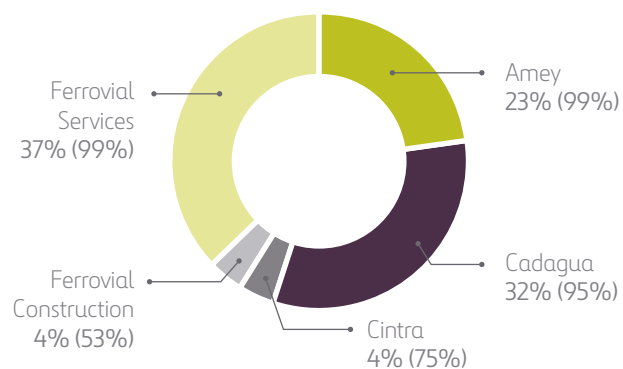
		2009	2019	2020	2021	2021vs2009	2021vs2020
Scope 2 (tCO ₂ e)	Construction	88,143	35,126	31,335	21,836	-75.23 %	-30.32 %
	Budimex	19,921	15,953	16,726	15,026	-24.57 %	-10.16 %
	Cadagua	44,552	5,943	2,571	1,533	-96.56 %	-40.36 %
	Ferrovial Construction	13,647	10,180	8,851	3,169	-76.78 %	-64.19 %
	Webber	10,023	3,050	3,187	2,107	-78.98 %	-33.89 %
	Corporation	521	360	365	373	-28.36 %	2.30 %
	Ferrovial corporation	521	360	365	373	-28.36 %	2.30 %
	Infrastructure	20,006	7,563	1,936	886	-95.57 %	-54.25 %
	Cintra	20,006	7,563	1,936	886	-95.57 %	-54.25 %
	Airports	4	1	0	0	-100.00 %	-
	Transchile	4	1	0	0	-100.00 %	-
	Total without services	108,674	43,049	33,636	23,095	-78.75 %	-31.34 %
	Services	42,286	17,512	13,639	13,657	-67.70 %	0.13 %
	Amey	14,291	2,108	85	102	-99.29 %	19.45 %
	Ferrovial Services	27,995	15,404	13,554	13,555	-51.58 %	0.01 %
Total with services	150,959	60,562	47,276	36,752	-75.65 %	-22.26 %	

	2009	2019	2020	2021	2021vs2009	2021vs2020
Market Based ¹	150,959	60,562	47,276	36,752	-75.7%	-22.3%
Location Based ²	158,586	125,031	117,293	109,266	-31.1%	-6.8%

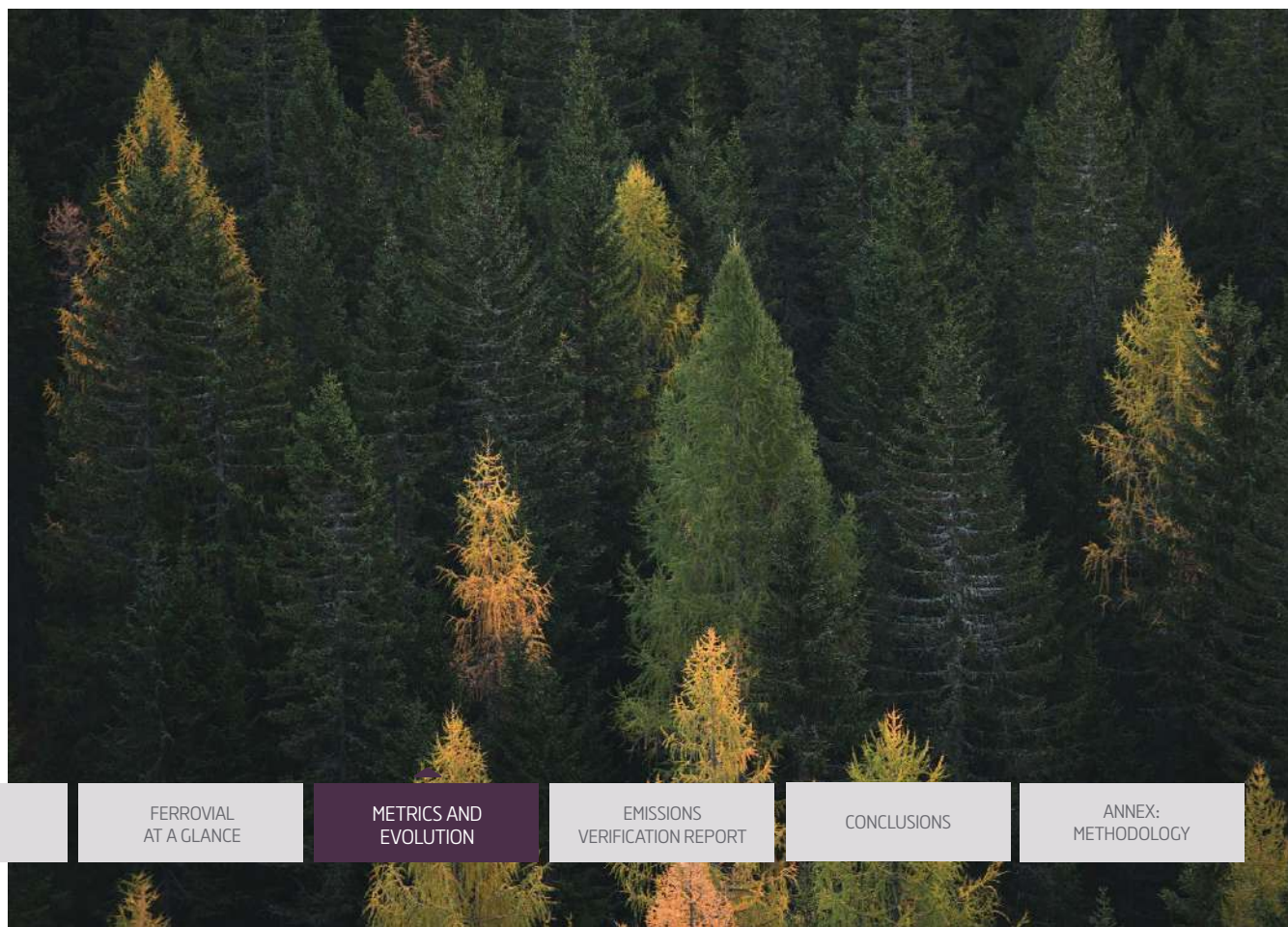
1. **Market based** is the method used to calculate Scope 2 emissions which takes into account the residual electricity mix for non-renewable energy in those countries where it is available and the conversion factor of electricity from renewable sources with certificate of origin is zero.
2. **Location based** is the method used to calculate Scope 2 emissions which takes into account the national electricity mix and the total amount of energy consumed.

In 2021, 78% of the electricity consumed came from renewable electricity.

This is the breakdown by company*:



* The first percentage of each value indicates the percentage of renewable electricity consumption by each company with respect to the total renewable electricity used by the Group. The percentages in parentheses indicate the consumption of renewable electricity with respect to the total electricity consumed by the company itself.



In terms of intensity (tCO₂e/€ million)

The intensity data reflects the decoupling of emissions with the growth of the company.



	2009	2019	2020	2021	2021Vs2009	2021Vs2020
Construction	46.22	43.20	43.07	32.70	-29.3%	-24.1 %
Corporation	10.43	46.87	72.86	74.70	616.2%	2.5 %
Infrastructure	60.26	15.61	10.12	4.87	-91.9%	-51.9 %
Airports	6.29	2.60	2.00	1.92	-69.5%	-3.9 %
Total without services	162.36	75.55	72.01	30.33	-81.32%	-57.87%
Services	230.75	105.04	108.35	111.62	-51.6%	3.0 %
Total with services	162.36	75.55	72.01	67.48	-58.44%	-6%

Energy consumption

		Mwh				
		2009	2019	2020	2021	
Fossil fuels	Stationary	Diesel	851,446	1,403,343	1,528,742	1,202,402
		Fuel	344,186	137,269	100,551	77,191
		Petrol	13,447	7,328	7,236	8,397
		Natural Gas	400,727	207,710	144,565	86,015
		Coal	0	361,701	268,802	309,389
		Kerosene	4,097	1,995	1,559	807
		Propane	17,540	22,793	20,972	35,733
		LPG	175	58	2	64
	Mobile	Diesel	3,629,217	2,825,602	2,683,716	2,501,469
		Fuel	219	0	0	0
		Petrol	664,171	557,001	622,083	645,343
		Natural Gas	473,922	94,895	93,218	87,629
		Ethanol	0	0	0	3,177
		LPG	932	4,542	3,258	2,919
TOTAL		6,400,080	5,624,238	5,474,704	4,960,535	

		Mwh			
		2009	2019	2020	2021
Consumption of electricity from non-renewable sources	Construction	761,769	261,867	218,961	130,383
	Corporation	5,359	4,239	3,837	3,926
	Infrastructure	230,072	61,360	18,901	10,817
	Airports	30	4	0	0
	Services	360,101	148,033	98,511	98,934
	TOTAL	1,357,331	475,503	340,210	244,060
Consumption of electricity from renewable sources	Construction	599	313,748	297,444	315,124
	Corporation	0	0	0	0
	Infrastructure	0	4,058	28,356	33,150
	Airports	0	0	0	0
	Services	25,772	438,589	469,646	514,025
	TOTAL	26,371	756,395	795,445	862,299

	Mwh					
	Spain	USA	UK	Poland	LATAM	Other
Energy consumption from non-renewable sources	1,978,369	1,061,270	594,005	796,533	383,602	390,805
Energy consumption from renewable sources	582,961	33,150	231,884	0	0	14,303

Evolution of emissions

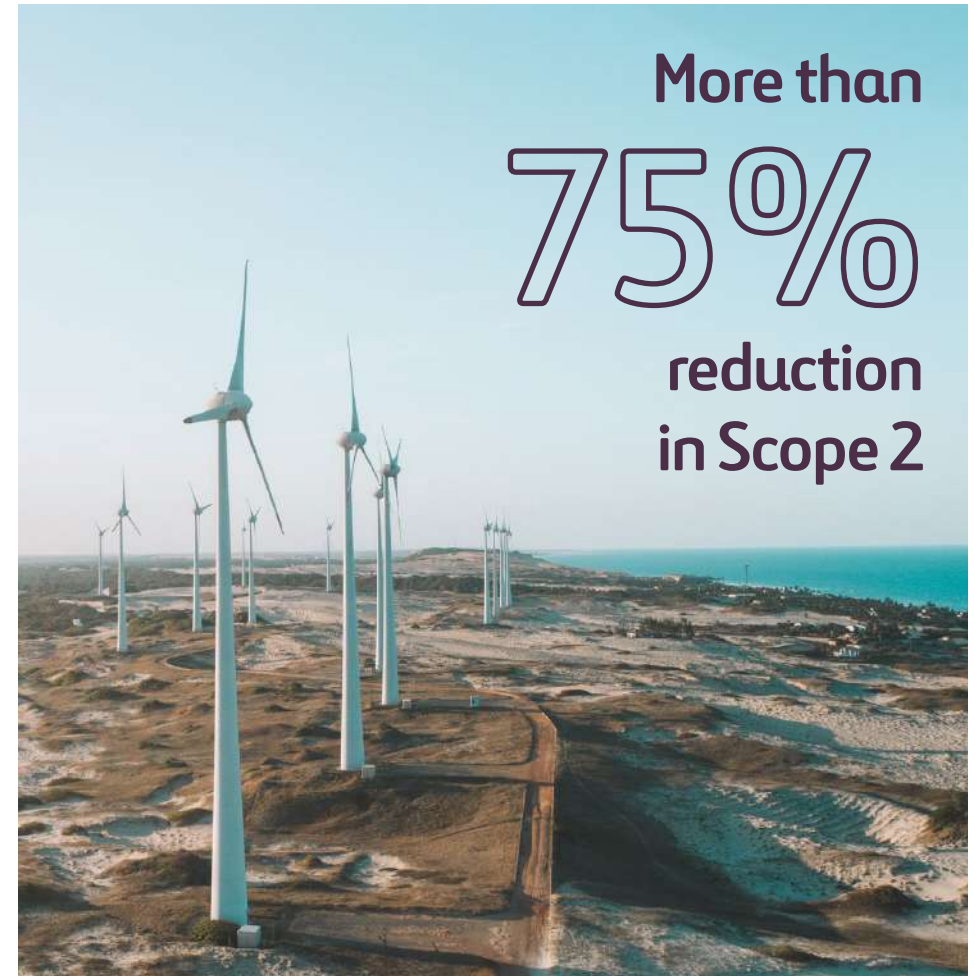
In accordance with the SBTi initiative, we aim to reduce our Scope 1 & 2 emissions by 35.3% in absolute terms (tCO₂e) and by 42.9% in intensity (tCO₂e/million €) by 2030, compared to 2009 as the base year.

In 2021, Scope 1 & 2 emissions were reduced by 23.50% in absolute terms and by 58.44% in intensity compared to the base year. That is a 5.31% and 6.29% reduction in tCO₂e respectively, compared to the previous fiscal year. These figures show that we have managed to meet the goals on the roadmap established by the company. This was possible because of the speed at which the measure was implemented for this fiscal year for electricity consumption from renewable sources, as included in the **Deep Decarbonisation Path**.



Electrical energy consumption from renewable sources

The company promotes the use of electrical energy with a guarantee of origin from renewable sources, and it is making rapid progress towards the goal of 100% renewable energy by 2025, as outlined in its plan. As proof of this commitment, Ferrovial is going to build and operate a photovoltaic plant in Seville (Spain) to supply renewable electricity for the company's use in Spain and Portugal. Almost **78% of the electricity consumed comes from renewable sources**; that figure reaches almost 100% for Amey, Cadagua, Ferrovial Services Spain, and Cintra in the United States. This has made it possible to reduce Scope 2 emissions by more than 76% compared to the base year.





Construction

The intensity indicator (tCO₂e/million €) has fallen by 29.3% compared to the base year, reflecting the decoupling between emissions and economic growth. We can see that the processes are more efficient and the activities are less energy-intensive.

In absolute terms (tCO₂e), emissions also show a downward trend: 23.79% less than the same base year. Only Budimex and Ferrovial Construction show an upward trend, which is specifically in mobile and stationary sources; it's also associated with significant growth in activity. However, both companies have reduced their emissions compared to the previous fiscal year.

In the construction sector, energy demand is closely linked to the contracting volume, the project type, and whether it is executed by the company itself or through subcontractors. The company is working on implementing energy efficiency measures. In the coming years, it will prioritise the decarbonisation of mobile and stationary sources, as outlined in the **Deep Decarbonisation Path**.



Services

The intensity indicator (tCO₂e/million €) has been reduced by 51.6% compared to the base year and by 21.13% in absolute terms (tCO₂e).

Some 45% of the emissions in this area are linked to biogas in treatment plants. This is why the focus has been on reducing waste destined for the landfill in recent years by strengthening pre-sorting and improving processes for biogas capture, key principles of the circular economy. This has led to a 18% reduction.



Cintra

The electricity consumption for highway lighting is the main source of energy consumption associated with this activity. It accounts for about 75% of emissions related to this type of infrastructure. For this reason, the primary commitment is to use electricity from renewable sources, as well as to implement energy efficiency measures for reducing consumption.

In this fiscal year, 75% of the electricity consumed has come from renewable sources. This has contributed to reducing Cintra's emissions by 60% over the course of the year.

Fulfilling with
our goals
reduction of
the Scope 1&2&3

GHG Emissions. Scope 3

In absolute terms (tCO₂e)

Scope 3	2012	2019	2020	2021	2021Vs2012	2021Vs2020
Investments*	1,364,372	864,782	774,570	445,526	-67.35 %	-42.48 %
Purchased goods and services	1,756,724	1,102,148	1,021,375	1,144,190	-34.87 %	12.02 %
Use of sold product	478,824	499,904	209,022	249,853	-47.82 %	19.53 %
Capital Goods	569,407	118,081	411,535	191,884	-66.30 %	-53.37 %
Upstream transportation and distribution	560,420	477,374	476,642	552,731	-1.37 %	15.96 %
Waste generated in operations	191,948	141,389	125,990	99,220	-48.31 %	-21.25 %
Fuel and energy related activities	191,927	136,217	121,965	102,406	-46.64 %	-16.04 %
End of life treatment of sold products	57,368	31,667	23,152	59,894	4.40 %	158.70 %
Business travel	6,606	7,232	1,796	2,515	-61.93 %	40.07 %
Upstream leased assets	1,405	0	0	0	-100.00 %	-
Employee commuting	792	1,763	1,645	1,673	111.29 %	1.71 %
	5,179,792	3,380,558	3,167,692	2,849,892	-44.99%	-10.03 %

* Consumption and emissions in this category associated with airports are based on information they have externally verified. As of the date of publication of this report, the verification for 2021 is not available, so the data for 2020 has been used.

Evolution of emissions

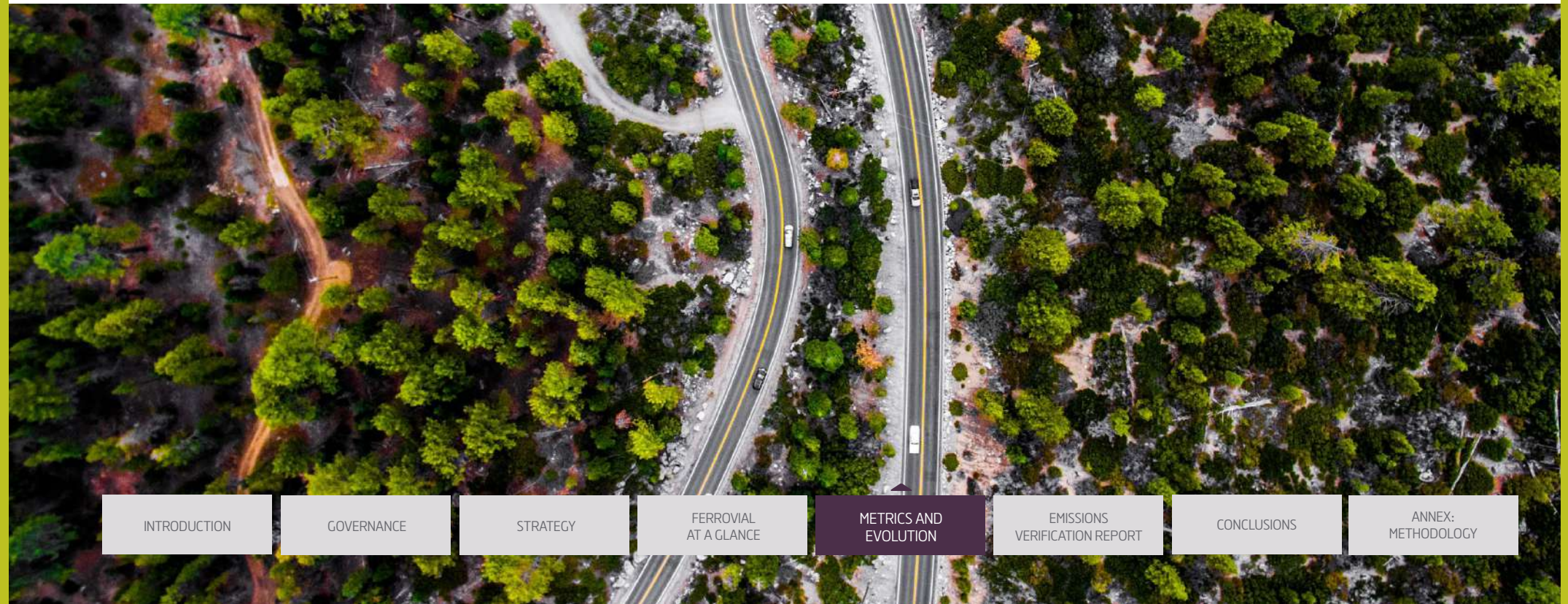
Our target, endorsed by the SBTi, envisages reducing Scope 3 emissions by 20% in absolute terms (tCO₂e) by 2030 compared to 2012, excluding “Capital goods” and “Purchased goods and services”. Following this criterion has led to reductions of 46.98%. Over all the categories, emissions have been reduced by 44.99% since the base year.

The effects of the COVID 19 pandemic, especially the mobility restriction measures, have had a significant impact on the emissions associated with highways and airports included in the **Investments** and **Use of sold Products** categories.

Since the base year, the main materials considered in the **Purchased goods & services** category are construction materials. The emissions associated with these purchases have been reduced over the years and, therefore, so have those associated with transportation (**Upstream transportation and distribution**) and final use (**End of life treatment of sold products**).

21.25% decrease in emissions associated with the **Waste generated in operations** category. Work is being done to incorporate the principles of the circular economy by reducing the use of non-renewable natural resources, reusing waste as raw materials, recycling and the incorporation of eco-design criteria. Our Construction activity has established an annual target of 80% land reuse, as well as a 70% reduction in CDW.

The implementation of energy efficiency measures and an increase in the consumption of electricity from renewable sources has helped reduce emissions from **Fuel and energy related activities**.



“Biogenic CO₂” emissions



	2009	2019	2020	2021	2021vs2009	2021vs2020
Construction	768	54.678	128.792	62.404	8,024 %	-52 %
Services	729.776	733.912	941.046	649.827	-11 %	-31 %
	730.544	788.590	1.069.838	712.231	-2.51 %	-33.43 %



Emissions avoided

The main emission reduction bags are associated with:

Fleet renewal

The majority of the fleet is managed by means of agreements from three years ago, which has allowed for a complete renewal of the fleet with efficient vehicles, causing a substantial and continued reduction in the emission levels. The goal is to have 33% of zero emission vehicles in the fleet by 2030, as established in the **Deep Decarbonization Path** plan for our strategy.

Purchase of renewable electricity source

78% of the total electricity consumed comes from renewable sources, 87% being purchased and 13% self-consumption.

	2009	2019	2020	2021
Fleet renewal	2,489	5,498	11,025	6,927
Purchase of renewable electricity	4,543	55,891	62,184	67,567
By triage and capture of biogas in landfills	710,056	1,678,298	1,699,737	1,729,734
By capturing biogas in water treatment plants	0	422,724	406,842	502,028
By power generation in landfills	44,271	72,951	83,057	78,592
By power generation in water treatment plants	18,603	34,429	45,533	52,435
	779,962	2,269,791	2,308,379	2,437,282

Emissions avoided in sorting activity and biofuel collection in landfills

Regarding the management of waste through sorting activity, assessment is prioritised over removal, with the goal of reducing the amount of refuse that is deposited in the landfill and that, as such, creates greenhouse gas (GHG) emissions. When the final waste is deposited in the landfill, biofuel emissions are caused due to their decomposition.

This biofuel is collected by means of collection nets to avoid the direct emission of methane (CH₄) into the atmosphere and enable their use through energy production. The company trend is to undertake a constant investment in technology both in sorting activity as well as biofuel collection which has allowed GHG emissions to reduce in recent years.

Emissions avoided through the generation of energy in water treatment plants

In the sludge thermal drying processes for waste water treatment plants managed by Cadagua, **co-generation plants** have been implemented that produce thermal energy for drying sludge and that also generate electric energy. For their part, the biofuel generated is collected in the treatment plants and it is used to produce electricity.

Emissions avoided through the generation of energy in landfills

The biofuel collected in the landfills, mainly methane, is used in co-generation plants for electricity production and thermal energy. In 2021, among the landfills and treatment plants of Ferrovial Services and Amey, **323,955 MWh of energy from renewable sources** have been generated. Through the collection process, not only is GHG emission to the atmosphere avoided but it also generates energy proceeding from renewable sources.

Emissions avoided through the generation of energy in water treatment plants

Biofuel collected in the water waste treatment plants (WWTPs) is used to create electricity with the combustion of biofuel produced. This, together with the co-generation process in thermal drying, **has generated 142,043 MWh.**

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VERIFICATION REPORT



6





Ferrovial Corporación, S.A. and its subsidiaries

Independent limited assurance report
Greenhouse Gas (GHG) statement
31, December 2021



This version of our report is a free translation of the original, which was prepared in Spanish. All possible care has been taken to ensure that the translation is an accurate representation of the original. However, in all matters of interpretation of information, views or opinions, the original language version of our report takes precedence over this translation.

**Independent limited assurance report
On Greenhouse Gas (GHG) statement**

To the Management of Ferrovial Corporación S.A.:

Scope of work

We have undertaken a limited assurance engagement of the GHG statement of Ferrovial Corporación, S.A. and its subsidiaries Budimex, Cadagua, Ferrovial Construcción, Webber, Cintra, Amey, Ferrovial Servicios and Transchile (hereinafter referred to as "Ferrovial") for the financial year ended December 31, 2021, included in the Appendix of this report. This engagement was conducted by a team of sustainability and climate change assurance practitioners.

Responsibility of Ferrovial's management

Ferrovial's management is responsible for the preparation of the 2021 GHG Statement in accordance with their internal procedure, "Calculation and Report of Carbon Footprint" of Ferrovial, which is described in the report "Ferrovial Climate Strategy 2021", available on the following website <https://www.ferrovial.com/en-us/sustainability/environment/carbon-footprint/>. This responsibility includes the design, implementation and maintenance of internal control relevant to the preparation of a GHG statement that is free from material misstatement, whether due to fraud or error.

GHG quantification is subject to inherent uncertainty because of incomplete scientific knowledge used to determine emissions factors and the values needed to combine emissions of different gases.

Our responsibility

Our responsibility is to express a limited assurance conclusion on the GHG Statement based on the procedures we have performed and the evidence obtained. We conducted our limited assurance engagement in accordance with the International Standard on Assurance Engagements 3410 (ISAE 3410), "Assurance Engagements on Greenhouse Gas Statements" issued by the International Auditing and Assurance Standards Board (IAASB) of the International Federation of Accountants (IFAC). That standard requires that we plan and perform this engagement to obtain limited assurance about whether Ferrovial's 2021 GHG Statement is free from material misstatement.

A limited assurance engagement undertaken in accordance with ISAE 3410 involves assessing the suitability in the circumstances of Ferrovial's use of applicable criteria as the basis for the preparation of the GHG statement, assessing the risks of material misstatement of the GHG statement whether due to fraud or error, responding to the assessed risks as necessary in the circumstances, and evaluating the overall presentation of the GHG statement. A limited assurance engagement is substantially less in scope than a reasonable assurance engagement in relation to both the risk assessment procedures, including an understanding of internal control, and the procedures performed in response to the assessed risks.

The procedures we performed were based on our professional judgment and included inquiries, observation of processes performed, inspection of documents, analytical procedures, evaluating the appropriateness of quantification methods and reporting policies, and agreeing or reconciling with underlying records.

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R. M. Madrid, hoja 87.250-1, folio 75, tomo 9.287, libro 0.054, sección 3ª
Inscrita en el R.O.A.C. con el número 50242 - CIF: B-79 031280



Given the circumstances of the engagement, in performing the procedures listed above we:

- Through inquiries and meetings with personnel of Ferrovial's various departments who have been involved in the preparation of the GHG Statement, obtained an understanding of Ferrovial's control environment and information systems relevant to emissions quantification and reporting, but did not evaluate the design of particular control activities, obtain evidence about their implementation or test their operating effectiveness.
- Evaluated whether Ferrovial's methods for developing estimates are appropriate and had been consistently applied. However, our procedures did not include testing the data on which the estimates are based or separately developing our own estimates against which to evaluate Ferrovial's estimates.
- Verified, through analytical and substantive tests based on the selection of a sample, the information (activity data, calculations and information generated) used to determine Ferrovial's 2021 GHG Statement and the correct compilation of information based on the internal procedure.

The procedures performed in a limited assurance engagement vary in nature and timing from, and are less in extent than for, a reasonable assurance engagement. Consequently, the level of assurance obtained in a limited assurance engagement is substantially lower than the assurance that would have been obtained if we had performed a reasonable assurance.

Independence and Quality Control

We have complied with the Code of Ethics for Professional Accountants issued by the International Ethics Standards Board for Accountants (IESBA), which includes independence and other ethical requirements founded on fundamental principles of integrity, objectivity, professional competence and diligence, confidentiality and professional behaviour.

The firm applies the International Standard on Quality Control 1 (ISQC 1) and accordingly maintains a comprehensive system of quality control including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

Limited Assurance Conclusion

Based on the procedures we have performed and the evidence we have obtained, nothing has come to our attention which may lead us to believe that Ferrovial's GHG Statement for the financial year ended December 31, 2021 is not prepared, in all material aspects, in accordance with the internal procedure "Calculation and Report of Carbon Footprint" of Ferrovial, which is described in the report "Ferrovial Climate Strategy 2021".

Use and distribution

Our report is only issued to the Management of Ferrovial Corporación S.A. in accordance with the terms and conditions of our engagement letter. We do not assume any liability to third parties other than Ferrovial's Management. This report has to be read jointly with the Appendix attached in this report and the document "Ferrovial Climate Strategy 2021".

PricewaterhouseCoopers Auditores, S.L.

Original in Spanish signed by Pablo Bascones

Pablo Bascones Ilundain

March 10th, 2022

Appendix

GREENHOUSE GAS (GHG) STATEMENT CORRESPONDING TO THE YEAR ENDED DECEMBER 31, 2021

Of Ferrovial Corporación, S.A. and its subsidiaries Budimex, Cadagua, Ferrovial Construcción, Webber, Cintra, Amey, Ferrovial Servicios and Transchile

2021 GHG Statement	tCO2-eq
Scope 1	761,314
• Construction	169,737
• Corporation	166
• Infrastructures	1,784
• Services	589,614
• Airports	13
Scope 2	36,752
• Construction	21,836
• Corporation	373
• Infrastructures	886
• Services	13,657
• Airports	-
Scope 3	2,849,892
1. Purchased goods & services	1,144,190
2. Capital goods	191,884
3. Activities related to fuel and energy not included in Scopes 1 and 2	102,406
4. Upstream transportation & distribution	552,731
5. Waste generated in operations	99,220
6. Business travel	2,515
7. Employee commuting	1,673
8. Upstream leased assets	0
9. Downstream transportation & distribution ¹	N/A
10. Processing of sold products ¹	N/A
11. Use of sold products	249,853
12. End of life treatment of sold products	59,894
13. Downstream leased assets ¹	N/A
14. Franchises ¹	N/A
15. Investments ²	445,526
Biogenic CO2	712,231

¹ It is considered that these categories suggested by GHG Protocol in the standard "Corporate Value Chain (Scope 3) Accounting and Reporting Standard", do not apply to Ferrovial's activities.

² Regarding the investments category, there are emissions derived from Cintra's investments in highways without operational control, being a total of 226,919 tons CO2eq. Additionally, emissions related to investments in UK airports are considered for this category of investments in subsidiaries. At the date of publication of this report, data for 2021 is not available and therefore 2020 emissions have been considered, being a total of 218,607 ton CO2eq.

Ferrovial's GHG Inventory 2021 has been calculated based on the following energy consumption:

Energy consumption in absolute value 2021		GJ
Fuels used in stationary and mobile sources		4,960,535
* Diesel		3,703,871
* Fuel		77,191
* Petrol		653,740
* Natural Gas		173,644
* Coal		309,389
* Kerosene		807
* Propane		35,733
* Ethanol		3,177
* LPG		2,983
Non-renewable electricity consumption		244,060
* Services		98,934
* Construction		130,383
* Motorways		10,817
* Corporation		3,926
* Airports		0
Renewable electricity consumption		862,295
* Services		514,025
* Construction		315,124
* Motorways		33,150
* Corporation		0
* Airports		0

Criterion of quantification

Ferrovial's 2021 GHG Statement has been prepared in accordance with the internal procedure 'Calculation and Report of Carbon Footprint', which is described in the report 'Ferrovial Climate Strategy 2021'.

The report is available on the following website link <https://www.ferrovial.com/en/our-commitment/environment/carbon-footprint/>

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7

CONCLUSIONS



Conclusions

**01**

The **Climate Strategy** is **integrated** into the Corporate Strategy.

02

Scope 1&2&3 emission reduction targets endorsed by SBTi.

03

Target of **100% renewable electricity** by 2025.

04

Target of achieving **neutrality** by mid-century.

05

Compliance with the roadmap established in the fulfilment of our objectives.

06

100% of emissions verified according to ISAE 3410.

07

The recommendations of the **Task Force on Climate-Related Financial Disclosures** have been incorporated into our reporting.

08

Risks and Opportunities related to Climate Change analysed and integrated into the corporate risk system.

09

Decarbonizing the economy with our products and services.

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8

ANNEX: METHODOLOGY



Methodology

Since 2009, Ferrovial has been measuring 100% of the greenhouse-gas emissions generated by its activities worldwide. The calculation methodology is mainly based on the GHG Protocol (WRI & WBCSD) as it is the most widely accepted on an international level, while complying with ISO14064-1. However, other methodologies have been used to take into account specific business aspects, e.g. the DEFRA and DECC methodologies for UK operations and the EPER methodology for estimating diffuse emissions from landfills.

The calculation considers operational control as an organizational boundary. Under this approach, a company accounts for emissions from those sources over which it has full authority to introduce and implement its operational policies, regardless of its shareholding in the company.

The GHG emissions generated by Ferrovial's activities are classified as follows:

- **Direct emissions (Scope 1).** Those from sources owned or controlled by the company. They mainly come from:
 - **Combustion of fuels** in stationary equipment (boilers, furnaces, turbines...) to produce electricity, heat or steam. Combustion of fuels in vehicles owned or controlled by the company.
 - **Diffuse emissions.** Those not associated with a particular emission source, such as biogas emissions from landfills.

- **Channelled emissions.** Greenhouse gas emissions generated through a source, excluding those from fuel combustion.
- **Fugitive emissions.** Coolants.
- **Indirect emissions (Scope 2).** Generated as a result of the consumption of electricity purchased from other companies that produce or control it. The “GHG Protocol Scope 2 Guidance” published in January 2015 and the “Market based” method instead of the “Local based” method has been followed. “Market based” considers the supplier's energy mix and “Local based” takes into account the country's energy mix.
- **Indirect emissions (Scope 3).** Ferrovial calculates all Scope 3 emissions following the guidelines set out in the Corporate Value Chain (Scope 3) Accounting and Reporting Standard published by the GHG Protocol Initiative, the WRI and the WBCSD. Ferrovial calculates 11 of the 15 categories included in the Corporate Value Chain (Scope 3) Accounting and Reporting Standard document. The categories that do not apply are:
 - **Downstream transportation and distribution.** Ferrovial does not sell products that are transported or stored.
 - **Processing of sold products.** Ferrovial does not have products that will be transformed or included in another process to obtain another product.

- **Downstream leased assets.** Ferrovial has no assets that it rents out to other companies.
- **Franchises.** Ferrovial does not act as a franchisor.

The calculation method on the categories that apply is listed below:

Investments

It accounts for emissions related to investments in UK airports and motorways over which there is no operational control. Considering the share of the following sources:

- Scope 1&2.
- The most significant Scope 3 items, which are: Air traffic movements, Employee Commuting and Passenger transport in the case of airports and the emissions produced by the use of the motorway by vehicles.

All airports do an independent external verification of their emissions. Once the data (consumption and emissions) has been verified, it is provided to Ferrovial to be included in its inventory.

Purchased goods and services

This section includes emissions related to materials purchased by Ferrovial for use in products or services offered by the company. It includes emissions from the various life cycle

stages: extraction, pre-processing and manufacturing. It excludes the use and transport phase. In this category, the most relevant materials from an environmental and purchasing volume point of view have been considered, such as paper, wood, water, concrete, asphalt, steel and chipboard.

The methodology is to apply a Defra specific conversion factor to the quantity of these materials purchased.

Use of sold products

Ferrovial calculates the emissions from the use of transport infrastructures by users managed by Cintra.

The methodology used depends on the location of the motorways:

- For European motorways, the calculation tool needs the following input data: Length, ADT, % of light and heavy vehicles and the maximum speed at which they are allowed to drive on the motorway..
- For American motorways, the calculation tool requires the following input data: Length, ADT, % of light and heavy vehicles and the maximum speed at which the motorway is permitted to be driven, the state, county and type of motorway.

Capital goods

This category includes all upstream (i.e. cradle to door) emissions from the production of capital goods purchased or acquired by the company during the year.

The methodology involves applying a Defra-specific conversion factor to the amount invested in equipment, machinery, construction projects and office equipment and furniture.

Upstream transportation and distribution

Includes emissions from transport and distribution of products reported in the Purchased good and services category. The GHG Protocol sheet is used for the calculation.

The information required to calculate this category is:

- Quantity of the most relevant products and materials from the environmental point of view.
- Origin of materials and quantity purchased in each country.
- Type of transport used.
- Distance.

Waste generated in operations

The emissions in this section are related to the waste generated by the company's activity that has been reported

during the year. A Defra conversion factor is applied to each of the quantities of these wastes. This section includes:

- Construction and demolition waste.
- Non-Hazardous Waste: Recyclable urban, wood, vegetable waste.
- Hazardous Waste.
- Excavated earth taken to landfill.

Fuel and energy related activities (not included in Scope 1 or 2)

This section considers the energy that is necessary to produce the fuels and electricity that the company consumes, as well as the losses of electricity in transmission and distribution.

To calculate emissions from purchased fuels (petrol, diesel, natural gas, propane, LPG...) and electricity, conversion factors are applied depending on Defra's "Well-to-tank" data source. As for the loss of electricity from transmission, the conversion factor applied is country-specific and comes from the International Energy Agency.

End of life treatment of sold products

This category includes emissions from the disposal of waste generated at the end of the useful life of products sold by Ferrovial in the reporting year.

Ferrovial offers services and products. Services, which are labour, do not generate emissions associated with this category. As for the products sold, these correspond to the construction of infrastructure. In this case the most relevant materials from an environmental point of view and by volume that are included in the construction of infrastructures are wood, paper, barriers, asphalt and concrete. Therefore, at the end of the useful life of the infrastructures, the waste to be managed corresponds to the same.

A Defra conversion factor is applied to these products to obtain the emissions from the disposal of waste generated at the end of the useful life of the infrastructure.

Business travel

Emissions associated with business travel are included, whether by train, plane, taxi or vehicles used for travel.

For this category, data provided by the travel agency or from accounting is used, such as type of trip, route or expense. Conversion factors are applied to these data to obtain the emissions related to each type of transportation. The source of these varies from country to country.

Upstream leased assets

Includes emissions related to electricity consumption of those customers' buildings in which Amey carries out maintenance and cleaning.

A Defra conversion factor is applied to these energy consumptions to obtain the related emissions.

Employee commuting

This category includes emissions from employees travelling from their homes to their workplaces. In this section, Ferrovial calculates the emissions of employees in construction, services, infrastructure and the Ferrovial Group working in its central offices.

The information required is:

- Number of workers.
- Distance from employees' homes to the office.
- Type of transport used in case of not arriving at the offices on foot: car, motorcycle, subway, bus or train.

To obtain information on the type of transport used and distances, surveys were carried out. Conversion factors are applied to these data using the GHG Protocol sheet to obtain the emissions related to each type of transportation.

- **“Biogenic CO₂” emissions.** According to the IPCC (Intergovernmental Panel on Climate Change) and the “Protocol for the quantification of greenhouse gas emissions from waste management activities” standard, CO₂ from the combustion of captured and channelled biogas that is burned in flares, in cogeneration processes or in boilers must be reported as zero. This is because this gas comes

from the decomposition of products containing organic matter of animal or plant origin that was previously captured by living organisms and therefore belongs to a carbon neutral cycle. These emissions also include the incineration of organic matter in incineration plants.

In its **“Calculation and Reporting of the Carbon Footprint”** procedure, Ferrovial uses the year 2009 as its benchmark and recalculates its inventory whenever there is a structural change or new activities relevant to the company, a change in calculation methodology (emission factors, focus, etc.) or changes in annual consumption, in order to ensure the comparability of information across the years.

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