Ferrovial - Climate Change 2021

C0. Introduction

C0.1

(C0.1) Give a general description and introduction to your organization.

Ferrovial is one of the world's leading infrastructure operators and municipal services companies, committed to developing sustainable solutions.

The company has 80,119 employees and a presence in around 15 countries. It is a member of Spain's blue-chip IBEX 35 index and is also included in prestigious sustainability indices such as the Dow Jones Sustainability Index, FTSE4Good and CDP. In Poland, Budimex is included in the WIG-ESG Index that includes socially responsible companies listed on the WSE (Warsaw Stock Exchange) Main List.

The company's activity is carried out through four business lines:

- **Services**: efficient provision of urban and environmental services and maintenance of infrastructures and facilities. The services division features the following companies:

a) In the United Kingdom: via Amey.

b) In Spain: via Ferrovial Servicios España

c) Internationally: via Ferrovial Servicios Internacional and Broadspectrum

- **Toll Roads**: promotion, investment and operation of toll roads and other infrastructures. The Toll Roads division features by Cintra.

- **Construction**: the design and construction of infrastructures in the areas of civil engineering work, building and industrial construction. The construction division features the following companies:

a) In United States: Webber

b) In Spain and internationally: via Ferrovial Construction and Cadagua.

c) In Poland: Budimex.

- **Airports**: airport investment and operation.

Also, in Chile through its subsidiary, Transchile Charrúa Transmisión, it owns 100% of the ownership of an electric transmission line in Chile.

A commitment to society is one of Ferrovial's distinguishing characteristics. Accordingly, we are committed to Corporate Responsibility, best practices in Quality and the Environment, and the advancement of Innovation. We provide services to large communities to promote socio-economic development, helping improve people's life.

C0.2

(C0.2) State the start and end date of the year for which you are reporting data.

	Start date	End date	Indicate if you are providing emissions data for past reporting years	Select the number of past reporting years you will be providing emissions data for
Reporting year	January 1 2020	December 31 2020	Yes	3 years

C0.3

(C0.3) Select the countries/areas for which you will be supplying data.

Australia
Canada
Chile
Colombia
France
New Zealand
Oman
Poland
Portugal
Puerto Rico
Slovakia
Spain
United Arab Emirates
United Kingdom of Great Britain and Northern Ireland
United States of America

C0.4

(C0.4) Select the currency used for all financial information disclosed throughout your response.

EUR

C0.5

(C0.5) Select the option that describes the reporting boundary for which climate-related impacts on your business are being reported. Note that this option should align with your chosen approach for consolidating your GHG inventory.

Operational control

C1. Governance

C1.1

(C1.1) Is there board-level oversight of climate-related issues within your organization?

Yes

C1.1a

(C1.1a) Identify the position(s) (do not include any names) of the individual(s) on the board with responsibility for climate-related issues.

Position of individual(s)	Please explain
Chief Executive Officer (CEO)	The CEO of Ferrovial is the person of maximum responsibility in the company on issues related to climate change. As part of the board of directors is the spokesperson for all issues related to climate change. As maximum responsibility of the company for issues related to climate change, the CEO has within his responsibility, as well as within his remuneration incentives, the fulfilment of the company's strategic plan which includes, among other things, the reduction of emissions of the company's activities, risk monitoring or promotion of issues related to sustainability Ferrovial has a system called Ferrovial Risk Management (FRM) to identify the risks and opportunities. Climate risks, included within the corporate FRM risk management system, are analysed and quantified twice a year and "substantial financial or strategic impacts" are identified. The identification of the risk and opportunities is done in a bottom up manner from a contract/asset to company/corporate level until CEO, as the ultimate responsible. The CEO, as part of the Board of Directors, has oversight responsibilities on the strategy of the company, approving the most important business decisions (including those related to climate change). As an example of a decision approved by the CEO as part of the Board, Ferrovial adopted Horizon 24 Plan to focus on sustainable infrastructure. A strategy for 2020-2024 in which the company will focus on the development, construction and operation of sustainable infrastructure. The commitment to sustainability is materialized in the form of a gradual roadmap to decarbonization by reducing CO2 emissions by 32% in 2030, compared to the 2009 baseline. Ferrovial will implement a new operating model to be a more agile, efficient, and innovative company. Another of the initiatives approved by the CEO as part of the Board is to achieve the reduction targets endorsed by SBTi by 2030 by a powerful plan developed by Ferrovial "Deep decarbonization Plan", where, in addition to committing to the purchase of 100% electricity from renewable sources in 2025 and climate neutrality by 2050, are included other actions such as the use of electric vehicles and energy efficiency measures in stationary sources.

C1.1b

(C1.1b) Provide further details on the board's oversight of climate-related issues.

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – all meetings	Reviewing and guiding strategy Reviewing and guiding risk management policies Setting performance objectives Monitoring implementation and performance of objectives	<Not Applicable>	Ferrovial's climate strategy is part of the company's wider business strategy. Issues relating to climate change, such as strategy, plans of action, targets, etc. are analysed and discussed by the Board of Directors. Board's oversight climate related issues are carried in different processes which are addressed in all scheduled meetings: 1) Reviewing and guiding strategy: The Board reviews and guides the company's strategy in all meetings given that one of the company's strategic priorities is sustainability, which includes climate change, since one of the main Ferrovial's objectives is to achieve net-zero by 2050. 2) Setting performance objectives: The Board sets and approves the company targets linked to variable remuneration both in the short and in the Long-Term Incentive Plan. This Plan includes climate change related targets. 3) Monitoring implementation and performance of objectives: The Board monitors the progress made to achieve the targets set and it also evaluates the performance of the objectives set at strategic level, including climate change targets. 4) Reviewing and guiding risk management policies: Ferrovial has a system called Ferrovial Risk Management (FRM) to identify the risks and opportunities. Climate risks, included within the corporate FRM risk management system, are analysed and quantified twice a year and "substantial financial or strategic impacts" are identified. The Board of Directors' Audit and Control Committee, has regular oversight responsibility on the FRM.

C1.2

(C1.2) Provide the highest management-level position(s) or committee(s) with responsibility for climate-related issues.

Name of the position(s) and/or committee(s)	Reporting line	Responsibility	Coverage of responsibility	Frequency of reporting to the board on climate-related issues
Chief Executive Officer (CEO)	<Not Applicable>	Both assessing and managing climate-related risks and opportunities	<Not Applicable>	More frequently than quarterly
Sustainability committee	<Not Applicable>	Both assessing and managing climate-related risks and opportunities	<Not Applicable>	More frequently than quarterly
Safety, Health, Environment and Quality committee	<Not Applicable>	Both assessing and managing climate-related risks and opportunities	<Not Applicable>	More frequently than quarterly

C1.2a

(C1.2a) Describe where in the organizational structure this/these position(s) and/or committees lie, what their associated responsibilities are, and how climate-related issues are monitored (do not include the names of individuals).

Chief Executive Officer (CEO): Ferrovial's CEO is the person of maximum responsibility in the company on issues related to climate change. As part of the board of directors is the spokesperson for all issues related to climate change. His responsibility related to assess and manage climate-related risks and opportunities is to assess these risks and opportunities pose for the company. The CEO also engages the business units to identify the potential impacts to their areas of the business and to develop management strategies. Climate-related issues are monitored by the CEO as person of maximum responsibility in a number of ways, from measuring and reporting greenhouse gas (GHG) emissions in our own Climate Strategy, to tracking the different risks and opportunities associated with climate change that Ferrovial may be exposed, included in the risk identification and assessment process, incorporating the recommendations of the Task Force on Climate Disclosures (TCFD).

Sustainability Committee: the Sustainability Committee is presided over by the Sustainability Manager and it is formed by representatives of the business areas and the corporate areas (Human Resources, General Secretary, Workplace Health and Safety, Quality and the Environment, Risks and Innovation, Corporate Social Responsibility, Strategy and Investor Relationship). The president of the committee reports to the CEO (at least monthly), the Board of Directors and the Managing Committee. It is on this Committee that the Sustainability Strategy (which includes Climate Change) is organised and it forms the link between the business and corporation areas and Upper Management, reporting on the advances and results, and proposing activities to the Managing Committee.

Q&E Steering Committee: The Q&E Steering Committee (assimilable to a Safety, Health, Environment and Quality committee) is presided over by the Sustainability Manager and it is the body that organises the corporate strategy on climate change across the businesses that form the company. In addition to the corporate Sustainability Manager, the Q&E Steering Committee consists of the maximum representatives of the Ferrovial's business divisions. This Committee is where debates take place, decisions are made, requirements are

established and the results regarding projects, initiatives and practices, mainly related to climate change, are reviewed, as well as the implementation of the Quality and the Environment policy throughout the business. In the process of decision-making, aspects such as emergent new legislation related to climate change, technical needs for a response to the new legislative challenges and trends in countries where Ferrovial operates are considered, as well as recommendations of the government bodies and organisations, the commitment to reducing emissions, implementation of mitigation measures, risks and opportunities, evolution of environmental indicators, among others. The committee meetings take place at least every

three months, with the possibility of meeting with greater frequency if required.

C1.3

(C1.3) Do you provide incentives for the management of climate-related issues, including the attainment of targets?

	Provide incentives for the management of climate-related issues	Comment
Row 1	Yes	

C1.3a

(C1.3a) Provide further details on the incentives provided for the management of climate-related issues (do not include the names of individuals).

Entitled to incentive	Type of incentive	Activity inventivized	Comment
Chief Executive Officer (CEO)	Monetary reward	Emissions reduction project Emissions reduction target Behavior change related indicator Company performance against a climate-related sustainability index	CEO of Ferrovial is the person of maximum responsibility in the company on issues related to climate change. As part of the board of directors, he is the spokesperson for all issues related to climate change. Within his salary there is a part as a variable (incentives) where reference is made to compliance with the strategic plan of the company where there are included, for example, the establishment of the objectives endorsed by SBTi, emission reduction projects, review of objectives, or to stay in the main sustainability indexes.
Corporate executive team	Monetary reward	Emissions reduction target Energy reduction project Behavior change related indicator Company performance against a climate-related sustainability index	Top executive levels at the corporate and business units have part of their salary set as a variable (incentives) and this is linked to the objectives achieved (individual and collective performance indicator). The objectives depend on the level at the corporate and business unit. One of the objectives is to achieve Ferrovial's emission reduction targets. Other objectives related to climate change are: -Establishment of reduction objectives supported by SBTi - Stay in the main sustainability indexes - Contracting of energy efficiency contracts - Classification and reduction of waste - Reduction of water consumption; Promotion of the Carbon Pricing program, - Compliance of the QE policy.
Energy manager	Monetary reward	Energy reduction project Energy reduction target	Top and medium executive levels at the corporate and business units have part of their salary set as a variable (incentives) and this is linked to the objectives achieved (individual and collective performance indicator). The objectives depend on the level at the corporate and business unit. In particular for Energy Managers at Ferrovial Servicios, one of the objectives is to achieve Ferrovial's energy reduction targets and projects and Contracting of energy efficiency contracts.
Environment/Sustainability manager	Monetary reward	Emissions reduction project Emissions reduction target Behavior change related indicator Company performance against a climate-related sustainability index	The Sustainability Director of Ferrovial and all environment and sustainability managers of all business units have part of their salary set as a variable (incentives) and this is linked to the objectives achieved (individual and collective performance indicator). The objectives depend on the level at the corporate and business unit. In particular, one of the objectives is to achieve Ferrovial's emission reduction targets. Other objectives related to climate change are: -Establishment of reduction objectives supported by SBTi - Stay in the main sustainability indexes - Contracting of energy efficiency contracts - Classification and reduction of waste - Reduction of water consumption; Promotion of the Carbon Pricing program, - Compliance of the QE policy.

C2. Risks and opportunities

C2.1

(C2.1) Does your organization have a process for identifying, assessing, and responding to climate-related risks and opportunities?

Yes

C2.1a

(C2.1a) How does your organization define short-, medium- and long-term time horizons?

	From (years)	To (years)	Comment
Short-term	0	1	the period corresponds with years 2020 to 2021
Medium-term	1	10	the period corresponds with years 2020 to 2030
Long-term	10	30	the period corresponds with years 2030 to 2050

C2.1b

(C2.1b) How does your organization define substantive financial or strategic impact on your business?

1) Substantive financial definition

We define as substantive impact the ones that go up to CEO level in the risk management system of Ferrovial. For this, we use three criteria: 1) impact on cash-flow or revenues 2) business plan impact 3) reputational impact.

2) Quantifiable indicator used:

Ferrovial Risk Management system has a quantitative scale (1- low impact 4-high impact) to categorize impacts. We consider as substantive impacts (that will go up to the CEO) those which are categorized as “high” (3, in the scale) or higher. For being consider “high”, an impact must comply with at least 1 of the following criteria: 1) it potentially affects more than 10% of cash-flow or revenues 2) it requires important reviews of the business plan 3) it is relevant for local or sectorial media.

C2.2

(C2.2) Describe your process(es) for identifying, assessing and responding to climate-related risks and opportunities.

Value chain stage(s) covered
Direct operations
Upstream
Downstream

Risk management process
Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment
More than once a year

Time horizon(s) covered
Short-term
Medium-term
Long-term

Description of process
Achieving Ferrovial's strategic and operating objectives requires effective risk management. Ferrovial has a Risk Control and Management Policy approved by the Board of Directors. Ferrovial has a system called Ferrovial Risk Management (FRM) to identify the R&O. It is led by the Management Committee and implemented in all the company's business areas under the regular supervision of the Audit and Control Committee of the Board of Directors. The identification of the R&O is done in a bottom up manner from contract/asset to company/corporate level. The managers in a contract/asset identify the risks which threaten their activity, business target and infrastructures. These risks go up through the different levels until the CEO, with the idea to consolidate the risks from the contract/asset level to the corporate/company level. Then, the most important of the identified risks will go up to the next level of responsibility, where the person in charge will assess them and identify additional ones and so on until the CEO level. Pursuing a continuous improvement, the risks identified through the corporate risk identification and assessment system (FRM) are revalued twice a year, and the status of achievement of the established reduction targets and deviations that could exist are reviewed in order to establish the appropriate corrective measures. Ferrovial has long-term infrastructure. For this reason, R&O are analysed in the short, medium and long term. The identified risks are classified into groups according to their nature in order to facilitate their control, monitoring and assurance. Thus, the main groups are: - Compliance: Risk of non-compliance with the regulatory framework applicable to the company's activities. - Financial: Economic impact of the new regulation on climate change, due to the increase in operating costs due to the increase in rates on fossil fuels and the appearance of new markets for emission rights. - Operational: Catastrophic events derived from weather changes that may cause damage to the company's infrastructure and operation, causing temporary loss of revenue. - Reputational: Loss of credibility due to non-compliance with the established objectives communicated to the stakeholders With the aim to identify risks relevant to the business, there is an evaluation to identify if the risk is applicable, significant and concerning: - Applicable: Risks may materialize in the business. - Significant: Risk materialization would lead to a relevant negative impact on meeting business objectives. - Concerning: Having taken into account the controls applied, risk requires special attention and monitoring. Simultaneously to this risk identification process associated with climate change, Ferrovial has identified market opportunities for every identified climate change risk that can offer the company a competitive advantage. The risks identified as applicable and significant, regardless of whether at present they are concerning or not, should be assessed. The scale used is designed to perform two risk assessments: inherent and residual, in accordance with the following definition: - Inherent risk: risk without taking into account management action to reduce the impact or likelihood of such risk. - Residual risk: risk that remains after the adoption of preventive measures. Assessment involves three components: - Impact: The possible impact on objectives, should a risk occur. Could be on one, two or three of the mentioned objectives - Likelihood: The probability of a risk occurring. in accordance with the following scale: High, Medium, Low and Remote. - Exposure: Exposure understood as risk regularity (frequent or infrequent). In order to assess the Impact, three objectives could be influenced: - Business continuity and growth (long term business plan). - Revenues and cash flow. - Corporate reputation In the evaluation of R&O, the value chain is considered (including direct operations, upstream and downstream). Aspects such as emission policy restrictions, carbon taxation, water restrictions, land use restrictions or incentives, and changes in the demand and supply of services or interruption of operations are considered. There are measures of management and reduction associated to these risks, for example, contracting a risk insurance.. Following the recommendations of the TFCD, a global review of R&O is being carried out considering several climate scenarios. This revision supposes a redefinition of the risks in Transition and Physics As an example of one transition risk identified during this process: in the construction area, Budimex detects a possible risk from an increase in the prices of raw materials or an increase in the prices of fuels in a way that can increase the costs of works / contracts and reduce margins over the medium term for the company. Ferrovial manages this risk by putting contingency measures due to the possible increase on carbon and the rates associated with its use and thus switching to another fossil fuel is studied as a contingency measure, so that if the risk materializes the impact would not be very high. Related to physical risks, these mainly refer to possible physical damages in infrastructure and temporary shutdown of the activity, which would lead to a productivity decrease in extreme climatic conditions or a delay in the delivery of services and products, in addition to an increase of the insurance premium, among others. Ferrovial Airports identifies these risks in its FRM system due to the exposure Ferrovial has in these airports where it is the major shareholder. As a consequence of this identification, contingency measures are proposed, such as a "winter resilience plan". Science has pointed to an increase in the frequency and volatility of extreme weather conditions and recent history shows the incredibly severe reputational and economic impacts of adverse weather events to airport activity and management in the UK. This risk management process has been subject to independent verification that confirms the high degree of alignment with the good practices and principles within the 2017 COSO ERM framework, particularly aspects related to governance and culture, connection with the business strategy and operating objectives or performance.

C2.2a

(C2.2a) Which risk types are considered in your organization's climate-related risk assessments?

	Relevance & inclusion	Please explain
Current regulation	Relevant, always included	Ferrovial Risk Management system monitors current regulation risks as the potential costs to adapt to current regulation or potential increasement in costs due to current regulation, as reporting requirements, energy efficiency regulation, etc. As an example of the latter, some operations of Ferrovial Construcción are affected by the European Directive on the energy performance of buildings, which requires by 31st December 2020 all new buildings to be 'nearly zero-energy' buildings.
Emerging regulation	Relevant, always included	Ferrovial Risk Management system monitors emerging regulation risks as, for example, potential prohibitions of technologies or activities, potential restrictions (as, for example, water or land occupation restrictions) or potential new carbon-related taxes (including incorporation of activities to emissions trading systems). As an example of the latter, Ferrovial is aware that fuel and energy taxes and regulations would mean an increase of the emissions costs and the prices of these goods that are needed for Ferrovial's activity. This situation could drive to higher operating costs in the company. Ferrovial permanently monitors the regulatory and legislative processes that may affect its activities, as well as the political movements that may occur, in order to anticipate possible changes in time for proper management.
Technology	Relevant, always included	Ferrovial Risk Management system monitors emerging regulation risks as, for example, substitution of existing products and services with lower emissions options, unsuccessful investment in new technologies, costs to transition to lower emissions technology, write-offs and early retirement of existing assets, reduced demand for products and services, research and development (R&D) expenditures in new and alternative technologies, capital investments in technology development or costs to adopt/deploy new practices and processes. As an example of the latter, the substitution of Ferrovial Construcción machinery for low carbon-intensive alternatives is one of the biggest challenges for achieving carbon neutrality in 2050, as there is not currently a cost-effective low-carbon alternative for some specific machinery, therefore low paces on development of these alternatives could affect our Deep Decarbonization Path.
Legal	Relevant, always included	Ferrovial considers the legal risks associated with climate change are relevant and always are included in our analysis. Therefore, Ferrovial considers in its Ferrovial Risk Management system the risk of non-compliance with current regulation on climate change (e.g. reporting regulations or carbon trade schemes). As an example of this type of risks, Ferrovial is potentially subject to different legal complaints and fines or non-monetary sanctions for non-compliance with environmental/climate laws and/or regulations since its activity is carried out in different countries. However, the countries reported in our Annual Report have not had any complaints associated with climate change in any of the cases.
Market	Relevant, always included	Ferrovial Risk Management system considers potential market risks as, for example, increases in the price of raw materials or energy, energy efficiency requirements of clients or climate-related shifts in markets. As an example of the latter, some Ferrovial's business areas (Cintra) could be impacted by the progressive modal shifts to reduce emissions. Toll roads managed by Cintra could experience reduced traffic levels due to users switching to railway and other low emissions transport modes. The company seeks to detect and assess these risks and implement timely control measures to mitigate their probability of occurrence and/or potential impact according to the strategic objectives. Moreover, new business opportunities can be identified because of the effective and efficient management of certain risks.
Reputation	Relevant, always included	Ferrovial Risk Management system considers reputational risks as, for example, the non-compliance with the climate-related expectations of our stakeholders. As an example, we estimate more than 90% of SRI analyst and research agencies covering Ferrovial are considering Climate Change as a key driver of the performance of the company. We believe that efforts to fight climate change is appreciated by investors, analysts and customers. Trends on sustainable investing are not just related to stock markets, but increasingly focused on particular projects (i.e. large infrastructure projects). Most of the infrastructure investors and funds are increasingly considering these drivers for making decisions around their portfolios of projects. Thus, as an example, the lack of transparency in terms of climate management may deteriorate the perception of clients and investors. To mitigate this risk, Ferrovial publishes individually the Climate Strategy, on top of the Annual Report, as well as other climate-related information in the most relevant ESG rankings. Ferrovial's CO_2 emissions performance has improved over last years, positioning the firm as one of the most sustainable companies within our activity sectors. In this context, Ferrovial performance on CO_2 should be considered as key for improving our reputation, and the ability to attract capital within SRI markets. Ferrovial believes that a non-compliance with our targets in order to fight climate change and continue improving day by day may have a negative impact on Ferrovial reputation, ratings, share value and revenues.
Acute physical	Relevant, always included	Ferrovial considers in its Ferrovial Risk Management system all possible climate-related natural catastrophic events. Ferrovial is exposed to climate change in every geographic area where it carries out its activity, for example the increase of extremes temperatures, snowfalls, frosts, extreme precipitation, flooding and tropical cyclones can impact the operating performance of our infrastructures, such as toll roads managed by Cintra, where these events can cause physical damage on assets and infrastructure closure either because they have to be repaired or because they cannot operate, as well as productivity drops, delays on the delivery of services and products, or increasements on the insurance premiums, among other impacts.
Chronic physical	Relevant, always included	Science has pointed that an increase in the frequency and volatility of weather conditions is real. The increase of extreme and sustained temperatures, snowfalls, frosting periods, change in precipitation patterns and extreme variability in weather patterns, and rising temperatures can impact the operating performance of our infrastructures, and are examples of risks considered in the Ferrovial Risk Management system. These risks, potentially, can cause physical damage on assets and infrastructure closure either because they have to be repaired or because they cannot operate, as well as productivity drops, delays on the delivery of services and products, or increasements on the insurance premiums, among other impacts.

C2.3

(C2.3) Have you identified any inherent climate-related risks with the potential to have a substantive financial or strategic impact on your business?

Yes

C2.3a

(C2.3a) Provide details of risks identified with the potential to have a substantive financial or strategic impact on your business.

Identifier

Risk 1

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Emerging regulation	Carbon pricing mechanisms

Primary potential financial impact

Increased direct costs

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

As countries transition to low-emissions economies, they are increasingly focusing in the implementation and developing different types of carbon taxation systems to internalize social costs of carbon in products and services (including, for example, fuel energy taxes or emissions trading systems). It is foreseeable that, in the long term, these systems will affect some Ferrovial's activities, being uncertain which activities will impact and in which countries.

Time horizon

Long-term

Likelihood

About as likely as not

Magnitude of impact

Medium-high

Are you able to provide a potential financial impact figure?
Yes, an estimated range

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
2803153.65

Potential financial impact figure – maximum (currency)
23879474.77

Explanation of financial impact figure
For modelling the potential financial impact, our general hypothesis applied following a conservative scenario (maintain similar emissions levels that 2020 carbon footprint, in the same countries and with the same business that this reporting year), setting a situation of “no action”. For modelling the carbon price to pay, we have used scenario analysis (Current Policies Scenario and Sustainable Development Scenario) and projected same emissions and activity levels to 2040, not considering efficiency gains neither renewable energy penetration in countries. This sets a “ceteris paribus” estimate, where the only variables are the carbon prices and Ferrovial’s GHG emissions. Scope 2 emissions are out of scope of this calculation, as it is predicted to purchase 100% renewable energy in the time horizon of this risk. Similarly, Service Business Division is out of scope too, as it is predicted to be sold. As an optimist scenario, we have considered a situation in which there is a carbon price of 38$ (taking as a reference the Current Policies Scenario of the International Energy Agency) applying to all our activities in the European Union, United Kingdom and Canada, which accounted 84,209.13 tCO2eq in 2020 (scope1 excluding service business lines). We have applied an exchange rate of 0.876 €/$ (source: OECD). This leads to 84,209.13 * 38 * 0.876 = 2,803,153.65 euros. As an aggressive scenario, we have considered a situation in which there is a carbon price of 140$ (taking as a reference the Sustainable Development Scenario of the International Energy Agency) applying to all our activities in all countries, which accounted 194,711.96 tCO2eq in 2020 (scope1 excluding service business lines). We have applied an exchange rate of 0.876 €/$ (source: OECD). This leads to 194,711.96* 140 * 0.876 = 23.879.474,77 euros. Potential financial impact estimates refer to yearly impacts.

Cost of response to risk
9457300

Description of response and explanation of cost calculation
Ferrovial’s ambition is to reach Carbon Neutrality by 2050, and it has set a Deep Decarbonization Path to do so. The costs estimated per year for applying this are disaggregated as follows: - 960,000 €: staff who work on Climate Change (360,000 € invested in the CSR department, 300,000 € in the sustainability department and another 300,000 € in different business areas related specifically to climate change) - 300,000 €: staff who develop new business related Climate Change - 195,300 €: external assistance and consultancy on climate-related projects (including carbon footprint verification) - 129,000 €: member fees on climate-related working groups. – 7,873,000 €: To implement the Deep Decarbonization Path, which includes, amongst others, renewable energy purchase (1,556,000), energy efficiency measures (4,016,000€) and investment on zero emissions fleet (2,301,000) The management costs have been calculated based on the actions that the company has already taken and may change in the future based on the needs detected. All this annual investment amounts to 9,457,300.

Comment
The management costs have been calculated based on the actions that the company has already taken and may change in the future based on the needs detected.

Identifier
Risk 2

Where in the value chain does the risk driver occur?
Direct operations

Risk type & Primary climate-related risk driver

Acute physical	Increased severity and frequency of extreme weather events such as cyclones and floods

Primary potential financial impact
Increased capital expenditures

Climate risk type mapped to traditional financial services industry risk classification
<Not Applicable>

Company-specific description
The set of extremes temperatures, snow, ice, extreme precipitation, flooding and tropical cyclones can impact the operating performance of our infrastructures (Toll Roads managed by the Ferrovial's subsidiary Cintra). These extreme weather events can cause physical damage on assets and infrastructure closure either because they have to be repaired or because they cannot operate

Time horizon
Long-term

Likelihood
More likely than not

Magnitude of impact
Medium-high

Are you able to provide a potential financial impact figure?
Yes, an estimated range

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
30421884

Potential financial impact figure – maximum (currency)
55131652

Explanation of financial impact figure
A physical climate-related risk studied was made by the Company using climate scenario analysis, determining the potential cost for Cintra related to physical damage for

each highway operated by Cintra. These financial impacts vary depending on the highway and the extreme weather events, so Ferrovial modelizes the risk with a min-max range. In an average toll road of Cintra, the minimum financial impact of the occurrence of the risks analyzed -extreme precipitations, flooding, fires or cyclone- will be 30,42 million euros. [Total Material Damage Estimates (MDE) ($ 29,586,122) + Design Fees ($ 1,775,167) + Debris Removal ($ 2,366,889) + Signage/Lighting ($ 1,000,000) = $34,728,178.] When applied an exchange rate of 0.876 €/$ (source: OECD), total financial impact (minimum) would be 30,421,884 million euros. In an average toll road of Cintra, the maximum financial impact of the occurrence of the risks analyzed -extreme precipitations, flooding, fires and cyclon- will be 55,13 million euros. [Total Material Damage Estimates (MDE) ($ 52,575,155) + Design Fees ($ 3,154,509) + Debris Removal ($ 4,206,012) + Signage/Lighting ($ 3,000,000) = $62,935,676]. When applied an exchange rate of 0.876 €/$ (source: OECD), total financial impact (minimum) would be 55,131,652 million euros.

Cost of response to risk
8541324

Description of response and explanation of cost calculation
Ferrovial's Corporate Risk Department hired insurance policies to cover potential property damage and business interruption. The sum of these insurance annual costs are 8,260,858 euros. Furthermore, Ferrovial's Corporate Risk Department established control measures based on the set of procedures and emergency plans that describe how to act in the event of risk. Control measures based on procedures and emergency plans are valued at 16,498 € per highway (17 highways analysed on climate-related risks). Total cost = 16,498 * 17 + 8,260,858 = 8,541,324 euros.

Comment
The management costs have been calculated based on the actions that the company has already taken and may change in the future based on the needs detected.

Identifier
Risk 3

Where in the value chain does the risk driver occur?
Upstream

Risk type & Primary climate-related risk driver

Reputation	Increased stakeholder concern or negative stakeholder feedback

Primary potential financial impact
Decreased access to capital

Climate risk type mapped to traditional financial services industry risk classification
<Not Applicable>

Company-specific description
As countries transition to low-emissions economies, availability of Guarantee of Origin Certificates may be in risk, being prices for the Spanish market predicted to increase by 100% in 2025 (compared to 2020 prices). If Ferrovial is unable to purchase renewable energy with this mechanism (either because high volatile or lack of availability), the Deep Decarbonization Path may be at risk, potentially being the company unable to meet the commitments on GHG emissions reduction. This can affect negatively to stakeholder perception (specifically to sustainable investors), potentially retiring their investments and lowering the market valuation of the company.

Time horizon
Medium-term

Likelihood
Unlikely

Magnitude of impact
Medium-high

Are you able to provide a potential financial impact figure?
Yes, an estimated range

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
496906200

Potential financial impact figure – maximum (currency)
771882400

Explanation of financial impact figure
Ferrovial performance on CO2 should be considered as key for improving our reputation, and the ability to attract capital within SRI markets. The lack of availability of Guarantee of Origin Certificates can prevent Ferrovial of being perceived as climate leader, not meeting the emissions reduction targets set. Ferrovial's current market capitalization for 2020 is 16,564 M€ (closing price of a share during 2020, 22.6€ multiplied by number of shares, 732,900,000). If we assume that due to reputational risk, only those investors who currently strongly invest in enterprises with advance ESG strategies and initiatives would divest from the company, which currently represents around 3% of Ferrovial's shares, it would mean a total market capitalization loss of 496,906,200€ (16,564 M€ * 3%). However, if we assume that the investment market follows recent trends, it could mean as high of a loss as to 771,882,400€ (4.66% yearly change in market valuation), as stated in recent studies by Forética.

Cost of response to risk
11400000

Description of response and explanation of cost calculation
Ferrovial is exploring PPAs and self-generation as alternatives to Guarantees of Origin purchases. In this regard and excluding service division (as it is predicted to be sold), development costs (land, connexions, permits and authorizations) would be 4.2 M€ for a solar self-generation project covering electricity consumption in Europe. Additionally, construction costs for Ferrovial would be 7.2 M€ (assuming a project finance structure and a 20% equity, being the rest financed). Therefore, total costs would be 11.4 M€.

Comment

C2.4

(C2.4) Have you identified any climate-related opportunities with the potential to have a substantive financial or strategic impact on your business?
Yes

C2.4a

(C2.4a) Provide details of opportunities identified with the potential to have a substantive financial or strategic impact on your business.

Identifier
Opp1

Where in the value chain does the opportunity occur?
Direct operations

Opportunity type
Resilience

Primary climate-related opportunity driver
Other, please specify (Increased market valuation through climate change leadership)

Primary potential financial impact
Increased access to capital

Company-specific description
Socially Responsible Investment (SRI) players take into account several environmental-related issues of the companies under research. According to our own assessment, global investment according to SRI criteria amounted to €9.4 tr. in European markets, assets under management implementing core SRI criteria total around €4 tr. We believe that efforts to fight climate change is appreciated by investors, analysts and customers. Trends on sustainable investing are not just related to stock markets, but increasingly focused on particular projects (i.e. large infrastructure projects). We estimate more than 90% of SRI analyst and research agencies covering Ferrovial are considering Climate Change as a key driver of the performance of the company. Moreover, most of the infrastructure investors and funds are increasingly considering these drivers for making decisions around their portfolios of projects. Ferrovial´s CO2 emissions performance has improved over last years, positioning the firm as one of the most sustainable companies within our activity sectors. In this context, Ferrovial performance on CO2 should be considered as key for improving our reputation, and the ability to attract capital within SRI markets.

Time horizon
Long-term

Likelihood
More likely than not

Magnitude of impact
High

Are you able to provide a potential financial impact figure?
Yes, an estimated range

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
496906200

Potential financial impact figure – maximum (currency)
771882400

Explanation of financial impact figure
Ferrovial performance on CO2 should be considered as key for improving our reputation, and the ability to attract capital within SRI markets. The financial repercussions associated with this risk are: Ferrovial's current market capitalization for 2020 is 16,564 M€ (closing price of a share during 2020, 22.6€ multiplied by number of shares, 732,900,000). If we assume that due to reputational issues the number of sustainable investors (which currently represents around 3% of Ferrovial's shares) increase by 100%, it would mean a total market capitalization increasement of 496,906,200 (16,564 M€ * 3%). However, if we assume that the investment market follows recent trends, it could mean high of a market capitalization increasement as to 771,882,400€ (4.66% yearly change in market valuation), as stated in recent studies by Forética.

Cost to realize opportunity
9133000

Strategy to realize opportunity and explanation of cost calculation
Since 2008 Ferrovial has developed and implemented an outstanding climate strategy based on: 1) Measuring and managing Ferrovial's carbon footprint: We use a "Carbon Footprint tool" to report and calculate GHG, 2) Setting up reliable reduction targets, 3)Implementing GHG reduction measures, 4) Improving the ability to manage climate change driven risks, as well as anticipating opportunities in this area, 5)permanently monitoring and updating the climate strategy of Ferrovial, 6)Participation in forums and analyses and evaluates new trends day by day in relation Climate Change to develop them in the company, 7)Maintain communication channels with the above mentioned stakeholders (investors, analysts, research agencies, etc.), managing their inputs and expectations, and incorporating some of them into its strategy and action plans.8)Being listed in DJSI and FTSE4Good ratings and maintain a leadership position in CDP, 9) Being a member and core-partner of Climate-KIC. Ferrovial's ambition is to reach Carbon Neutrality by 2050, and it has set a Deep Decarbonization Path to do so. The costs estimated per year for applying this are disaggregated as follows: - 960,000 €: staff who work on Climate Change (360,000 € invested in the CSR department, 300,000 € in the sustainability department and another 300,000 € in different business areas related specifically to climate change) - 300,000 €: staff who develop new business related Climate Change - 195,300 €: external assistance and consultancy on climate-related projects (including carbon footprint verification) - 129,000 €: member fees on climate-related working groups. – 7,873,000 €: To implement the Deep Decarbonization Path, which includes, amongst others, renewable energy purchase (1,556,000), energy efficiency measures (4,016,000€) and investment on zero emissions fleet (2,301,000) The management costs have been calculated based on the actions that the company has already taken and may change in the future based on the needs detected. All this annual investment amounts to 9,457,300.

Comment
The management costs have been calculated based on the actions that the company has already taken and may change in the future based on the needs detected.

Identifier
Opp2

Where in the value chain does the opportunity occur?

Direct operations

Opportunity type
Products and services

Primary climate-related opportunity driver
Development and/or expansion of low emission goods and services

Primary potential financial impact
Other, please specify (Increased access to capital)

Company-specific description
Ferrovial Construction seeks to improve the energy efficiency of the buildings that it constructs and rehabilitates both in the design phases, as well as the construction ones. Bioclimatic design criteria are applied, as well as innovative techniques and materials to offer innovative and different solutions to its customers. Aspects such as the physical location and orientation of the building are considered in order to allow for cross ventilation; acclimatisation with radiant soil and the use of low enthalpy geothermic for heating, systems that re-use grey water from sinks and showers; use of recycled concrete in the structure defending sustainable materials by making the most of inert waste and avoiding the extraction of new dry remains from quarries or riverbeds; a separating system for sanitation networks, in addition to the collection and reuse of rainwater using cisterns; vegetable plantations with low-water demand; pre-installation of recharge points for electric cars in garages or the use of LEED lights and low-consumption bulbs. The different measures implemented allow for reaching economic savings of approximately 43%. In 2020, it worked on the construction of 20 buildings with LEED and BREEAM certifications, amongst other energy efficiency certifications. In this regard, Ferrovial is well positioned to access to a market quota of the 5,8 billion euros announced for financing rehabilitations of buildings (a part of the NextGenerationEU funds).

Time horizon
Medium-term

Likelihood
More likely than not

Magnitude of impact
High

Are you able to provide a potential financial impact figure?
Yes, a single figure estimate

Potential financial impact figure (currency)
185600000

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
Since the EU's commitment to reduce 55% of its CO2 emissions, budgets and incentives to tackle the issue have been drawn up for those activities with the highest impact. Rehabilitation of buildings to improve energy efficiency is one of them, and governments are already taking action. In Spain, a budget for the period 2021-2023 has already been issued for this matter: a total of 5,800 M€ allocated to the rehabilitation of buildings all over the country. If Ferrovial is to maintain its current market quota in this specific type of rehabilitation activity for the next two years, which is around 3.2%, it could mean a total of 185,600,000 €. However, the opportunity does not stop there, as Ferrovial is aware that government plans to keep highly funding building rehabilitation projects as far as 2030, in order to fulfil the emissions reduction commitment. Thus, Ferrovial not only has a big window of opportunity to capture an increasing demand, but also to reduce its costs by obtaining government funds to carry out their projects.

Cost to realize opportunity
183813

Strategy to realize opportunity and explanation of cost calculation
Access to the NextGenerationEU funds are subject to a specific business development effort. In this regard, for the Construction business line (including rehabilitation) there are 3 full-time employees dedicated to business development in Spain. Being the average remuneration 50,071 €, the total costs of accessing these funds are 150,213 €. Regulation tracking activities (with an associated cost of 33,600) must be added too.

Comment

Identifier
Opp3

Where in the value chain does the opportunity occur?
Direct operations

Opportunity type
Products and services

Primary climate-related opportunity driver
Development and/or expansion of low emission goods and services

Primary potential financial impact
Increased access to capital

Company-specific description
Ferrovial believes that water is a basic need that everyone should have access to and thus, through its subsidiary Cadagua, its goal is to be able to help give access to safe and clean water. The company is aware of the challenges climate change will create on a basic resource like water, and thus is always looking for ways to improve water treatment plants efficiency, capacity and access. Being aware of this, Ferrovial, through its affiliate Cadagua, a leading business in the water treatment sector, helps to resolve these challenges with the utmost quality and respect for the environment. It relies on water treatment plants (WTPs), wastewater treatment plants (WWTPs), industrial wastewater treatment plants (IWWTPs), urban treatment plants for sludge thermal drying and ocean water desalination facilities (OWDF). These last ones rely on reverse osmosis technology which the company is recognised for at a global level. According to the World Resources Institute "Aqueduct" tool, water stress will potentially increase by x1.4 by 2040 in Spain. Ferrovial could take advantage of its expertise on water infrastructures to access to a market quota of the 650 million euros announced for financing purification, potabilization, wastewater treatment, reuse and infrastructure safety projects (a part of the NextGenerationEU funds).

Time horizon
Medium-term

Likelihood
More likely than not

Magnitude of impact
High

Are you able to provide a potential financial impact figure?
Yes, an estimated range

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
6500000

Potential financial impact figure – maximum (currency)
32500000

Explanation of financial impact figure
The budget item of the NextGenerationEU funds aims to address future problems of water stress, security and quality of supply, and to adapt infrastructure to climate change. In Spain, a 650 million euros budget for the period 2021-2023 has already been issued for financing purification, potabilization, wastewater treatment, reuse and infrastructure safety projects. If Ferrovial is to maintain its current market quota water infrastructures for the next two years, which is around 1% for water purification and potabilization and 5% for wastewater treatment (dividing water purified / wastewater treated by Cadagua by an estimation of the water purified / wastewater treated in Spain yearly), it could mean an opportunity ranging 6,500,000 € and 32,500,000 € (depending on the mix between water purification / potabilization projects and wastewater treatment projects in the budget) .However, the opportunity goes further considering the needs of water infrastructure on a global level. Thus, Ferrovial not only has a big window of opportunity to capture an increasing demand, but also to reduce its costs by obtaining government funds to carry out their projects.

Cost to realize opportunity
133742

Strategy to realize opportunity and explanation of cost calculation
Access to the NextGenerationEU funds are subject to a specific business development effort. In this regard, for Cadagua there are 2 full-time employees dedicated to business development in Spain. Being the average remuneration 50,071 €, the total costs of accessing these funds are 100,142 €. Regulation tracking activities (with an associated cost of 33,600) must be added too.

Comment

C3. Business Strategy

C3.1

(C3.1) Have climate-related risks and opportunities influenced your organization's strategy and/or financial planning?
Yes, and we have developed a low-carbon transition plan

C3.1a

(C3.1a) Is your organization's low-carbon transition plan a scheduled resolution item at Annual General Meetings (AGMs)?

	Is your low-carbon transition plan a scheduled resolution item at AGMs?	Comment
Row 1	Yes	

C3.2

(C3.2) Does your organization use climate-related scenario analysis to inform its strategy?
Yes, qualitative and quantitative

C3.2a

(C3.2a) Provide details of your organization's use of climate-related scenario analysis.

Climate-related scenarios and models applied	Details
IEA Sustainable development scenario IEA NPS IEA CPS	For the identification and analysis of climate transition risks, Ferrovial conducted a benchmark analysis on potential transition scenarios, selecting three different scenarios set by the International Energy Agency. This decision was made considering comparability of the scenarios, the completeness of data and the completeness of policies descriptions. The three selected scenarios were: a.) Current Policies Scenario (CPS). It considers the impact of those policies and the measures that are firmly based in the moment. This scenario would suggest an increase in the global temperature by 3°C to 4°C by 2100. b.) The New Policies Scenario (NPS). Not only does it incorporate the announcement of policies and announced measures but also the purposes of their implementation. This scenario would suggest an increase in the global temperature by 2°C to 3°C by 2100. c.) Sustainable Development Scenario (SDS). This scenario is consistent with the direction required for the decarbonisation of the economy in order to comply with the Paris Agreement. It considers an increase in the temperatures from pre-industrial levels of 2°C or less. Time horizons provided by these scenarios are 2030 and 2040 (which are relevant to Ferrovial's Deep Decarbonization Path). For quantitative analysis, Ferrovial selected internal KPIs (e.g. GHG emissions, EBITDA, revenue, operating costs, energy consumption, etc.) and used quantitative data from the scenarios (e.g. fossil fuel prices, CO2 prices, technology costs, etc.) to model mathematically the impact of each variable in Ferrovial's businesses (on a "ceteris paribus" assumption, not considering the relationships between variables). The results, as well as a description of the policy actions assumed to be taken by governments under each scenario, were shared with managers of every business line, as well as managers of departments as procurement or financial, for qualitatively discuss the impact of these scenarios on each business. The result of the study concludes that some of the main short-, medium- and long-term transition risks for Ferrovial are related to the payment for the emissions produced or the inclusion of some activity within the market for emission fees (impact up to 27,259,674.25 € considering current scope 1 emissions levels, excluding Services business line). Opportunities on sustainable mobility, electrification, water, energy efficiency and circular economy were also detected in this analysis. This analysis has informed operation department (renewable procurement objectives, GHG emissions objectives, etc.), R&D department (on what would be needed under each scenario) and procurement department (on Scope 3 GHG emissions objectives, circular economy opportunities, etc.), as well as the Sustainability Committee, the Managing Committee and the Board of Directors for formulating the general strategy for the company. As a case study, this scenario analysis informed Ferrovial's Deep Decarbonization Path: for maintaining a leadership position on climate issues, Ferrovial has set a climate neutrality objective by 2050. The quantitative analysis conducted taking as a basis these three scenarios was considered for setting the interim objectives and planning a credible roadmap for implementation, demonstrating that Ferrovial will be able to continue to be profitable once reached net-zero emissions. The robustness provided by the analysis conducted had an influence on the commitment on the Deep Decarbonization Path made by Ferrovial's leadership.

C3.3

(C3.3) Describe where and how climate-related risks and opportunities have influenced your strategy.

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	Related to the products and services offered by Ferrovial, in 2019, as requested by the new CEO, Ferrovial started to develop a "deep decarbonization plan", that led to the approval of the Horizon 24 plan. The Horizon 24 Strategic Plan covers the 2020-2024 period, and is focused on the promotion, construction and management of sustainable infrastructure. The plan pursues to develop and operate, innovative, efficient and sustainable infrastructures while creating value for our stakeholders. Consequently, climate Change has influenced Ferrovial's short and medium-term strategy. As a case study, the company has set a strong commitment for providing whole solutions for the development and management of electric transmission networks, enabling decarbonisation and energy efficiency. A decision was made by developing Ferrovial Power Infrastructures business line, currently operating a transmission line of 250km to 220kV dual circuit, belonging to the national transmission system. This transmission line allows for the transfer of clean hydroelectric generation from the south of Chile to the bigger consumption centres in Santiago. Additionally, thanks to the 500MVA transmission capacity in each one of its circuits located in one of the areas with the most wind potential in Chile, it is allowing for the entry of a new clean generation to the electric system, key in the decarbonisation process that is being carried out in the country.
Supply chain and/or value chain	Yes	Climate risks may affect Ferrovial's supply chain due to for example delays in the provision of materials or increasing prices. Due to the global presence of the Company, a wide variety of our suppliers around the world may be affected by the climate change brings along. These possible events related to the supply chain have to be monitorized and taken into account in strategic purchasing decisions, considering short and medium term time horizons. As a case study, Ferrovial has already started to monitorize these risks, implementing the "Supplier 360" application in 2020 in its Construction and Services businesses in Spain and others. This software tool monitors suppliers by using advanced data analytics, language processing and internet searches. This enables potential risks to be detected, whether they be financial, environmental, legal, labor or reputational. This tool provides additional information to that already available in the supplier databases, whether for the selection, contracting or monitoring phase. As a consequence, "Supplier 360" has enhanced visibility on climate-related supply chain risks, informing purchasing strategy both in short- and medium-term time horizons.
Investment in R&D	Yes	In order to come up with solutions to reduce risks and strengthen opportunities in medium-long term Ferrovial accomplishes different R&D initiatives considering the new realities of climate change. Innovation, a strategic pillar of Ferrovial's Horizon 24 Plan, aims to develop and accelerate competitive advantages for the business while generating new opportunities in the medium and long term for a world on the move. The Strategic Innovation Plan is structured and deployed through cross-functional programmes and project portfolios that give concrete form to this innovative vision and translate it into initiatives with real impact. The Plan intends to develop three types of projects: • Disruptive: autonomous vehicles, urban logistics, hyperloop or aerial urban mobility. • Strategic innovation: in areas such sustainability, and to explore new technologies (autonomous and connected car, 5G, new payment methods, virtual reality or artificial intelligence). • Increasing innovation: short-term value with increases in profitability, operational efficiency or user and passenger experience. By 2020, this portfolio of innovation initiatives included more than 120 projects that involved an investment of approximately 52 million euros in R&D. Climate-related R&O mean a significant number of these, influencing the Ferrovial's strategy to develop new programs related to non-emissions air mobility, comprehensive solutions for sustainable mobility management in cities. As a case study, and as a consequence of the R&D activity of Ferrovial, the Company has been working on new concepts and strategy to reduce emissions in highways managed by Cintra. The Managed Lanes projects, the central idea of the Ferrovial strategy in this regard, has been shown to be the most efficient and least pollutant way to respond to the growing demand for urban mobility in an easy, quick and efficient way. These motorways with Free Flow tolls (no barriers) consist of dynamic tariffs, being able to be modified every few minutes according to the level of traffic. It also guarantees a minimum speed as well as improving driver safety and the air quality of the area.
Operations	Yes	Ferrovial's climate strategy forms part of the company's wider business strategy. The climate strategy has set ambitious decarbonization objectives for both the medium and long term, which are already having strategic implications. Ferrovial adopted Horizon 24 Plan to focus on sustainable infrastructure, a strategy for 2020-2024 in which the company will focus on the development, construction and operation of sustainable infrastructure. The commitment to sustainability is materialized in the form of a gradual roadmap to decarbonization by reducing CO2 emissions by 32% in 2030 compared to the 2009 baseline. Ferrovial will implement a new operating model to be a more agile, efficient, and innovative company. Furthermore, Ferrovial is implementing its Deep Decarbonization Path, , where the main lines of work are: 100% electricity consumption from renewable sources by 2025; renewing the fleet to 33% zero-emission vehicles by 2030; improving energy efficiency in asphalt plants by 20%; increasing energy efficiency in construction machinery by 10%; and climate neutrality by 2050. Numerous initiatives have been implemented to achieve these results, aligned with the Deep Decarbonization Path plan. For example: • Consumption of electric energy from a renewable source: the company promotes the purchase of electrical energy with a guarantee of origin and progressively advances towards the goal of 100% by 2025, established in the Horizon 24 Plan. In 2020, 68% of the electricity consumed was produced from renewable sources. • Fleet of efficient vehicles: 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 by efficient vehicles, causing a substantial and continued reduction in the emission levels. More efficient vehicles continue to be included in the fleet, with the goal of reaching 33% zero emission vehicles in the fleet in 2030, as established in the Deep Decarbonization Path plan for our strategy. • Inclusion of energy efficiency measures in the buildings, asphalt plants and work machinery.

C3.4

(C3.4) Describe where and how climate-related risks and opportunities have influenced your financial planning.

	Financial planning elements that have been influenced	Description of influence
Row 1	Revenues Direct costs Indirect costs Capital expenditures Capital allocation Acquisitions and divestments Liabilities	Some of the risks and opportunities related to climate change have directly influenced Ferrovial's financial planning locally and at corporate level. Actions performed to mitigate climate risks (e.g. Deep Decarbonization Path) or to materialise climate opportunities (e.g. investment in new businesses) have an impact on the financial projections of revenues (e.g. future revenues projected for new services), direct costs (e.g. materials for more efficient buildings), indirect costs (e.g. renewable energy purchases) and capital expenditures (e.g. more efficient machinery). Also, these risks and opportunities has affected the capital allocation plan (e.g. R&D budget) and are considered for investment or divestment decisions. Lastly, it affects liabilities (e.g. insurance for climate-related physical risks on Cintra). These considerations are projected generally short and medium term, although there are some strategic considerations at long term. As a case study, the risk of payment for each tonne of GHG emission is mainly mitigated with the Deep Decarbonization Path and Ferrovial's commitment to reduce emissions. As part of this Deep Decarbonization Path, an investment in renewable energy purchases is necessary. The company promotes the purchase of electrical energy with a guarantee of origin and progressively advances towards the goal of 100% by 2025, established in the Horizon 24 Plan. In 2020, 68% of the electricity consumed was produced from renewable sources, almost reaching 100% in Ferrovial Servicios España, Amey and Cadagua, and these purchases are therefore expected to continue growing. This is increasing slightly Ferrovial's indirect costs, and future renewable energy purchases are accounted when projecting future short-term and medium-term indirect costs in all of Ferrovial's businesses, while financially this is considered to be profitable not only in risk mitigation terms, but in reputational aspects that helps Ferrovial acquire new clients and investors.

C3.4a

(C3.4a) Provide any additional information on how climate-related risks and opportunities have influenced your strategy and financial planning (optional).

Ferrovial's climate strategy forms part of the company's wider business strategy. In 2019 being part of the new strategy of the company the CEO request a "deep decarbonization plan". Plan that includes commitments of renewable energy, renovation of fleet and reduction emissions by stationary sources

Matters relating to climate change are analysed and discussed by the Board of Directors and the Management Committee.

Climate change, energy transition, concentration in cities, changes in mobility and technological advances are all transforming the way infrastructure is built and operated. Key considerations include: 1) The global migration towards a low-emission economy is channelling investment and financing towards businesses that help meet the climate change goals set out in the Paris Agreement. These commitments are generating new opportunities for sustainable infrastructure, mobility and energy efficiency, among others. 2) Technology developments and digitalization improves infrastructure efficiency and productivity. Autonomous driving, connected infrastructure, vehicle sharing, and electrification will impact not only transportation infrastructure but also mobility services, opening up new business opportunities. 3) To continue working on our commitment and remain leaders, as part of the company's strategy, on the subject of climate change, within the company's strategy it is mandatory to meet the objectives of reducing emissions by Science Based Targets Initiative (SBTi)

SHORT TERM STRATEGY

Climate Change has influenced our short-term strategy. We have developed new business in sustainable mobility, electrification, water, energy efficiency and circular economy. Internally, the company has identified opportunities to be more efficient and to reduce energy consumption. To do this, we have implemented energy efficiency measures, allowing a reduction of GHG.

LONG TERM STRATEGY:

Ferrovial is committed to a sustainable growth, operating regularly in countries that have emission reduction commitments and infrastructure adaptation plans, offering them innovative solutions. Climate Change has influenced our long-term strategy. Ferrovial has made a firm commitment to long-term investment in R&D, new business of mobility where digitalization and connectivity are key focused on developing low-emission solutions. Some of this projects are : HEFESTO (software developed to optimization of energy efficiency) ZITY (one of the principles car sharing solutions in Madrid and Paris) ZEN ROBOTICS (use of arm-robots in the improve of waste that derives less diffuse emissions in our landfills)

Ferrovial is involved in various think tanks and influence groups at European level to discuss and predict the future of the economic and environmental agenda for the 2030 and 2050 horizons. These include the Corporate Leaders Group and the EU Green Growth Group. In the realm of climate innovation, Ferrovial has been a co-partner of Climate-KIC, the largest European initiative focused on mitigating and adapting to climate change. In Spain, Ferrovial chairs the Spanish Green Growth Group, which promotes public-private partnerships to make further progress in mitigating and adapting to climate change, decarbonizing the economy and championing the circular economy. A manifesto was signed in 2018, together with 35 other Spanish companies, to activate the energy transition and a conference titled "Opportunities of the energy transition for the Spanish and European economy" was organized in collaboration with the European Alliance to Save Energy. In 2019 launches a Manifesto to promote the Sustainable Development Goals (SDGs) of the 2030 Agenda. In 2019 also the SGGG together with the Madrid city government, it signs an agreement to promote the green economy in the region.

COMPETITIVE ADVANTAGES

The transport and building sectors are affected by an increasingly restrictive regulatory framework related to climate change and energy efficiency. This scenario generates great opportunities for the company, above all in those countries that have made public commitments to reduce emissions. In line with this, Ferrovial´s business strategy has been influenced developing business in low-carbon solutions and we have a great experience. Clients identify us with this type of contract and hire us; the industry recognizes us and evaluate well in the sustainability indices and administration bodies invite us to participate in working groups on issues related to climate change or to pilot projects, which is an advantage over ours competitors. We are part of the prestigious group: Corporate Leaders Group, UE Green Growth Group and the Spanish Green Growth Group, that Ferrovial chair since 2015, in order to gather their input and perspectives on how to proceed to transform the current economy into a low-carbon economy that contributes to the fight against climate change while and guarantees a sustainable job-creating economic growth. Since 2016 Ferrovial becomes a member and core-partner of Climate-KIC.

C4. Targets and performance

C4.1

(C4.1) Did you have an emissions target that was active in the reporting year?
Both absolute and intensity targets

C4.1a

(C4.1a) Provide details of your absolute emissions target(s) and progress made against those targets.

Target reference number
Abs 1

Year target was set
2016

Target coverage
Company-wide

Scope(s) (or Scope 3 category)
Scope 1+2 (market-based)

Base year
2009

Covered emissions in base year (metric tons CO2e)
1139094

Covered emissions in base year as % of total base year emissions in selected Scope(s) (or Scope 3 category)
100

Target year
2030

Targeted reduction from base year (%)
32

Covered emissions in target year (metric tons CO2e) [auto-calculated]
774583.92

Covered emissions in reporting year (metric tons CO2e)
870135

% of target achieved [auto-calculated]
73.7864368524459

Target status in reporting year
Underway

Is this a science-based target?
Yes, and this target has been approved by the Science-Based Targets initiative

Target ambition
2°C aligned

Please explain (including target coverage)
In absolute terms, the target is to reduce 32% by 2030 from 2009 base-year. By 2020 Ferrovial achieved a reduction of 268,958 tCO2e (268,958 tCO2e reduction of emissions in 2020 divided by 1,139,094 tCO2e emissions in 2009 base year = 23,61 %). In other words, 73,78% of the target was achieved (23,61 % of reduction divided by 32 % of target = 73,78% target achieved). This is evidence that a growth in business no longer necessarily entails extra emissions. Each division has established reduction measures for achievement of the targets: 1) Vehicle fleets and machinery. Initiatives here consist of improving the energy efficiency of these assets, via measures including improvements to criteria used in procurement, renting, or leasing, courses to promote efficient driving, the use of alternative fuels, and alternatives with hybrid engines. In this sense, the number of cars powered by alternative energies has increased. 2) Company mobility plans. 3) Energy efficiency in buildings. Implementation of proactive energy efficiency measures in buildings used as corporate headquarters. 4) Green procurement. The purchase of electricity from renewable sources reduces GHG emissions because the CO2/kWh emission factor is zero. In 2020, Ferrovial Group consumed 68% of its electricity from renewable sources (both certificates of origin and self-produced by the Ferrovial). 5) Current economic situation. Our estimation indicates that once the economic situation improves, emissions in absolute terms will increase lightly. Ferrovial is committed to continuing to advance hand in hand with SBTi, with the intention of aligning its targets with the most ambitious scenario. Proof of this is the participation in the public consultation on the SBTi Net-Zero Standard Draft or in the SBTi Net-Zero Road Test project.

Target reference number
Abs 2

Year target was set
2016

Target coverage
Company-wide

Scope(s) (or Scope 3 category)
Other, please specify (Scope 3)

Base year
2012

Covered emissions in base year (metric tons CO2e)
2853675

Covered emissions in base year as % of total base year emissions in selected Scope(s) (or Scope 3 category)
55

Target year
2030

Targeted reduction from base year (%)
20

Covered emissions in target year (metric tons CO2e) [auto-calculated]
2282940

Covered emissions in reporting year (metric tons CO2e)
1733860

% of target achieved [auto-calculated]
196.205769753038

Target status in reporting year
Achieved

Is this a science-based target?
Yes, and this target has been approved by the Science-Based Targets initiative

Target ambition
2°C aligned

Please explain (including target coverage)
The company also commits to reduce all relevant scope 3 emissions (excluding capital goods and purchased goods and services) 20% by 2030 from the 2012 base-year. Scope 3 categories covered by the target represent around 55% of yearly scope 3 emissions. From 2012 to 2020, Ferrovial has reduced covered scope 3 emissions by 1,119,815 tCO2eq. This divided by 2,853,675 tCO2eq (covered emissions in base year), results in a 39,24% emissions reduction. As the target was to reduce 20% of base year emissions, the target is 196,2% achieved. Some reduction initiatives that we have implemented, and we will carry out: - Incorporation of energy efficiency criteria in procurement and sub-contracting of services. - Development of technology and processes geared towards optimizing the avoidance of emissions. - Inclusion of energy efficiency measures - Workshop with companies in which we are the investors. - The relationship with regulatory bodies and governments is key as a way to influence regulatory trends which are in charge of developing new legal requirements that affect the company and third parties (fuel and energy-related activities, used of sold product, purchased goods and services…). Ferrovial is committed to continuing to advance hand in hand with SBTi, with the intention of aligning its targets with the most ambitious scenario. Proof of this is the participation in the public consultation on the SBTi Net-Zero Standard Draft or in the SBTi Net-Zero Road Test project.

Target reference number
Abs 3

Year target was set
2020

Target coverage
Company-wide

Scope(s) (or Scope 3 category)
Scope 2 (market-based)

Base year
2009

Covered emissions in base year (metric tons CO2e)
1139094

Covered emissions in base year as % of total base year emissions in selected Scope(s) (or Scope 3 category)
100

Target year
2050

Targeted reduction from base year (%)
80

Covered emissions in target year (metric tons CO2e) [auto-calculated]
227818.8

Covered emissions in reporting year (metric tons CO2e)
870135

% of target achieved [auto-calculated]
29.5145747409784

Target status in reporting year
New

Is this a science-based target?
No, but we are reporting another target that is science-based

Target ambition
<Not Applicable>

Please explain (including target coverage)
This target is the long time-frame of target Abs-1. As part of our Deep Decarbonization Path, the General Shareholder Meeting has approved our ambition to reach carbon neutrality in 2050. This includes an 80% reduction of the S1+S2 emissions from base year (2009) and compensation of the remaining emissions. Ferrovial is committed to continuing to advance hand in hand with SBTi, with the intention of aligning its targets with the most ambitious scenario. Proof of this is the participation in the public consultation on the SBTi Net-Zero Standard Draft or in the SBTi Net-Zero Road Test project.

C4.1b

(C4.1b) Provide details of your emissions intensity target(s) and progress made against those target(s).

Target reference number
Int 1

Year target was set
2017

Target coverage
Company-wide

Scope(s) (or Scope 3 category)
Scope 1+2 (market-based)

Intensity metric
Other, please specify (metric tonnes CO2e per million€ of turnover)

Base year
2009

Intensity figure in base year (metric tons CO2e per unit of activity)
162.36

% of total base year emissions in selected Scope(s) (or Scope 3 category) covered by this intensity figure
100

Target year
2030

Targeted reduction from base year (%)
42.9

Intensity figure in target year (metric tons CO2e per unit of activity) [auto-calculated]
92.70756

% change anticipated in absolute Scope 1+2 emissions
32

% change anticipated in absolute Scope 3 emissions
0

Intensity figure in reporting year (metric tons CO2e per unit of activity)
72.01

% of target achieved [auto-calculated]
129.715484482668

Target status in reporting year
Achieved

Is this a science-based target?
Yes, and this target has been approved by the Science Based Targets initiative

Target ambition
2°C aligned

Please explain (including target coverage)
In 2020, Ferrovial has reduced by 55,65 % the scope 1&2 in intensity terms (t CO2e / turnover) compared to 2009, which is above the 100 % of the fulfillment of the target by 2030. Ferrovial commits to reduce scope 1 and 2 in intensity terms (emissions per million € of turnover) by 42.9 % by 2030, from a 2009 base-year. Each business area has established reduction measures for achieving the targets: 1) Vehicle fleets and machinery. Initiatives here consist of improving the energy efficiency of these assets, via measures including improvements to criteria used in procurement, renting or leasing, courses to promote efficiency, the use of alternative fuels, and alternatives with hybrid engines. In this sense, the number of cars powered by alternative energies has increased. 2) Company mobility plans. 3) Energy efficiency in buildings. Incorporation of proactive energy efficiency measures in buildings used for corporate headquarters 4) Green procurement. The purchase of electricity from renewable sources reduces GHG emissions because the emission factor of CO2/kWh is zero. In 2020, Ferrovial Group consumed 68 % of electricity from renewable sources (purchased with a certificate of origin and produced by the company). Ferrovial is committed to continuing to advance hand in hand with SBTi, with the intention of aligning its targets with the most ambitious scenario. Proof of this is the participation in the public consultation on the SBTi Net-Zero Standard Draft or in the SBTi Net-Zero Road Test project.

C4.2

(C4.2) Did you have any other climate-related targets that were active in the reporting year?
Target(s) to increase low-carbon energy consumption or production
Net-zero target(s)

C4.2a

(C4.2a) Provide details of your target(s) to increase low-carbon energy consumption or production.

Target reference number
Low 1

Year target was set
2019

Target coverage
Company-wide

Target type: absolute or intensity
Absolute

Target type: energy carrier
Electricity

Target type: activity
Consumption

Target type: energy source
Renewable energy source(s) only

Metric (target numerator if reporting an intensity target)
Percentage

Target denominator (intensity targets only)
<Not Applicable>

Base year
2009

Figure or percentage in base year
2

Target year
2025

Figure or percentage in target year
100

Figure or percentage in reporting year
68

% of target achieved [auto-calculated]
67.3469387755102

Target status in reporting year
Underway

Is this target part of an emissions target?
Yes, it is. Ferrovial, within its decarbonisation plan for the company to comply with the reduction targets guaranteed by SBTi, has committed by 2025 to have 100% electricity consumption obtained from renewable sources.

Is this target part of an overarching initiative?
No, it's not part of an overarching initiative

Please explain (including target coverage)
In 2020, Ferrovial consumed 68% of electricity from renewable sources (purchased with certificate or origin and produced by the company) (214.641 MWh from renewable sources divided by 316,815 MWh of total electricity consumption in 2020 = 68% electricity from renewable sources). Ferrovial commits to have 100% electricity consumption obtained from renewable sources by 2025, this represent a 69% of the target achieved in 2020.

C4.2c

(C4.2c) Provide details of your net-zero target(s).

Target reference number
NZ1

Target coverage
Company-wide

Absolute/intensity emission target(s) linked to this net-zero target
Please select

Target year for achieving net zero
2050

Is this a science-based target?
No, but we anticipate setting one in the next 2 years

Please explain (including target coverage)
The company began its commitment to climate action in 2009 and it has progressively set increasingly ambitious goals. In the last two years, it has worked on the definition of its roadmap for decarbonisation, the Deep Decarbonization Path, collected in its corporate strategy and focused on reducing emissions by 2030 in the area of construction and infrastructure. In line with this plan, Ferrovial has committed to achieving carbon neutrality by 2050. Ferrovial establishes progressive compensation until reaching neutrality, from 2020 to 2050, by means of reducing emissions and the compensation that may not be avoided by means of voluntary projects of carbon compensation. This Deep Decarbonization Path excludes Services Division, as it is in the process of being sold (being this target company-wide for 2050). Ferrovial is committed to continuing to advance hand in hand with SBTi, with the intention of aligning its targets with the most ambitious scenario. Proof of this is the participation in the public consultation on the SBTi Net-Zero Standard Draft or in the SBTi Net-Zero Road Test project.

C4.3

(C4.3) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.
Yes

C4.3a

(C4.3a) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	6	28846
To be implemented*	5	29309
Implementation commenced*	4	68224
Implemented*	7	36002
Not to be implemented	0	0

C4.3b

(C4.3b) Provide details on the initiatives implemented in the reporting year in the table below.

Initiative category & Initiative type

Other, please specify	Other, please specify (Process emissions reductions)

Estimated annual CO2e savings (metric tonnes CO2e)
1519

Scope(s)
Scope 3

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
461992

Investment required (unit currency – as specified in C0.4)
97382

Payback period
<1 year

Estimated lifetime of the initiative
6-10 years

Comment
The project known as "Optimization of biogas produced at the Golmayo (Soria) Landfill to supply the heat for the facility's lixiviate processing " was selected by the Spanish Climate Change Office (OECC) to be a Climate Project. The Project consists of replacing the current gasoil burner at the lixiviate processing plant with a new combined biogas/gasoil boiler. The idea is to use the landfill's biogas as opposed to gasoil for the drying of lixiviates. We will thereby reduce CO2 emissions otherwise produced by

burning fossil fuels fossil. Emissions avoided will be those from burning gasoil, a fossil fuel (not under operational control). The boiler has now been installed and it will commence functioning in the coming months when it will have enough LFG.

Initiative category & Initiative type

Low-carbon energy consumption	Biogas

Estimated annual CO2e savings (metric tonnes CO2e)
8083

Scope(s)
Scope 1

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
1232414

Investment required (unit currency – as specified in C0.4)
19062580

Payback period
16-20 years

Estimated lifetime of the initiative
16-20 years

Comment
NATURE OF ACTIVITY It is intended to expand the current Ecopark's installation of Toledo to valorise 9,500 annual tons of solid recovered fuel (SRF), coming from the Ecopark's activity. The development of this project reduces the greenhouse gas emissions, due to the valorisation of this waste sent to landfill, as well as the acquisition of second generation biofuel, avoiding the fossil fuel consumption. Thus, the annual average reduction of emissions come from: - 2,681 t CO2 eq from SRF biomass not placed at landfill - 5,402 t CO2 eq from the substitution of diesel oil C SCOPE TYPE Scope 1 and 3 REGULATIONS This initiative is VOLUNTARY The lifetime of the initiative is about 15 years, but the reduction of CO2 tons funding is only for the first 4 years .For this 4 years the CO2 tons reduction would be 32.256 tones CO2 eq and, the total external funding would be 312883,2 €.

Initiative category & Initiative type

Other, please specify	Other, please specify (Energy efficiency: Street lightning)

Estimated annual CO2e savings (metric tonnes CO2e)
2201

Scope(s)
Scope 2 (market-based)

Voluntary/Mandatory
Mandatory

Annual monetary savings (unit currency – as specified in C0.4)
682521

Investment required (unit currency – as specified in C0.4)
3230054

Payback period
4-10 years

Estimated lifetime of the initiative
11-15 years

Comment
Ferrovial Services installs Led technology in the street lighting all over different cities. This technology, in addition to reducing the energy consumption and the CO2 emissions, provides more brightness and allows to adjust the intensity according to the moment in each streetlight. During 2020, Ferrovial Services installed Led technology in Miranda de Ebro, Sant Andreu de la Barca and Felanitx.

Initiative category & Initiative type

Energy efficiency in buildings	Other, please specify (Building Energy Management Systems (BEMS) and Insulation)

Estimated annual CO2e savings (metric tonnes CO2e)
2440

Scope(s)
Scope 1
Scope 2 (market-based)

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
792000

Investment required (unit currency – as specified in C0.4)
4850000

Payback period
4-10 years

Estimated lifetime of the initiative
16-20 years

Comment
Comprehensive energy efficiency services in Torrejon de Ardoz, conducted by Ferrovial Servicios. These services include energy management in municipal buildings and street lightning, as well as interventions as thermal insulation on buildings.

Initiative category & Initiative type

Other, please specify	Other, please specify (fleet vehicles)

Estimated annual CO2e savings (metric tonnes CO2e)
11025

Scope(s)
Scope 1

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
1824453

Investment required (unit currency – as specified in C0.4)
12827040

Payback period
4-10 years

Estimated lifetime of the initiative
6-10 years

Comment
NATURE OF ACTIVITY 1) Ferrovial provides its contractors with a fleet of cars to carry out their activities in the cities. The target is to increase the fleet of the company cars powered by alternative energies annually. So, when they have to change old cars or to buy new cars in a contract, they buy alternative vehicles. The fuel used is biodiesel, natural gas, liquefied natural gas, electric and bimodal. 2) Both companies have sophisticated system for monitoring and designing routes to optimize resources in urban services contracts, which have a particular impact on the industrial fleet.

Initiative category & Initiative type

Other, please specify	Other, please specify (Behavorial change)

Estimated annual CO2e savings (metric tonnes CO2e)
8844

Scope(s)
Scope 3

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
5460323

Investment required (unit currency – as specified in C0.4)
0

Payback period
<1 year

Estimated lifetime of the initiative
<1 year

Comment
NATURE OF ACTIVITY Ferrovial Construcción has worked on reducing Scope 3 emissions by focusing on work site, specifically in the reduction of earth transportation distances made by trucks, and as a consequence there is a decrease of the fuel consumption. These practices are implanted annually. It consists on a process' improvement and thus it does not require any investment.

Initiative category & Initiative type

Transportation	Other, please specify (Car Sharing)

Estimated annual CO2e savings (metric tonnes CO2e)
1890

Scope(s)
Scope 1

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
5000000

Investment required (unit currency – as specified in C0.4)
9355000

Payback period
4-10 years

Estimated lifetime of the initiative
6-10 years

Comment
The Zity brand is a free floating.new generation of electric carsharing that aims towards cleaner cities. The Alliance of Ferrovial and Renault will use 750 units of the new electric vehicle, with 400 kilometres of autonomy and will extend the range of action beyond the M-30 in Madrid.

C4.3c

(C4.3c) What methods do you use to drive investment in emissions reduction activities?

Method	Comment
Compliance with regulatory requirements/standards	The emerging policy environment around emissions and climate change is one of the defining drivers of Grupo Ferrovial's business sectors over the coming decades. Ferrovial has been working on these issues since 2010 when it started with the Project "Ferrovial Positioning 2015 Project" focused on our Strategic Positioning by 2015-2020, under a likely "post-Copenhagen" market environment. During 2019 as part of the new strategy of the company we achieved a new plan called "deep decarbonization plan" focused on Ferrovial climate strategy for 2020-2050. This Plan that includes commitments of renewable energy, renovation of fleet and reduction emissions by stationary sources.
Financial optimization calculations	The evolution on prices of raw materials (for instance: steel, wood…) and energy (in particular fossil fuels and electricity) has an impact on operating costs and thus on the profit & lost accounts.
Internal incentives/recognition programs	Ferrovial is committed to fight climate change. Its attitude requires to provide results and a commitment of improvement.
Lower return on investment (ROI) specification	In energy efficiency measures implemented in offices the amortization period is important issue when assessing what measures can be implemented. This study is important especially in those offices where we are renting.
Internal incentives/recognition programs	Top executive levels (including CEO of Ferrovial) at the corporate and top and medium levels in business units have part of their salary set as a variable (incentives) and this is linked to the objectives achieved (individual and collective performance indicator) where reference is made to compliance with the strategic plan of the company where they are included, for example, the establishment of the objectives endorsed by SBTi, emission reduction projects, review of objectives, stay In the main sustainability indexes
Other	Ferrovial has signed some voluntary agreements. For Ferrovial is very important the communication related to climate change and the positioning of the company within the most important indexes worldwide
Financial optimization calculations	Ferrovial has announced the signature with 16 financial entities of its liquidity line where the ESG criteria (Environment, Social and Governance) are introduced. It is the first financing in which the company has linked the margin to its results in terms of sustainability. As a result of the commitment of all areas of the company the agreement closed with the bank union allows to transfer the improvement of the company in the environmental, social and governance qualifications in the next five years, to the costs of financing.
Internal price on carbon	In the preinvestment process in large contracts, a tool is available to consider variable prices for a ton of carbon over different time horizons and across different regions and project types, internalizing the potential economic risk linked to climate change (including physical impacts, as well as those of a social, regulatory and socio-economic nature, among others). This helps reduce the inherent uncertainty associated with legislation relating to climate change, considering a realistic quantification of the possible costs associated with each project.

C4.5

(C4.5) Do you classify any of your existing goods and/or services as low-carbon products or do they enable a third party to avoid GHG emissions?
Yes

C4.5a

(C4.5a) Provide details of your products and/or services that you classify as low-carbon products or that enable a third party to avoid GHG emissions.

Level of aggregation
Product

Description of product/Group of products
Ferrovial offers to third parties options to reduce their emissions with the use of our products or services. “Integrated City Management” is an example: (i) Ferrovial, carries out an innovative project in cities of UK. This is an integrated management project of all city’s assets, including roads, lighting, traffic management, sidewalks, sewers… The aim of this project is to optimize processes by increasing efficiency and reducing environmental impact. This allows for 20% improvements in efficiency and 30% in the productivity of the services. A good example is a street lighting that includes LED technology, enabling centralized control of lighting, depending on activities in each urban space. There were around 8,000 points installed. The fleet vehicles have an intelligent software installed, allowing route optimization, minimizing traffic congestion and reducing fuel consumption. In addition, green vehicles are being used as an alternative to fossil fuels. In this way, Ferrovial helps to reduce scope 1&2 of its clients. (ii) This contract was signed for 25 years and only in the first year all objectives have been achieved. In the first year of its operation, monetary savings of 2,400,000 € in energy were achieved, and are broken down as follows: - 1,568,000 € in electricity street lighting. Electricity savings represent 11,495 MWh and 3,345 t CO2e - 832,000 € in fossil fuel (diesel) used by fleet vehicles. Assumption of diesel savings of 1,361,267 l and 3628.592 t CO2e. The contract will last 25 years and because it is estimated that annually we are going to obtain the same results compared to the base year, we can say that we help to reduce energy consumption in the city - 287,375 MWh of electricity in the street lighting. This equates to the cost savings of 39,200,000 € and 83,629 t CO2e. - 34,031,675 l diesel used by fleet vehicles. This equates to the cost savings of 20,800,000 € and 90,714.8 t CO2e.

Are these low-carbon product(s) or do they enable avoided emissions?
Avoided emissions

Taxonomy, project or methodology used to classify product(s) as low-carbon or to calculate avoided emissions
Other, please specify (GHG protocol)

% revenue from low carbon product(s) in the reporting year
20

% of total portfolio value
<Not Applicable>

Asset classes/ product types
<Not Applicable>

Comment
To calculate avoided emissions, we have used “GHG emissions from transport or mobile sources” of “The Greenhouse Gas Protocol Initiative” for diesel and “GHG emissions from purchased electricity” for electricity. These emission factors used include total CO2, CH4 and N2O emissions in units of CO2e (CO2 equivalent). The GWP used for CO2 is 1, for CH4 is 21 and N2O is 310. Regarding fleet vehicles, we estimate that the new alternative vehicles replace vehicles that use diesel and in the case of traffic management we also consider that the fuel savings refer to savings in diesel. The legislation applicable to Ferrovial business does not include the generation of ERUs and CERs.

Level of aggregation
Company-wide

Description of product/Group of products
Ferrovial offers to third parties options to reduce their emissions by the use of its products, as Ferrovial works to ensure that its products and services are low emission and that they contribute to the transition to the low carbon economy. Search efficiency in services and products such as: optimization of service routes, reduction of transport distance in works, reuse of materials to avoid burning in landfills, improvement of technology for the capture of biogas, avoiding own diffuse emissions.

Are these low-carbon product(s) or do they enable avoided emissions?
Low-carbon product and avoided emissions

Taxonomy, project or methodology used to classify product(s) as low-carbon or to calculate avoided emissions
Other, please specify (GHG protocol)

% revenue from low carbon product(s) in the reporting year
55

% of total portfolio value
<Not Applicable>

Asset classes/ product types
<Not Applicable>

Comment

C5. Emissions methodology

C5.1

(C5.1) Provide your base year and base year emissions (Scopes 1 and 2).

Scope 1

Base year start
January 1 2009

Base year end
December 31 2009

Base year emissions (metric tons CO2e)
973.135

Comment
Ferrovial recalculates its emissions baseline whenever there is a structural change, a change to calculation methodology (emission factors, approach …) or changes in annual consumption levels

Scope 2 (location-based)

Base year start
January 1 2009

Base year end
December 31 2009

Base year emissions (metric tons CO2e)
173.586

Comment
Ferrovial recalculates its emissions baseline whenever there is a structural change, a change to calculation methodology (emission factors, approach …) or changes in annual consumption levels

Scope 2 (market-based)

Base year start
January 1 2009

Base year end
December 31 2009

Base year emissions (metric tons CO2e)
165.959

Comment
Ferrovial recalculates its emissions baseline whenever there is a structural change, a change to calculation methodology (emission factors, approach …) or changes in annual consumption levels

C5.2

(C5.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.
Defra Environmental Reporting Guidelines: Including streamlined energy and carbon reporting guidance, 2019
ISO 14064-1
The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

C6. Emissions data

C6.1

(C6.1) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Reporting year

Gross global Scope 1 emissions (metric tons CO2e)
817504

Start date
January 1 2020

End date
December 31 2020

Comment

Past year 1

Gross global Scope 1 emissions (metric tons CO2e)
914847

Start date
January 1 2019

End date
December 31 2019

Comment
The data has been restated due to recalculation due to adjustment in the perimeter considered.

Past year 2

Gross global Scope 1 emissions (metric tons CO2e)
832339

Start date
January 1 2018

End date
December 31 2018

Comment
The data has been restated due to recalculation due to adjustment in the perimeter considered.

Past year 3

Gross global Scope 1 emissions (metric tons CO2e)
973135

Start date
January 1 2009

End date
December 31 2009

Comment
The data has been restated due to recalculation due to adjustment in the perimeter considered.

C6.2

(C6.2) Describe your organization's approach to reporting Scope 2 emissions.

Row 1

Scope 2, location-based
We are reporting a Scope 2, location-based figure

Scope 2, market-based
We are reporting a Scope 2, market-based figure

Comment
We have used GHG Protocol Scope 2 to calculate Ferrovial scope 2. The method used by Ferrovial to calculate its scope 2 is "market based". Thus, in calculating emissions we have used an emissions factor of 0 metric tons of CO2 equivalent/Kwh contributed by suppliers for purchased electricity from renewable sources with a guarantee of origin (GO). For electricity which does not come from renewable sources we have used the residual mix of each country when it is available, because not all the countries in which we operate have available a residual mix. Emissions included under the "location based" section are higher than those under the "market based" method, because the emissions factor contributed by suppliers for renewable electricity are not taken into account in that approach"

C6.3

(C6.3) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

Reporting year

Scope 2, location-based
85916

Scope 2, market-based (if applicable)
52632

Start date
January 1 2020

End date
December 31 2020

Comment
In 2020, the most current emission factors from the International Energy Agency have been used.

Past year 1

Scope 2, location-based
133969

Scope 2, market-based (if applicable)
68533

Start date
January 1 2019

End date
December 31 2019

Comment
The data has been restated due to recalculation due to adjustment in the perimeter considered.

Past year 2

Scope 2, location-based
151622

Scope 2, market-based (if applicable)
91430

Start date
January 1 2018

End date
December 31 2018

Comment
The data has been restated due to recalculation due to adjustment in the perimeter considered.

Past year 3

Scope 2, location-based
173586

Scope 2, market-based (if applicable)
165959

Start date
January 1 2009

End date
December 31 2009

Comment
The data has been restated due to recalculation due to adjustment in the perimeter considered.

C6.4

(C6.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1 and Scope 2 emissions that are within your selected reporting boundary which are not included in your disclosure?
No

C6.5

(C6.5) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

Evaluation status
Relevant, calculated

Metric tonnes CO2e
1021374

Emissions calculation methodology
(i) This category includes all upstream (i.e., cradle-to-gate) emissions from the production of products purchased in the reporting year. Ferrovial considered the most relevant materials from the environment and total purchases side (Timber, paper, steal, asphalt, concrete and water) that are used in products that we supply. Enablon is the platform used to gather the data required to obtain the quantity of materials purchased and to write the Annual Report. To calculate emissions, we use 2015 DEFRA Conversion Factors: Annex 14 "Indirect emissions resulting from Material Consumption and Waste Disposal" for materials and waste and Annex 9 "Bioenergy &; Water Conversion Factor Tables" for water. These emission factors used are in line with GHG Protocol Scope 3 Guidance and include total CO2, CH4 and N2O emissions in units of CO2e (CO2 equivalent). The GWP used for CO2 is 1, for CH4 is 21 and N2O is 310. (ii) We considered quantity of the most relevant materials from the environment and total purchases. These data are reported annually by businesses for compiling the Annual Report and are audited and verified in accordance with ISAE 3000 "Assurance Engagements other than Audits or Reviews of Historical Financial Information" by Ernst & Young. Furthermore, data, methodology and emissions of this section have been audited and verified in accordance with ISAE 3410 "Assurance Engagements on Greenhouse Gas Statements" PwC. Therefore, the quality of data and emissions reported is high. (iii) The calculation methodology consists of multiplying the amount of materials, reported (Tons) by the emission factor of each material purchased (Tneq.CO2/Tons of material). We used 2015 DEFRA Conversion Factors: Annex 14 "Indirect emissions resulting from Material Consumption and Waste Disposal" for materials and waste and Annex 9 "Bioenergy &; Water Conversion Factor Tables" for water. Thus, we get the total number of life cycle Tn CO2eq for all materials (extraction, primary processing, manufacturing and transportation. It excludes the using phase). These emission factors include the transportation part that are included in section "Upstream transportations and distribution". In order not to double the emissions in the section "Upstream transportations and distribution", these are subtracted from the total emissions of that section.

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain

Capital goods

Evaluation status
Relevant, calculated

Metric tonnes CO2e
411535

Emissions calculation methodology
(i) This category includes all upstream (i.e., cradle-to-gate) emissions from the production of capital goods purchased or acquired by the reporting company in the reporting year. Capital goods are final products that have an extended life and are used by the company to manufacture a product; provide a service; or sell, store, and deliver merchandise. In this category, Ferrovial has considered the total capital goods purchased. The capital goods include "Equipment and machinery", "Construction projects" and "Facilities, office equipment and furniture". To calculate emissions, we used 2015 DEFRA Conversion Factors: in Annex 13 "– Indirect emissions from the supply chain". The emission factors presented in this Annex cover indirect emissions from the supply chain. Indirect emissions are those which are generated by other organizations as part of the process of providing goods and services to our company. These emission factors used are in line with GHG Protocol Scope 3 Guidance and include total CO2, CH4 and N2O emissions in units of CO2e (CO2 equivalent). The GWP used for CO2 is 1, for CH4 is 21 and N2O is 310. (ii) In this category we considered the total investment in capital goods. These data are reported annually by businesses for compiling the Annual Report and are audited and verified in accordance with ISAE 3000 "Assurance Engagements other than Audits or Reviews of Historical Financial Information" by EY. Furthermore, data, methodology and emissions of this section have been audited and verified in accordance with ISAE 3410 "Assurance Engagements on Greenhouse Gas Statements" by PwC. Therefore, the quality of data and emissions reported is high. (iii) The calculation methodology consists of multiplying the investment by the conversion factor. We have used 2015 DEFRA Conversion Factors (Annex 13 " Indirect emissions from the supply chain").

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain

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

Evaluation status
Relevant, calculated

Metric tonnes CO2e
121965

Emissions calculation methodology
(i) Includes emissions from: 1) For upstream emissions of purchased fuels. The conversions factors used are collected in the appendix 2 of WTW ("Well-to-Wheels analysis of future automotive fuels and powertrains in the European context WELL-TO-TANK Report. Version 3.0"). 2) For upstream emissions of purchased electricity. The conversion factors used are collected in the appendix 2 OF WTW. 3) For T&D losses. GHG protocol conversion factors for electricity are used. In this category, Ferrovial has considered data used to calculate scope 1&2 (purchased fuels and electricity). In this category we include Transchile emissions. These data include purchased fuel and electricity. These emission factors used are in line with GHG Protocol Scope 3 Guidance and include total CO2, CH4 and N2O emissions in units of CO2e (CO2 equivalent). The GWP used for CO2 is 1, for CH4 is 21 and N2O is 310. (ii) Date considered are quantity of fuel and electricity purchased. These data are reported annually by businesses for compiling the Annual Report and are audited and verified in accordance with ISAE 3000 "Assurance Engagements other than Audits or Reviews of Historical Financial Information" by Ernst & Young. Furthermore, data, methodology and emissions of this section have been audited and verified in accordance with ISAE 3410 "Assurance Engagements on Greenhouse Gas Statements" by PwC. Therefore, the quality of data and emissions reported is high. (iii) 1) For upstream emissions of purchased fuels. To calculate the emissions the conversion factors used are collected in the appendix 2 of WTW. Concretely, conversion factors used correspond to diesel, petrol and LPG. 2) For upstream emissions of purchased electricity: - Stage 1: The source used is the data from the electric system's generation by source type (IEA, 2011) - Stage 2: To the previous result applies the conversion factors collected in the appendix 2 of WTW. Concretely, conversion factors used, in the electricity section tables but without considering the electricity generation stage. 3) For T&D losses. The source used comes from the "Total production" and "Losses" data for the generation of the electric system by country (last data available from the International Energy Agency, 2011) and the GHG protocol conversion factors for electricity by country

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain

Upstream transportation and distribution

Evaluation status
Relevant, calculated

Metric tonnes CO2e
475720

Emissions calculation methodology
(i) This category includes emissions from transportation and distribution of products purchased in the reporting year. This included third-party transportation and distribution services purchased. Ferrovial considered the most relevant materials from the environment and total purchases side. These materials were used in products that we supply. These materials were: Timber, paper, steal, asphalt, water and concrete. The Enablon application is the source we used to obtain the quantity of materials purchased. To know the origin of the materials purchased we have used sectorial reports. To calculated emissions, we have used “GHG emissions from transport or mobile sources” of “The Greenhouse Gas Protocol Initiative”. These emission factors used are in line with GHG Protocol Scope 3 Guidance and include total CO2, CH4 and N2O emissions in units of CO2e (CO2 equivalent). The GWP used for CO2 is 1, for CH4 is 21 and N2O is 310. (ii) In this category we have considered quantity of the most relevant materials. These data are reported annually by businesses through Enablon application to write the Annual Report that are audited and verified in accordance with ISAE 3000 “Assurance Engagements other than Audits or Reviews of Historical Financial Information” by Ernst & Young. To know the origin of the materials purchased we renowned sectorial reports. Furthermore, data, methodology and emissions of this section have been audited and verified in accordance with ISAE 3410 “Assurance Engagements on Greenhouse Gas Statements” by PwC. Therefore, the quality of data and emissions reported is high. (iii) To calculate the emissions in this section we used the following calculation tool: “GHG emissions from transport or mobile sources” provided by “The Greenhouse Gas Protocol Initiative”. The information required are: - Quantity of the most relevant materials purchased: Timber, paper, steal, asphalt and concrete. - Origin of these materials purchased and quantity of materials purchased in every country. To know the origin of the materials purchased we have renowned sectorial reports. - The type of transport used. We have considered road and marine transport depend on the origin of the materials. - Distance. To know distances from the origin of material and the point of consumption we have used specific webs to calculate distances

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain

Waste generated in operations

Evaluation status
Relevant, calculated

Metric tonnes CO2e
125990

Emissions calculation methodology
(i) This category includes emissions from third-party disposal and treatment of waste generated in the reporting company´s owned or controlled operations in the reporting year. This category includes emissions from disposal of both solid waste and wastewater. In this category, Ferrovial considered the total of solid waste (Construction and Demolition Waste (CDW); Urban or similar waste; Wood; Garden waste, Hazardous waste, Total reused soil from excavation and Soil from excavation sent to landfill) and wastewater generated in our operations. We used 2015 DEFRA Conversion Factors: Annex 14 "Indirect emissions resulting from Material Consumption and Waste Disposal” for solid waste and Annex 9 “Bioenergy &; Water Conversion Factor Tables” for wastewater. These emission factors include total CO2, CH4 and N2O emissions in units of CO2e (CO2 equivalent). The GWP used for CO2 is 1, for CH4 is 21 and N2O is 310. (ii) We considered quantity of the total of solid waste and wastewater generated in our operations. These data are reported annually by businesses though Enablon application to write the Annual Report and are audited and verified in accordance with ISAE 3000 “Assurance Engagements other than Audits or Reviews of Historical Financial Information” by Ernst & Young. Furthermore, data, methodology and emissions of this section have been audited and verified in accordance with ISAE 3410 “Assurance Engagements on Greenhouse Gas Statements” by PwC. Therefore, the quality of data and emissions reported is high. (iii) The calculation methodology consists on multiplying the amount of waste reported (Tons) by the conversion factor of each waste (Tneq.CO2/Tons of waste). We used 2015 DEFRA Conversion Factors in Annex 14 for waste and Annex 9 for wastewater. In order to avoid double-counting, the emissions associated with recycling are attributed to the user of the recycled materials, and the same attribution approach was also applied to the emissions from energy generation from waste. Only transportation and minimal preparation emissions are attributed to the entity disposing of the waste. Emissions in that scope are not directly involved with the emissions comes from the management of waste in the landfill management for Ferrovial, which are part of our scope 1

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain

Business travel

Evaluation status
Relevant, calculated

Metric tonnes CO2e
1796

Emissions calculation methodology
(i) This category includes emissions from the transportation of employees for business related activities in vehicles owned or operated. In this category, Ferrovial emissions from business travel arose from air travel, rail travel, taxi travel and automotive travel. We had distance travelled by air, rail and automotive and expense of taxi travel. To calculate Ferrovial emissions, we have used “GHG emissions from transport or mobile sources” of “The Greenhouse Gas Protocol Initiative” except Amey that use 2015 DEFRA conversion factor. These emission factors used are in line with GHG Protocol Scope 3 Guidance and include total CO2, CH4 and N2O emissions in units of CO2e (CO2 equivalent). The GWP used for CO2 is 1, for CH4 is 21 and N2O is 310. (ii) In this category we considered data provided by the travel agency through which Ferrovial purchases train and plane tickets; data provided by our accounting department on taxi expenditure and data supplied by the business on the use of vehicles. Data, methodology and emissions of this section had been audited and verified are audited and verified in accordance with ISAE 3000 “Assurance Engagements other than Audits or Reviews of Historical Financial Information” by Ernst & Young. Furthermore, data, methodology and emissions of this section have been audited and verified in accordance with ISAE 3410 “Assurance Engagements on Greenhouse Gas Statements” by PwC. Therefore, the quality of data and emissions reported is high. (iii) To calculate the emissions in this section we used the following calculation tool: “GHG emissions from transport or mobile sources” provided by “The Greenhouse Gas Protocol Initiative”. The information required were: - The type of transport used by passenger – Distance. In the case of Amey, we have used 2015 DEFRA Conversion Factors (Annex 6 “Passenger Transport Conversion Tables”. Assumptions: We consider that business travel is made in diesel driven cars and train trips are made in conventional train and not a high speed ones

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain

Employee commuting

Evaluation status
Relevant, calculated

Metric tonnes CO2e
1645

Emissions calculation methodology
(i) This category includes emissions from the employee's commuting from their homes to workplace. Ferrovial carried out a mobility survey to the group's employees, which has been the source to know the mode of transport and distance travelled from home to the workplace. Other source used is the number of people working in offices. This data is provided by the human resources department. To calculate emissions, we used the calculation tool "GHG emissions from transport or mobile sources emitted" provided by "The Greenhouse Gas Protocol Initiative" (GHG PI). These emission factors used were in line with GHG Protocol Scope 3 Guidance and include total CO2, CH4 and N2O emissions in units of CO2e (CO2 equivalent). The GWP used for CO2 is 1, for CH4 is 21 and N2O is 310. (ii) In this category, data, methodology and emissions of this section have been audited and verified in accordance with ISAE 3000 "Assurance Engagements other than Audits or Reviews of Historical Financial Information" by Ernst & Young. Furthermore, data, methodology and emissions of this section have been audited and verified in accordance with ISAE 3410 "Assurance Engagements on Greenhouse Gas Statements" by PwC. Therefore, the quality of data and emissions reported is high. (iii) To calculate the emissions in this section we used the following calculation tool: "GHG emissions from transport or mobile sources" provided by "The Greenhouse Gas Protocol Initiative". The information required are: - Number of employee - Distance from home to work - Type of transport: car, motorbike, subway, bus and train. Assumptions: Ferrovial within this section calculates the emissions of employees from construction, services, infrastructures and Ferrovial group that work at offices. As we do not know the type of motorbike and train used, we have chosen in column "vehicle type": "Control unknown for motorbike" and "Average Light rail and Train" for train. Ferrovial does not have operational control over airports because it only has a 25% share of the company. In this case, this category is calculated but it is included within the "investments" section. In that section there are more details about the calculation procedure.

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain

Upstream leased assets

Evaluation status
Not relevant, explanation provided

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
(i) This category includes emissions from the operation of assets are leased by the company and not included in scope 1 or 2 inventory. Due to the type of rental agreement Ferrovial has, the emissions from the operation of assets are included within the Scope 1&2. However, we consider important to include in this group emissions related to electricity consumption of our customers' buildings in which we provide maintenance and cleaning services. This requires the knowledge of the number of buildings in which we carry on this type of activity and the surface of these buildings in order to estimate the kWh consumed, based on consumption information in similar buildings we have. In the base year, we calculated this source of scope 3 emissions, resulting in 1,405 metric tonnes CO2e. Requiring the calculation methodology a significant effort, and considering that it only accounted for less than 0,02% of base year scope 3 emissions, Ferrovial has decided not continuing the calculation and consider this category as "not relevant".

Downstream transportation and distribution

Evaluation status
Not relevant, calculated

Metric tonnes CO2e
0

Emissions calculation methodology
This category includes emissions that occur from transportation and distribution of sold products in vehicles and facilities not owned or controlled by the reporting company. Ferrovial's activity consists on providing services or construct and manage infrastructures in situ. Ferrovial does not sell any product that has to be transported or stored in other facility. Therefore, the emissions in this category are zero.

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain

Processing of sold products

Evaluation status
Not relevant, calculated

Metric tonnes CO2e
0

Emissions calculation methodology
This category includes emissions from processing of sold intermediate products by third parties (e.g., manufacturers) subsequent to sale by company. Intermediate products are products that require further processing, transformation, or inclusion in another product before use and therefore result in emissions from processing subsequent to sale and before use by the end consumer. Ferrovial's activity consists on providing services or to construct and to manage infrastructures in situ. Ferrovial does not sell intermediate products that require further processing, transformation or inclusion in another product before use by the end consumer. So, the emissions in this category are zero.

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain

Use of sold products

Evaluation status
Relevant, calculated

Metric tonnes CO2e
209022

Emissions calculation methodology
(i) This category includes emissions from the use of transport infrastructures of Cintra. The tool used to calculate emission in European toll roads is called COPERT IV. This is done by using global warming potential proposed by IPCC. The tool used to calculate GHG emissions in the USA toll road is called MOVES. MOVES is a simulator of emissions from motor vehicles developed by the Environmental Protection Agency of the United States. The data necessary to introduce in these tools come from Enablon that it is the application used to gather data for the Annual Report of Ferrovial. These emission factors used are in line with GHG Protocol Scope 3 Guidance and include total CO2, CH4 and N2O emissions in units of CO2e. The GWP used for CO2 is 1, for CH4 is 21 and N2O is 310. (ii) In this category we considered for European highways: highway length, IMD (average daily traffic), % of light and heavy vehicles. In American highways, in addition to the previous data, speed, the state, county and type of the highway. These data are reported annually by businesses to write the Annual Report and were audited and verified in accordance with ISAE 3000 by Ernst & Young. Furthermore, data, methodology and emissions of this section were audited and verified in accordance with ISAE 3410 “Assurance Engagements on Greenhouse Gas Statements” by PwC. Therefore, the quality of data and emissions reported is high. (iii) 1) The methodology used for European toll roads is a spread sheet to estimate GHG emissions generated by vehicles on one or more sections of road. The final result is presented in units of CO2 equivalent. This is done by using global warming potential proposed by IPCC for the realization of Greenhouse Gases inventories. The methodology is based on "COPERT IV Computer Programme to Calculate Emissions from Road Transport". 2) American Highways. The tool used is called MOVES and is a simulator of emissions from motor vehicles developed by the Environmental Protection Agency of the United States (US-EPA). Regarding input data, the calculation tool requires the following input data: Length, IMD, % of light and heavy vehicles and the speed they reach on the highway, the state, county and type of highway

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain

End of life treatment of sold products

Evaluation status
Relevant, calculated

Metric tonnes CO2e
23152

Emissions calculation methodology
(i) This category includes emissions from the waste disposal and treatment of products sold in the reporting year at the end of their life. Regarding products sold, those are infrastructures’ construction. The purchased goods are included in these infrastructures. Therefore, at the end of infrastructures’ useful life the waste produced correspond to those ones. To calculate these emissions, we used 2015 DEFRA Conversion Factors: Annex 14 "Indirect emissions resulting from Material Consumption and Waste Disposal” for solid waste. These emission factors used are in line with GHG Protocol Scope 3 Guidance and include total CO2, CH4 and N2O emissions in units of CO2e (CO2 equivalent). The GWP used for CO2 is 1, for CH4 is 21 and N2O is 310. (ii) In this category we considered the most relevant materials from the environment and volume point of view are included in the infrastructures’ construction, being timber, paper, barrier, asphalt and concrete. Therefore, at the end of infrastructures’ useful life the waste produced correspond to those ones. These data are reported annually by businesses to write the Annual Report and are audited and verified in accordance with the standards and procedures included in the International Standards on Assurance Engagements (ISAE 3000) by Ernst & Young. Furthermore, data, methodology and emissions of this section have been audited and verified in accordance with ISAE 3410 “Assurance Engagements on Greenhouse Gas Statements” by PwC. Therefore, the quality of data and emissions reported is high. (iii) Regarding products sold, those are infrastructures’ construction. The purchased goods are included in these infrastructures. Therefore, at the end of infrastructures’ useful life the waste produced correspond to those ones. In this case the most relevant materials from the environment and volume point of view are included in the infrastructures’ construction, being timber, paper, barrier, asphalt and concrete. The calculation methodology consists of multiplying the amount of material used (Tons) by the conversion factor of each waste (Tneq.CO2/Tons of waste). We have used 2015 DEFRA Conversion Factors in Annex 14 "Indirect emissions resulting from Material Consumption and Waste Disposal” for waste. It is considered that all waste goes to the landfill.

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain

Downstream leased assets

Evaluation status
Not relevant, calculated

Metric tonnes CO2e
0

Emissions calculation methodology
This category includes emissions from the operation of assets that are owned by the reporting company (acting as lessor) and leased to other entities in the reporting year. Ferrovial does not have rented assets. Then, emissions in this category are zero.

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain

Franchises

Evaluation status
Not relevant, calculated

Metric tonnes CO2e
0

Emissions calculation methodology
This category includes emissions from the operation of franchises not included in scope 1 or scope 2. A franchise is a business operating under a license to sell or distribute another company's goods or services within a certain location. This category is applicable to franchisors (i.e., companies that grant licenses to other entities to sell or distribute its goods or services in return for payments, such as royalties for the use of trademarks and other services). Franchisors should account for emissions that occur from the operation of franchises (i.e., the scope 1 and scope 2 emissions of franchisees) in this category. Ferrovial is not a franchisor. So, emissions in this category are zero

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain

Investments

Evaluation status
Relevant, calculated

Metric tonnes CO2e
774570

Emissions calculation methodology
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: 1. For investments in UK airports' emissions data for 2020 is not available as of the questionnaire release date, and therefore emissions figures for 2019 are used. (i) This category is applicable to HAH (Heathrow Airport Holdings), in which Ferrovial has a25 % share). Ferrovial considerer 25% of scope 1;2&;3. To calculated emissions, HAH uses 2015 DEFRA Conversion Factors. (ii) HAH publish every year the "Sustainability performance summary" with the scope 1;2&;3 emissions. An external consulting carried out an independent verification of these emissions in accordance with the requirements of the Airport Carbon Accreditation Scheme and ISO14064-3. Furthermore, data, methodology and emissions of this section have been audited and verified in accordance with ISAE by PwC. Therefore, the quality of data and emissions reported is high. (iii) Ferrovial considerer 25 % of total scope 1&;2 and the most relevant items of Scope 3 (Air traffic movements, Employee Commuting and Passenger transport): - Scope 1&;2. DEFRA emission's factors were used. Date used was compiled at the airports in invoices, meters and other type of registers generated due to the airport's activity. - Air traffic movements. Emissions from the LTO cycle cover all aircraft movements below an altitude of 3000ft (1000m). Emissions were calculated based on UNFCCC reporting methodology developed by AEA Technology plc. Data was obtained for airport specific times in mode, as well as aircraft movements by type and engine fit. - Employee Commuting. A staff survey was done for each airport recording the locations of staff residences, usual travel modes and information on days worked. This includes all HAH staff and third-party company staff. Defra emission factors were used to calculate emissions. - Passenger transport. CAA (Civil Aviation Authority) passenger survey was done for London airports together with HAH survey data for other airports. 2. For the motorways' emissions (over which there is no operational control) the methodology used has been the same as used for the calculation of the motorways' emissions over which Ferrovial has operational control, which is the methodology used for the Used of sold products category.

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain

Other (upstream)

Evaluation status

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain

Other (downstream)

Evaluation status

Metric tonnes CO2e
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain

C6.7

(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?
Yes

C6.7a

(C6.7a) Provide the emissions from biogenic carbon relevant to your organization in metric tons CO2.

	CO2 emissions from biogenic carbon (metric tons CO2)	Comment
Row 1	993436	

C6.10

(C6.10) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Intensity figure
0.000137224

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
870135

Metric denominator
unit total revenue

Metric denominator: Unit total
6341000000

Scope 2 figure used
Market-based

% change from previous year
15.52

Direction of change
Decreased

Reason for change
In 2020 Ferrovial decreased its emissions in relative terms by 15.52% compared to 2019. The GHG emissions (tCO2e/taxes) were 0.000137224 in 2020 and 0.00016243 in 2019 (25.21 tCO2e /taxes increase divided by 162.43 = 15.52% decrease). This is the result of an increase in revenues as well as a significant decrease in emissions. In 2020, scope 1&2 emissions have decreased by 11% and 23% respectively, and revenues have increased by 4.7%. Some of the main initiatives that have been carried out during 2020 are: - Technology in the street lighting all over Miranda de Ebro, Sant Andreu de la Barca and Felanitx. in Spain. - Use of vehicles with alternative fuels - The revalorize of 9,500 annual tons of solid recovered fuel (SRF), coming from the Toledo Ecopark´s activity

C7. Emissions breakdowns

C7.1

(C7.1) Does your organization break down its Scope 1 emissions by greenhouse gas type?
Yes

C7.1a

(C7.1a) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used greenhouse warming potential (GWP).

Greenhouse gas	Scope 1 emissions (metric tons of CO2e)	GWP Reference
CO2	554.084	IPCC Second Assessment Report (SAR - 100 year)
CH4	263.115	IPCC Second Assessment Report (SAR - 100 year)
N2O	305	IPCC Second Assessment Report (SAR - 100 year)

C7.2

(C7.2) Break down your total gross global Scope 1 emissions by country/region.

Country/Region	Scope 1 emissions (metric tons CO2e)
Saudi Arabia	343
Australia	15270
Canada	8872
Chile	18531
Colombia	3245
Slovakia	9252
Spain	314957
France	59
New Zealand	6796
Peru	333
Poland	55237
Portugal	51987
Puerto Rico	864
United Kingdom of Great Britain and Northern Ireland	234072
United States of America	97685

C7.3

(C7.3) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

By business division

By activity

C7.3a

(C7.3a) Break down your total gross global Scope 1 emissions by business division.

Business division	Scope 1 emissions (metric ton CO2e)
Airports (Transchile)	13
Construction (Ferrovial Construction, Budimex, Webber, Cadagua)	192530
Corporation (Ferrovial Corporation)	151
toll roads (Cintra)	2018
Services (Amey, Ferrovial Services, Broadspectrum)	622792

C7.3c

(C7.3c) Break down your total gross global Scope 1 emissions by business activity.

Activity	Scope 1 emissions (metric tons CO2e)
Infrastructure maintenance and facility management and waste treatment (Amey, Ferrovial Services, Broadspectrum)	622792
Water treatment plants (Cadagua)	467
Infrastructure management (Cintra)	2018
Construction (Ferrovial Construction, Budimex, Webber)	192063
Corporation	151
Electric transmission line (Transchile)	13

C7.5

(C7.5) Break down your total gross global Scope 2 emissions by country/region.

Country/Region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)	Purchased and consumed electricity, heat, steam or cooling (MWh)	Purchased and consumed low-carbon electricity, heat, steam or cooling accounted for in Scope 2 market-based approach (MWh)
Australia	5820	5820	8459	0
Canada	414	414	3116	0
Chile	198	198	476	0
Colombia	52	52	258	0
United Arab Emirates	1	1	1	0
Slovakia	135	207	1044	0
Spain	38234	5058	160.46	145.56
France	5	5	117	0
New Zealand	78	78	636	0
Oman	5	5	10	0
Poland	14329	16726	21313	688
Portugal	2764	1872	11646	4334
Puerto Rico	28	28	58	0
United Kingdom of Great Britain and Northern Ireland	8562	4576	40925	27637
United States of America	15291	17592	39757	7877

C7.6

(C7.6) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

By business division
By activity

C7.6a

(C7.6a) Break down your total gross global Scope 2 emissions by business division.

Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Construction (Ferrovial Construction, Budimex,Webber, Cadagua)	39097	30859
Corporation (Ferrovial Corporation)	216	365
Toll roads (Cintra)	4443	1937
Services (Amey, Ferrovial Services, Broadspectrum)	42160	19471
Airports (Transchile)	0	0

C7.6c

(C7.6c) Break down your total gross global Scope 2 emissions by business activity.

Activity	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Infrastructure maintenance and facility management and waste treatment (Amey, Ferrovial Services, Broadspectrum)	42160	19471
Water treatment plants (Cadagua)	16560	2095
Infrastructure management (Cintra)	4443	1937
Construction (Ferrovial Construction, Budimex, Webber)	22537	28764
Corporation	216	365
Electric transmission line (Transchile)	0	0

C7.9

(C7.9) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Decreased

C7.9a

(C7.9a) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

	Change in emissions (metric tons CO2e)	Direction of change	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	15901	Decreased	1.83	In 2020 we implemented measures in electricity and reduced emissions by 15,901 tCO2e or 1,83% Emissions from Scope 2 in 2020 were 52,632 tonCO2, while in 2019 emissions were 68,533 tonCO2 The difference is 15,901 tCO2e, which are the reduced emissions derived from the increase of renewable energy consumption. Dividing this data by 870,135 tCO2e that were Scope 1&2 emissions in 2020 = 1.83%. In 2020 the percentage of renewable energy consumption is 67.7% whereas in 2019, it was 59.8% The reduction is due to an increase of 1,363 MWH in electricity from renewable sources in Budimex, Cadagua, Amey, Cintra and Ferrovial Services.
Other emissions reduction activities	97343	Decreased	11.19	In 2020, Ferrovial achieved a reduction of 97,343 tCO2e from Scope 1 emissions, related to reduction activities Emissions from Scope 1 in 2020 were 817,504 tonCO2, while in 2019 emissions were 914,847 tonCO2 The difference is 97,343 tCO2e which are the reduced emissions due to implementation of energy efficiency measures in fixed and mobiles sources in Budimex, Cadagua, Corporation, Cintra, Amey, Broadspectrum, and Ferrovial Services. Dividing this data by 870,135 tCO2e that were Scope 1&2 emissions in 2020 =11,19%.
Divestment	0	No change	0	Ferrovial in its procedure for the calculation and reporting of carbon footprint establishes that when new acquisitions, disinvestments, mergers, changes in methodology or boundary occur we will recalculate emissions from the base year. Therefore, these causes do not affect the evolution of emissions
Acquisitions	0	No change	0	In its procedure for calculation and reporting of its carbon footprint, Ferrovial has a policy of recalculating emissions from the base year when new acquisitions, disinvestments, mergers, or changes in methodology or boundary occur. Emissions performance is not, therefore, affected by such changes
Mergers	0	No change	0	Ferrovial in its procedure for the calculation and reporting of carbon footprint establishes that when new acquisitions, disinvestments, mergers, changes in methodology or boundary occur we will recalculate emissions from the base year. Therefore, these causes do not affect the evolution of emissions
Change in output	0	No change	0	Ferrovial in its procedure for the calculation and reporting of carbon footprint establishes that when new acquisitions, disinvestments, mergers, changes in methodology or boundary occur we will recalculate emissions from the base year. Therefore, these causes do not affect the evolution of emissions
Change in methodology	0	No change	0	Ferrovial in its procedure for the calculation and reporting of carbon footprint establishes that when new acquisitions, disinvestments, mergers, changes in methodology or boundary occur we will recalculate emissions from the base year. Therefore, these causes do not affect the evolution of emissions
Change in boundary	0	No change	0	Ferrovial in its procedure for the calculation and reporting of carbon footprint establishes that when new acquisitions, disinvestments, mergers, changes in methodology or boundary occur we will recalculate emissions from the base year. Therefore, these causes do not affect the evolution of emissions
Change in physical operating conditions	0	No change	0	There are not changes in Scope 1&2 because there are not changes in physical operating conditions.
Unidentified	0	No change	0	There are not changes in Scope 1&2 because there are not unidentified matters.
Other	0	No change	0	There are not changes in Scope 1&2 because there are not others matters.

C7.9b

(C7.9b) Are your emissions performance calculations in C7.9 and C7.9a based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Market-based

C8. Energy

C8.1

(C8.1) What percentage of your total operational spend in the reporting year was on energy?

More than 0% but less than or equal to 5%

C8.2

(C8.2) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	Yes
Consumption of purchased or acquired electricity	Yes
Consumption of purchased or acquired heat	No
Consumption of purchased or acquired steam	No
Consumption of purchased or acquired cooling	No
Generation of electricity, heat, steam, or cooling	Yes

C8.2a

(C8.2a) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	LHV (lower heating value)	0	1603195	1603195
Consumption of purchased or acquired electricity	<Not Applicable>	186104	102174	288278
Consumption of purchased or acquired heat	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	28537	<Not Applicable>	28537
Total energy consumption	<Not Applicable>	214641	1705369	1920010

C8.2b

(C8.2b) Select the applications of your organization's consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	No
Consumption of fuel for the generation of heat	Yes
Consumption of fuel for the generation of steam	No
Consumption of fuel for the generation of cooling	No
Consumption of fuel for co-generation or tri-generation	No

C8.2c

(C8.2c) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Fuels (excluding feedstocks)
Diesel

Heating value
LHV (lower heating value)

Total fuel MWh consumed by the organization
1245044

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration
<Not Applicable>

Emission factor
2.67632

Unit
kg CO2e per liter

Emissions factor source
Vehicles diesel GHG protocol: 2.676327059 kg CO2e per liter, vehicles diesel DEFRA: 2.68787 kg CO2e per liter, Red diesel GHG protocol: 2.68526916 kg CO2e per liter, Red diesel DEFRA 2.68787 kg CO2e per liter Heating diesel GHG protocol :2.68526916 kg CO2e per liter, Heating diesel DEFRA 2.75776 kg CO2e per liter

Comment
Total consumption of diesel includes: 893,041 MWh of diesel vehicles represents 72% of diesel consumption; 348,281 MWh of red diesel represent 28% of diesel consumption; 3,722 MWh of heating consumption represents less than 1% diesel consumption. "The Greenhouse Gas Protocol Initiative" (GHG PI) shall be used for calculation of emissions from fossil fuel consumption in stationary equipment, mobile equipment, fugitive, biomass and electricity. Except in the case of Amey, a company located in the United Kingdom, which will use DEFRA's conversion factors. In 2020 Ferrovial has diesel consumption with different types of diesel as we explain in 8.2C. we report the different types of conversion factor for each

Fuels (excluding feedstocks)
Residual Fuel Oil

Heating value
LHV (lower heating value)

Total fuel MWh consumed by the organization
27931

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration
<Not Applicable>

Emission factor
27931

Unit
kg CO2e per liter

Emissions factor source
GHG protocol

Comment
“The Greenhouse Gas Protocol Initiative” (GHG PI) shall be used for calculation of emissions from fossil fuel consumption in stationary equipment, mobile equipment, fugitive, biomass and electricity.

Fuels (excluding feedstocks)
Motor Gasoline

Heating value
LHV (lower heating value)

Total fuel MWh consumed by the organization
179128

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration
<Not Applicable>

Emission factor
2.27115

Unit
kg CO2e per liter

Emissions factor source
GHG Protocol: 2.27155 kgCO2e/liter; DEFRA: 2.31467 kgCO2e/liter

Comment
“The Greenhouse Gas Protocol Initiative” (GHG PI) shall be used for calculation of emissions from fossil fuel consumption in stationary equipment, mobile equipment, fugitive, biomass and electricity. Except in the case of Amey, a company located in the United Kingdom, which will use DEFRA’s conversion factors.

Fuels (excluding feedstocks)
Natural Gas

Heating value
LHV (lower heating value)

Total fuel MWh consumed by the organization
66257

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration
<Not Applicable>

Emission factor
0.20214

Unit

kg CO2e per KWh

Emissions factor source
Natural Gas GHG Protocol: 0.20214 kgCO2e/kwh DEFRA: 0.20437 kgCO2e/kwh GHG protocol: 1.8867912 kg CO2e/m3; GHG protocol: 5.924720405 kg CO2e/termias; GHG protocol: GNC 1.871677335 kg CO2e/m3

Comment
“The Greenhouse Gas Protocol Initiative” (GHG PI) shall be used for calculation of emissions from fossil fuel consumption in stationary equipment, mobile equipment, fugitive, biomass and electricity. Except in the case of Amey, a company located in the United Kingdom, which will use DEFRA’s conversion factors.

Fuels (excluding feedstocks)
Coking Coal

Heating value
LHV (lower heating value)

Total fuel MWh consumed by the organization
74667

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration
<Not Applicable>

Emission factor
2.03227

Unit
kg CO2e per Mg

Emissions factor source
GHG protocol

Comment
“The Greenhouse Gas Protocol Initiative” (GHG PI) shall be used for calculation of emissions from fossil fuel consumption in stationary equipment, mobile equipment, fugitive, biomass and electricity.

Fuels (excluding feedstocks)
Kerosene

Heating value
LHV (lower heating value)

Total fuel MWh consumed by the organization
2927

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration
<Not Applicable>

Emission factor
2.49945

Unit
kg CO2e per liter

Emissions factor source
GHG Protocol: 2.49945 tCO2/liter; DEFRA 2.54306 kgCO2e/liter

Comment
“The Greenhouse Gas Protocol Initiative” (GHG PI) shall be used for calculation of emissions from fossil fuel consumption in stationary equipment, mobile equipment, fugitive, biomass and electricity. Except in the case of Amey, a company located in the United Kingdom, which will use DEFRA’s conversion factors.

Fuels (excluding feedstocks)
Propane Liquid

Heating value
LHV (lower heating value)

Total fuel MWh consumed by the organization
5.82

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration
<Not Applicable>

Emission factor
1.61309

Unit
kg CO2e per liter

Emissions factor source
GHG Protocol: 1.61309 kgCO2e/liter; DEFRA: 1.55537 Kg CO2e/liter

Comment
“The Greenhouse Gas Protocol Initiative” (GHG PI) shall be used for calculation of emissions from fossil fuel consumption in stationary equipment, mobile equipment, fugitive, biomass and electricity. Except in the case of Amey, a company located in the United Kingdom, which will use DEFRA’s conversion factors.

Fuels (excluding feedstocks)
Liquefied Petroleum Gas (LPG)

Heating value
LHV (lower heating value)

Total fuel MWh consumed by the organization
1415

MWh fuel consumed for self-generation of electricity
<Not Applicable>

MWh fuel consumed for self-generation of heat
<Not Applicable>

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self-cogeneration or self-trigeneration
<Not Applicable>

Emission factor
1.61145

Unit
kg CO2e per liter

Emissions factor source
GHG Protocol: 1.61145 kgCO2e/liter; DEFRA: 1.55537 kg CO2e/liter

Comment
“The Greenhouse Gas Protocol Initiative” (GHG PI) shall be used for calculation of emissions from fossil fuel consumption in stationary equipment, mobile equipment, fugitive, biomass and electricity. Except in the case of Amey, a company located in the United Kingdom, which will use DEFRA’s conversion factors.

C8.2d

(C8.2d) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

	Total Gross generation (MWh)	Generation that is consumed by the organization (MWh)	Gross generation from renewable sources (MWh)	Generation from renewable sources that is consumed by the organization (MWh)
Electricity	28537	28537	28537	28537
Heat	0	0	0	0
Steam	0	0	0	0
Cooling	0	0	0	0

C8.2e

(C8.2e) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero emission factor in the market-based Scope 2 figure reported in C6.3.

Sourcing method
Unbundled energy attribute certificates, Guarantees of Origin

Low-carbon technology type
Other, please specify (Energy attribute certificates, Guarantees of origin)

Country/area of consumption of low-carbon electricity, heat, steam or cooling
Spain

MWh consumed accounted for at a zero emission factor
145568

Comment
In 2020, 68% of the electricity purchased and consumed by Ferrovial comes from renewable sources. This amount includes both gross generation from renewable sources that is consumed by the organization (28,537 MWh) and purchased electricity with Guarantees of origin (186,104 MWh)

Sourcing method
Unbundled energy attribute certificates, Guarantees of Origin

Low-carbon technology type
Other, please specify (Energy attribute certificates, Guarantees of origin)

Country/area of consumption of low-carbon electricity, heat, steam or cooling
Poland

MWh consumed accounted for at a zero emission factor
688

Comment
In 2020, 68% of the electricity purchased and consumed by Ferrovial comes from renewable sources. This amount includes both gross generation from renewable sources that is consumed by the organization (28,537 MWh) and purchased electricity with Guarantees of origin (186,104 MWh)

Sourcing method
Unbundled energy attribute certificates, Guarantees of Origin

Low-carbon technology type
Other, please specify (Energy attribute certificates, Guarantees of origin)

Country/area of consumption of low-carbon electricity, heat, steam or cooling
Portugal

MWh consumed accounted for at a zero emission factor
4334

Comment
In 2020, 68% of the electricity purchased and consumed by Ferrovial comes from renewable sources. This amount includes both gross generation from renewable sources that is consumed by the organization (28,537 MWh) and purchased electricity with Guarantees of origin (186,104 MWh)

Sourcing method
Unbundled energy attribute certificates, Guarantees of Origin

Low-carbon technology type
Other, please specify (Energy attribute certificates, Guarantees of origin)

Country/area of consumption of low-carbon electricity, heat, steam or cooling
United Kingdom of Great Britain and Northern Ireland

MWh consumed accounted for at a zero emission factor
27637

Comment
In 2020, 68% of the electricity purchased and consumed by Ferrovial comes from renewable sources. This amount includes both gross generation from renewable sources that is consumed by the organization (28,537 MWh) and purchased electricity with Guarantees of origin (186,104 MWh)

Sourcing method
Unbundled energy attribute certificates, Guarantees of Origin

Low-carbon technology type
Other, please specify (Energy attribute certificates, Guarantees of origin)

Country/area of consumption of low-carbon electricity, heat, steam or cooling
United States of America

MWh consumed accounted for at a zero emission factor
7877

Comment
In 2020, 68% of the electricity purchased and consumed by Ferrovial comes from renewable sources. This amount includes both gross generation from renewable sources that is consumed by the organization (28,537 MWh) and purchased electricity with Guarantees of origin (186,104 MWh)

C9. Additional metrics

C9.1

(C9.1) Provide any additional climate-related metrics relevant to your business.

Description
Waste

Metric value
357901

Metric numerator
ton of non-hazardous waste

Metric denominator (intensity metric only)

% change from previous year
19.15

Direction of change
Decreased

Please explain
In 2020 Ferrovial implemented measures to reduce non-hazardous waste achieving a reduction of 19.15% (357,901 tonnes in 2020 divided by 442,691 in 2019)

Description
Other, please specify (Waste)

Metric value
20002

Metric numerator
tonnes

Metric denominator (intensity metric only)

% change from previous year
47.32

Direction of change
Decreased

Please explain
In 2020 Ferrovial implemented measures to reduce hazardous waste achieving a reduction of 47.32% (20,002 tonnes in 2020 divided by 37,973 in 2019)

C10. Verification

C10.1

(C10.1) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	Third-party verification or assurance process in place
Scope 3	Third-party verification or assurance process in place

C10.1a

(C10.1a) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
climate-strategy-2020-ferrovial.pdf

Page/ section reference
46-48

Relevant standard
ISAE 3410

Proportion of reported emissions verified (%)
100

C10.1b

(C10.1b) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Scope 2 approach
Scope 2 market-based

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
climate-strategy-2020-ferrovial.pdf

Page/ section reference
46-48

Relevant standard
ISAE 3410

Proportion of reported emissions verified (%)
100

C10.1c

(C10.1c) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Scope 3 category
Scope 3: Purchased goods and services

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
climate-strategy-2020-ferrovial.pdf

Page/section reference
46-48

Relevant standard
ISAE 3410

Proportion of reported emissions verified (%)
100

Scope 3 category
Scope 3: Capital goods

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
climate-strategy-2020-ferrovial.pdf

Page/section reference
46-48

Relevant standard
ISAE 3410

Proportion of reported emissions verified (%)
100

Scope 3 category
Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
climate-strategy-2020-ferrovial.pdf

Page/section reference
46-48

Relevant standard
ISAE 3410

Proportion of reported emissions verified (%)
100

Scope 3 category
Scope 3: Upstream transportation and distribution

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
climate-strategy-2020-ferrovial.pdf

Page/section reference
46-48

Relevant standard
ISAE 3410

Proportion of reported emissions verified (%)
100

Scope 3 category
Scope 3: Waste generated in operations

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
climate-strategy-2020-ferrovial.pdf

Page/section reference
46-48

Relevant standard
ISAE 3410

Proportion of reported emissions verified (%)
100

Scope 3 category
Scope 3: Business travel

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
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Page/section reference
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Relevant standard
ISAE 3410

Proportion of reported emissions verified (%)
100

Scope 3 category
Scope 3: Employee commuting

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
climate-strategy-2020-ferrovial.pdf

Page/section reference
46-48

Relevant standard
ISAE 3410

Proportion of reported emissions verified (%)
100

Scope 3 category
Scope 3: Upstream leased assets

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
climate-strategy-2020-ferrovial.pdf

Page/section reference
46-48

Relevant standard
ISAE 3410

Proportion of reported emissions verified (%)
100

Scope 3 category
Scope 3: Investments

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
climate-strategy-2020-ferrovial.pdf

Page/section reference
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Relevant standard
ISAE 3410

Proportion of reported emissions verified (%)
100

Scope 3 category
Scope 3: Downstream transportation and distribution

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
climate-strategy-2020-ferrovial.pdf

Page/section reference
46-48

Relevant standard
ISAE 3410

Proportion of reported emissions verified (%)
100

Scope 3 category
Scope 3: Processing of sold products

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
climate-strategy-2020-ferrovial.pdf

Page/section reference
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Relevant standard
ISAE 3410

Proportion of reported emissions verified (%)
100

Scope 3 category
Scope 3: Use of sold products

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
climate-strategy-2020-ferrovial.pdf

Page/section reference
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Relevant standard
ISAE 3410

Proportion of reported emissions verified (%)
100

Scope 3 category
Scope 3: End-of-life treatment of sold products

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
climate-strategy-2020-ferrovial.pdf

Page/section reference
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Relevant standard
ISAE 3410

Proportion of reported emissions verified (%)
100

Scope 3 category
Scope 3: Downstream leased assets

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
climate-strategy-2020-ferrovial.pdf

Page/section reference
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Relevant standard
ISAE 3410

Proportion of reported emissions verified (%)
100

Scope 3 category
Scope 3: Franchises

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Limited assurance

Attach the statement
climate-strategy-2020-ferrovial.pdf

Page/section reference
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Relevant standard
ISAE 3410

Proportion of reported emissions verified (%)
100

C10.2

(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?
Yes

C10.2a

(C10.2a) Which data points within your CDP disclosure have been verified, and which verification standards were used?

Disclosure module verification relates to	Data verified	Verification standard	Please explain
C6. Emissions data	Year on year change in emissions (Scope 1 and 2)	ISAE 3000 By Ernst & Young ISAE 3410 by PwC	In 2020, Ferrovial's GHG emissions and fuels consumptions included in the Integrated Annual Report were verified by Ernst & Young in accordance with ISAE 3000 and GRI. In this verification process, Ernst & Young checks:- Year on year change in emissions (scope 1 &2 &3) and against our basic year - Year on year figure and Emissions intensity against our target - Year on year Emissions in absolute terms and against our target – Energy consumption. In addition, a double check was made because in the verification of the Carbon Footprint by PwC all these points were checked
C6. Emissions data	Year on year change in emissions (Scope 3)	ISAE 3000 By Ernst & Young ISAE 3410 by PwC	In 2020, Ferrovial's GHG emissions and fuels consumptions included in the Integrated Annual Report were verified by Ernst & Young in accordance with ISAE 3000 and GRI. In this verification process, Ernst & Young checks: - Year on year change in emissions (scope 1 &2 &3) and against our basic year - Year on year figure and Emissions intensity against our target - Year on year Emissions in absolute terms and against our target – Energy consumption. In addition, a double check was made because in the verification of the Carbon Footprint by PwC all these points were checked
C6. Emissions data	Year on year emissions intensity figure	ISAE 3000 By Ernst & Young ISAE 3410 by PwC	In 2020, Ferrovial's GHG emissions and fuels consumptions included in the Integrated Annual Report were verified by Ernst & Young in accordance with ISAE 3000 and GRI. In this verification process, Ernst & Young checks: - Year on year change in emissions (scope 1 &2 &3) and against our basic year - Year on year figure and Emissions intensity against our target - Year on year Emissions in absolute terms and against our target – Energy consumption. In addition, a double check was made because in the verification of the Carbon Footprint by PwC all these points were checked
C6. Emissions data	Progress against emissions reduction target	ISAE 3000 By Ernst & Young ISAE 3410 by PwC	In 2020, Ferrovial's GHG emissions and fuels consumptions included in the Integrated Annual Report were verified by Ernst & Young in accordance with ISAE 3000 and GRI. In this verification process, Ernst & Young checks: - Year on year change in emissions (scope 1 &2 &3) and against our basic year - Year on year figure and Emissions intensity against our target - Year on year Emissions in absolute terms and against our target – Energy consumption. In addition, a double check was made because in the verification of the Carbon Footprint by PwC all these points were checked
C8. Energy	Energy consumption	ISAE 3000 By Ernst & Young ISAE 3410 by PwC	In 2020, Ferrovial's GHG emissions and fuels consumptions included in the Integrated Annual Report were verified by Ernst & Young in accordance with ISAE 3000 and GRI. In this verification process, Ernst & Young checks: - Year on year change in emissions (scope 1 &2 &3) and against our basic year - Year on year figure and Emissions intensity against our target - Year on year Emissions in absolute terms and against our target – Energy consumption. In addition, a double check was made because in the verification of the Carbon Footprint by PwC all these points were checked

integrated-annual-report-2020.pdf
climate-strategy-2020-ferrovial.pdf

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

No, and we do not anticipate being regulated in the next three years

C11.2

(C11.2) Has your organization originated or purchased any project-based carbon credits within the reporting period?

Yes

C11.2a

(C11.2a) Provide details of the project-based carbon credits originated or purchased by your organization in the reporting period.

Credit origination or credit purchase
Credit purchase

Project type
Energy efficiency: own generation

Project identification
This project is chosen to compensate the emissions forecast for the next five years. Its purpose is to generate electric energy using wind sources and to power it with production generated from the Gujarat local network to contribute to climate change mitigation efforts. It is predicted that the activity of the project shall produce approximately 348,210MWh of renewable energy yearly for the country's Central Network. SDGs 1, 7 and 13 are impacted by this activity by achieving the following benefits: • Creation of local employment: both in construction services as well as maintenance associated with the project. Additionally, the staff of the region has been trained during the project for the optimal undertaking of its activity. • Improvement of the district's sustainable development, encouraging a plan to combat drought and improve the quality of drinking water and its storage through a Corporate Social Responsibility strategy. • Improvement of the environment: it encourages the Hariyali environmental preservation programme, which is based on the planting of native trees and the preservation of water sources. • Health and education: grants are awarded for basic and advanced vocational training, as well as medical facilities and equipment. • Reduction of emissions: 326,203 tCO2 eq are reduced annually.

Verified to which standard
VCS (Verified Carbon Standard)

Number of credits (metric tonnes CO2e)
5000

Number of credits (metric tonnes CO2e): Risk adjusted volume
5000

Credits cancelled
Yes

Purpose, e.g. compliance
Voluntary Offsetting

C11.3

(C11.3) Does your organization use an internal price on carbon?
Yes

C11.3a

(C11.3a) Provide details of how your organization uses an internal price on carbon.

Objective for implementing an internal carbon price
Drive low-carbon investment
Identify and seize low-carbon opportunities

GHG Scope
Scope 1
Scope 2
Scope 3

Application
Ferrovial commissioned Trucost and Climate Strategy to create a Shadow Carbon Pricing Methodology and Shadow Carbon Price Grid that can be readily applied to project evaluation in selected sectors and geographies. The Carbon Pricing Methodology follows an evidence based approach, to forecast future changes in Effective Carbon Prices. The grid will enable Ferrovial to incorporate carbon prices into project planning and business decision making, as well as supporting the communication of Ferrovial's carbon emissions mitigation efforts to external stakeholders The output of this analysis is presented in the form of a 'grid', with Shadow Carbon Prices specified for the parameters, Project type and 15 geographies where the company operates In addition, carbon prices for four time horizons were estimated (2020, 2030, 2040 and 2050), allowing Ferrovial to take into account short but also middle to long term risks.

Actual price(s) used (Currency /metric ton)
66

Variance of price(s) used
The figure reported in the chart above is an average of the estimated prices from Ferrovial different project types in the 15 countries considered for 2030. We consider the 2030 horizon for being the one that best fits with our investment payback period

Type of internal carbon price
Shadow price

Impact & implication
Ferrovial commissioned Trucost and Climate Strategy to create a Shadow Carbon Pricing Methodology and Shadow Carbon Price Grid that can be readily applied to project evaluation in selected sectors and geographies. An initial scoping phase revealed that Ferrovial required a Shadow Carbon Price setting methodology capable of estimating the exposure of different project types in different geographies to increasing carbon prices, along with the time horizon in which increased prices are expected to materialise. The output of this analysis is presented in the form of a 'grid', with Shadow Carbon Prices specified for the parameters, Project type (5 main types: airports, highways & toll roads, Waste management facilities, Landfills or Energy assets (Natural gas) and 15 geographies where the company operates. Those geographies comprise 13 countries, one sub-national jurisdiction (California) and one region (the Middle East). California was included in addition to the USA in recognition of the more robust climate change policies in effect in that state. The Middle East was added as a single location as Ferrovial operates in several Middle East countries (such as Saudi Arabia or Oman), and Ferrovial wanted to have a more high-level estimate applicable to all of those. In addition, carbon prices for four-time horizons were estimated (2020, 2030, 2040 and 2050), allowing Ferrovial to take into account short but also middle to long term risks. Also, this is taken into consideration as a factor to assess in due diligence processes, mainly in the investment and divestment processes or in the development of specific business lines. As an example of use, this methodology was applied to assess the Cintra's potential participation in a road corridor project in Peru, which aims to reduce the traffic congestion in Lima. To this end, it was necessary to calculate the project carbon footprint, as well as the associated financial impact. The improvement of the traffic flow will result in lower GHG emissions. Furthermore, the carbon footprint related to the use of the road during more than 50 years will compensate the emissions related to the construction phase. The analysis carried out validates the environmental viability of the project.

C12. Engagement

C12.1

(C12.1) Do you engage with your value chain on climate-related issues?
Yes, our customers
Yes, other partners in the value chain

C12.1b

(C12.1b) Give details of your climate-related engagement strategy with your customers.

Type of engagement
Education/information sharing

Details of engagement
Share information about your products and relevant certification schemes (i.e. Energy STAR)

% of customers by number
100

% of customer - related Scope 3 emissions as reported in C6.5

Portfolio coverage (total or outstanding)
<Not Applicable>

Please explain the rationale for selecting this group of customers and scope of engagement
Ferrovial shares its information and certifications related to climate change with every client, delivering also continuous advice on energy management and GHG emission reduction during the execution of the contracts, including recommendations for improvement in energy management, informing about the more significant uses of energy (on which to prioritize energy efficiency actions), and providing alternatives on possible investments to improve energy efficiency, amongst other aspects. The reason of engaging on all clients is not only increase customer loyalty and retention, but also to act on our climate change performance, as in most of the cases the emissions of the services sold are our own emissions accounted on scope 1 and 2. In this sense, our Horizon 24 plan is focused on help our clients to develop and manage sustainable infrastructures, contributing to fighting climate change.

Impact of engagement, including measures of success
We measure the success of this engagement strategy directly measuring our carbon footprint, as the impact of engage with all our clients on their energy consumption and GHG emissions reduction is generally measured directly in our scope 1 and 2, as if we manage to convince our clients to apply any reduction measure this is translated in a reduction of our carbon footprint, considering we are responsible of the construction or management of the infrastructure. In this regard, Ferrovial has managed to reduce its carbon footprint by 113,245 tCO2eq comparing with the previous year. The vast majority of this reduction is due to renewable energy purchases and energy efficiency or GHG emissions reduction activities that has to be agreed with clients.

C12.1d

(C12.1d) Give details of your climate-related engagement strategy with other partners in the value chain.

Ferrovial is committed to transparency in the information it reports to the market by making continuous improvements to its communication channels with all stakeholders on the basis of innovative corporate information that addresses not only financial aspects but also environmental and social variables.

Ferrovial consider as “other partners in the value chain” the company’ stakeholders that form part of the company’s value chain (governments and public authorities, universities, analysts, the business sector, labor unions, the tertiary sector and society in general)

(i) Methods company uses to engage with the value chain.

Ferrovial has strong relationship with regulatory bodies and governments by taking part in workshops, task forces and workgroups.

(ii) Strategy for prioritizing engagements and how success is measured.

Relationships with regulatory bodies and governments are key to influence on regulatory trends which are in charge of developing new legal requirements that affect to the company and third party (fuel and energy related activities, used of sold product, purchased goods and services…).

So, the Ferrovial Strategy for prioritizing engagements depends on if we can play an active role in them, the engagement can bring value to the company and provide the recognition from the industry, analysts and public bodies for good practice and the knowledge that Ferrovial has in this field

The way to Measure the Success of the engagement is mainly to analyze in how many relevant workshop Ferrovial is; how the analysts considerer this type of engagement, in how many rating of sustainability we are and the position the company reach in them; the number of requests by the government bodies, industries and universities to participate in new projects such as:

- Ferrovial has endorsed the statements of the Prince of Wales’s Corporate Leaders Group on Climate Change as a part of Ferrovial lobbying on carbon prices as well as a reliable and strong carbon market at a global scale.

- We are also members of the EU Green Growth Group, organization where civil society, Academy and business world representatives give advice to the European Commission about the future of the economic and environmental agenda for the horizons 2030 and 2050.

- In 2014, Ferrovial joined the Spanish Green Growth Group that consider that a roadmap towards an economy with low emissions contains big opportunities for the Spanish economy which only will become a reality with a long term collaboration between the Government and the business network. This collaboration takes place through the adhesion to the Spanish Green Growth Group. Since 2015, Ferrovial presides Spanish Green Growth Group.

- In 2016, Ferrovial becomes a member and core-partner of Climate-KIC, the largest public-private innovation partnership focused on climate innovation to mitigate and adapt to climate change.

- In 2016, Ferrovial joined the Climate Change Cluster, which is organized by Forética. In this group, large companies work side by side to lead up the strategic positioning of climate change in the management of organizations. Their role is to discuss and exchange opinions and good practices, ensuring they form part of the global debate and are key to decisions taken in Spain at an administrative level.

- In 2016, Ferrovial became a strategic partner of the #PorElClima community, organized by ECODES with the aim of developing communicative actions to raise awareness and embed a range of good practices throughout society as whole.

- In line with its open innovation strategy, Ferrovial continues its commitment to the Massachusetts Institute of Technology (MIT) in order to assist in research projects aimed at transforming the cities and developing the infrastructures of the future and get a reduction of consumption and emissions

- Since 2014, Ferrovial has been working with the Spanish Office for Climate Change to communicate and record its consumption and emissions to promote monitoring of the country's reduction objective. Working together to provide mitigation solutions to climate change.

C12.3

(C12.3) Do you engage in activities that could either directly or indirectly influence public policy on climate-related issues through any of the following?

Direct engagement with policy makers
Trade associations
Other

C12.3a

(C12.3a) On what issues have you been engaging directly with policy makers?

Focus of legislation	Corporate position	Details of engagement	Proposed legislative solution
Other, please specify (Climate Change Legislation)	Neutral	In Spain, Ferrovial chairs the Spanish Green Growth Group, which promotes public-private partnerships to make further progress in mitigating and adapting to climate change, decarbonizing the economy and championing the circular economy. A manifesto was signed in 2018, together with 35 other Spanish companies, to activate the energy transition and a conference titled “Opportunities of the energy transition for the Spanish and European economy” was organized in collaboration with the European Alliance to Save Energy.	With a focus on the 2050 horizon, the group requests clear and stable policies enabling companies to change their strategies and policies to align them with the fight against climate change. The group is also asking for a communications and awareness-raising policy for society at large on climate change.
Climate finance	Support	Ferrovial is currently providing solutions to the Spanish Government in order to spread urban renovation and refitting as a way to drive the Spanish construction sector toward a sustainable business. This product is named “Green refitting” and offers building refurbishment solutions to householders with the aim of improving the energy efficiency and cutting GHG emissions in premises. Ferrovial's proposal is mainly based on a) a relevant change in the current legal framework regulating building refurbishment, and b) a public-private partnership with private equity to invest in buildings, with the aim of reducing energy consumption significantly. According to our proposal, big-scale urban renovation and building refitting would result in savings by more than 13 million CO2 tones.	Ferrovial has extensive experience in construction and technical solutions implemented in the houses that enable make them more efficient by demanding less power and energy consumption in the user phase. Ferrovial has quantified what investment should be made to apply these technical solutions in order to improve energy efficiency of existing houses and obtain energy savings. We have also advised in various public-private projects so these can be carried out and offered solutions on what changes have to be made to guarantee restoration projects in neighbourhoods. Thanks to that advice, in 2014 the Spanish Government approved “Energy Saving and Emission Reduction Plan in Buildings for energy rehabilitation of buildings in the residential and tertiary sector”. So, there will be a co-finance energy efficiency investments in buildings

C12.3b

(C12.3b) Are you on the board of any trade associations or do you provide funding beyond membership?

Yes

C12.3c

(C12.3c) Enter the details of those trade associations that are likely to take a position on climate change legislation.

Trade association

Corporate Leaders Group

Is your position on climate change consistent with theirs?

Consistent

Please explain the trade association’s position

The EU Corporate Leaders Group (EU CLG) was set up in 2007 and brings together business leaders from a cross-section of EU and international businesses who believe there is an urgent need to develop new and longer-term policies for tackling climate change. The mission of the EU Corporate Leaders Group is: “To communicate the support of business for the European Union to move to a low carbon society and low climate risk economy and to work in partnership with the institutions of the EU to secure the policy interventions that are needed to make this a practical reality” The vision of the EU Corporate Leaders Group is that, by 2020, the European Union will have: - Demonstrated that tackling climate change is the pro-growth option; - Fully met the targets committed to at the 2007 Spring Council Summit. Adopted and implemented a package of policies to accelerate investment in the development, demonstration and deployment of low carbon and energy efficient technologies and practices; - Adopted and will be implementing policies to address and adapt to the impacts of climate change; - Played a leadership role in securing and implementing a sufficiently ambitious and comprehensive international agreement to avoid dangerous climate change and deploy international adaptation strategies; - Adopted the necessary targets for emission reductions beyond 2020 to ensure Europe becomes a low carbon economy within the timescale that science suggests is necessary to avoid dangerous climate change; - Developed a comprehensive climate and energy strategy for delivering the post-2020 emission reduction targets; - Developed the EU policy beyond 2020 to give the right long term signals for investments in low carbon and energy efficient technologies and more innovative competitive industrial development; - Adopted a clear and robust 2030 Climate and Energy Framework. Key EU activities in 2013: - IPCC Science & Business Roundtable - Launch of The Polish Business & Science Climate Coalition - European Green Growth Summit in Brussels - EU CLG response to the European Commission’s green paper consultation - High level Conference on “The Business Case for a 2030 Energy & Climate Framework” - ETS Backloading Roundtable discussion at the European Parliament - Meeting with Commissioner Potocnik - Business support for ETS Backloading with EU Permanent representations

How have you influenced, or are you attempting to influence their position?

Ferrovial’s role is focused on providing know-how and expertise on energy efficiency, particularly on transport infrastructures, cities and energy efficiency in buildings. The main goal is to support the strategy of the CLG about influencing the Climate Package and the 2030 European Agenda, introducing energy efficiency as a major topic in the EU long term strategy for reducing emissions and energy dependence. Just to give an example about the importance of this topic, the potential of energy efficiency in buildings at the European level could reduce the energy demand around the total amount of gas currently imported from Russia.

Trade association

UE Green Growth Group

Is your position on climate change consistent with theirs?

Consistent

Please explain the trade association’s position

The European Green Growth Group is a platform for dialogue between the different stakeholders and policy actors at the European level which intends to improve the design of EU policies on climate change and transition to a low carbon economy with the cooperation of the business community. The Green Growth Group has three subgroups: one at Ministerial level, another at EU Parliamentary level and a last one made up of European companies (Ferrovial is integrated in it).

How have you influenced, or are you attempting to influence their position?

Ferrovial´s role is focused on advising to the European Unión in relation to the Climate Change roadmap by 2030

Trade association

Spanish Green Growth Group

Is your position on climate change consistent with theirs?

Consistent

Please explain the trade association's position
Taking as a precedent the European Green Growth group the Spanish Minister of Agriculture, Food and Environment forms the Spanish Green Growth with a group of Spanish companies, representing a wide range of sectors of the Spanish economy, in order to gather their input and perspectives (Ferrovial is integrated in it). One of the outcomes of this group was the initiative to set up a permanent forum between the Administration and the private sector with the aim to collect the input and advice of the private sector on how to proceed to transform the current economy into a low-carbon economy that contributes to the fight against climate change while, at the same time, guarantees a sustainable job-creating economic growth. The initiative took shape as a Declaration, signed by 34 companies, in which these companies undertook to take the necessary steps to support EU decarbonisation policies and recognized the importance of a permanent dialogue between the Administration and the business community in order to achieve this goal. This Declaration represented the founding document of the Spanish Green Growth Group whose main objectives are the following: - Reinforcing involvement of the private sector in the fight against climate change and the achievement of a low carbon economy. - Exchanging and sharing information related to climate change and low carbon economy with a view to contribute to improve the design of the public policies in order for them to be more efficient and realistic. - Contributing to the adaptation of business plans to climate change. - Exploring business opportunities for Spanish companies that may arise as a result of climate change. - Support the Spanish participation in international fora. - Participate in working groups with the Ministry of Agriculture (Spain) to provide advice on the new climate change and energy transition bill, currently being drafted since Marrakesh COP

How have you influenced, or are you attempting to influence their position?
Ferrovial's role is focused on: - Advising on how to proceed to transform the current economy into a low-carbon economy that contributes to the fight against climate change while, at the same time, guarantees a sustainable job-creating economic growth. - Exchanging and sharing information related to climate change and low carbon economy with a view to contribute to improve the design of the public policies in order for them to be more efficient and realistic. - Contributing to the adaptation of business plans to climate change. - Exploring business opportunities for companies that may arise as a result of climate change. - Support the Spanish participation in international fora. - Participate in working groups with the Ministry of Agriculture (Spain) to provide advice on the new climate change and energy transition bill, currently being drafted in the wake of the Marrakesh COP. Ferrovial has chaired the Spanish Green Growth Group since 2015.

Trade association
Foretica´s Cluster of Climate Change

Is your position on climate change consistent with theirs?
Consistent

Please explain the trade association's position
As a member of Forética, Ferrovial participates in the Climate Change Cluster. Forética, Spain's sole representative on the World Business Council for Sustainable Development (WBCSD), and therefore, the Spanish Sustainable Development Council (CEEDS), has launched in Spain projects and initiatives that the WBCSD carried out on a global scale. One of the main issues it is working on in relation to climate change is the upcoming Spanish Climate Change and Energy Transition Act.

How have you influenced, or are you attempting to influence their position?
Ferrovial will attend meetings of the Climate Change Cluster in order to advise the government on climate change issues.

C12.3e

(C12.3e) Provide details of the other engagement activities that you undertake.

In the field of climate innovation, since 2017 Ferrovial is a co-partner of Climate-KIC, the largest European initiative focused on mitigation and adaptation to climate change. Furthermore, Ferrovial chairs in Spain the Spanish Group of Green Growth, which encourages public-private collaboration to advance mitigation and adaptation to climate change, the decarbonisation of the economy and the promotion of the circular economy. In 2018 was signed, together to 35 other Spanish companies, manifesto to activate the energy transition and the conference "Opportunities for the energy transition for the Spanish and European economy" in collaboration with the European Alliance to Save Energy. In 2019 launches a Manifesto to promote the Sustainable Development Goals (SDGs) of the 2030 Agenda. In 2019 also the SGGG together with the Madrid city government, it signs an agreement to promote the green economy in the region

Ferrovial is also a member of the Fundación Empresa y Clima, strategic ally in the Community #PorElClima, promoter of the Spanish Platform for Collaborative Climate Action public-private, and observer member of the Framework Convention United Nations Conference on Climate Change (UNFCCC), and participant of the Climate Change Cluster promoted by Forética. Regarding the value chain, the company maintains a relationship fluid with the Business and Climate Foundation with the aim of raising awareness in the environmental aspects and in this way act as a lever of change towards a low emission economy. In this regard, energy suppliers and agreements in the purchase of renewable electricity problems a major repercussion both in the company's roadmap globally. Also, they are considered as strategic partners in certain initiatives

Ferrovial spokespersons are also members of Science Based Targets Initiative (members of the technical advisory group), GHG Protocol (members of the review group of new Greenhouse Gas Protocol standards/guidance on corporate GHG accounting for carbon removals and land sector activities) and is collaborating with NZ Standard.

C12.3f

(C12.3f) What processes do you have in place to ensure that all of your direct and indirect activities that influence policy are consistent with your overall climate change strategy?

Ferrovial's climate strategy forms part of the company's wider business strategy. Since 2008 Ferrovial has Quality & Environment Steering Committee, who is formed by Sustainability director and Q&E business directors units whose responsibilities are to discuss, make decisions, establish requirements and review results on behalf of the Group. Through the president of the Steering committee, the CEO is informed and takes decisions on everything related to climate change as the maximum responsible for these issues at Ferrovial. The Steering Committee have the purpose of articulate climate strategy across all the company. The decisions and actions of the Steering Committee are derived from the application of the influence of Corporate Responsibility policy that is determined by the Board of Directors. Therefore, the issues related to climate change strategy are discussed in company´s committee. Any direct and indirect activities, including those to influence policy, are carried out pass through Ferrovial´s Quality & Environment Steering Committee to ensure that is consistent with the overall climate change strategy.

Furthermore, Ferrovial has a Sustainability Committee, presided by the Sustainability Director and composed by high-level representatives of each business area (Highways, Airports, Construction, Services and Mobility) and functional areas (Human Resources, General Secretary, Health and Safety, Quality and Environment, Risks and Innovation, Corporate Social Responsibility, Strategy and Investor Relations). One of the main responsibilities are climate change management (including ensuring that the influence policy is consistent with the overall climate change strategy), acting as a link between business and functional areas and the Executive Committee in these aspects.

C12.4

(C12.4) Have you published information about your organization's response to climate change and GHG emissions performance for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Publication
In mainstream reports, in line with the CDSB framework (as amended to incorporate the TCFD recommendations)

Status
Complete

Attach the document
climate-strategy-2020-ferrovial.pdf

Page/Section reference
All pages

Content elements
Governance
Strategy
Risks & opportunities
Emissions figures
Emission targets
Other metrics

Comment

Publication
In mainstream reports, in line with the CDSB framework (as amended to incorporate the TCFD recommendations)

Status
Complete

Attach the document
integrated-annual-report-2020.pdf

Page/Section reference
22-23, 86-88, 102-105, 108-117, 154-159

Content elements
Governance
Strategy
Risks & opportunities
Emissions figures
Emission targets
Other metrics

Comment

Publication
In voluntary communications

Status
Complete

Attach the document
Newsroom_Ferrovial 2021.pdf

Page/Section reference
All pages (newsroom)

Content elements
Governance
Strategy
Risks & opportunities
Emissions figures
Emission targets
Other metrics

Comment

C15. Signoff

C-FI

(C-FI) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

No further comments

C15.1

(C15.1) Provide details for the person that has signed off (approved) your CDP climate change response.

	Job title	Corresponding job category
Row 1	CEO of Ferrovial and member of the Board of Ferrovial	Chief Executive Officer (CEO)

SC. Supply chain module

SC0.0

(SC0.0) If you would like to do so, please provide a separate introduction to this module.

In the construction area, Ferrovial Construction is the flagship company of the construction division operative in all areas of civil works, building, and industrial works, in Spain and abroad.

It is a reference internationally for its technical capacity in the execution of large transport infrastructures. Its international position continues to improve, and it is noteworthy that the international portfolio outweighs domestic work in the main operational aggregates.

In the field of civil works, it designs and builds all types of infrastructures: roads, railways, hydraulic works, maritime works, hydro-electric works and industrial and works. The division also has a significant experience in home building and in non-residential building.

In Spain, Ferrovial Construction also has the support of its auxiliary companies in executing part of its business:

- Ditecpesa: is a company specializing in development, manufacture and sale of asphalt products.

- Edytesa: specializing in sliding formwork technology and lifting, movement and placement of large loads (heavy lifting).

- The structure pre-tensing business is operated via the company Tecpresa. This subsidiary was integrated into Edytesa in 2021.

Beyond Spain, business is carried out by subsidiaries like Budimex in Poland or Webber in the United States, and by stable delegations in countries deemed to be of strategic interest, such as the United Kingdom, Ireland, Italy, Portugal, Chile, Puerto Rico, Australia and the United States.

The base year for the calculation and reporting of Ferrovial Construction emissions is 2009.

In services area, Amey in the UK and Ferrovial Services Portugal are one of the largest and most diverse companies working for the public and regulated sectors, with the ultimate aim of creating better places for people to live, work and travel. They offer a wide-ranging catalogue of innovative solutions complying with the most demanding quality and commitment standards for all types of public and private customers. They work to improve infrastructures and cities, optimizing their efficiency, functionality, sustainability and contribution to society. The division executes its business via an integrated offering of value-added services:

- Maintenance of transport infrastructures, ensuring the most demanding quality and safety levels. The whole of the process is covered end-to-end, from needs-planning for vehicles and persons right up to the solution of all incidents.

-Environmental services to convert cities into sustainable environments: collection, recycling, treatment and transformation of waste into energy and new materials, management of green zones, street cleaning and conservation.

-Management of services and energy efficiency for buildings and facilities, optimizing costs and investments via the execution of bespoke, holistic solutions, from diagnostics to energy management itself.

During 2020, Vodafone Group, National Grid and Airbus have requested the completion of this module.

SC0.1

(SC0.1) What is your company's annual revenue for the stated reporting period?

	Annual Revenue
Row 1	12083

SC0.2

(SC0.2) Do you have an ISIN for your company that you would be willing to share with CDP?

Yes

SC0.2a

(SC0.2a) Please use the table below to share your ISIN.

	ISIN country code (2 letters)	ISIN numeric identifier and single check digit (10 numbers overall)
Row 1	ES	0118900010

SC1.1

(SC1.1) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period.

Requesting member
Airbus SE

Scope of emissions
Scope 1

Allocation level
Business unit (subsidiary company)

Allocation level detail
Ferrovial Construction (Spain)

Emissions in metric tonnes of CO2e
13.26

Uncertainty (±%)
5

Major sources of emissions
Scope 1: 13.26 metric tonnes of CO2e associated with fuel consumption in vehicles owned or controlled by the company.

Verified
Yes

Allocation method
Allocation based on the energy content of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
Main sources: fuel combustion in stationary equipment (boilers, furnaces, turbines...) to produce electricity, heat, or steam. Fuel combustion in vehicles owned or controlled by the company. Assumptions: regarding the calculation tools used, GHG described that in the case of "GHG Emissions from transport or mobile sources" is based on the assumption that carbon burned as fuels is emitted mostly as carbon dioxide (CO2). This emission factor is developed based on the fuel's heat content, the fraction of carbon in the fuel that is oxidized (generally approximately 99% but assumed to be 100% in this tool), except USA and UK. However, in the case of "GHG emissions from Stationary combustion" calculates CO2, N2O, and CH4 as well.

Requesting member
Airbus SE

Scope of emissions
Scope 2

Allocation level
Business unit (subsidiary company)

Allocation level detail
Ferrovial Construction (Spain)

Emissions in metric tonnes of CO2e
0

Uncertainty (±%)
5

Major sources of emissions
Scope 2 emissions are 0 because during 2020 no electricity consumption has been required for the development of the service provided.

Verified
Yes

Allocation method
Allocation based on the energy content of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
Indirect GHG emissions are emissions resulting from the consumption of electricity bought from other companies which produce or control it.

Requesting member
Vodafone Group

Scope of emissions
Scope 1

Allocation level
Business unit (subsidiary company)

Allocation level detail
Ferrovial Services Portugal

Emissions in metric tonnes of CO2e
24.09

Uncertainty (±%)
5

Major sources of emissions
Scope 1: 24.09 metric tonnes of CO2e associated with fuel consumption in vehicles owned or controlled by the company.

Verified
Yes

Allocation method
Allocation based on the energy content of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
Main sources: fuel combustion in stationary equipment (boilers, furnaces, turbines...) to produce electricity, heat, or steam. Fuel combustion in vehicles owned or controlled by the company. Assumptions: regarding the calculation tools used, GHG described that in the case of "GHG Emissions from transport or mobile sources" is based on the assumption that carbon burned as fuels is emitted mostly as carbon dioxide (CO2). This emission factor is developed based on the fuel's heat content, the fraction of carbon in the fuel that is oxidized (generally approximately 99% but assumed to be 100% in this tool), except USA and UK. However, in the case of "GHG emissions from Stationary combustion" calculates CO2, N2O, and CH4 as well.

Requesting member
Vodafone Group

Scope of emissions
Scope 2

Allocation level
Business unit (subsidiary company)

Allocation level detail
Ferrovial Services Portugal

Emissions in metric tonnes of CO2e
0

Uncertainty (±%)
5

Major sources of emissions
Scope 2 emissions are 0 because during 2020 no electricity consumption has been required for the development of the service provided.

Verified
Yes

Allocation method
Allocation based on the energy content of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
Indirect GHG emissions are emissions resulting from the consumption of electricity bought from other companies which produce or control it.

Requesting member
National Grid PLC

Scope of emissions
Scope 1

Allocation level
Business unit (subsidiary company)

Allocation level detail
Amey

Emissions in metric tonnes of CO2e
1570.53

Uncertainty (±%)
5

Major sources of emissions
Scope 1: Fuel combustion in vehicles owned or controlled by the company, Fuel combustion in stationary equipment.

Verified
Yes

Allocation method
Allocation based on the energy content of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
Main sources: fuel combustion in stationary equipment (boilers, furnaces, turbines...) to produce electricity, heat, or steam. Fuel combustion in vehicles owned or controlled by the company. Assumptions: regarding the calculation tools used, GHG described that in the case of "GHG Emissions from transport or mobile sources" is based on the assumption that carbon burned as fuels is emitted mostly as carbon dioxide (CO2). This emission factor is developed based on the fuel's heat content, the fraction of carbon in the fuel that is oxidized (generally approximately 99% but assumed to be 100% in this tool), except the USA and UK. However, in the case of "GHG emissions from Stationary combustion" calculates CO2, N2O, and CH4 as well.

Requesting member
National Grid PLC

Scope of emissions
Scope 2

Allocation level
Business unit (subsidiary company)

Allocation level detail
Amey

Emissions in metric tonnes of CO2e
0.48

Uncertainty (±%)
5

Major sources of emissions
Main sources: electricity purchased

Verified
Yes

Allocation method
Allocation based on the energy content of products purchased

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
Indirect GHG emissions are emissions resulting from the consumption of electricity bought from other companies which produce or control it.

SC1.2

(SC1.2) Where published information has been used in completing SC1.1, please provide a reference(s).

Alignment with the recommendations of the TCFD (Task Force on Climate-related Financial Disclosures) and CDSB (Climate Disclosure Standard Board).

Ferrovial discloses in all its sustainability and climate reports information on the governance, strategy, risk management and opportunities, objectives, metrics and development

relating to climate change following the recommendations of the Task Force on Climate-related Financial Disclosures (TCFD) and Climate Disclosure Standards Board (CDSB).

The greenhouse gas (GHG) emissions given in these reports have been verified under limited assurance by PwC, in accordance with ISAE standard 3410, Assurance Engagements on Greenhouse Gas Statements. This review also verified that the internal "Calculation and Reporting of the Carbon Footprint" procedure, approved by Ferrovial management, has been prepared in accordance with the international standard ISO 14064-1.

Ferrovial also publish during the year in voluntary reports, information about reductions, emissions, or any climate change data.

SC1.3

(SC1.3) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges?

Allocation challenges	Please explain what would help you overcome these challenges
Other, please specify	Since 2009, Ferrovial has measured 100% of greenhouse gas emissions from our activities around the world in order to reduce the carbon footprint. Global targets in the plan Horizon 2030 have been verified by the Science Based Target Initiative, aligned with the scenarios in the 2nd. Among the objectives lies our commitment to achieve a 32% reduction of scopes 1 and 2 by 2030. Using 2009 as the year of reference, this is equivalent to reducing emissions by 42.9% for every million euros of turnover. Likewise, we are committed to reducing emissions from scope 3 by 20% until 2030, using 2012 as a year of reference. Ferrovial works directly with some of its suppliers to reduce the emissions associated with its supply chain, as well as with customers. One of the challenges is to identify different customer contracts and invoices assigned to each resource. Ferrovial works to carry out continuous improvement of its information systems. In the construction area, a management tool was developed in which detailed information on each supplier can be accessed. The application allows to enter fuel costs, the quantities consumed for mobile and fixed equipment, and cost or energy consumption. This will reduce the uncertainty in the estimation of data. Then financial audit is conducted so the reliability of the data is high. In the Services area, Amey and Ferrovial Services don't have specific IT applications. We worked with SAP so is quite easy to identify and work with suppliers and customers.

SC1.4

(SC1.4) Do you plan to develop your capabilities to allocate emissions to your customers in the future?
Yes

SC1.4a

(SC1.4a) Describe how you plan to develop your capabilities.

Since 2009, Ferrovial have measured 100% of greenhouse gas emissions from our activities around the world in order to reduce our carbon footprint.

Global targets in the plan Horizon 2030 have been verified by the Science Based Target, aligned with the scenarios in the 2nd. Among the objectives lies our commitment to achieve a 32% reduction of scopes 1 and 2 by 2030. Using 2009 as the year of reference, this is equivalent to reducing emissions by 42.9% for every million euros of turnover. Likewise, we are committed to reducing emissions from scope 3 by 20% until 2030, using 2012 as a year of reference. Ferrovial works directly with some of its suppliers to reduce the emissions associated with its supply chain, as well as with customers. One of the challenges is to identify different customer contracts and invoices assigned to each resource.

In order to improve data quality, Ferrovial annually conducts audits where expenditure / consumption per contract / work that are used to obtain carbon footprint are revised with the idea of reducing uncertainty. The verification is carried out by an external company.

In recent times Ferrovial has been working on some of its contracts with the client to offer the calculation of carbon footprint and water footprint, specific to its contract, in such a way that improvements in energy efficiency and value chain can be offered.

SC2.1

(SC2.1) Please propose any mutually beneficial climate-related projects you could collaborate on with specific CDP Supply Chain members.

Requesting member
Vodafone Group

Group type of project
Other, please specify (Sustainability mobility plan)

Type of project
Other, please specify (Mobility plan)

Emissions targeted
Actions that would reduce our own operational emissions (our scope 1 & 2)

Estimated timeframe for carbon reductions to be realized
0-1 year

Estimated lifetime CO2e savings
11025

Estimated payback
1-3 years

Details of proposal
Ferrovial's commitment is to lessen the environmental impact of its activities, by maintaining a preventive focus that benefits the environment and reduces the company's global carbon footprint. As a potential supplier of low-emission infrastructures and services, Ferrovial's proposals would have no credibility if they failed to include ambitious commitments to reduce its own carbon footprint. This aim covers 100% of activities, companies, and subsidiaries on a global scale. To achieve this commitment, Ferrovial has developed and implemented emission-reducing actions, both specific to each business area and of a general nature: Incorporation of energy efficiency criteria in procurement and sub-contracting of services, electricity procurement from certified renewable sources, use of alternative fuels, and increased use of alternative vehicles. Ferrovial initiated its Sustainable Mobility Strategy for employees in 2008 and it has been steadily extended to the main corporate offices. It is a groundbreaking experience in the business world. These plans have also included actions to improve vehicle fleets and training programs, and specific training to promote efficient driving. In 2020 11,025 tCO2eq was avoided in the atmosphere in relation to the use of vehicles with alternative fuels, twice as many as the previous year. Development of technology and processes geared towards optimizing the avoidance of emissions. Inclusion of energy efficiency measures in buildings used as corporate headquarters.

SC2.2

(SC2.2) Have requests or initiatives by CDP Supply Chain members prompted your organization to take organizational-level emissions reduction initiatives?
No

SC4.1

(SC4.1) Are you providing product level data for your organization's goods or services?
Yes, I will provide data

SC4.1a

(SC4.1a) Give the overall percentage of total emissions, for all Scopes, that are covered by these products.
100

SC4.2a

(SC4.2a) Complete the following table for the goods/services for which you want to provide data.

Name of good/ service
Civil Works and Building Construction

Description of good/ service
Building construction is the process of preparing for and forming buildings and building systems. Construction starts with planning, design, and financing and continues until the structure is ready for occupancy. Ferrovial Agroman performs the following activities: The design and construction of the types of works of: earthworks and perforating ; bridges, viaducts and large structures; buildings; railways; hydraulic works ; maritime works; roads and runways; crude and gaseous transporting works; electrical installations; mechanical installations; special construction work, The conservation and maintenance or roads, runways, motorways, highways, carriageways and railways.

Type of product
Final

SKU (Stock Keeping Unit)
Turnover (million €)

Total emissions in kg CO2e per unit
25700

±% change from previous figure supplied
0

Date of previous figure supplied
December 31 2020

Explanation of change

Methods used to estimate lifecycle emissions
GHG Protocol Product Accounting & Reporting Standard

SC4.2b

(SC4.2b) Complete the following table with data for lifecycle stages of your goods and/or services.

Name of good/ service
Fuel and Energy related activities. This category includes emissions related to the production of fuels and energy purchased and consumed by the reporting company in the reporting year that are not included in scope 1 or scope 2.

Please select the scope
Scope 3

Please select the lifecycle stage
Energy/Fuel

Emissions at the lifecycle stage in kg CO2e per unit
13133654.96

Is this stage under your ownership or control?
Yes

Type of data used
Primary

Data quality
The calculation methodology is based on the Greenhouse Gas (GHG) Protocol (WRI & WBCSD) as the most internationally accepted, maintaining compliance with the ISO14064-1. The data are reported annually by businesses for compiling the Annual Report and are audited and verified by EY. Furthermore, the methodology of this section has been also verified. Therefore the quality of data and emissions reported is high.

If you are verifying/assuring this product emission data, please tell us how
In 2020, 100 % of Ferrovial´s GHG emissions (Scope 1&2&3) have been verified under limited assurance by PwC, according to ISAE 3410. The document attached includes an inventory of emissions and a verification letter. In addition, other specific verifications have been made. So, in 2020 the 100 % of Ferrovial´s GHG emissions (Scope 1&2%3&Biogenic CO2) included in the Integrated Annual Report were verified by EY under ISAE 3000 and GRI standards.

Name of good/ service
Purchased goods and services. This category includes all upstream (i.e., cradle-to-gate) emissions from the production of products purchased by the reporting year. Ferrovial considered the most relevant materials from the environment and total purchases side (timber, paper, steal, asphalt, concrete and water) that are used in products that we supply. Enablon is the platform used to gather the data required to obtain the number of materials purchased and to write the Integrated Annual Report

Please select the scope
Scope 3

Please select the lifecycle stage
Material acquisition

Emissions at the lifecycle stage in kg CO2e per unit
116258838.98

Is this stage under your ownership or control?
No

Type of data used
Primary

Data quality
The data quality is high because the methodology and calculation were verified by PwC and EY. Enablon is the platform used to gather the data required to obtain the

number of materials purchased and to write the Integrated Annual Report. To calculate emissions, we use 2015 DEFRA Conversion Factors: Annex 14 "Indirect emissions resulting from Material Consumption and Waste Disposal" for materials and waste and Annex 9 "Bioenergy & Water Conversion Factor Tables" for water. These emission factors used are in line with GHG Protocol Scope 3 Guidance and include total CO2, CH4, and N2O emissions in units of CO2e (CO2 equivalent). The GWP used for CO2 is 1, for CH4 is 21 and for N2O is 310. We considered the quantity of the most relevant materials from the environment and total purchases. These data are reported annually by businesses for compiling the Integrated Annual Report and are audited and verified in accordance with ISAE 3000 "Assurance Engagements other than Audits or Reviews of Historical Financial Information" by EY. Furthermore, data, methodology, and emissions of this section have been audited and verified in accordance with ISAE 3410 "Assurance Engagements other than Audits or Reviews of Historical Financial Information" by PwC. Therefore the quality of data and emissions reported is high. We get the total number of life cycle Tneq CO2 for all materials (extraction, primary processing, manufacturing, and transportation. It excludes the use phase). These emission factors include the transportation part that are included in section "Upstream transportations and distribution". So for not doubling the emissions in the section "Upstream transportations and distribution" are subtracted from the obtained in that section.

If you are verifying/assuring this product emission data, please tell us how
In 2020, 100 % of Ferrovial´s GHG emissions (Scope 1&2&3) have been verified under limited assurance by PwC, according to ISAE 3410. The document attached includes an inventory of emissions and a verification letter. In addition, other specific verifications have been made. So, in 2020 the 100 % of Ferrovial´s GHG emissions (Scope 1&2%3&Biogenic CO2) included in the Integrated Annual Report were verified by EY under ISAE 3000 and GRI standards.

Name of good/ service
Upstream transportation and distribution . This category includes emissions from transportation and distribution of products purchased in the reporting year. This included third-party transportation and distribution services purchased. Ferrovial considered the most relevant materials from the environment and total purchases side. These materials were used in products that we supply. These materials were: timber, paper, steel, asphalt, water, and concrete.

Please select the scope
Scope 3

Please select the lifecycle stage
Transportation

Emissions at the lifecycle stage in kg CO2e per unit
54149257.78

Is this stage under your ownership or control?
No

Type of data used
Primary

Data quality
The data quality is high because the methodology and calculation were verified by PwC and EY. This category includes emissions from transportation and distribution of products purchased in the reporting year. This included third-party transportation and distribution services purchased. Ferrovial-Agromán considered the most relevant materials from the environment and total purchases side. These materials were used in products that we supply. These materials were: timber, paper, steel, asphalt, water, and concrete. The Enablon application is the source we used to obtain the number of materials purchased. To know the origin of the materials purchased we have used sectorial reports. To calculated emissions, we have used "GHG emissions from transport or mobile sources" of "The Greenhouse Gas Protocol Initiative

If you are verifying/assuring this product emission data, please tell us how
In 2020, 100 % of Ferrovial´s GHG emissions (Scope 1&2&3) have been verified under limited assurance by PwC, according to ISAE 3410. The document attached includes an inventory of emissions and a verification letter. In addition, other specific verifications have been made. So, in 2020 the 100 % of Ferrovial´s GHG emissions (Scope 1&2%3&Biogenic CO2) included in the Integrated Annual Report were verified by EY under ISAE 3000 and GRI standards.

Name of good/ service
Business travel. This category includes emissions from the transportation of employees for business-related activities in vehicles owned or operated. In this category, Ferrovial emissions from business travel arose from air travel, rail travel, taxi travel, and automotive travel. We had distance traveled by air, rail and automotive and expense of taxi travel.

Please select the scope
Scope 3

Please select the lifecycle stage
Transportation

Emissions at the lifecycle stage in kg CO2e per unit
500500

Is this stage under your ownership or control?
No

Type of data used
Primary

Data quality
The data quality is high because the methodology and calculation were verified by PwC and EY. To calculated Ferrovial emissions, we have used "GHG emissions from transport or mobile sources" of "The Greenhouse Gas Protocol Initiative" These emission factors used are in line with GHG Protocol Scope 3 Guidance and include total CO2, CH4, and N2O emissions in units of CO2e (CO2 equivalent). The GWP used for CO2 is 1, for CH4 is 21 and for N2O is 310. (ii) In this category we considered data provided by the travel agency through which Ferrovial purchases train and plane tickets; data provided by our accounting department on taxi expenditure and data supplied by the business on the use of vehicles. Data, methodology, and emissions of this section had been audited and verified in accordance with ISAE 3000 "Assurance Engagements other than Audits or Reviews of Historical Financial Information" issued by the International Auditing and Assurance Standards Board (IAASB) of the International Federation of Accountants (IFAC)" by PwC. Therefore the quality of data and emissions reported is high. (iii) To calculate the emissions in this section we used the following calculation tool: "GHG emissions from transport or mobile sources" provided by "The Greenhouse Gas Protocol Initiative". The information required was the: type of transport used by passengers. Assumptions: We consider that business travel is made in diesel-driven cars and train trips are made in conventional trains not a high speed.

If you are verifying/assuring this product emission data, please tell us how
In 2020, 100 % of Ferrovial´s GHG emissions (Scope 1&2&3) have been verified under limited assurance by PwC, according to ISAE 3410. The document attached includes an inventory of emissions and a verification letter. In addition, other specific verifications have been made. So, in 2020 the 100 % of Ferrovial´s GHG emissions (Scope 1&2%3&Biogenic CO2) included in the Integrated Annual Report were verified by EY under ISAE 3000 and GRI standards.

Name of good/ service

Employee commuting. This category includes emissions from the employees commuting from their homes to workplaces.

Please select the scope
Scope 3

Please select the lifecycle stage
Other, please specify (employee commuting)

Emissions at the lifecycle stage in kg CO2e per unit
419600

Is this stage under your ownership or control?
No

Type of data used
Primary

Data quality
The data quality is high because the methodology and calculation were verified by PwC and Deloitte. In 2016, Ferrovial carried out a mobility survey to the group's employees, which has been the source to know the mode of transport and distance traveled from home to workplace. Another source used is the number of people working in offices. This data is provided by the human resources department. To calculate emissions, we used the calculation tool "GHG emissions from transport or mobile sources emitted" provided by "The Greenhouse Gas Protocol Initiative" (GHG PI). These emission factors used were in line with GHG Protocol Scope 3 Guidance and include total CO2, CH4 and N2O emissions in units of CO2e (CO2 equivalent). The GWP used for CO2 is 1, for CH4 is 21 and N2O is 310. (ii) In this category, data, methodology, and emissions of this section have been audited and verified in accordance with ISAE 3410 "Assurance Engagements other than Audits or Reviews of Historical Financial Information" issued by the International Auditing and Assurance Standards Board (IAASB) of the International Federation of Accountants (IFAC)" by PwC. Therefore the quality of data and emissions reported is high. (iii) To calculate the emissions in this section we used the following calculation tool: "GHG emissions from transport or mobile sources" provided by "The Greenhouse Gas Protocol Initiative". The information required are: number of employees, distance from home to work, type of transport (car, motorbike, subway, bus, and train). Assumptions: Ferrovial within this section calculates the emissions of employees from construction, services, infrastructures, and Ferrovial group that work at offices. As we do not know the type of motorbike and train used we have chosen in column "vehicle type": "Control unknown for motorbike" and "Average Light rail and Train" for train.

If you are verifying/assuring this product emission data, please tell us how
In 2020, 100 % of Ferrovial´s GHG emissions (Scope 1&2&3) have been verified under limited assurance by PwC, according to ISAE 3410. The document attached includes an inventory of emissions and a verification letter. In addition, other specific verifications have been made. So, in 2020 the 100 % of Ferrovial´s GHG emissions (Scope 1&2%3&Biogenic CO2) included in the Integrated Annual Report were verified by EY under ISAE 3000 and GRI standards.

Name of good/ service
End of life treatment of sold products. This category includes emissions from the waste disposal and treatment of products sold in the reporting year at the end of their life. Regarding products sold, those are infrastructures' construction, built with materials accounted in the purchased goods and services category. Therefore, at the end of infrastructures' useful life, the waste produced corresponds to those ones.

Please select the scope
Scope 3

Please select the lifecycle stage
End of life/Final disposal

Emissions at the lifecycle stage in kg CO2e per unit
2635265.43

Is this stage under your ownership or control?
No

Type of data used
Primary

Data quality
The data quality is high because the methodology and calculation were verified by PwC and EY. To calculate emissions, we used 2015 DEFRA Conversion Factors: Annex 14 "Indirect emissions resulting from Material Consumption and Waste Disposal" for solid waste. These emission factors used are in line with GHG Protocol Scope 3 Guidance and include total CO2, CH4, and N2O emissions in units of CO2e (CO2 equivalent). The GWP used for CO2 is 1, for CH4 is 21 and for N2O is 310. In this category, we considered the most relevant materials: timber, paper, barrier, asphalt, and concrete. Therefore, at the end of infrastructures' useful life, the waste produced corresponds to those. These data are reported annually by businesses to write the Annual Report and are audited and verified in accordance with the standards and procedures included in the International Standards on Assurance Engagements (ISAE 3000) by EY. Furthermore, data, methodology, and emissions of this section have been audited and verified in accordance with ISAE 3410 "Assurance Engagements other than Audits or Reviews of Historical Financial Information" by PwC. Therefore the quality of data and emissions reported is high.

If you are verifying/assuring this product emission data, please tell us how
In 2020, 100 % of Ferrovial´s GHG emissions (Scope 1&2&3) have been verified under limited assurance by PwC, according to ISAE 3410. The document attached includes an inventory of emissions and a verification letter. In addition, other specific verifications have been made. So, in 2020 the 100 % of Ferrovial´s GHG emissions (Scope 1&2%3&Biogenic CO2) included in the Integrated Annual Report were verified by EY under ISAE 3000 and GRI standards.

SC4.2c

(SC4.2c) Please detail emissions reduction initiatives completed or planned for this product.

Name of good/ service	Initiative ID	Description of initiative	Completed or planned	Emission reductions in kg CO2e per unit
Reduction measures	Initiative 1	Ferrovial calculated the total figure for emissions in line with the guidelines included in the Corporate Value Chain (Scope 3) Accounting and Reporting Standard published by the Greenhouse Gas Protocol Initiative, the WRI, and the WBCSD. In parallel, a specific reporting and calculation methodology scope 3 emissions was developed and included in technical instruction. Ferrovial Construction has worked on reducing Scope 3 emissions by focusing on the worksite and has implemented measures to reduce the emissions such as fleet intensity indicators for Spain. The company calculates the consumption of diesel in fleet vehicles (liters/number of vehicles). In 2020 the indicator has decreased by 13 % - from 5,462 kg CO2 e/vehicle (2019) to 4,756 kg CO2 e/vehicle (2020)- due to the measures implemented such as efficient driving, proper maintenance of the fleet, and including performance criteria in buying and leasing new vehicles, and intensity indicators in order to measure machinery performance. The company calculates the theoretical average fleet emissions per kilometer (gr. CO2 / km) -101,3 in 2020.	Ongoing	4756

SC4.2d

(SC4.2d) Have any of the initiatives described in SC4.2c been driven by requesting CDP Supply Chain members?

No

Submit your response

In which language are you submitting your response?

English

Please confirm how your response should be handled by CDP

	I am submitting to	Public or Non-Public Submission	Are you ready to submit the additional Supply Chain questions?
I am submitting my response	Investors Customers	Public	Yes, I will submit the Supply Chain questions now

Please confirm below

I have read and accept the applicable Terms