2022

Climate Strategy Ferrovial

Full Report

ferrovial

Sustainability
Department

Index

Alignment with the Recommendations from the TCFD (Task Force on Climate-Related Financial Disclosure) and CDSB (Climate Disclosure Standards Board).

This report includes information on governance, strategy, risk and opportunity management, targets, metrics, and evolution and how they relate to climate change, thus following the recommendations from the TCFD and the CDSB.

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

01
Introduction

Introduction

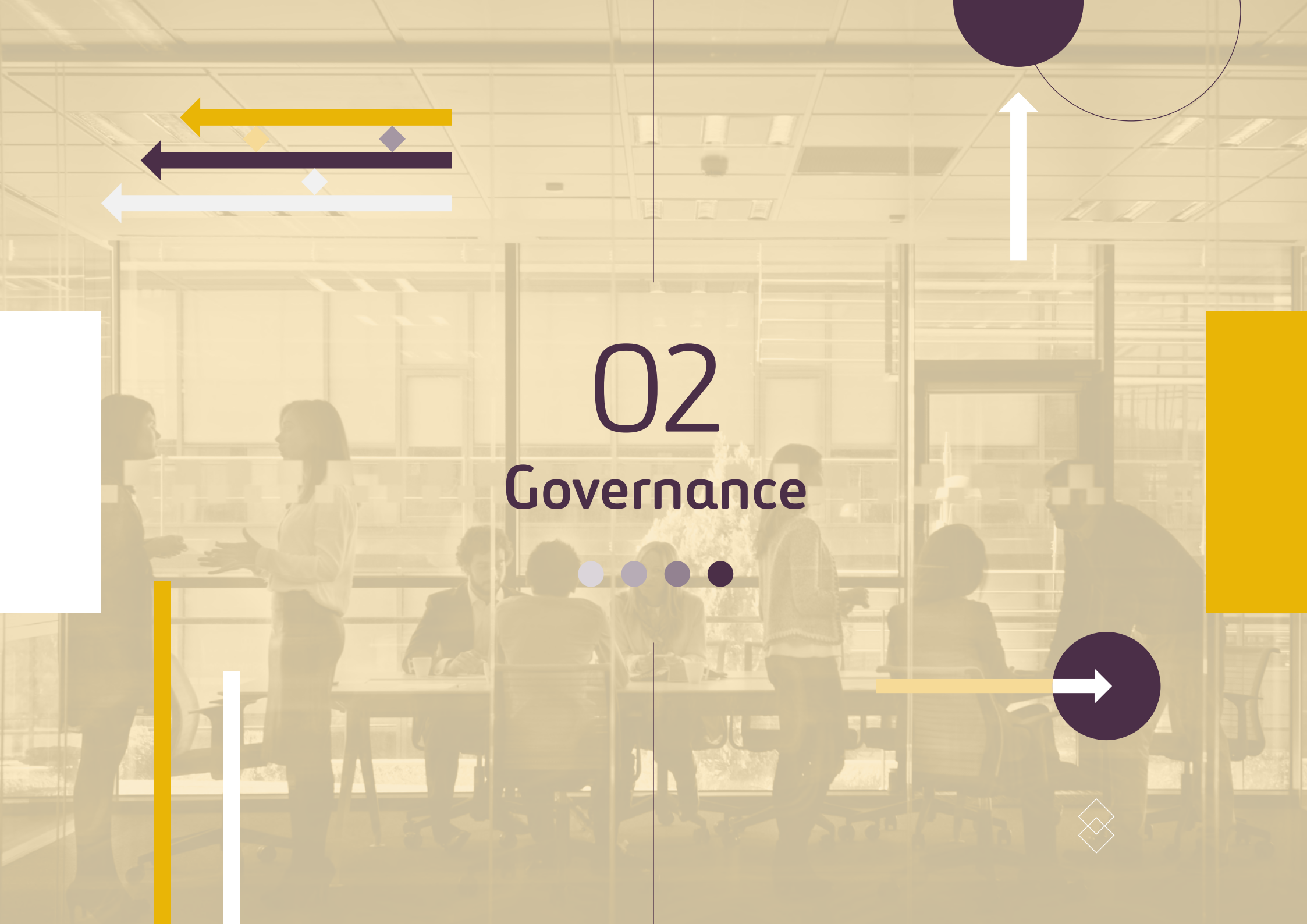
Climate change is one of the main challenges facing humanity with serious environmental, social, and economic repercussions.

The experts of the IPCC warn in their latest report about the imperative need to act with forceful solutions. A message aligned with the Climate Summit (COP 27) in Sharm el-Sheikh (Egypt).

The European Union continues to advance in the development of regulations aligned with the Green Deal, the Paris Agreement and the United Nations Sustainable Development Goals (SDGs), focusing on promoting solutions for mitigation and adaptation to climate change. One notable example is the application of the **European Taxonomy Regulation**, which seeks to guide sustainable investment and promote the development of a decarbonised economy.

Once again, the importance of companies in the fight against climate change and the need to align with the main global strategies has been highlighted.

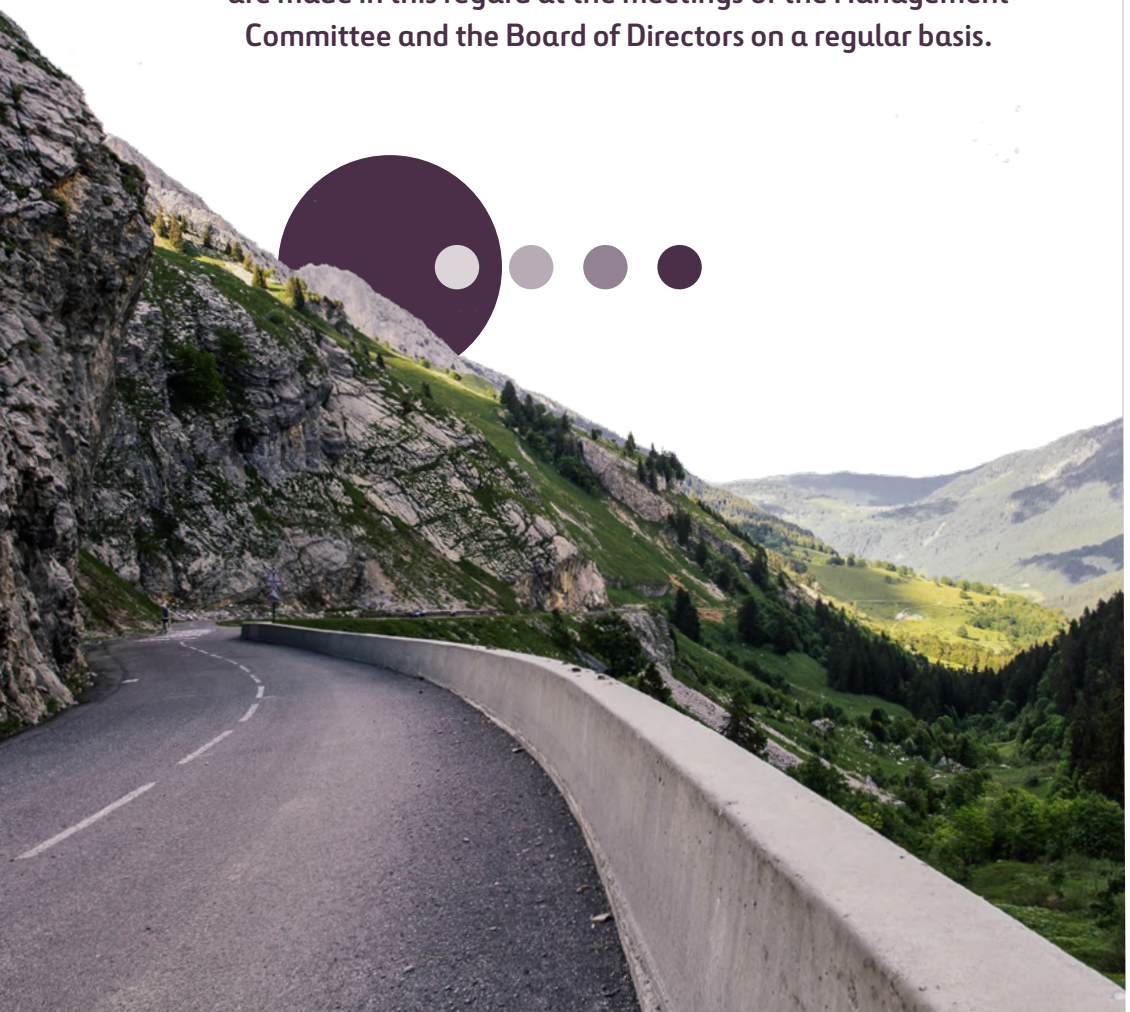
In this Report we inform our stakeholders how **Ferrovial is making progress on our climate roadmap**, managing risks and opportunities and meeting the targets approved by the Science Based Target Initiative (SBTi).



02
Governance

Governance

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



The **Sustainability Committee** is chaired by the Sustainability Director and is made up of representatives from the business areas (Airports, Infrastructures, Construction, Mobility and Energy) and the corporate areas (Sustainability (presidency and secretariat), Occupational Safety, Compliance and Rrisks, Innovation, Human Resources, Communication and CSR, General Secretariat, Corporate Responsibility, Strategy, Investor Relations and Purchasing direction). The chair of the committee reports to the Board of Directors, the Management Committee and the CEO. As a result, this Committee, which executes the Sustainability Strategy, is the link between the business and Senior Management.

The **Q&E Steering Committee**, chaired by the Sustainability Director (from where the secretariat of the committee is also taken), is the body that executes the corporate climate change strategy across the businesses that make up the company. It is where decisions are discussed, decisions are made, initiatives are established, and the results related to climate change projects are reviewed. It is also responsible for the implementation of the Quality and Environment policy across the company. This committee analyses aspects such as legislation, new regulatory challenges in the countries in which the company operates and market trends, as well as recommendations from government agencies and other organizations.

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

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

03
Strategy

Strategy

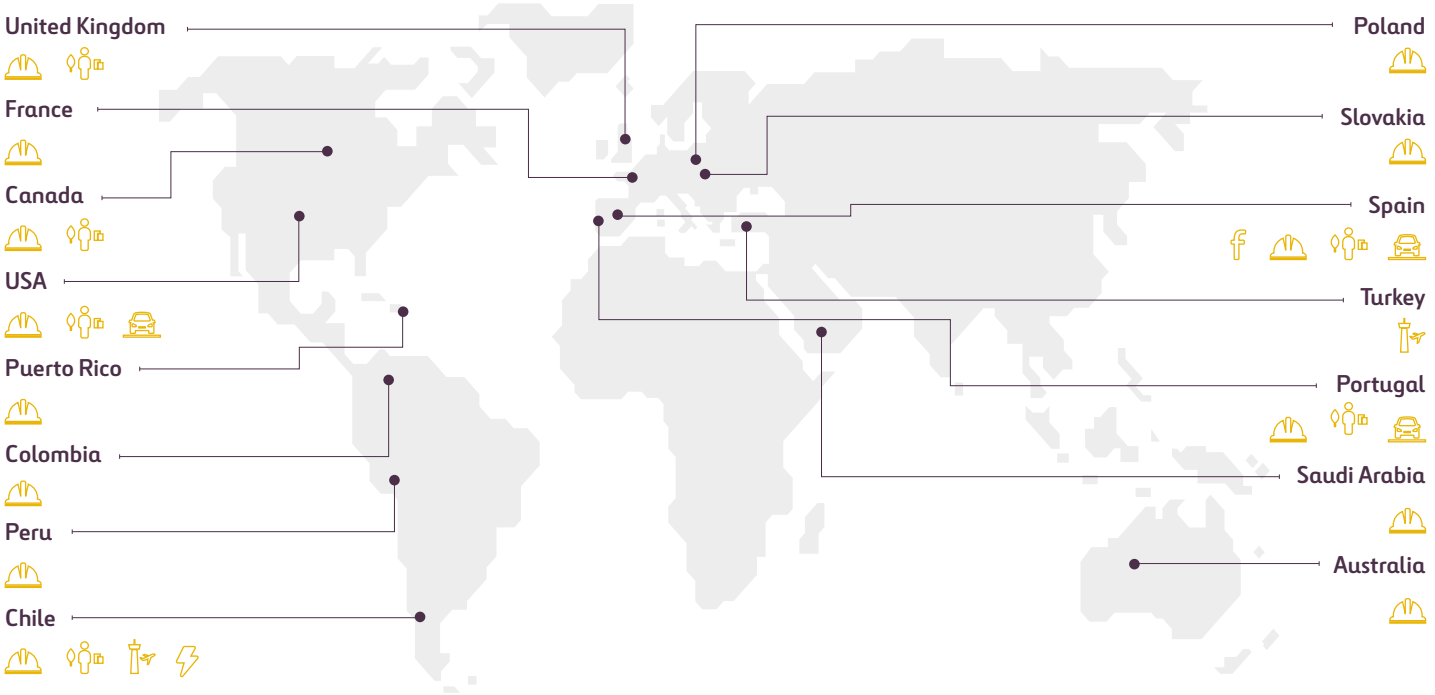
Ferrovial is one of the leading global operators in sustainable infrastructure, spanning the entire life cycle (design, financing, construction, operation, maintenance, and rehabilitation). At the same time, the company is developing new business opportunities based on mobility, water, energy, and adaptation.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

For years, the company has had a strong **Climate Strategy** that is framed within its Strategic Plan and aligned with the Sustainability Strategy and the Sustainable Development Goals. In order to comply with the Paris Agreement and the 2030 Agenda, our strategy includes ambitious emission reduction targets, a roadmap for achieving climate neutrality by 2050, and using renewable energies **instead of fossil fuels**. At the same time, we're also developing new lines of business aimed at achieving **decarbonisation of the economy** and combating the effects of climate change. This strategy includes our reduction targets endorsed by the Science Based Target initiative (SBTi), the evolution of our emissions, compliance with the established roadmap, the analysis of climate risks and the promotion of sustainable business models.

04
Ferrovial at a glance

Ferrovial at a glance

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



MOTORWAYS

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

- Cintra

CORPORATION

CONSTRUCTION

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

- Ferrovial Construction
- Budimex
- Webber
- Cadagua

SERVICES

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

- Amey

ENERGY

- Transchile

AIRPORTS

Main investor and private operator of airports.

- Dalaman

Our goals

01

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

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

SCIENCE BASED TARGETS
DRIVING AMBITIOUS CORPORATE CLIMATE ACTION

02

100% renewable electricity by 2025

03

Towards neutrality by 2050

04

Task Force on Climate Related Financial Disclosures

TCFD TASK FORCE ON CLIMATE-RELATED FINANCIAL DISCLOSURES

05

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

SUSTAINABLE DEVELOPMENT GOALS

Our milestones

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

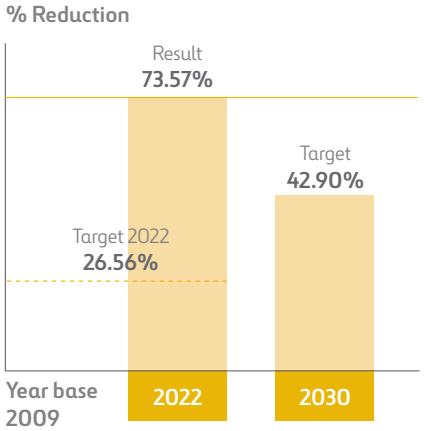
We're following the roadmap set forth to reduce emissions in Scopes 1, 2, & 3, and we're complying with the reduction goals for 2030 that were approved by the Science-Based Targets Initiative (SBTi).

Ferrovial was the first company in its sector worldwide to set emission reduction targets and have these endorsed by the SBTi.

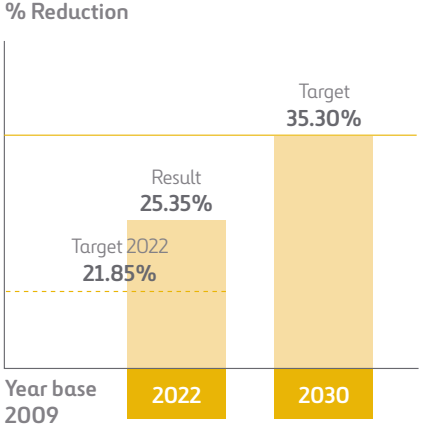
The company actively participates in the public projects developed by SBTi, contributing technical knowledge from its sector. At the Annual General Meeting of Shareholders, the Climate Strategy and the plan to reduce greenhouse gas emissions are submitted to an advisory vote.

SCIENCE BASED TARGETS
DRIVING AMBITIOUS CORPORATE CLIMATE ACTION

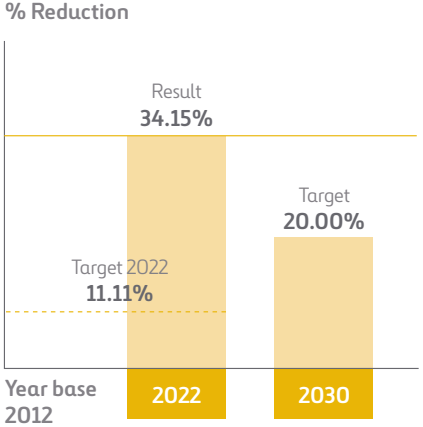
Scope 1&2 in intensity terms
(tCO_2e)



Scope 1&2 in absolute terms
(tCO_2e)



Scope 3 in absolute terms
(tCO_2e)

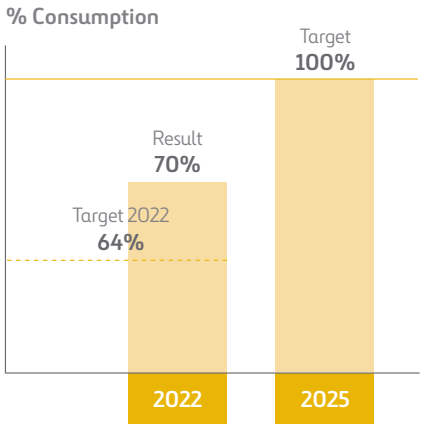


* The "Deep Decarbonisation Path," Ferrovial's strategic plan (excluding Services activity), establishes a 35.3% reduction target for Scope 1 & 2 emissions in absolute terms; that's more ambitious than the 32% that the SBTi initiative approved.

02 100% renewable electricity by 2025

We are complying with the established roadmap so that 100% of the electricity consumed in 2025 comes from renewable sources.

Renewable electricity



03 Towards neutrality by 2050

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

The **Deep Decarbonisation Path** outlines the roadmap to achieve the emission reduction target by 2030, in accordance with the SBTi initiative, and neutrality by the middle of the century, excluding the service area. The Ministry for the Ecological Transition and the Demographic Challenge has awarded Ferrovial the highest recognition for its work to **"Calculate," "Reduce," and "Compensate."**

Thanks to our **Offsetting project**, a nature-based solution focusing on forest restoration in burned or agricultural areas in order to absorb emissions. This initiative carried out in Torremocha de Jarama, in Madrid, aims to recover the vegetation of an agricultural area devoid of trees, turning it into a **CO_2 absorption forest**. It's implementation leaded to the repopulation of 7.7 hectares in three years (4.8 in 2019, 1.8 in 2020 and 1.1 in 2021). **A total of 4,000 trees has been planted**, which over the next 50 years **will absorb some 2,000 tonnes of CO_2**.

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

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

Deep Decarbonisation Path

Low carbon initiatives

100%
Renewable energy procurement (2025)

33%
Fleet emissions reduction

20%
Energy efficiency in asphalt plants

10%
Energy efficiency in heavy machinery

Emission reduction targets

Year	Reduction	Remanent emissions (tCO_2e)
2025	28.1%	399,134
2030	35.3%	359,165
2035	44%	310,870
2040	52%	266,460
2045	66%	188,742
2050	80%	111,025

Offseting emissions

Reduction	Remanent emissions (tCO_2e)
10%	39,913
20%	71,833
35%	108,804
50%	133,230
75%	141,557
100%	111,025

04 Task Force on Climate Related Financial Disclosures

TCFD TASK FORCE ON CLIMATE-RELATED FINANCIAL DISCLOSURES

Ferrovial incorporates the recommendations of the Task Force on Climate-related Financial Disclosure (TCFD) in its process of identifying, analysing and managing risks and opportunities related to climate change, as well as its Integrated Annual Report.

The company periodically carries out an assessment and quantification of risks and opportunities in all its businesses and geographies over different time horizons: short term (2025), medium term (2030) and long term (2050). The methodology includes transition scenarios focusing on the degree of implementation of climate change policies presented annually by the International Energy Agency in the World Energy Outlook, as well as physical scenarios that include various cases of concentration of GHG emissions and their physical impacts on climate. These scenarios are analysed by experts of the Intergovernmental Panel on Climate Change (IPCC).

Climate scenarios

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

Transition scenarios

The new scenarios recommended by the International Energy Agency in its World Energy Outlook report are analysed. Its projections on energy production and prices, carbon pricing, raw materials and other estimates are taken into account.

- **Stated Policies Scenario (STEPS)**. This takes a sector-by-sector look at not just existing policies but also those that have been announced by each country. This scenario assumes a global temperature rise of 2.4/2.8°C by 2100.
- **Announced Pledges Scenario (APS).** A scenario in which it is assumed that all climate commitments set by governments around the world, including nationally determined contributions and long-term net zero targets, will be met within the deadline and in the appropriate manner. This scenario assumes a global temperature rise of 1.9/2.3°C by 2100.
- **Net Zero Emissions by 2050 Scenario (NZE).** This presents a narrow but achievable pathway for the global energy sector to achieve net zero CO_2 emissions by 2050, with advanced economies reaching net zero emissions in advance of others. This scenario assumes a global temperature rise of 1.3/1.5°C by 2100.

Physical scenarios

The scenarios included in the 5th IPCC report - RCP 4.5 and RCP 8.5 - are taken into account. This involves parameters and indicators related to temperature, wind, water, and land masses in different geographies and time horizons.

- **RCP 4.5.** Emissions peak around 2040 and then decline. In this scenario, the temperature increase could reach 2.6°C by 2100.
- **RCP 8.5.** Emissions continue to rise until they double by 2050, known as the "business as usual" scenario. The global average temperature increase exceeds 4.4°C by 2100.

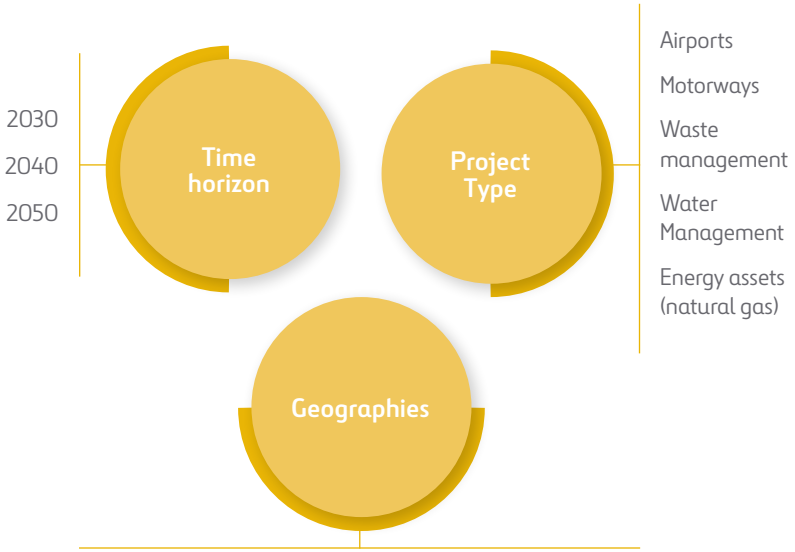
Risks

- **Transition Risks:** The transition to a low-carbon economy would entail major political, legal, technological and market changes to address climate change-related mitigation and adaptation requirements. Depending on the nature, speed and focus of these changes, transition risks could pose different levels of financial and reputational risk to the organisation.
- **Physical risks:** Physical risks from climate change can lead to (acute) events or long-term (chronic) changes in weather patterns. Physical risks could have financial repercussions for organisations, such as direct damage to assets or indirect impacts caused by interruptions in the production chain.

	CLIMATE SCENARIOS	MAIN RISKS AND CLIMATIC HAZARDS	MITIGATION AND ADAPTATION MEASURES
TRANSITION RISKS	• **Stated Policies Scenario (STEPS)** • **Announced Pledges Scenario (APS)** • **NetZero by 2050 Scenario (NZE)**	• Increase in the cost of energy, both fossil fuels and electricity, and other raw materials particular to each activity. • Changing customer behaviour in the use of transportation. • Imposition of carbon pricing mechanisms that could record the emissions produced by the activity. • New regulations that limit the use of certain modes of transport that could significantly impact the company's infrastructure operations. • Increased investor concern about the company's performance and environmental impact.	• Development and implementation of the Deep Decarbonization Path, a plan to reduce internal emissions through the use of renewable energy, electricity self-generation, energy efficiency, and replacement of machinery and vehicles. • Design and implementation of internal carbon pricing mechanisms for new investments. • Consideration of raw material and energy price increases in contract negotiations. • Search for innovative technological solutions to reduce energy consumption and emissions. • Study and collaborate with key stakeholders to develop projects that promote the transition to a low-carbon economy.
PHYSICAL RISKS	• RCP 4.5 • RCP 8.5	• **Temperature:** variation in types and patterns, extreme heatwaves and forest fires. • **Water:** variations in rainfall types and patterns, floods, heavy rainfall. • **Wind:** cyclones, hurricanes and storms. • **Solid mass:** landslides.	• Adapt: develop a methodology and tool for the identification and analysis of physical climate risks to the projects that consider the climate projections foreseen by the IPCC in the short, medium, and long term. • Define and implement an adaptation programme that includes specific measures for each project from design to operation, including among other things: preventative maintenance of infrastructure, reinforcement of structures, prevention systems, protection, surveillance and early warning, isolation, etc. • Procuring insurance policies that cover physical damage to infrastructure.

With Shadow Carbon Pricing, climate risk is economically quantified

The company applies a methodology to quantify economically the potential climate risk of its most significant investments in the **Shadow Carbon Pricing** modality with the aim of reorienting its activity to more decarbonised business models. The tool considers the direct and indirect emissions of the project as a whole, applying variable prices per ton of carbon for different time horizons, geographies and types of infrastructure. In 2022, an update of carbon prices has been carried out and geographies have been expanded.



Australia – Brazil – Canada – Chile – Germany – Ireland – Mexico – Middle East – Peru – Colombia – Poland – Portugal – Spain – United Kingdom – USA – India – Turkey

Average price of issues:

60€ 2030

114€ 2040

173€ 2050

Opportunities: Sustainable businesses

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

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

Key opportunities driving climate change mitigation and adaptation




Mobility

Ferrovial provides innovative solutions for mitigating emissions associated with mobility, which consider connectivity between infrastructure, vehicles and users, vehicle sharing and the electrification of transport, reducing congestion and pollution in cities.

- **Managed lanes.** Mobility service for urban corridors congested by high work intensity. The tariff structure aimed at managing the demand for the roads that make up this service makes it possible to alleviate traffic and reduce relative emissions.
- **AIVIA.** A consortium led by Ferrovial whose target is to develop, test, and implement technological solutions for safer, more comfortable and interconnected sustainable digital corridors through technologies such as 5G or Artificial Intelligence, improving traffic congestion and reducing relative emissions.

Water

Cadagua helps to combat the effects of climate change on water resources, focusing on the design, construction, operation and maintenance of water treatment facilities, improving the availability of the resource, both for human consumption and for its integration into the natural environment.

- **Wastewater treatment plants (WWTPs).** Purification, both in industrial facilities and in urban environments, is carried out to ensure the supply of drinking water, protect the environment, and prevent pollution.
- **Water treatment centres (WTCs).** Water purification is carried out through various processes that allow surface or groundwater to be treated to obtain water.
- **Seawater Desalination Facilities (SDF).** Desalination offers a solution to supply challenges, especially in coastal areas of the world with shortages of freshwater or inland areas with high salt concentrations.

Energy

The company provides comprehensive solutions for the development, construction and management of energy infrastructure, as well as energy management services.

- **Energy efficiency services.** Under the concessional model, it operates as an energy efficiency services company, providing constant savings and continuous improvement of the customer's facilities throughout the duration of the agreement.
- **Construction and maintenance of renewable energy infrastructure.** It offers high-tech engineering, construction, installation and electrical technical maintenance services for the renewable energy sectors.
- **PPA development and operation.** Development of Power Purchase Agreement (PPA) projects for wind and photovoltaic power generation.

Adaptation

The group promotes the development of sustainable and resilient infrastructure that offers climate change adaptation solutions.

- **ADAPTARE.** Ferrovial has developed a methodology to identify, analyse and evaluate physical risks related to climate change and propose adaptation measures to mitigate the associated impacts.

  This methodology applies to the different types of infrastructure that the company develops and operates around the world. The analysis can be performed in the short, medium, and long term for different climate scenarios.

  It takes into account the risk framework defined by the Intergovernmental Panel on Climate Change (IPCC), as well as the adaptation criteria set out in the EU Taxonomy Regulation.

Mobility

- **Vertiports.** Ferrovial Airports works on the development of interconnected and sustainable vertiports networks. The aim is to design, build and operate the infrastructure needed by eVTOL aircraft, also known as flying vehicles.
- **Zity**. Zero-emission shared electric car service powered by renewable energy, which improves traffic reduction and reduces private vehicle ownership.

Water

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

Ferrovial's goal is to reduce the BWI by 20% by 2030 and offset the BWI by 70 times annually (WTI+WAI > 30BWI)

Energy

- **Power transmission lines.** Power Infrastructure is the house brand that provides comprehensive solutions for the development and management of electrical transmission networks. It handles all phases of the project: design, construction, financing, and the operation and maintenance of assets.
- **Renovation of buildings.** The Construction division works on the transformation of buildings to incorporate constructive solutions into the building envelope (facade, roof, windows...) to reduce energy demand and modify the air conditioning and lighting facilities with the incorporation of renewables.

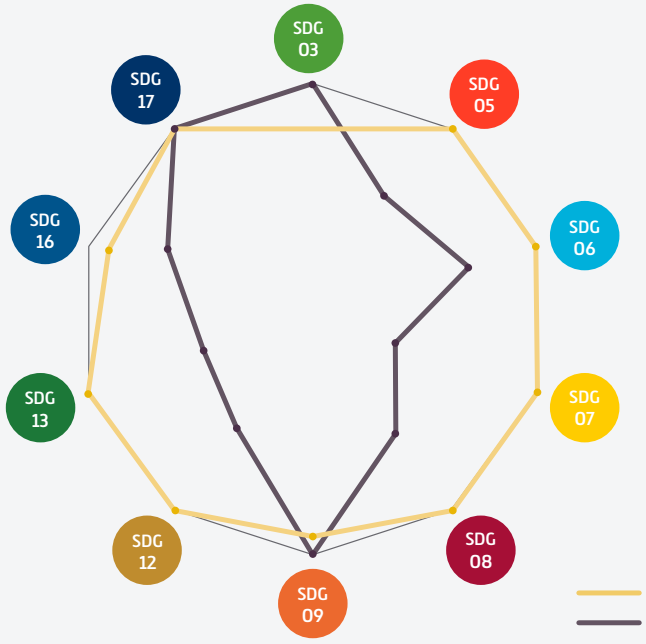
Adaptation

ADAPTARE is the tool that automates this methodology and facilitates analysis and interpretation for project managers. It provides new business opportunities associated with the development and operation of climate-resilient infrastructure, offering competitive advantages to customers and partners compared to our peers.

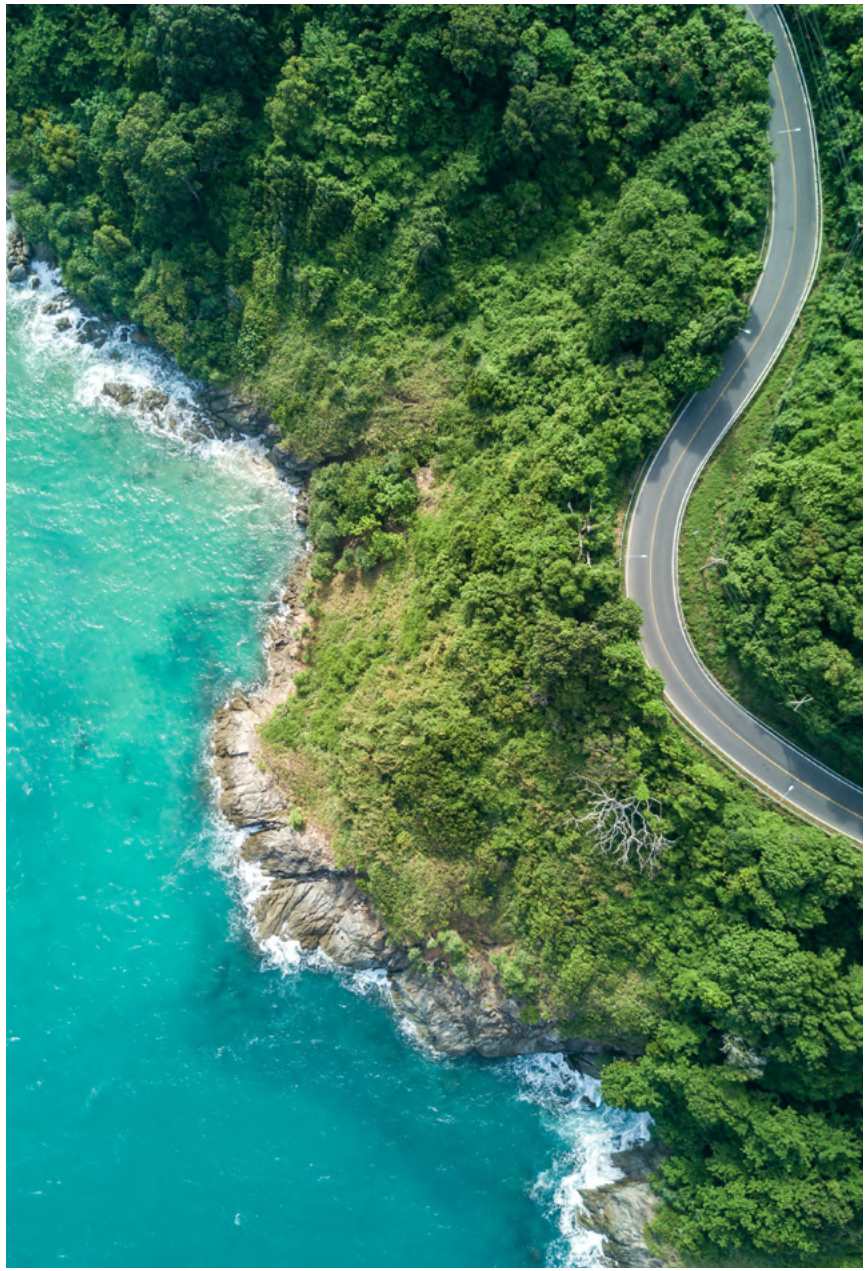
05 Alignment of the Strategy with the SDGs

The Sustainability Committee has launched the **Sustainability Strategy 2030**, which takes into account the main global macro trends, the regulatory environment (United Nations 2030 Agenda, Climate Change and the European Green Deal), the main economic-financial frameworks (Task Force on Climate-Related Disclosures (TCFD), Taxonomy and the European Next Generation Plan), social challenges (new urban agenda, new mobility habits, etc.), technological factors (energy transition and digitalisation), environmental factors (climate change, scarcity of water resources, loss of biodiversity or public health), ESG investor requirements, the main reporting frameworks (Global Reporting Initiative, SASB and TCFD).

In addition, Ferrovial has been recognised by AENOR as the first company to certify its Sustainability Strategy with the United Nations Sustainable Development Goals.



Good health and wellbeing — SDG 03
Gender equality — SDG 05
Clean water and sanitation — SDG 06
Affordable and clean energy — SDG 07
Decent work and economic growth — SDG 08
Industry, innovation and infraestructure — SDG 09
Responsible consumption and production — SDG 12
Climate action — SDG 13
Peace, justice and institutions — SDG 16
Partnerships for the Goals — SDG 17



It has areas of action and specific targets for each year of validity and for the environmental, social and governance (ESG) sphere. In addition, they are aligned with the business strategy, the Horizon 24 plan, and cover Ferrovial's value chain, from customers to suppliers. These areas of action are the following:

- Contribute to Decarbonization.
- Reduce carbon footprint.
- Adapt to the risks of climate change.
- Promote businesses that solve global environmental challenges.
- Promote a Taxonomic portfolio.
- Foster economic development and engage with local communities.
- Improve people's quality of life.
- Improve safety, health and well-being.
- Promote diverse and inclusive talent.
- Placing sustainability at the core of the business to create long-term value.
- To be a reliable long-term partner.

Ferrovial holds **decision-making positions in organisations that promote national and international sustainability** such as the SERES Foundation, Forética, the Spanish Global Compact Network, the CSR Committee of the CEOE and the Spanish Association for Quality (AEC). In 2022, Ferrovial held the presidency of the Spanish Green Growth Group, the CEO is part of the Executive Committee of the Seres Foundation, and a representative of the company was appointed as the Secretary General of Forética, a position that will be effective during 2023 and 2024.

Likewise, the company collaborates with other **organisations that promote sustainability** in different fields, such as the Green Building Council (GBCe), Climate-KIC, Corporate Leaders Group, Pact for the Circular Economy, EU Green Growth Group, Fundación Empresa y Clima, We Mean Business, European Climate Pact and Women Action Sustainability (WAS).

Ferrovial integrates the SDGs into its Horizon 24 Plan

Acknowledgements

Ferrovial is periodically evaluated by analysts who take into account the company's ESG performance. It has been recognised as a leading company for its climate strategy and received another award from the **Carbon Disclosure Project (CDP)** and was included in the Leadership Climate A List category, which it has been part of since 2010. Furthermore, in 2022, the company received an A- for water management in the Water security section.

In 2022, the company was a member of the main sustainability indices:

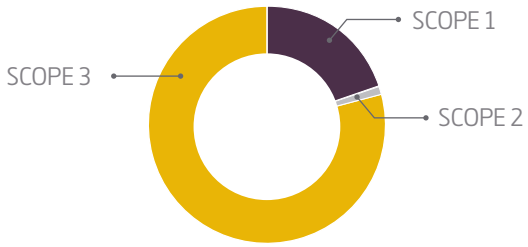
- **Dow Jones Sustainability Index (DJSI):** Ferrovial has been a member of this selective index for 21 years.
- **FTSE4Good:** The company has been included in this index for the last 19 editions.
- **Carbon Disclosure Project (CDP):** It has received the highest "A" rating for its commitment to the fight against climate change and "A-" in CDP Water.
- **MSCI:** "A" rating.
- **Morningstar Sustainalytics:** In May 2022, Ferrovial, S.A. received a rating of 26.2 in the ESG Risk Rating, having been assessed by Sustainalytics to have a medium risk of experiencing material financial impacts derived from ESG factors. This rating places Ferrovial in the top 7% of companies in the Construction and Engineering sector rated by Sustainalytics. In addition, in 2022, Ferrovial was recognised by Sustainalytics as an ESG Industry Top-Rated Company in its sector.
- **Moody's:** A member of the selective Euronext Vigeo Europe 120.
- **STOXX:** The company has been included in this index for the seventh consecutive year.
- **ISS ESG:** Prime category.
- **GRESB:** 88 points, maximum "A" rating.

05
Metrics and targets

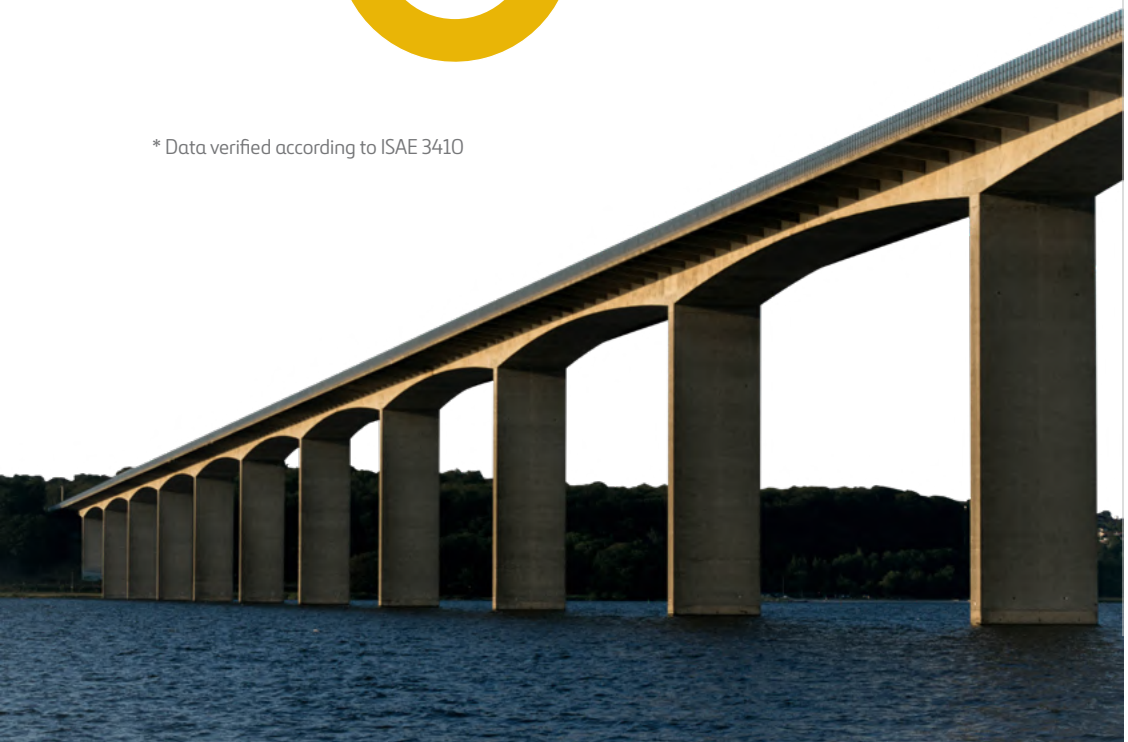
Metrics and targets

Greenhouse gas emissions 2022 (Scope 1&2&3)*

In absolute terms, by source type



* Data verified according to ISAE 3410



381,341 Scope 1 (tCO_2 e)

225,834	62,391	92,990	124
Stationary	Diffuse	Mobile	Fugitive

33,045 Scope 2 (tCO_2 e)

3,995,293 Scope 3 (tCO_2 e)

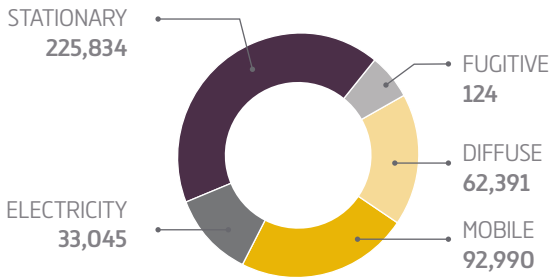
1,432,600	867,951	1,195,960	498,782
Others	Purchased goods and services	Investments	Use of sold product

GHG Emissions. Scope 1&2

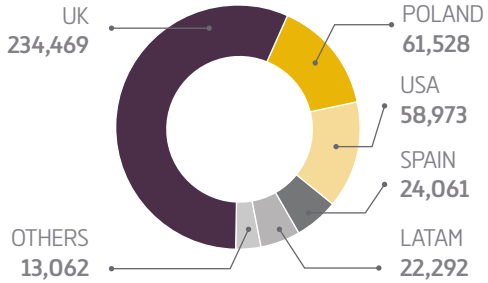
	2009	2020	2021	2022	2022 vs. 2009	2022 vs. 2021
Airports	**8,920**	**8,920**	**8,920**	**8,920**		
Dalaman	8,920	8,920	8,920	8,920		
Construction	**251,375**	**222,182**	**190,428**	**167,843**		
Budimex	47,665	71,964	70,657	61,528		
Cadagua	63,221	1,355	994	853		
Ferrovial Construction	74,934	99,044	87,169	73,382		
Webber	65,555	49,819	31,607	32,080		
Corporation	**896**	**516**	**539**	**372**		
Ferrovial Corporation	896	516	539	372		
Infrastructures	**26,598**	**4,523**	**4,098**	**4,549**		
Cintra	26,598	4,523	4,098	4,549		
Energy	**45**	**13**	**13**	**14**		
Transchile	45	13	13	14		
Services	**267,290**	**239,472**	**225,926**	**232,688**		
Amey	267,290	239,472	225,926	232,688		
In absolute terms (tCO_2e)	**555,124**	**475,626**	**429,923**	**414,386**	**-25.35%**	**-3.61%**
In terms of intensity (tCO_2e/ € million)	**162.36**	**72.01**	**67.48**	**42.91**	**-73.57%**	**-36.41%**

Distribution of the emissions (tCO_2e) of Scope 1&2

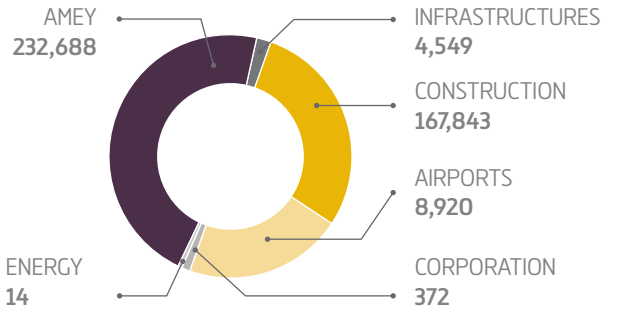
Emission source type



Region



Business areas



Scope 1 emissions (tCO_2e)

		2009	2020	2021	2022	2022 vs. 2009	2022 vs. 2021
SCOPE 1 (tCO_2e)	**Airports**	**1,296**	**1,296**	**1,296**	**1,296**		
	Dalaman	1,296	1,296	1,296	1,296		
	Construction	**163,232**	**192,541**	**169,735**	**144,998**		
	Budimex	27,744	55,237	55,631	43,712		
	Cadagua	18,669	479	605	440		
	Ferrovial Construction	61,287	90,193	84,000	70,161		
	Webber	55,532	46,632	29,500	30,685		
	Corporation	**375**	**151**	**166**	**53**		
	Ferrovial Corporation	375	151	166	53		
	Infrastructures	**6,593**	**2,586**	**2,353**	**2,918**		
	Cintra	6,593	2,586	2,353	2,918		
	Energy	**41**	**13**	**13**	**14**		
	Transchile	41	13	13	14		
	Services	**252,999**	**239,387**	**225,824**	**232,062**		
	Amey	252,999	239,387	225,824	232,062		
	Total	**424,536**	**435,975**	**399,387**	**381,341**	**-10.17%**	**-4.52%**

Scope 2 emissions (tCO_2e)

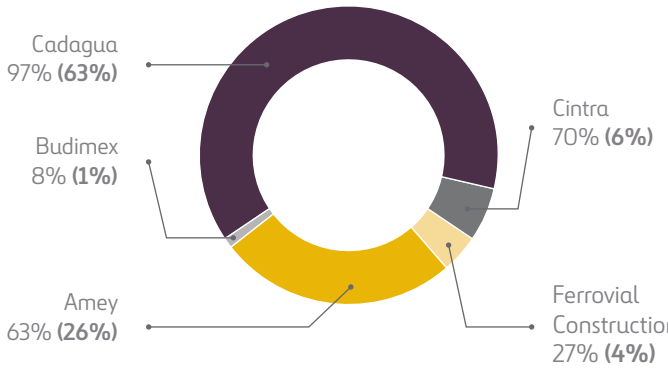
		2009	2020	2021	2022	2022 vs. 2009	2022 vs. 2021
SCOPE 2 (tCO_2e)	**Airports**	**7,624**	**7,624**	**7,624**	**7,624**		
	Dalaman	7,624	7,624	7,624	7,624		
	Construction	**88,143**	**29,641**	**20,692**	**22,845**		
	Budimex	19,921	16,726	15,026	17,816		
	Cadagua	44,552	876	390	413		
	Ferrovial Construction	13,647	8,851	3,169	3,221		
	Webber	10,023	3,187	2,107	1,395		
	Corporation	**521**	**365**	**373**	**319**		
	Ferrovial Corporation	521	365	373	319		
	Infrastructures	**20,006**	**1,936**	**1,745**	**1,631**		
	Cintra	20,006	1,936	1,745	1,631		
	Energy	**4**	**0**	**0**	**0**		
	Transchile	4	0	0	0		
	Services	**14,291**	**85**	**102**	**626**		
	Amey	14,291	85	102	626		
	Total	**130,588**	**39,651**	**30,536**	**33,045**	**-74.70%**	**8.21%**

	2009	2020	2021	2022	2022 vs. 2009	2022 vs. 2021
Market Based[1]	130,588	39,651	30,536	33,045	**-74.7%**	**8.2%**
Location Based[2]	136,854	94,388	79,067	71,411	**-47.8%**	**-9.7%**

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

2. Local based is the method used to calculate Scope 2 emissions which takes into account the national electricity mix and the total amount of energy consumed.

Distribution of renewable energy by company*



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

Energy consumption (Mwh)

			2009	2020	2021	2022
FOSSIL FUELS	Stationary	Diesel	197,675	413,562	323,065	230,301
		Fuel	95,607	27,931	21,442	14,124
		Petrol	3,735	1,730	2,087	1,698
		Natural Gas	114,010	28,374	10,073	13,034
		Coal	0	74,667	85,941	75,602
		Kerosene	1,138	433	224	359
		Propane	452	100	108	811
		LPG	49	0	18	875
	Mobile	Diesel	528,234	244,127	206,402	188,333
		Fuel	0	0	0	0
		Petrol	175,016	158,951	155,836	172,147
		Natural Gas	0	0	0	0
		Etanol	0	0	0	33
		LPG	16	905	702	0
	TOTAL		1,115,933	950,781	805,899	697,290

A clear decline in the use of fossil fuels is shown

Energy consumption (Mwh)

		2009	2020	2021	2022
Consumption of electricity from non-renewable sources	Airports	18,415	18,415	18,415	18,423
	Construction	211,603	55,862	32,876	34,066
	Corporation	1,489	1,066	1.090	1,078
	Energy	8	0	0	0
	Infrastructures	63,909	5,250	4,555	4,097
	Amey	30,647	366	480	3,239
	TOTAL	**326,071**	**80,959**	**57,416**	**60,903**
Consumption of electricity from renewable sources	Airports	0	0	0	0
	Construction	167	131,712	98,363	93,119
	Corporation	0	0	0	0
	Energy	0	0	0	0
	Infrastructures	665	8,541	8,330	8,611
	Amey	7,159	27,637	55,371	35,444
	TOTAL	**7,990**	**167,890**	**162,064**	**137,175**

Evolution of emissions

The target of Ferrovial, as endorsed by SBTi, is to reduce its Scope 1&2 emissions by 35.3% in absolute terms (tCO_2e) and 42.9% in intensity (tCO_2e/million €), by 2030 compared to 2009, which is the base year.

In 2022, Scope 1&2 emissions have been reduced by 25.35%, in absolute terms, and 73.57%, in intensity, compared to the base year. The reductions achieved were well above the targets set for the year, exceeding the annual target of 21.85% in absolute terms.

Renewable energy source

The company promotes the purchase of electricity with guaranteed origins and progressively advances towards the 100% target by 2025 established in the Horizon 24 Plan.

In 2022, 70% of the electricity consumed was produced from renewable sources.

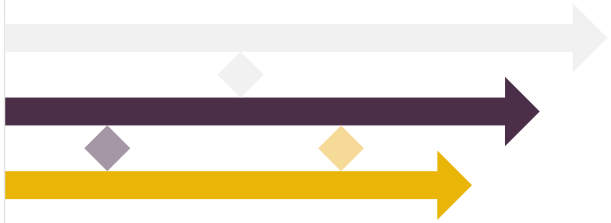
Services

Due to the departure of Ferrovial Services from the company's perimeter at the end of 2021, emissions data associated with the activity of this business have been excluded from the published historical data, leaving only Amey (UK) within the perimeter.

Airports

During 2022, Ferrovial diversified its airport portfolio and continued to explore growth opportunities. In the second half of the year, it acquired a 60% stake in the company that manages the concession of Dalaman International Airport in Turkey.

Dalaman YDA Airport passed Level 1 of the Airport Carbon Accreditation (ACA) programme, the only institutionally approved global airport carbon management certification programme, and directly earned the Level 2 Carbon Emissions Certificate.



Construction

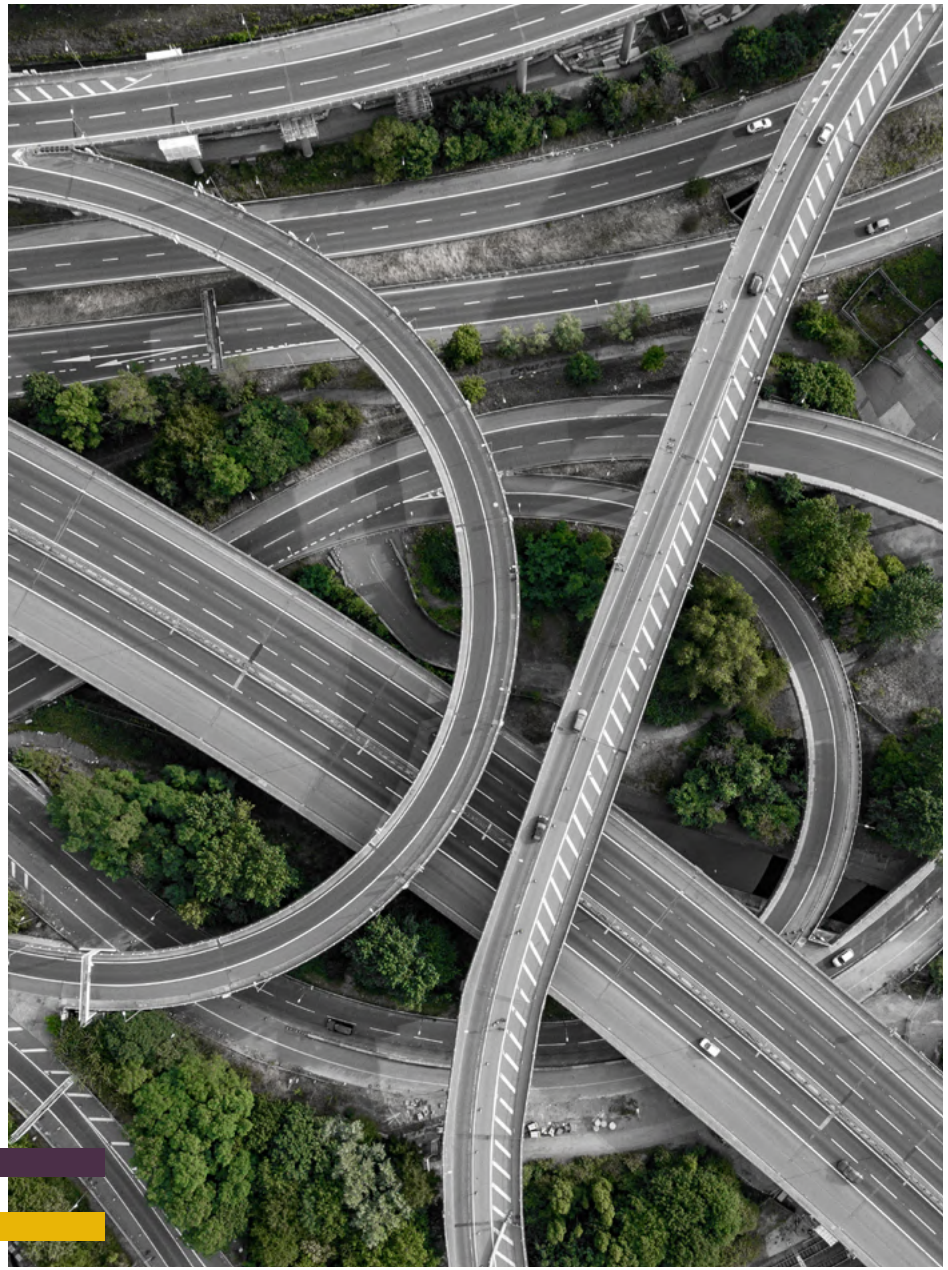
In this area, there is a clear decoupling between growth and emissions. Emissions decreased by 11.86% compared to the previous year, even though growth expanded by 8%. The implementation of energy efficiency measures envisaged in the company's decarbonisation plan helps reduce its Scope 1 emissions. It is worth highlighting the decrease in coal consumption at asphalt plants in Poland, related to a decrease in its demand.

In the construction sector, energy demand depends on the project type and whether it is executed by the company itself or through subcontractors. A strong commitment is being made to the implementation of energy efficiency measures.

Motorways

The consumption of electricity for lighting is the main source of energy consumption associated with this activity. In response to this situation, the main commitment is the consumption of electricity from renewable sources. During the last year, more than 65% of the electricity consumed in concessions operated by Ferrovial came from renewable sources, with 100% of the consumption of Dallas highways coming from renewables.

In addition, the company is working on implementing energy efficiency measures to reduce fossil fuel consumption.



GHG Emissions. Scope 3

In absolute terms* (tCO_2e)

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

**These categories are outside the perimeter of SBTi.

		2012	2020	2021	2022	2022 vs. 2012	2022 vs. 2021
SCOPE 3 (tCO_2e)	Purchased goods and services**	1,756,724	1,021,375	1,144,190	867,951	-50.59%	-24.14%
	Capital Goods**	569,407	411,535	191,884	761,835	33.79%	297.03%
	Fuel and energy related activities	124,282	76,367	65,458	69,525	-44.06%	6.21%
	Upstream transportation and distribution	560,420	476,642	552,731	454,426	-18.91%	-17.79%
	Waste generated in operations	191,948	127,603	94,059	122,540	-36.16%	30.28%
	Business travel	5,065	1,159	1,964	3,805	-24.87%	93.78%
	Employee commuting	792	1,645	1,673	1,245	57.20%	-25.60%
	Upstream leased	1,405	0	0	0	-100.00%	
	Downstream transportation and distribution	0	0	0	0		
	Processing of sold products	0	0	0	0		
	Use of sold product	686,941	392,929	473,640	498,782	-27.39%	5.31%
	End of life treatment of sold products	57,368	23,152	59,894	19,224	-66.49%	-67.90%
	Downstream leased assets	0	0	0	0		
	Franchises	0	0	0	0		
	Investments	2,113,068	1,180,634	1,186,539	1,195,960	-43.40%	0.79%
	Total	6,067,420	3,713,041	3,772,032	3,995,293	-34.14%	5.93%

Evolution of emissions

The company's target endorsed by SBTi contemplates reducing its Scope 3 emissions by 20% in absolute terms (tCO_2e) by 2030, excluding "Capital goods" and "Purchased goods and services", compared to 2012. Following this criterion, achieved reductions of 36.77% and, in the case of considering all categories, of 34.15% with respect to the base year.

In 2022, Ferrovial completes the purchase of a 24.86% stake in the Indian company IRB Infrastructure Developers, whose emissions are included (from the base year) in the **Investments** category, which includes investments in airports and highways on which there is no operational control.

In the last financial year, there has been a slight recovery in post-pandemic traffic and, therefore, an increase in associated emissions in the Investments and Use of sold products categories.

From the base year, the main materials considered in the **Purchased goods & services** category are construction materials. The evolution of emissions associated with these purchases has been reducing over the years and, therefore, those associated with transport (**Upstream transportation and distribution**) and final use (**End of life treatment of sold products**) as well.

On the other hand, there has been a 36.16% decrease in emissions associated with the **Waste generated in operations** category with respect to the base year. Work is being done to incorporate the principles of the circular economy through the reduction in the use of non-renewable natural resources, the reuse of waste as raw materials, recycling and the incorporation of ecodesign criteria. The Construction activity has established an annual target of 80% land reuse, as well as 70% in construction and demolition waste (RCDs).

Finally, the implementation of energy efficiency measures and the increase in the consumption of electricity from renewable sources has helped reduce emissions from the Fuel and energy related activities category with respect to the base year.

Ferrovial maintains a solid commitment to reducing Scope 3 emissions

"Biogenic CO_2" Emissions

(tCO_2e)

	2009	2020	2021	2022	2021vs2009	2021 vs. 2020
Construction	768	128,792	62,404	60,240	7742%	-3%
Services	704,104	899,476	611,752	822,703	17%	34%
TOTAL	704,872	1,028,268	674,156	882,943	25.26%	30.97%

Avoided emissions

(tCO_2e)

The main sources of emissions reduction are associated with:

Purchase of electricity from renewable sources

70% of the total electricity consumed came from renewable sources, 87% of which was purchased and 13% came from self-consumption.

Emissions avoided during triage at landfills

With regards to triage in waste management, we prioritise recovery over elimination in order to reduce the volume of rejected waste deposited in landfills and which, therefore, generates GHG emissions. When the final waste is deposited in the landfill, biogas emissions are produced during decomposition. This biogas is captured through collection networks to prevent the direct emission of methane (CH4) into the atmosphere and facilitate its recovery through energy production. The company's approach has been to continuously invest in technology both for triage and for the collection of biogas, which has enabled it to reduce GHG emissions in recent years.

	2009	2020	2021	2022
Purchase of renewable electricity	4,813	29,814	38,010	36,952
By capturing biogas in water treatment plants	0	406,842	553,059	529,337
By power generation in water treatment plants	18,603	45,533	52,435	29,326
By triage activity	-	184,390	168,505	169,067
TOTAL	23,416	666,579	812,010	764,682

Emissions avoided by power generation in water treatment plants

In the thermal sludge drying processes of the wastewater treatment plants managed by Cadagua, cogeneration plants have been installed that produce thermal energy for sludge drying and also produce electricity. The wastewater treatment plants capture the biogas generated and use it to create electricity.

Emissions avoided by power generation in water treatment plants

The biogas captured in the WWTPs (Wastewater Treatment Plants) is used to generate electricity through the combustion of the generated biogas. This, together with the cogeneration process in thermal drying has generated 142,043 MWh.

06

Emissions verification report

Ferrovial Corporación, S.A. and its subsidiaries

Independent limited assurance report
Greenhouse Gas (GHG) statement
31 December 2022

Free translation from the original in Spanish, in the event of a discrepancy, the Spanish language version prevails.

Independent limited assurance report On Greenhouse Gas (GHG) statement

To the Management of Ferrovial Corporación S.A.:

Scope of work

We have undertaken a limited assurance engagement of the GHG statement of Ferrovial Corporación, S.A. and its subsidiaries Budimex, Cadagua, Ferrovial Construcción, Webber, Cintra, Amey, Dalaman and Transchile (hereinafter referred to as "Ferrovial") for the financial year ended December 31, 2022, included in the Appendix of this report. This engagement was conducted by a team of sustainability and climate change assurance practitioners.

Responsibility of Ferrovial's management

Ferrovial's management is responsible for the preparation of the 2022 GHG Statement in accordance with their internal procedure, "Calculation and Report of Carbon Footprint" of Ferrovial, which is described in the report 'Ferrovial Climate Strategy 2022', available on the following website https://www.ferrovial.com/en-us/sustainability/environment/carbon-footprint/. This responsibility includes the design, implementation and maintenance of internal control relevant to the preparation of a GHG statement that is free from material misstatement, whether due to fraud or error.

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

Our responsibility

Our responsibility is to express a limited assurance conclusion on the GHG Statement based on the procedures we have performed and the evidence obtained. We conducted our limited assurance engagement in accordance with the International Standard on Assurance Engagements 3410 (ISAE 3410), "*Assurance Engagements on Greenhouse Gas Statements*" issued by the International Auditing and Assurance Standards Board (IAASB) of the International Federation of Accountants (IFAC). That standard requires that we plan and perform this engagement to obtain limited assurance about whether Ferrovial's 2022 GHG Statement is free from material misstatement.

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

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

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

- Through inquiries and meetings with personnel of Ferrovial's various departments who have been involved in the preparation of the GHG Statement, obtained an understanding of Ferrovial's control environment and information systems relevant to emissions quantification and reporting, but did not evaluate the design of particular control activities, obtain evidence about their implementation or test their operating effectiveness.
- Evaluated whether Ferrovial's methods for developing estimates are appropriate and had been consistently applied. However, our procedures did not include testing the data on which the estimates are based or separately developing our own estimates against which to evaluate Ferrovial's estimates.
- Verified, through analytical and substantive tests based on the selection of a sample, the information (activity data, calculations and information generated) used to determine Ferrovial's 2022 GHG Statement and the correct compilation of information based on the internal procedure applied by Ferrovial.

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

Our independence and quality management

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

Our firm applies International Standard on Quality Management 1, which requires the firm to design, implement and operate a system of quality management including policies or procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

Limited Assurance Conclusion

Based on the procedures we have performed and the evidence we have obtained, nothing has come to our attention which may lead us to believe that Ferrovial Corporación, S.A. and its subsidiaries GHG Statement for the financial year ended December 31, 2022 is not prepared, in all material aspects, in accordance with the internal procedure "Calculation and Report of Carbon Footprint" of Ferrovial, which is described in the report 'Ferrovial Climate Strategy 2022'.

Use and distribution

Our report is only issued to the Management of Ferrovial Corporación S.A. in accordance with the terms and conditions of our engagement letter. We do not assume any liability to third parties other than Ferrovial's Management.

PricewaterhouseCoopers Auditores, S.L.

(Originally signed in Spanish)

Pablo Bascones Ilundain

March 13th, 2023

Appendix

GREENHOUSE GAS (GHG) STATEMENT CORRESPONDING TO THE YEAR ENDED DECEMBER 31, 2022

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

2022 GHG Statement	*tCO2-eq*
Scope 1	**381,341**
• Construction	144,998
• Corporation	53
• Infraestructures	2,918
• Services	232,062
• Airports	1,296
• Energy	14
Scope 2	**33,045**
• Construction	22,845
• Corporation	319
• Infraestructures	1,631
• Services	626
• Airports	7,624
• Energy	-
Scope 3	**3,995,293**
1. Purchased goods & services	867,951
2. Capital goods	761,835
3. Activities related to fuel and energy not included in Scopes 1 and 2	69,525
4. Upstream transportation & distribution	454,426
5. Waste generated in operations	122,540
6. Business travel	3,805
7. Employee commuting	1,245
8. Upstream leased assets	0
9. Downstream transportation & distribution [1]	N/A
10. Processing of sold products [1]	N/A
11. Use of sold products	498,782
12. End of life treatment of sold products	19,224
13. Downstream leased assets [1]	N/A
14. Franchises [1]	N/A
15. Investments [2]	1,195,960
Biogenic CO2	**882,943**

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

2 Regarding the investments category, there are emissions derived from Cintra's investments in highways without operational control, being a total of 985,016 tons CO2eq. Additionally, emissions related to investments in UK airports are considered for this category of investments in subsidiaries. At the date of publication of this report, data for 2022 is not available and therefore 2021 emissions have been considered, being a total of 210,944 ton CO2eq.

ferrovial

Ferrovial's GHG Inventory 2022 has been calculated based on the following energy consumption:

Energy consumption in absolute value 2022	***GJ***
Fuels used in stationary and mobile sources	**2,510,344**
• Diesel	1,507,083
• Fuel	50,848
• Petrol	625,842
• Natural Gas	46,923
• Coal	272,166
• Kerosene	1,294
• Propane	2,921
• Ethanol	118
• LPG	3,149
Non-renewable electricity consumption	**219,250**
• Services	11,661
• Construction	122,636
• Motorways	14,749
• Corporation	3,879
• Airports	66,325
• Energy	0
Renewable electricity consumption	**493,828**
• Services	127,600
• Construction	335,227
• Motorways	31,001
• Corporation	0
• Airports	0
• Energy	0

Criterion of quantification

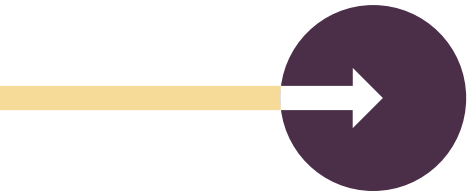
Ferrovial's 2022 GHG Statement has been prepared in accordance with the internal procedure 'Calculation and Report of Carbon Footprint', which is described in the report 'Ferrovial Climate Strategy 2022'.

The report is available on the following website link

https://www.ferrovial.com/en/our-commitment/environment/carbon-footprint/

07
Conclusions

Conclusions



01
The **Climate Strategy is integrated** into the Corporate Strategy.

02
Scope 1&2&3 emission reduction targets endorsed by SBTi.

03
Target of **100% renewable electricity** by 2025.

04
Target of achieving **neutrality** by mid-century.

05
Compliance with the roadmap established in the fulfilment of our objectives.

06
100% of emissions verified according to NIEA 3410.

07
The recommendations of the **Task Force on Climate-Related Financial Disclosures** have been incorporated into our reporting.

08
Risks and Opportunities related to Climate Change analysed and integrated into the corporate risk system.

09
Decarbonizing the economy with our products and services.

08

Annex: Methodology

Methodology

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

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

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

Direct emissions (*Scope* 1)

Those from sources owned or controlled by the company. They mainly come from:

- **Combustion of fuels** in stationary equipment (boilers, furnaces, turbines...) to produce electricity, heat or steam. Combustion of fuels in vehicles owned or controlled by the company.
- **Diffuse emissions.** Those not associated with a particular emission source, such as biogas emissions from landfills.
- **Channelled emissions.** Greenhouse gas emissions generated through a source, excluding those from fuel combustion.
- **Fugitive emissions.** Coolants.

Indirect emissions (*Scope* 2)

Generated as a result of the consumption of electricity purchased from other companies that produce or control it. The "GHG Protocol Scope 2 Guidance" published in January 2015 and the "Market based" method instead of the "Local based" method has been followed. "Market based" considers the supplier's energy mix and "Local based" takes into account the country's energy mix.

Indirect emissions (*Scope* 3)

Ferrovial calculates all Scope 3 emissions following the guidelines set out in the Corporate Value Chain (Scope 3) Accounting and

Reporting Standard published by the GHG Protocol Initiative, the WRI and the WBCSD. Ferrovial calculates 11 of the 15 categories included in the Corporate Value Chain (Scope 3) Accounting and Reporting Standard document. The categories that do not apply are:

- **Downstream transportation and distribution**. Ferrovial does not sell products that are transported or stored.
- **Processing of sold products**. Ferrovial does not have products that will be transformed or included in another process to obtain another product.
- **Downstream leased assets**. Ferrovial has no assets that it rents out to other companies.
- **Franchises**. Ferrovial does not act as a franchisor.

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

Investments

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

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

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

Purchased goods and services

This section includes emissions related to materials purchased by Ferrovial for use in products or services offered by the company. It includes emissions from the various life cycle stages: extraction, pre-processing and manufacturing. It excludes the use and transport phase. In this category, the most relevant materials from an environmental and purchasing volume point of view have been considered, such as wood, water, concrete, asphalt, steel and chipboard.

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

Use of sold products

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

The methodology used depends on the location of the motorways:

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

Capital goods

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

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

Upstream transportation and distribution

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

The information required to calculate this category is:

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

Waste generated in operations

The emissions in this section are related to the waste generated by the company's activity that has been reported during the year. A Defra conversion factor is applied to each of the quantities of these wastes. This section includes:

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

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

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

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

End of life treatment of sold products

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

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

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

Business travel

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

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

Upstream leased assets

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

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

Employee commuting

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

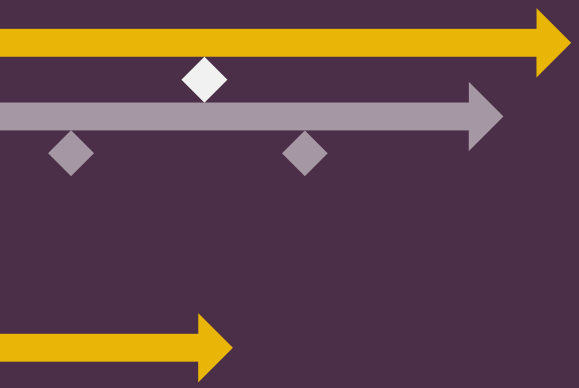
The information required is:

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

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

- **"Biogenic CO_2" emissions**. According to the IPCC (Intergovernmental Panel on Climate Change) and the "Protocol for the quantification of greenhouse gas emissions from waste management activities" standard, CO_2 from the combustion of captured and channelled biogas that is burned in flares, in cogeneration processes or in boilers must be reported as zero. This is because this gas comes from the decomposition of products containing organic matter of animal or plant origin that was previously captured by living organisms and therefore belongs to a carbon neutral cycle. These emissions also include the incineration of organic matter in incineration plants.

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



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