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 63,070 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

- **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 2021	December 31 2021	Yes	3 years

C0.3

(C0.3) Select the countries/areas in which you operate.

Australia
Canada
Chile
Colombia
France
Ireland
Peru
Poland
Portugal
Puerto Rico
Saudi Arabia
Slovakia
Spain
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

C0.8

(C0.8) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

Indicate whether you are able to provide a unique identifier for your organization	Provide your unique identifier
Yes, an ISIN code	ES0118900010

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). Designed and approved by the Board, in 2021 the Sustainability Strategy has been launched, including decarbonization goals. 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.

C1.1d

(C1.1d) Does your organization have at least one board member with competence on climate-related issues?

	Board member(s) have competence on climate-related issues	Criteria used to assess competence of board member(s) on climate-related issues	Primary reason for no board-level competence on climate-related issues	Explain why your organization does not have at least one board member with competence on climate-related issues and any plans to address board-level competence in the future
Row 1	Yes	To assess the competence on climate-related issues, we evaluate which are the members of the board with the most experience and professional background in the subject. In this sense, one of our board members has several years of experience in energy efficiency projects and sustainable business strategy, providing a comprehensive vision for making sustained decisions for the correct alignment of our strategy, as well as the management and prevention of possible risks and opportunities in terms of climate change. Additionally, based on the board's experience, we assess skills in functional areas on a scale of 0 to 100, identifying that the board has 58% experience in sustainability issues.	<Not Applicable>	<Not Applicable>

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 incentivized	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 indicators). The objectives depend on the level at the corporate and business units. 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 indicators). The objectives depend on the level at the corporate and business units. 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 indicators). The objectives depend on the level at the corporate and business units. 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	4	the period corresponds with years 2021 to 2025
Medium-term	4	9	the period corresponds with years 2026 to 2030
Long-term	9	29	the period corresponds with years 2031 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 Risk Management (FRM) is the internal system 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. 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.

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 specific case of climate change, a scenario analysis has been conducted at corporate level and business unit level, including an identification of short, medium and long term physical and transitional risks and opportunities. In order to integrate climate scenario analysis into the multi-disciplinary company-wide risk management process, this exercise feeds on information to the FRM in two different ways:

The main risks identified are proposed directly for integration in the FRM.
The climate scenarios are used to feed on information to the different risks decision makers of the FRM.

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.
All the results of the analysis conducted is send back to the different business areas, with the maximum level of granularity, for making risks mitigation measures and capitalize opportunities (even at project or infrastructure level). Also, results are taking into account at Q&E Steering Committee, Sustainability Committee and Executive Committee level to make strategic decisions and design company wide programs and projects.

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 since December of 2020 that all new buildings should be nearly zero-energy.
Emerging regulation	Relevant, always included	Ferrovial Risk Management 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. In this sense, 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.
Technology	Relevant, always included	Ferrovial Risk Management system monitors the substitution of existing products and services with lower emissions options; taking into account variables such as: 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 of 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

Acute physical	Flood (coastal, fluvial, pluvial, groundwater)

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 the toll roads managed by the Ferrovial's subsidiary Cintra. These extreme weather events can cause physical damages on assets and infrastructure, leading to their closure either because they must be repaired or because they cannot operate.

Therefore, Cintra identifies, analyses, and manages the physical risks of each of its infrastructures -located mainly in USA and Europe- in order to assure the adaptation of its activity to climate change. In that sense, the study is made using climate scenario analysis, determining the potential cost for Cintra related to physical damage and loss of profit due to the interruption of traffic 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.

As an example, we present the results of one of our toll roads located in North Carolina with a concession period from 50 years. On this infrastructure, flooding has been identified as one of the material risks. The damage sustained during such extreme climate events in this road could cause material damages, resulting in serious traffic disruption and loss of revenues.

Time horizon
Long-term

Likelihood
About as likely as not

Magnitude of impact
Medium

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)
36799538.83

Potential financial impact figure – maximum (currency)
55199308.24

Explanation of financial impact figure
The 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 the specific case of the road located in North Carolina:
- The minimum financial impact figure estimated of the occurrence of the risks analyzed -extreme precipitation, flooding, or cyclone- will be 36.8 million euros. [Total Material Damage Estimates (MDE) (based on the miles of the road that would need to be replaced: $ 30,824,800) + Design Fees (6% of the material damage: $ 1,849,488) + Debris Removal (8% of the material damage: $ 2,465,984) + Prelims (8% of the material damage: $ 2,465,984) + Potential loss of revenues (activity would be pause for around 120 days: 120 days x $ 48,354 =$ 5,802,480) = $43,408,736.]
When applied an exchange rate of 1.1796 $/€ (source: Ferrovial´s integrated annual report 2021), total financial impact (minimum) would be 36,799,538.83 euros.

- The maximum financial impact figure estimated of the occurrence of the risks analyzed -extreme precipitations, flooding, and cyclone- will be 55.2 million euros. [Total Material Damage Estimates (MDE) (based on the miles of the road that would need to be replaced: $ 46,237,200) Design Fees (6% of the material damage: $ 2,774,232) + Debris Removal (8% of the material damage: $ 3,698,976) + Prelims (8% of the material damage: $ 3,698,976) + Potential loss of revenues (activity would be pause for around 180 days: 180 days x $ 48,354 =$ 8,703,720) = $ 65,113,104.]
When applied an exchange rate of 1.1796 $/€ (source: Ferrovial´s integrated annual report 2021), total financial impact (minimum) would be 55,199,308.24 euros.

Cost of response to risk
191347

Description of response and explanation of cost calculation
Generally speaking, Ferrovial´s business unit – Cintra - , adaptation plans for each toll road include several action lines:
● Taking out insurance policies which, in the event of a risk occurring, would cover repair costs and loss of income due to stoppage of activity.
● Application of preventive measures, considering climatic phenomena in the design, construction, and use phase: drainage system suitable for heavy rainfall, protection of structures (bridges, tunnels), clearance of the drainage system earthwork protections, etc.
● Definition and implementation of emergency plans associated with climate risks.

As a case study, for the toll road located in North Carolina a material risk of flooding was identified. In order to response to the risk and mitigate it, the sum of the cost of actions is calculated in 191,347 €, broken down as shown below:
● At the design stage of the tool, preventive measures were taken into account (drainage system suitable for heavy rainfall, protection of structures (bridges, tunnels), etc.). This is already implemented, not involving any annual costs.
● Cintra negotiated an insurance policy covering the risk of flooding at the beginning of the operation, being the annual cost 173,849 €.
● Also, control measures based on procedures and emergency plans were implemented at the beginning of the operation. The yearly application of these procedures (e.g. material for signalling emergency routes) are valued at 16,498 € per annum.
As a result of these actions, the flooding risk is mitigated. So far, the risk has not materialised, but all measures have already been taken to deal with the consequences of flooding should it occur.

Comment

Identifier
Risk 2

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

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
ESG criteria seems to be gathering speed in the investment industry:
- Great increase in the number of signatories of the Principles for Responsible Investment (the number of signatories for the PRI increased dramatically over the past

decade and a half, with total Assets Under Management increasing from 6,5 tr in 2006 to 121,3 tr in 2021.
- ESG assets steadily growing over the past years an expected to continue growing Global ESG assets surpassed 35 trillion in 2020 and are on track to exceed 41 trillion by 2022 and 50 trillion by 2025 (Bloomberg Intelligence).
- The total assets managed by Sustainable Funds increased steadily up to 2,77 tr in 1 Q 22 vs 0,75 tr in 2 Q 19.
Given the excellent climate performance of the company during the last years, Ferrovial has a significant percentage of shareholders classified as “sustainable investors”. These investors are signatory of one or more of the following ESG agreements: Principle of Responsible Investment, Net Zero Asser Managers, Net Zero Asset Owners or Climate Action 100.

Since 2009, Ferrovial has been measuring 100% of the greenhouse-gas emissions generated by its worldwide activities. In this sense, the Group's decarbonisation goals have been established based on a sectoral analysis applicable to each of Ferrovial's business units. Ferrovial`s reduction targets, are validated by the Science Based Targets Initiative:
- Scope 1&2: -32% in absolute terms and -42.9% in terms of intensity compared to 2009.
- Scope 3: -20% compared to 2012.
These shareholders could react in case of not-achievement of the SBT targets, and the value of the group's stocks will be affected.

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)
178418434.58

Potential financial impact figure – maximum (currency)
624464521.02

Explanation of financial impact figure
The potential impact figures have been calculated based on:
1. The information presented in the Harvard Business School Paper Which corporate ESG news does the market react to? (George Serafeim & Aaron Yoon). Among other things, this paper examines how stock prices vary according to investors' reactions to different environmental issues and, specifically, looks at the impact of climate performance.
2. The shareholdings portfolio of Ferrovial and the percentage of “sustainable investors”.
Considering these, we have estimated a potential negative impact on share price with a range from 1% to 3,5% in case of not-achievement of the SBT targets. Assuming that not all the ESG Funds would sell their Ferrovial’s shares following the news and based on the Harvard Business School paper, we have assumed that not all investors would divest but rather a small part of around 2% of the shares identified as “sustainable investors”.
- The minimum cost calculated is € 178,418,434.58, breakdown as follows:
o Ferrovial share price (30.06.2022): 24.19€
o Number of shares: 737,571,040
o 1% Ferrovial share prices: 0,2419€
o 737,571,040 x 0,2419€ = € 178,418,434.58
- The maximum cost calculated is € 624,464,521.02, breakdown as follows:
o Ferrovial share price (30.06.2022): 24.19€
o Number of shares: 737,571,040
o 3,5% Ferrovial share prices: 0,84665€
o 737,571,040 x 0,2419€ = € 624,464,521.02

Cost of response to risk
2653000

Description of response and explanation of cost calculation
Based on the climate change strategy and the Deep Decarbonization that establish the lines of action, activities are launched annually to achieve the Ferrovial’s ambition to reach Carbon Neutrality by 2050. Since 2008 Ferrovial has developed and implemented an outstanding climate strategy based on different activities: 1) Measuring and managing carbon footprint: We use a tool” to report and calculate GHG, 2) Setting uu reduction targets, 3)Implementing GHG reduction measures, 4) Improving the ability to manage climate change driven risks, as well as anticipating opportunities 5)permanently monitoring and updating the climate strategy, 6)Participation in forums that analyze new trends 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, 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.
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 to climate change + 200,000 €: external assistance and consultancy on climate-related projects (including carbon footprint verification) + 129,000 €: member fees on climate-related working groups + 1,064,000 €: To implement the Deep Decarbonization Path, which includes, amongst others, renewable energy purchase (annual average cost: 218,000€), energy efficiency measures (annual average cost: 388,000€), investment on zero emissions fleet (annual average cost: 367,000€), and offsetting (annual average cost: 91,000€) 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 estimations amounts to 2,653,000.As a result of the implementation of these lines of action, we have achieved outstanding performance on climate issues and Ferrovial has become a leading and attractive company for shareholders who have established more demanding ESG criteria for their investments. All of them have continued to place their trust in our company in 2021.

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
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
Currently, Ferrovial sectors of activity face the challenge of responding to the demands of stakeholders in terms of adaptation solutions that could reduce its activities impact. In this sense, Ferrovial has identified the opportunity to design and adapt its projects to better position itself in the market and explore the possibility of accessing por funds. As a consequence of the opportunities analysis, Ferrovial has implemented measures that generate value for its products and services.

Ferrovial Construction, through its construction activities, 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.
During the design phase of the project, bioclimatic measures are considered in relation to the physical location and orientation of the building in order to allow for cross ventilation; acclimatisation with radiant soil and the use of low enthalpy geothermic for heating.
In the design and construction phases of building projects are implemented systems that reuse 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%.
As a result of these implemented actions, in 2021,15 buildings got the LEED and BREEAM certifications, amongst other energy efficiency certifications.
In this regard, Ferrovial Construcción is well positioned to access 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 Construcción 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 the government plans to keep highly funding building rehabilitation projects as far as 2030, in order to fulfil the emissions reduction commitment. Thus, Ferrovial Construcción 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
150213

Strategy to realize opportunity and explanation of cost calculation
Access to the NextGenerationEU funds are subject to a specific business development effort. As a case study, in order to materialise the opportunity and access the funds there is a need to have dedicated employees for analysing documentation and identifying specific opportunities. In the specific case of the Construction business line (including rehabilitation) Ferrovial Construcción assigned in 2021 3 full-time employees dedicated to this function in Spain. Being the average remuneration 50,071 €, the total annual costs of accessing these funds are 150,213 €. Also, there are other internal and external resources performing regulation tracking activities (with an associated cost of 33,600), which contributes to materialise these kind of opportunities. As a result, in 2021, Ferrovial has participated in the execution of 92 projects associated with rehabilitation of buildings.

Comment

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
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, strategic subsidiary in water sector, its goal is to be able to help give access to safe and clean water. The company is aware of the climate change challenges will create on a basic resource like water, and thus is always looking for ways to improve water treatment plants efficiency, capacity and access.Through the Cadagua subsidiary, it is taking advantage of the business opportunities created by climate change by offering its cutting-edge and innovative water treatment services, helping to solve these challenges with the highest quality and respect for the enviroment.

In the context described above, and to provide solutions in the market through Ferrovial´s products and services, Cadagua counts with 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. As part of the result that entails the development of new products and technologies, Ferrovial has identified that 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
100142

Strategy to realize opportunity and explanation of cost calculation
Access to the NextGenerationEU funds are subject to a specific business development effort.

As a case study, in order to materialise the opportunity and access the funds there is a need to have dedicated employees for analysing documentation and identifying specific opportunities. In the specific case of Cadagua business line, in 2021 were assigned 2 full-time employees dedicated to this function in Spain. Being the average remuneration 50,071 €, the total costs of accessing these funds are 100,142 €.

As a result of the invested resources in the procurement of “NextGenerationEU” funds, in 2021, Ferrovial has developed 3 new projects.

Comment

C3. Business Strategy

C3.1

(C3.1) Does your organization's strategy include a transition plan that aligns with a 1.5°C world?

Row 1

Transition plan
Yes, we have a transition plan which aligns with a 1.5°C world

Publicly available transition plan
Yes

Mechanism by which feedback is collected from shareholders on your transition plan
We have a different feedback mechanism in place

Description of feedback mechanism
Ferrovial's Climate Change Strategy is approved by the Shareholders General Meeting and is the basis for the Management Committee and the Board of Directors to make strategic decisions on climate change.

To ensure constant feedback between strategy implementation and decision making, the Corporate Director of Sustainability is the main link between Senior Management and the operational level. Being the one who chairs both, the Sustainability and the Q&E Steering Committee, and who reports to the Board of Directors, the Management Committee, and the CEO.

Through the Sustainability Committee, the strategy is defined and compliance is supervised. This Committee is made up of the directors of the different business areas: Human Resources, General Secretariat, Occupational Health and Safety, Sustainability, Risks, Innovation, Corporate Responsibility, Investor Relations and Strategy.

On the other hand, through the Q&E Steering Committee, the strategy is executed, projects and activities are established and evaluated, and compliance with the applicable legal framework on climate change is ensured.

Q&E Steering Committee sessions are held on a quarterly basis, with the frequency increasing as necessary. Likewise, the CEO includes monthly climate change issues in his climate change agenda to follow up on all of the above.

Frequency of feedback collection
More frequently than annually

Attach any relevant documents which detail your transition plan (optional)
p.6 (Governance - Climate-Strategy)

Explain why your organization does not have a transition plan that aligns with a 1.5°C world and any plans to develop one in the future
<Not Applicable>

Explain why climate-related risks and opportunities have not influenced your strategy
<Not Applicable>

C3.2

(C3.2) Does your organization use climate-related scenario analysis to inform its strategy?

	Use of climate-related scenario analysis to inform strategy	Primary reason why your organization does not use climate-related scenario analysis to inform its strategy	Explain why your organization does not use climate-related scenario analysis to inform its strategy and any plans to use it in the future
Row 1	Yes, qualitative and quantitative	<Not Applicable>	<Not Applicable>

C3.2a

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

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Transition scenarios: IEA NZE 2050	Company-wide	<Not Applicable>	The scenario analysis based on transitional risks considered 2025, 2030 and 2050 as short, medium and long term time horizons, assuming that the company's activity will be impacted by climate change aspects, such as emerging regulations, trends in international standards, increased concern of stakeholders and shareholders… (e.g. the establishment of carbon tax mechanisms). Under these forecasts, the analysis has been carried out specifically by geography and business unit according to the available variables in each scenario since material inputs have been considered in all business units (Discount rate: average of inflation of the last 10 years according to OCDE in each country). - For each country analyzed the variables and assumptions used have been the ones provided for the more granular region available in the scenario. - Carbon pricing applied as a base cost in all of Ferrovial business areas in the geographies described in the scenario. We apply carbon pricing for each country considering short term (in which the impact is 0), mid term, and long term. The modality assumed for a carbon price is via tax. - For energy demand and mix, macro-economic, demographic and technological variables and assumptions the qualitative and quantitative data of the scenario are assumed. - Impacts on prices in the value chain are consider, although the analysis conducted has not consider impacts on availability. The scenario analysis has shown the repercussions that the materialization of different variables could have on Ferrovial's activities and access to markets and funding, identifying material issues related to stakeholders and financial aspects .

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Transition scenarios: IEA APS	Company-wide	<Not Applicable>	The scenario analysis based on transitional risks considered 2025, 2030 and 2050 as short, medium and long term time horizons, assuming that the company's activity will be impacted by climate change aspects, such as emerging regulations, trends in international standards, increased concern of stakeholders and shareholders… (e.g. the establishment of carbon tax mechanisms). Under these forecasts, the analysis has been carried out specifically by geography and business unit according to the available variables in each scenario since material inputs have been considered in all business units (Discount rate: average of inflation of the last 10 years according to OCDE in each country). - For each country analyzed the variables and assumptions used have been the ones provided for the more granular region available in the scenario. - Carbon pricing applied as a base cost in all of Ferrovial business areas in the geographies described in the scenario. We apply carbon pricing for each country considering short term (in which the impact is 0), mid term, and long term. The modality assumed for a carbon price is via tax. - For energy demand and mix, macro-economic, demographic and technological variables and assumptions the qualitative and quantitative data of the scenario are assumed. - Impacts on prices in the value chain are consider, although the analysis conducted has not consider impacts on availability. The scenario analysis has shown the repercussions that the materialization of different variables could have on Ferrovial's activities and access to markets and funding, identifying material issues related to stakeholders and financial aspects .
Transition scenarios: IEA STEPS (previously IEA NPS)	Company-wide	<Not Applicable>	The scenario analysis based on transitional risks considered 2025, 2030 and 2050 as short, medium and long term time horizons, assuming that the company's activity will be impacted by climate change aspects, such as emerging regulations, trends in international standards, increased concern of stakeholders and shareholders… (e.g. the establishment of carbon tax mechanisms). Under these forecasts, the analysis has been carried out specifically by geography and business unit according to the available variables in each scenario since material inputs have been considered in all business units (Discount rate: average of inflation of the last 10 years according to OCDE in each country). - For each country analyzed the variables and assumptions used have been the ones provided for the more granular region available in the scenario. - Carbon pricing applied as a base cost in all of Ferrovial business areas in the geographies described in the scenario. We apply carbon pricing for each country considering short term (in which the impact is 0), mid term, and long term. The modality assumed for a carbon price is via tax. - For energy demand and mix, macro-economic, demographic and technological variables and assumptions the qualitative and quantitative data of the scenario are assumed. - Impacts on prices in the value chain are consider, although the analysis conducted has not consider impacts on availability. The scenario analysis has shown the repercussions that the materialization of different variables could have on Ferrovial's activities and access to markets and funding, identifying material issues related to stakeholders and financial aspects .
Physical climate scenarios: RCP 2.6	Company-wide	<Not Applicable>	The scenario analysis based on physical risks considered as short, medium and long term time the following horizons: • Short-term: since present, with projections of climatic variables for the period 1986-2015. • Medium-term: since 2030, with projection of climatic variables for the period 2020-2049. • Long-term: since 2050, with projection of climatic variables for the period 2036-2065. - The average of several climate simulation models based on this scenario has been considered taking into account hazard indicators that have been grouped into the following categories: precipitation, droughts and water stress, floods, snow, sea level, temperature, fires and winds.. - The scope of the analysis has focused on construction and use phase of all infrastructures. - All climate-related hazards considered in the Appendix A of the EU Taxonomy Climate Delegated Act has been considered, deciding for each climate-related hazard and each infrastructure analyzed whether the climate-related hazard is applicable or not and the sensibility of the infrastructure to the climate-related hazard. - This analysis performed will be conducted and considered in the design and construction phase of each infrastructure , with the additional intention to provide our clients with the analysis for working together on the resilience of the infrastructure. The results showed that Ferrovial projects are adapted from their design to be resilient to the possible risks of climate change in the analysis of scenarios under physical risks.
Physical climate scenarios: RCP 4.5	Company-wide	<Not Applicable>	The scenario analysis based on physical risks considered as short, medium and long term time the following horizons: • Short-term: since present, with projections of climatic variables for the period 1986-2015. • Medium-term: since 2030, with projection of climatic variables for the period 2020-2049. • Long-term: since 2050, with projection of climatic variables for the period 2036-2065. - The average of several climate simulation models based on this scenario has been considered taking into account hazard indicators that have been grouped into the following categories: precipitation, droughts and water stress, floods, snow, sea level, temperature, fires and winds.. - The scope of the analysis has focused on construction and use phase of all infrastructures. - All climate-related hazards considered in the Appendix A of the EU Taxonomy Climate Delegated Act has been considered, deciding for each climate-related hazard and each infrastructure analyzed whether the climate-related hazard is applicable or not and the sensibility of the infrastructure to the climate-related hazard. - This analysis performed will be conducted and considered in the design and construction phase of each infrastructure , with the additional intention to provide our clients with the analysis for working together on the resilience of the infrastructure. The results showed that Ferrovial projects are adapted from their design to be resilient to the possible risks of climate change in the analysis of scenarios under physical risks.
Physical climate scenarios: RCP 6.0	Company-wide	<Not Applicable>	The scenario analysis based on physical risks considered as short, medium and long term time the following horizons: • Short-term: since present, with projections of climatic variables for the period 1986-2015. • Medium-term: since 2030, with projection of climatic variables for the period 2020-2049. • Long-term: since 2050, with projection of climatic variables for the period 2036-2065. - The average of several climate simulation models based on this scenario has been considered taking into account hazard indicators that have been grouped into the following categories: precipitation, droughts and water stress, floods, snow, sea level, temperature, fires and winds.. - The scope of the analysis has focused on construction and use phase of all infrastructures. - All climate-related hazards considered in the Appendix A of the EU Taxonomy Climate Delegated Act has been considered, deciding for each climate-related hazard and each infrastructure analyzed whether the climate-related hazard is applicable or not and the sensibility of the infrastructure to the climate-related hazard. - This analysis performed will be conducted and considered in the design and construction phase of each infrastructure , with the additional intention to provide our clients with the analysis for working together on the resilience of the infrastructure. The results showed that Ferrovial projects are adapted from their design to be resilient to the possible risks of climate change in the analysis of scenarios under physical risks.

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Physical climate scenarios: RCP 8.5	Company-wide	<Not Applicable>	The scenario analysis based on physical risks considered as short, medium and long term time the following horizons: • Short-term: since present, with projections of climatic variables for the period 1986-2015. • Medium-term: since 2030, with projection of climatic variables for the period 2020-2049. • Long-term: since 2050, with projection of climatic variables for the period 2036-2065. - The average of several climate simulation models based on this scenario has been considered taking into account hazard indicators that have been grouped into the following categories: precipitation, droughts and water stress, floods, snow, sea level, temperature, fires and winds.. - The scope of the analysis has focused on construction and use phase of all infrastructures. - All climate-related hazards considered in the Appendix A of the EU Taxonomy Climate Delegated Act has been considered, deciding for each climate-related hazard and each infrastructure analyzed whether the climate-related hazard is applicable or not and the sensibility of the infrastructure to the climate-related hazard. - This analysis performed will be conducted and considered in the design and construction phase of each infrastructure , with the additional intention to provide our clients with the analysis for working together on the resilience of the infrastructure. The results showed that Ferrovial projects are adapted from their design to be resilient to the possible risks of climate change in the analysis of scenarios under physical risks.

C3.2b

(C3.2b) Provide details of the focal questions your organization seeks to address by using climate-related scenario analysis, and summarize the results with respect to these questions.

Row 1

Focal questions

1. - What new policies, regulations and market tendencies will impact Ferrovial's different business lines and geographies?
2. Are our activities and the infrastructures which we build and operate resilient to the climate change projected impacts?

Results of the climate-related scenario analysis with respect to the focal questions

RESULTS FOR FOCAL QUESTION 1: With the climate-related scenario analysis conducted, Ferrovial has been able to determine potential impacts of potential policies, regulations and market tendencies for each business line and geography, concluding that the potential impacts differ widely between business lines. For example, the analysis performed conclude that the business line more affected by the potential development over time of market prices for key inputs and energy are Ferrovial Construction, Budimex, and Webber.

Also, Ferrovial has been able to detect new ways for adapting current services, products and solutions to a changing environment, as well as detect new different services, products and solutions that, thanks to our expertise, Ferrovial is able to develop. For example, Ferrovial has created a new business division (Ferrovial Energetic Infrastructures and Mobility) for entering in the renewable energy generation business and has started to develop a photovoltaic power plant in Seville, Spain.

RESULTS FOR FOCAL QUESTION 2: With the climate-related scenario analysis conducted, Ferrovial has been able to conclude that the majority of the infrastructures which the company builds and operates are resilient to the climate change projected impacts, and has been able to determine the resilience gap for each infrastructure. For example, Ferrovial has been able to confirm that all the roads that Cintra operates are, by design, adapted to the climate change projected impacts for the short term and the medium term.

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 is monitoring this risks through the “Supplier 360” application. This software uses advanced technology that is able to identify potential risks whether they be financial, environmental, legal, labor or reputational. In fiscal year 2021, its functionality has been extended to cover suppliers and sources of information in the USA and the UK. It has also been prepared to incorporate other business areas, such as Toll Roads, which will be able to use it regularly in 2022. At the end of 2021, were monitored 120 of the most relevant suppliers of Ferrovial Construction in these two markets, which represent more than 60% of supplier turnover in these countries.
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 2021, this portfolio of innovation initiatives included more than 128 projects that involved an investment of approximately 60 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 part of the R&D activity of Ferrovial, the Company has been working on new concepts and strategy to reduce emissions in its different business units. The new IKONGREEN modules are a case of study of electrical energy modules on site. They are equipped with a total of 72m2 of photovoltaic panels, which can be installed on the roofs of the cabins or at ground level, allowing the connection of machinery and charging of electric vehicles. The module reduces CO2 emissions and electricity costs by up to 90%, and it is estimated that the annual savings would be around 14,000 euros per module.
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 2021, 78% of the electricity consumed was produced from renewable sources. In 2021, Ferrovial has acquire 100% of the capital of the company that owns the permits, licenses and authorizations required to build and operate a photovoltaic plant in Seville Spain. The plant will contribute to avoiding more 46,000 tons of CO2 per year. • 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 2021, 78% of the electricity consumed was produced from renewable sources. 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.

C3.5

(C3.5) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's transition to a 1.5°C world?
No, but we plan to in the next two years

C4. Targets and performance

C4.1

(C4.1) Did you have an emissions target that was active in the reporting year?
Absolute target
Intensity target

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)
Scope 1
Scope 2

Scope 2 accounting method
Market-based

Scope 3 category(ies)
<Not Applicable>

Base year
2009

Base year Scope 1 emissions covered by target (metric tons CO2e)
892296

Base year Scope 2 emissions covered by target (metric tons CO2e)
150959

Base year Scope 3 emissions covered by target (metric tons CO2e)
<Not Applicable>

Total base year emissions covered by target in all selected Scopes (metric tons CO2e)
1043255

Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1
100

Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2
100

Base year Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)
<Not Applicable>

Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes
100

Target year
2030

Targeted reduction from base year (%)
32

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]
709413.4

Scope 1 emissions in reporting year covered by target (metric tons CO2e)
761314

Scope 2 emissions in reporting year covered by target (metric tons CO2e)
36752

Scope 3 emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)
798066

% of target achieved relative to base year [auto-calculated]
73.4447115038989

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 target coverage and identify any exclusions
In absolute terms, the target is to reduce 32% by 2030 from 2009 base-year. By 2021 Ferrovial achieved a reduction of 245,189 tCO2e (245,189 tCO2e reduction of emissions in 2021 divided by 1,043,255 tCO2e emissions in 2009 base year = 23,50 %). In other words, 73,43% of the target was achieved (23,50 % of reduction divided by 32 % of target = 73,43% target achieved). This is evidence that a growth in business no longer necessarily entails extra emissions.

Plan for achieving target, and progress made to the end of the reporting year
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 2021, Ferrovial Group consumed 78% 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

List the emissions reduction initiatives which contributed most to achieving this target
<Not Applicable>

Target reference number
Abs 2

Year target was set
2016

Target coverage
Company-wide

Scope(s)
Scope 3

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)
Category 4: Upstream transportation and distribution
Category 5: Waste generated in operations
Category 6: Business travel
Category 7: Employee commuting
Category 8: Upstream leased assets
Category 11: Use of sold products
Category 12: End-of-life treatment of sold products
Category 15: Investments

Base year
2012

Base year Scope 1 emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 2 emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3 emissions covered by target (metric tons CO2e)
2853661

Total base year emissions covered by target in all selected Scopes (metric tons CO2e)
2853661

Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1
<Not Applicable>

Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2
<Not Applicable>

Base year Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)
55

Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes
55

Target year
2030

Targeted reduction from base year (%)
20

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]
2282928.8

Scope 1 emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 2 emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3 emissions in reporting year covered by target (metric tons CO2e)
1295212.06

Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)
1295212.06

% of target achieved relative to base year [auto-calculated]
273.061330690646

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 target coverage and identify any exclusions
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 2021, Ferrovial has reduced covered scope 3 emissions by 1,558,449 tCO2eq. This divided by 2,853,661 tCO2eq (covered emissions in base year), results in a 54.61% emissions reduction. As the target was to reduce 20% of base year emissions, the target is 273.06% achieved.

Plan for achieving target, and progress made to the end of the reporting year
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.

List the emissions reduction initiatives which contributed most to achieving this target
<Not Applicable>

Target reference number
Abs 3

Year target was set
2020

Target coverage
Company-wide

Scope(s)
Scope 1
Scope 2

Scope 2 accounting method
Market-based

Scope 3 category(ies)
<Not Applicable>

Base year
2009

Base year Scope 1 emissions covered by target (metric tons CO2e)
892296

Base year Scope 2 emissions covered by target (metric tons CO2e)
150959

Base year Scope 3 emissions covered by target (metric tons CO2e)
<Not Applicable>

Total base year emissions covered by target in all selected Scopes (metric tons CO2e)
1043255

Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1
100

Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2
100

Base year Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)
<Not Applicable>

Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes
100

Target year
2050

Targeted reduction from base year (%)
80

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]
208651

Scope 1 emissions in reporting year covered by target (metric tons CO2e)
761314

Scope 2 emissions in reporting year covered by target (metric tons CO2e)
36752

Scope 3 emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)
798066

% of target achieved relative to base year [auto-calculated]
29.3778846015595

Target status in reporting year
Underway

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

Target ambition
<Not Applicable>

Please explain target coverage and identify any exclusions
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.

Plan for achieving target, and progress made to the end of the reporting year
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.

List the emissions reduction initiatives which contributed most to achieving this target
<Not Applicable>

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)
Scope 1
Scope 2

Scope 2 accounting method
Market-based

Scope 3 category(ies)
<Not Applicable>

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

Base year
2009

Intensity figure in base year for Scope 1 (metric tons CO2e per unit of activity)
73.77

Intensity figure in base year for Scope 2 (metric tons CO2e per unit of activity)
12.48

Intensity figure in base year for Scope 3 (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)
86.25

% of total base year emissions in Scope 1 covered by this Scope 1 intensity figure
100

% of total base year emissions in Scope 2 covered by this Scope 2 intensity figure
100

% of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this Scope 3 intensity figure
<Not Applicable>

% of total base year emissions in all selected Scopes covered by this intensity figure
100

Target year
2030

Targeted reduction from base year (%)
42.9

Intensity figure in target year for all selected Scopes (metric tons CO2e per unit of activity) [auto-calculated]
49.24875

% change anticipated in absolute Scope 1+2 emissions
32

% change anticipated in absolute Scope 3 emissions
0

Intensity figure in reporting year for Scope 1 (metric tons CO2e per unit of activity)
64.37

Intensity figure in reporting year for Scope 2 (metric tons CO2e per unit of activity)
3.107

Intensity figure in reporting year for Scope 3 (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)
67.48

% of target achieved relative to base year [auto-calculated]
50.7280159454072

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 target coverage and identify any exclusions
There are no relevant exclusions in the targets, which includes all scope 1 and 2.

Plan for achieving target, and progress made to the end of the reporting 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 2021, Ferrovial Group consumed 78 % 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.

List the emissions reduction initiatives which contributed most to achieving this target
<Not Applicable>

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: energy carrier
Electricity

Target type: activity
Consumption

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

Base year
2009

Consumption or production of selected energy carrier in base year (MWh)
1383702

% share of low-carbon or renewable energy in base year
2

Target year
2025

% share of low-carbon or renewable energy in target year
100

% share of low-carbon or renewable energy in reporting year
78

% of target achieved relative to base year [auto-calculated]
77.5510204081633

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 target coverage and identify any exclusions
In 2021, Ferrovial consumed 78% of electricity from renewable sources (purchased with certificate or origin and produced by the company) (239.528 MWh from renewable sources divided by 307.322 MWh of total electricity consumption in 2021 = 78% electricity from renewable sources). Ferrovial commits to have 100% electricity consumption obtained from renewable sources by 2025, this represent a 78% of the target achieved in 2021.

Plan for achieving target, and progress made to the end of the reporting year
In 2021, Ferrovial has acquire 100% of the capital of the company that owns the permits, licenses and authorizations required to build and operate a 50 MWp photovoltaic plant in Seville Spain. The contract includes the installation of more than 90,000 bifacial photovoltaic modules on single-axis trackers, which, together with its location in an area of high solar radiation, will enable the plant to inject an estimated production of 105 GWh/year of electricity (2,104 MWh/MWp) into the grid, equivalent to the consumption of approximately 26,000 homes. The installation will also contribute to avoiding the emission of more than 46,000 tons of CO2 per year.
Most of the plant's electricity production will be used for Ferrovial's electricity consumption, which, in this regard, is progressing towards the achievement of its sustainability and decarbonization targets, which include 100% of the group's electricity consumption coming from renewable sources by 2025.

List the actions which contributed most to achieving this target
<Not Applicable>

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
Abs1
Abs3

Target year for achieving net zero
2050

Is this a science-based target?
Yes, we consider this a science-based target, and we have committed to seek validation of this target by the Science Based Targets initiative in the next 2 years

Please explain target coverage and identify any exclusions
The company began its commitment to climate action in 2009 and it has progressively set increasingly ambitious goals. Since 2020, Ferrovial 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.

Do you intend to neutralize any unabated emissions with permanent carbon removals at the target year?
Yes

Planned milestones and/or near-term investments for neutralization at target year
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.
Through our project, “Proyecto Compensa”, we have established a nature-based solution focusing on forest restoration in burned or agricultural areas in order to absorb emissions. This initiative aims to recover the vegetation of an agricultural area devoid of trees, turning it into a CO2 absorption forest.

Planned actions to mitigate emissions beyond your value chain (optional)

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	3	2766.88
To be implemented*	5	39640.95
Implementation commenced*	0	0
Implemented*	6	120948
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

Company policy or behavioral change	Other, please specify ((Reduction of earth transportation distances))

Estimated annual CO2e savings (metric tonnes CO2e)
541

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 3 category 4: Upstream transportation & distribution

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
334013

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

Payback period
<1 year

Estimated lifetime of the initiative
<1 year

Comment
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, and consist on a process' improvement and thus it does not require any investment.

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) or Scope 3 category(ies) where emissions savings occur
Scope 1

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

Low-carbon energy generation	Biogas

Estimated annual CO2e savings (metric tonnes CO2e)
8064

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 1
Scope 2 (market-based)

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
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

Low-carbon energy consumption	Low-carbon electricity mix

Estimated annual CO2e savings (metric tonnes CO2e)
67567

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 2 (location-based)

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
0

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

Payback period
<1 year

Estimated lifetime of the initiative
Ongoing

Comment
In 2021, Ferrovial consumed 239,527 Mwh of renewable electricity. These practices are implanted annually, and consist on a process' improvement and thus it does not require any investment.

Initiative category & Initiative type

Transportation	Other, please specify ((fleet vehicles))

Estimated annual CO2e savings (metric tonnes CO2e)
6927

Scope(s) or Scope 3 category(ies) where emissions savings occur
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
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 ((Process emissions reduction))

Estimated annual CO2e savings (metric tonnes CO2e)
35409

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 1
Scope 2 (market-based)
Scope 3 category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
4172793

Investment required (unit currency – as specified in C0.4)
7624000

Payback period
4-10 years

Estimated lifetime of the initiative
Ongoing

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.

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 the last two years, 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. In this sense, in 2021, the General Shareholders' Meeting has approved the Climate Change strategy. Document that sets main guidelines and goals that promote the development of the company and the mitigation of its impact on climate.
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?

Yes

C4.5a

(C4.5a) Provide details of your products and/or services that you classify as low-carbon products.

Level of aggregation
Group of products or services

Taxonomy used to classify product(s) or service(s) as low-carbon
The EU Taxonomy for environmentally sustainable economic activities

Type of product(s) or service(s)

Power	Solar PV

Description of product(s) or service(s)
Ferrovial is carrying out the installation of more than 90,000 bifacial photovoltaic modules on single-axis trackers, which, together with its location in an area of high solar radiation, will enable the plant to inject an estimated production of 105 GWh/year of electricity (2,104 MWh/MWp) into the grid, equivalent to the consumption of approximately 26,000 homes. The installation
will also contribute to avoiding the emission of more than 46,000 tons of CO2 per year.

Have you estimated the avoided emissions of this low-carbon product(s) or service(s)
Yes

Methodology used to calculate avoided emissions
Estimating and Reporting the Comparative Emissions Impacts of Products (WRI)

Life cycle stage(s) covered for the low-carbon product(s) or services(s)
Use stage

Functional unit used
Energy production

Reference product/service or baseline scenario used
Spanish energy mix

Life cycle stage(s) covered for the reference product/service or baseline scenario
Use stage

Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario
46000

Explain your calculation of avoided emissions, including any assumptions
To calculate the avoided emissions that Ferrovial`s photovoltaic plant is contributed with, the estimated production of annual energy production has been multiplied by the energy mix of the country (in this case, Spain).

Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year
1

C5. Emissions methodology

C5.1

(C5.1) Is this your first year of reporting emissions data to CDP?
No

C5.1a

(C5.1a) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

Row 1

Has there been a structural change?
Yes, a divestment

Name of organization(s) acquired, divested from, or merged with
Broadspectrum

Details of structural change(s), including completion dates
In 2021, Ferrovial has completed the sale of Broadspectrum, services division that had operations mostly in Australia and New Zeland, but also in the United States, Canada and Chile.
Broadspectrum´s activity was part of Ferrovial Services International, and its divestment commenced in February 2019. This decision is result of an overall strategic review of all the businesses aimed at focusing the company's future on the development of infrastructure, this being a business line classified as the prime source of value and returns for shareholders.
The sale of Broadspectrum is one of the first steps in the business transformation that contemplates other Ferrovial Services businesses ongoing (including the Spain, UK and international markets).

C5.1b

(C5.1b) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

	Change(s) in methodology, boundary, and/or reporting year definition?	Details of methodology, boundary, and/or reporting year definition change(s)
Row 1	No	<Not Applicable>

C5.1c

(C5.1c) Have your organization's base year emissions been recalculated as result of the changes or errors reported in C5.1a and C5.1b?

	Base year recalculation	Base year emissions recalculation policy, including significance threshold
Row 1	Yes	In its procedure, Ferrovial states that its base year is 2009 and that it will proceed to recalculate its inventory whenever there is a structural change, a change in the calculation methodology (emission factors, approach...) or changes in annual consumption. The significant threshold is set to 5%.

C5.2

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

Scope 1

Base year start
January 1 2009

Base year end
December 31 2009

Base year emissions (metric tons CO2e)
892296

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)
158586

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)
150959

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 3 category 1: Purchased goods and services

Base year start
January 1 2012

Base year end
December 31 2012

Base year emissions (metric tons CO2e)
1756274

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

Scope 3 category 2: Capital goods

Base year start
January 1 2012

Base year end
December 31 2012

Base year emissions (metric tons CO2e)
569407

Comment
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

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

Base year start
January 1 2012

Base year end
December 31 2012

Base year emissions (metric tons CO2e)
191927

Comment
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

Scope 3 category 4: Upstream transportation and distribution

Base year start
January 1 2012

Base year end
December 31 2012

Base year emissions (metric tons CO2e)
560420

Comment
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.

Scope 3 category 5: Waste generated in operations

Base year start
January 1 2012

Base year end
December 31 2012

Base year emissions (metric tons CO2e)
191948

Comment
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

Scope 3 category 6: Business travel

Base year start
January 1 2012

Base year end
December 31 2012

Base year emissions (metric tons CO2e)
6606

Comment
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

Scope 3 category 7: Employee commuting

Base year start
January 1 2012

Base year end
December 31 2012

Base year emissions (metric tons CO2e)
792

Comment
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

Scope 3 category 8: Upstream leased assets

Base year start
January 1 2012

Base year end
December 31 2012

Base year emissions (metric tons CO2e)
1405

Comment
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.

Scope 3 category 9: Downstream transportation and distribution

Base year start
January 1 2012

Base year end
December 31 2012

Base year emissions (metric tons CO2e)
0

Comment
Ferrovial does not sell products that are transported or stored.
Due to Ferrovial's business model, this category is not considered material in the calculation of the carbon footprint, Scope 3.

Scope 3 category 10: Processing of sold products

Base year start
January 1 2012

Base year end
December 31 2012

Base year emissions (metric tons CO2e)
0

Comment
Ferrovial does not have products that will be transformed or included in another process to obtain another product.
Due to Ferrovial's business model, this category is not considered material in the calculation of the carbon footprint, Scope 3.

Scope 3 category 11: Use of sold products

Base year start
January 1 2012

Base year end
December 31 2012

Base year emissions (metric tons CO2e)
478824

Comment
Ferrovial does not have products that will be transformed or included in another process to obtain another product.
Due to Ferrovial's business model, this category is not considered material in the calculation of the carbon footprint, Scope 3.

Scope 3 category 12: End of life treatment of sold products

Base year start
January 1 2012

Base year end
December 31 2012

Base year emissions (metric tons CO2e)
0

Comment
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.

Scope 3 category 13: Downstream leased assets

Base year start
January 1 2012

Base year end
December 31 2012

Base year emissions (metric tons CO2e)
0

Comment
Ferrovial has no assets that it rents out to other companies.
Due to Ferrovial's business model, this category is not considered material in the calculation of the carbon footprint, Scope 3.

Scope 3 category 14: Franchises

Base year start
January 1 2012

Base year end
December 31 2012

Base year emissions (metric tons CO2e)
0

Comment
Ferrovial does not act as a franchisor.
Due to Ferrovial's business model, this category is not considered material in the calculation of the carbon footprint, Scope 3.

Scope 3 category 15: Investments

Base year start
January 1 2012

Base year end
December 31 2012

Base year emissions (metric tons CO2e)
1364372

Comment
It accounts for emissions related to investments in UK airports and motorways over which there is no operational control.
Considering the share of the following sources:
• Scope 1&2.
• The most significant Scope 3 items, which are: Air traffic movements, Employee Commuting and Passenger transport in the case of airports and the emissions produced by the use of the motorway by vehicles.
All airports do an independent external verification of their emissions. Once the data (consumption and emissions) has been verified, it is provided to Ferrovial to be included in its inventory.

Scope 3: Other (upstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (downstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

C5.3

(C5.3) 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)
761314

Start date
January 1 2021

End date
December 31 2021

Comment

Past year 1

Gross global Scope 1 emissions (metric tons CO2e)
795517

Start date
January 1 2020

End date
December 31 2020

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)
888971

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 3

Gross global Scope 1 emissions (metric tons CO2e)
892296

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
109266

Scope 2, market-based (if applicable)
36752

Start date
January 1 2021

End date
December 31 2021

Comment
In 2021, the most current emissions factors from the International Energy Agency have been used

Past year 1

Scope 2, location-based
117293

Scope 2, market-based (if applicable)
47276

Start date
January 1 2020

End date
December 31 2020

Comment

Past year 2

Scope 2, location-based
125030

Scope 2, market-based (if applicable)
60562

Start date
January 1 2019

End date
December 31 2019

Comment
In 2019, the most current emissions factors from the International Energy Agency have been used

Past year 3

Scope 2, location-based
158586

Scope 2, market-based (if applicable)
150959

Start date
January 1 2009

End date
December 31 2009

Comment

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

Emissions in reporting year (metric tons CO2e)
1144190

Emissions calculation methodology
Average product method

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

Please explain
(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.

Capital goods

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
191884

Emissions calculation methodology
Spend-based method
Average product method

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

Please explain
(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").

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

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
102406

Emissions calculation methodology
Fuel-based method

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

Please explain
(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

Upstream transportation and distribution

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
552731

Emissions calculation methodology
Average data method
Average product method

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

Please explain
(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

Waste generated in operations

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
99220

Emissions calculation methodology
Waste-type-specific method

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

Please explain
(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

Business travel

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
2515

Emissions calculation methodology
Distance-based method

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

Please explain
(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

Employee commuting

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
1673

Emissions calculation methodology
Average data method
Distance-based method

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

Please explain
(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.

Upstream leased assets

Evaluation status
Not relevant, calculated

Emissions in reporting year (metric tons CO2e)
0

Emissions calculation methodology
Spend-based method

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

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

Emissions in reporting year (metric tons CO2e)
0

Emissions calculation methodology
Spend-based method

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

Please explain
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.

Processing of sold products

Evaluation status
Not relevant, calculated

Emissions in reporting year (metric tons CO2e)
0

Emissions calculation methodology
Average product method

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

Please explain
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.

Use of sold products

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
249853

Emissions calculation methodology
Average data method
Distance-based method

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

Please explain
(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, I

End of life treatment of sold products

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
59894

Emissions calculation methodology
Waste-type-specific method

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

Please explain
(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.

Downstream leased assets

Evaluation status
Not relevant, calculated

Emissions in reporting year (metric tons CO2e)
0

Emissions calculation methodology
Spend-based method

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

Please explain
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

Franchises

Evaluation status
Not relevant, calculated

Emissions in reporting year (metric tons CO2e)
0

Emissions calculation methodology
Spend-based method

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

Please explain
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

Investments

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
445526

Emissions calculation methodology
Average data method
Distance-based method
Investment-specific method

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

Please explain
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 emissions. 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.

Other (upstream)

Evaluation status

Emissions in reporting year (metric tons 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

Emissions in reporting year (metric tons 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

C6.5a

(C6.5a) Disclose or restate your Scope 3 emissions data for previous years.

Past year 1

Start date
January 1 2020

End date
December 31 2020

Scope 3: Purchased goods and services (metric tons CO2e)
1021375

Scope 3: Capital goods (metric tons CO2e)
411535

Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)
121965

Scope 3: Upstream transportation and distribution (metric tons CO2e)
476642

Scope 3: Waste generated in operations (metric tons CO2e)
125990

Scope 3: Business travel (metric tons CO2e)
1796

Scope 3: Employee commuting (metric tons CO2e)
1645

Scope 3: Upstream leased assets (metric tons CO2e)
0

Scope 3: Downstream transportation and distribution (metric tons CO2e)
0

Scope 3: Processing of sold products (metric tons CO2e)
0

Scope 3: Use of sold products (metric tons CO2e)
209022

Scope 3: End of life treatment of sold products (metric tons CO2e)
23152

Scope 3: Downstream leased assets (metric tons CO2e)
0

Scope 3: Franchises (metric tons CO2e)
0

Scope 3: Investments (metric tons CO2e)
774570

Scope 3: Other (upstream) (metric tons CO2e)

Scope 3: Other (downstream) (metric tons CO2e)

Comment

Past year 2

Start date
January 1 2019

End date
December 31 2019

Scope 3: Purchased goods and services (metric tons CO2e)
1102148

Scope 3: Capital goods (metric tons CO2e)
118081

Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)
136217

Scope 3: Upstream transportation and distribution (metric tons CO2e)
477374

Scope 3: Waste generated in operations (metric tons CO2e)
141389

Scope 3: Business travel (metric tons CO2e)
7232

Scope 3: Employee commuting (metric tons CO2e)
1763

Scope 3: Upstream leased assets (metric tons CO2e)
0

Scope 3: Downstream transportation and distribution (metric tons CO2e)
0

Scope 3: Processing of sold products (metric tons CO2e)
0

Scope 3: Use of sold products (metric tons CO2e)
499904

Scope 3: End of life treatment of sold products (metric tons CO2e)
31667

Scope 3: Downstream leased assets (metric tons CO2e)
0

Scope 3: Franchises (metric tons CO2e)
0

Scope 3: Investments (metric tons CO2e)
864782

Scope 3: Other (upstream) (metric tons CO2e)

Scope 3: Other (downstream) (metric tons CO2e)

Comment

Past year 3

Start date
January 1 2012

End date
December 31 2012

Scope 3: Purchased goods and services (metric tons CO2e)
1756724

Scope 3: Capital goods (metric tons CO2e)
569407

Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)
191927

Scope 3: Upstream transportation and distribution (metric tons CO2e)
560420

Scope 3: Waste generated in operations (metric tons CO2e)
191948

Scope 3: Business travel (metric tons CO2e)
6606

Scope 3: Employee commuting (metric tons CO2e)
792

Scope 3: Upstream leased assets (metric tons CO2e)
1405

Scope 3: Downstream transportation and distribution (metric tons CO2e)
0

Scope 3: Processing of sold products (metric tons CO2e)
0

Scope 3: Use of sold products (metric tons CO2e)
478824

Scope 3: End of life treatment of sold products (metric tons CO2e)
57368

Scope 3: Downstream leased assets (metric tons CO2e)
0

Scope 3: Franchises (metric tons CO2e)
0

Scope 3: Investments (metric tons CO2e)
1364372

Scope 3: Other (upstream) (metric tons CO2e)

Scope 3: Other (downstream) (metric tons CO2e)

Comment

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	712231	

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
0.000118

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
798066

Metric denominator
unit total revenue

Metric denominator: Unit total
6788000000

Scope 2 figure used
Market-based

% change from previous year
14.32

Direction of change
Decreased

Reason for change
In 2021 Ferrovial decreased its emissions in relative terms by 14.32% compared to 2020. This is the result of an increase in revenues as well as a significant decrease in emissions.
In 2021, scope1&2 emissions have decreased by 4.3% and 22.26% respectively, and revenues have increased by 3.92%.
Some of the main initiatives that have been carried out during 2021 are: - Comprehensive energy efficiency services in buildings and street lightning in Spain. - Use of vehicles with alternative fuels
- The revalorize of 9,500 annualtons 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	515942	IPCC Second Assessment Report (SAR - 50 year)
CH4	244991	IPCC Second Assessment Report (SAR - 50 year)
N2O	381	IPCC Second Assessment Report (SAR - 50 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	138.13
Australia	3.82
Canada	8622
Chile	24584.89
Colombia	3003.37
Slovakia	4764.91
Spain	327215.84
France	8.76
Peru	919.01
Poland	55630.8
Portugal	47146.3
Puerto Rico	777.94
United Kingdom of Great Britain and Northern Ireland	219995.69
United States of America	68502.27

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)	12.92
Construction (Ferrovial Construction, Budimex, Webber, Cadagua)	169736.95
Corporation (Ferrovial Corporation)	165.55
toll roads (Cintra)	1783.89
Services (Amey, Ferrovial Services,)	589614.43

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,)	589614.43
Water treatment plants (Cadagua)	606.31
Infrastructure management (Cintra)	1783.89
Construction (Ferrovial Construction, Budimex, Webber)	169130.34
Corporation	165.55
Electric transmission line (Transchile)	12.92

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)
Australia	8	8
Canada	396	396
Chile	93	93
Colombia	34	34
Slovakia	143	143
Spain	59874	4477
France	2	2
Poland	15026	15026
Portugal	1735	717
Puerto Rico	8	8
United Kingdom of Great Britain and Northern Ireland	15001	102
United States of America	16946	15746

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)	51420	21836
Corporation (Ferrovial Corporation)	373	373
Toll roads (Cintra)	4999	886
Services (Amey, Ferrovial Services)	52474	13657
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)	52474	13657
Water treatment plants (Cadagua)	27885	1533
Infrastructure management (Cintra)	4999	886
Construction (Ferrovial Construction, Budimex, Webber)	23535	20303
Corporation	373	373
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	1428.56	Decreased	0.16	The calculation on the reduction of emissions has been calculated based on the difference in renewable energy consumption between 2020 and 2021 in the countries in which the most representative operation of Ferrovial is focused (Spain, Poland, Portugal, United Kingdom and USA). For Spain, the renewable energy consumption between 2020 and 2021 has decreased by 18,487,868 kWh (6,324.7 tCO2e increased); in Poland it has decreased by 687,750 kWh (557.74 tCO2e increased); in Portugal, consumption has been reduced by 361,198 kWh (92.48 tCO2e increased). In the case of the UK and USA, energy renewable consumption has increased between 2020 and 2021 as follows: UK 36,775,562 kWh (7,808.56 tCO2e decreased) and USA 1,331,691 (594.92 tCO2e increased). Taking into account the decreases and increases in consumption as explained above for each country, there is a net increase of renewable energy consumption and the net reduction in tCO2e is: 1,428.56 tCO2e (6,324.7 tCO2e + 557.74 tCO2e + 92.48 tCO2e - 7,808.56 tCO2e - 594.92 tCO2e = 1,428.56 tCO2e). Dividing the total change on emissions by 842,793 tCO2e that were Scope 1&2 emissions in 2020, and multiplied per 100, represents =0.16%.
Other emissions reduction activities	43299	Decreased	5.1	In 2021, Ferrovial achieved a reduction of 43,299 tCO2e from Scope 1&2 emissions, related to efficiency activities. Emissions from Scope 1 in 2021 were 761,314 tonCO2, while in 2020 emissions were 795,517 tonCO2. The difference is 34,203 tCO2e which are the reduced emissions due to implementation of energy efficiency measures in fixed and mobiles sources in Ferrovial construction Webber, Cintra and Amey. Emissions from Scope 2 in 2021 were 36,752 tonCO2, while in 2020 emissions were 47,276 tonCO2.The difference is 10524 tCO2e, which 1,428 are the reduced emissions derived from the increase of renewable energy consumption (see above) and the rest (9,096 tCO2e) are due to the implementation of energy efficiency measures of scopes 1&2. Dividing the total change on emissions (34,203 + 9,096 = 43,299 tCO2e) by 842,793 tCO2e that were Scope 1&2 emissions in 2020, and multiplied by 100, represents =5.1%.
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	1377927	1377927
Consumption of purchased or acquired electricity	<Not Applicable>	208377	67794	276171
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>	31150	<Not Applicable>	31150
Total energy consumption	<Not Applicable>	239527	1445721	1685248

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.

Sustainable biomass

Heating value
LHV

Total fuel MWh consumed by the organization
0

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>

Comment
Fuel type not consumed by Ferrovial

Other biomass

Heating value
LHV

Total fuel MWh consumed by the organization
0

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>

Comment
Fuel type not consumed by Ferrovial

Other renewable fuels (e.g. renewable hydrogen)

Heating value
LHV

Total fuel MWh consumed by the organization
0

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>

Comment
Fuel type not consumed by Ferrovial

Coal

Heating value
LHV

Total fuel MWh consumed by the organization
85941

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>

Comment

Oil

Heating value
LHV

Total fuel MWh consumed by the organization
1233087.74

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>

Comment

Gas

Heating value
LHV

Total fuel MWh consumed by the organization
58988.77

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>

Comment

Other non-renewable fuels (e.g. non-renewable hydrogen)

Heating value
LHV

Total fuel MWh consumed by the organization
0

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>

Comment
Fuel type not consumed by Ferrovial

Total fuel

Heating value
LHV

Total fuel MWh consumed by the organization
1378017.94

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>

Comment

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	31150	31550	31150	31150
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 or near-zero emission factor in the market-based Scope 2 figure reported in C6.3.

Sourcing method
Direct procurement from an off-site grid- connected generator e.g. Power purchase agreement (PPA)

Energy carrier
Electricity

Low-carbon technology type
Wind

Country/area of low-carbon energy consumption
United Kingdom of Great Britain and Northern Ireland

Tracking instrument used
REGO

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)
110742.73

Country/area of origin (generation) of the low-carbon energy or energy attribute
United Kingdom of Great Britain and Northern Ireland

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)
2009

Comment
Renewable energy purchased by Amey is REGO backed 100% certified green energy from Carno II Wind Farm, Carno, Powys, SY17 5JT. This REGO scheme is administered by OFGEM, the energy regulator, which ensures an independent oversight.

C8.2g

(C8.2g) Provide a breakdown of your non-fuel energy consumption by country.

Country/area
Australia

Consumption of electricity (MWh)
12

Consumption of heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
12

Is this consumption excluded from your RE100 commitment?
<Not Applicable>

Country/area
Canada

Consumption of electricity (MWh)
2981

Consumption of heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
2981

Is this consumption excluded from your RE100 commitment?
<Not Applicable>

Country/area
Chile

Consumption of electricity (MWh)
225

Consumption of heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
225

Is this consumption excluded from your RE100 commitment?
<Not Applicable>

Country/area
Colombia

Consumption of electricity (MWh)
167

Consumption of heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
167

Is this consumption excluded from your RE100 commitment?
<Not Applicable>

Country/area
Slovakia

Consumption of electricity (MWh)
721

Consumption of heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
721

Is this consumption excluded from your RE100 commitment?
<Not Applicable>

Country/area
Spain

Consumption of electricity (MWh)
175019

Consumption of heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
175019

Is this consumption excluded from your RE100 commitment?
<Not Applicable>

Country/area
France

Consumption of electricity (MWh)
53

Consumption of heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
53

Is this consumption excluded from your RE100 commitment?
<Not Applicable>

Country/area
Poland

Consumption of electricity (MWh)
18529

Consumption of heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
18529

Is this consumption excluded from your RE100 commitment?
<Not Applicable>

Country/area
Portugal

Consumption of electricity (MWh)
6775

Consumption of heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
6775

Is this consumption excluded from your RE100 commitment?
<Not Applicable>

Country/area
Puerto Rico

Consumption of electricity (MWh)
16

Consumption of heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
16

Is this consumption excluded from your RE100 commitment?
<Not Applicable>

Country/area
United Kingdom of Great Britain and Northern Ireland

Consumption of electricity (MWh)
64893

Consumption of heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
64893

Is this consumption excluded from your RE100 commitment?
<Not Applicable>

Country/area
United States of America

Consumption of electricity (MWh)
37932

Consumption of heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
37932

Is this consumption excluded from your RE100 commitment?
<Not Applicable>

C9. Additional metrics

C9.1

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

Description
Waste

Metric value
293667

Metric numerator

ton of non-hazardous waste

Metric denominator (intensity metric only)

% change from previous year
29.99

Direction of change
Decreased

Please explain
In 2021 Ferrovial implemented measures to reduce non-hazardous waste achieving a reduction of 29.99% (293,667 tonnes in 2021 divided by 419,524 in 2020)

Description
Waste

Metric value
14902

Metric numerator
ton of hazardous waste

Metric denominator (intensity metric only)

% change from previous year
40.43

Direction of change
Decreased

Please explain
In 2021 Ferrovial implemented measures to reduce hazardous waste achieving a reduction of 40.43% (14902 tonnes in 2021 divided by 25017 in 2020)

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_2021_Ferrovial_.pdf

Page/ section reference
42-44

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_2021_Ferrovial_.pdf

Page/ section reference
42-44

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
Scope 3: Capital goods
Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)
Scope 3: Upstream transportation and distribution
Scope 3: Waste generated in operations
Scope 3: Business travel
Scope 3: Employee commuting
Scope 3: Upstream leased assets
Scope 3: Investments
Scope 3: Downstream transportation and distribution
Scope 3: Processing of sold products
Scope 3: Use of sold products
Scope 3: End-of-life treatment of sold products
Scope 3: Downstream leased assets
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_2021_Ferrovial_.pdf

Page/section reference
42-44

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 2021, 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 2021, 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 2021, 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 2021, 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 2021, 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

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)

5132

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

5132

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 15 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), 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/clients
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 & Details of engagement

Education/information sharing	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

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 44727 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.

(i) 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.

(ii) 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.

(iii) 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.

(i) 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.

(ii) 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.

(iii) 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

(iv) 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.

C12.2

(C12.2) Do your suppliers have to meet climate-related requirements as part of your organization’s purchasing process?

Yes, suppliers have to meet climate-related requirements, but they are not included in our supplier contracts

C12.2a

(C12.2a) Provide details of the climate-related requirements that suppliers have to meet as part of your organization's purchasing process and the compliance mechanisms in place.

Climate-related requirement
Complying with regulatory requirements

Description of this climate related requirement
Ferrovial suppliers are required by contract to comply with the suppliers code of ethics, which requires all our suppliers to comply with the legislation that is applicable at all times in the countries in which Ferrovial operates (including climate-related legislation). This Suppliers Code of Ethics applies to all Suppliers of Ferrovial, S.A. and the companies that make up its Group, regardless of their business sector, geographical location or activity. Ferrovial reserves the right to carry out checks on the integrity of its Suppliers, who must cooperate in the due diligence process. In addition, Ferrovial may terminate the contractual relationship with those suppliers who fail to comply with any of the principles established in this Suppliers Code of Ethics. The Supplier may report any irregular practices related to non-compliance with or breach of the principles contained in this Suppliers Code of Ethics through the Ethics Line available on the Ferrovial website

% suppliers by procurement spend that have to comply with this climate-related requirement
100

% suppliers by procurement spend in compliance with this climate-related requirement
100

Mechanisms for monitoring compliance with this climate-related requirement
Grievance mechanism/Whistleblowing hotline

Response to supplier non-compliance with this climate-related requirement
Other, please specify ((Possibility of terminating the contractual relationship due to non-compliance))
codigo-etico-de-proveedores-ferrovial.pdf

Climate-related requirement
Other, please specify (Assuming the best environmental practices in all its activities)

Description of this climate related requirement
Ferrovial suppliers are required by contract to comply with the suppliers code of ethics, which requires all our suppliers to assuming the best environmental practices in all its activities (including practices related to climate change). This Suppliers Code of Ethics applies to all Suppliers of Ferrovial, S.A. and the companies that make up its Group, regardless of their business sector, geographical location or activity. Ferrovial reserves the right to carry out checks on the integrity of its Suppliers, who must cooperate in the due diligence process. In addition, Ferrovial may terminate the contractual relationship with those suppliers who fail to comply with any of the principles established in this Suppliers Code of Ethics. The Supplier may report any irregular practices related to non-compliance with or breach of the principles contained in this Suppliers Code of Ethics through the Ethics Line available on the Ferrovial website.

% suppliers by procurement spend that have to comply with this climate-related requirement
100

% suppliers by procurement spend in compliance with this climate-related requirement
100

Mechanisms for monitoring compliance with this climate-related requirement
Grievance mechanism/Whistleblowing hotline

Response to supplier non-compliance with this climate-related requirement
Other, please specify ((Possibility of terminating the contractual relationship due to non-compliance))
codigo-etico-de-proveedores-ferrovial.pdf

C12.3

(C12.3) Does your organization engage in activities that could either directly or indirectly influence policy, law, or regulation that may impact the climate?

Row 1

Direct or indirect engagement that could influence policy, law, or regulation that may impact the climate
Yes, we engage indirectly through trade associations

Does your organization have a public commitment or position statement to conduct your engagement activities in line with the goals of the Paris Agreement?
Yes

Attach commitment or position statement(s)
P.8 - Trade Associations (Ferrovial´s LOBBYING AND POLITICAL CONTRIBUTIONS POLICY)
Ferrovial_lobbying-and-contributions-policy_v.2020.pdf

Describe the process(es) your organization has in place to ensure that your engagement activities are consistent with your overall climate change strategy
Corporate Governance polices are implemented across the Company. In this sense, ethical and corporate responsibility principles are related to other issues, as is the case of Trade Associations.

Primary reason for not engaging in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate
<Not Applicable>

Explain why your organization does not engage in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate
<Not Applicable>

C12.3b

(C12.3b) Provide details of the trade associations your organization engages with which are likely to take a position on any policy, law or regulation that may impact the climate.

Trade association
Other, please specify (SEOPAN (Asociación de Empresas Constructoras y Concesionarias de Infraestructuras))

Is your organization's position on climate change consistent with theirs?
Consistent

Has your organization influenced, or is your organization attempting to influence their position?
We publicly promote their current position

State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)
SEOPAN supports different Climate Action initiatives to promote emission-free business models.
It is an association that starts from the basis that climate action requires the commitment of different actors and that the business world will have a key role that implies an inflection on its production processes throughout its value chain and business lines of the future.

In this sense, the agreements and initiatives that it works on are integrated with aspects that address climate issues for the promotion of sustainable business models.

Funding figure your organization provided to this trade association in the reporting year, if applicable (currency as selected in C0.4) (optional)

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
Yes, we have evaluated, and it is aligned

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_2021_Ferrovial_.pdf

Page/Section reference
All pages.

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

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

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

Status
Complete

Attach the document
ferrovial-integrated-annual-report-2021.pdf

Page/Section reference
p.92, 93 y 94.

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

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

C15. Biodiversity

C15.1

(C15.1) Is there board-level oversight and/or executive management-level responsibility for biodiversity-related issues within your organization?

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues	Description of oversight and objectives relating to biodiversity	Scope of board-level oversight
Row 1	No, but we plan to have both within the next two years	<Not Applicable>	<Not Applicable>

C15.2

(C15.2) Has your organization made a public commitment and/or endorsed any initiatives related to biodiversity?

	Indicate whether your organization made a public commitment or endorsed any initiatives related to biodiversity	Biodiversity-related public commitments	Initiatives endorsed
Row 1	Yes, we have made public commitments only	Adoption of the mitigation hierarchy approach Commitment to respect legally designated protected areas Commitment to avoidance of negative impacts on threatened and protected species Other, please specify (Ferrovial's biodiversity policy supports our commitments to legal compliance in this regard (conservation and protection of ecosystems, eco-efficient management of natural resources, fighting deforestation, involvement of our stakeholders…))	<Not Applicable>

C15.3

(C15.3) Does your organization assess the impact of its value chain on biodiversity?

	Does your organization assess the impact of its value chain on biodiversity?	Portfolio
Row 1	No, but we plan to assess biodiversity-related impacts within the next two years	<Not Applicable>

C15.4

(C15.4) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

	Have you taken any actions in the reporting period to progress your biodiversity-related commitments?	Type of action taken to progress biodiversity- related commitments
Row 1	Yes, we are taking actions to progress our biodiversity-related commitments	Land/water protection Education & awareness Law & policy

C15.5

(C15.5) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
Row 1	Yes, we use indicators	Other, please specify (GRI 304: Biodiversity 2016 (304-1: protected areas or areas of high biodiversity value, 304-2: significant impacts, 304-3: habitats protected or restored, 304-4: protected species).)

C15.6

(C15.6) Have you published information about your organization's response to biodiversity-related issues for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Report type	Content elements	Attach the document and indicate where in the document the relevant biodiversity information is located
In mainstream financial reports	Impacts on biodiversity Details on biodiversity indicators Risks and opportunities	ferrovial-integrated-annual-report-2021.pdf

C16. 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.

C16.1

(C16.1) 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.

Ferrovial Services S.A. , was a service unit integrated into the Ferrovial Group, until January 31fst that changed its shareholding. The new Shareholding distribution is 75% Portobello a private equity firm and 25% Ferrovial Group. During 2021, all the non-financial information of Ferrovial Services, including the Climate Change reporting, has been integrated into the information reported by Ferrovial Group to the stakeholders. From January 31st 2022, Ferrovial Services, and its subsidiaries, have been managed independently of Grupo Ferrovial and will therefore prepare its own Non-Financial Information Statements and Climate Change Strategy in 2023. In march 2022 Ferrovial Services changed its name to Serveo.

During 2021 all the companies that have requested a response from the supply chain module have contracts with ferrovial companies that have been sold during 2021, so they have been contacted directly and informed of the situation

SC0.1

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

	Annual Revenue
Row 1	844160000

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
Facility manteinance

Emissions in metric tonnes of CO2e
135.69

Uncertainty (±%)
5

Major sources of emissions
100% Scope 1: 135,69 metric tonnes of CO2e associated with fuel consumption in vehicles owned or controlled by the company associated to this business center

Verified
Yes

Allocation method
Allocation based on the energy content of products purchased

Market value or quantity of goods/services supplied to the requesting member
19840000

Unit for market value or quantity of goods/services supplied
Currency

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 (mainly boilers heat). 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.
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).

About 2021 data, 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 (Measures for energy efficiency)	Among other measures, Serveo works with its clients to improve the energy efficiency of its facilities, improving its processes, optimizing lighting schedules, providing sustainable vehicles and machinery Limit modification of thermostats, sectorization by zones Boosting energy culture and equipment renewal.

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.

Serveo collaborates with suppliers in circular economy projects and promotes the introduction of more ecological, less toxic, recycled or recyclable products. Likewise, it promotes the introduction of ESG criteria through the use of the Suppliers Assessment Platform tool where suppliers are approved and evaluated. Now, in Serveo our Horizon 2030 plan set to achieve a 30% reduction of scopes 1 and 2 by 2030 respect to 2021 emissions.

In addition, Serveo has the commitment to go from a sustainable fleet in 2008 to having 50% in 2030.

Likewise, we are committed to use 100% of our electrical renewal energy

SC2.1

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

Requesting member
Airbus SE

Group type of project
Other, please specify (Energy efficiency services)

Type of project
Other, please specify (Energy efficiency management)

Emissions targeted
Actions to reduce customers' operational emissions (customer scope 1 & 2)

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

Estimated lifetime CO2e savings
786.83

Estimated payback
0-1 year

Details of proposal
Serveo propose to Airbus an energy efficiency management with different improvements and monitoring

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.
0.68

SC4.2a

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

Name of good/ service
Energy efficiency management

Description of good/ service
Achieve energy and economic savings by analyzing data from energy management systems and proposing measures to improve efficiency, either without or with investment working with our energy efficiency analysts.
PLANNED
• Adjustment of weather schedules
• Adjustment of production instructions
• Pumping operational control
• Limit modification of thermostats
• Sectorization by zones
• Adjustment of lighting schedules
• Detection times setting
• Shutdown of non-permanent systems
• LED lighting
• awareness campaign
• Photovoltaic
• Combustion heat recovery
ONGOING
• energy culture
• equipment renewal

Type of product
Final

SKU (Stock Keeping Unit)
electric consumption (Gwh)

Total emissions in kg CO2e per unit
1

±% change from previous figure supplied
0

Date of previous figure supplied
December 31 2021

Explanation of change
Serveo propose energy efficiency management to Airbus having a 1% consumption reduction. Serveo don´t have data from previous year.

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
Energy efficiency management

Please select the scope
Scope 2

Please select the lifecycle stage
Consumer Use

Emissions at the lifecycle stage in kg CO2e per unit
78683

Is this stage under your ownership or control?
No

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 2021, 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	Achieve energy and economic savings by analyzing data from energy management systems and proposing measures to improve efficiency, either without or with investment working with our energy efficiency analysts. PLANNED • Adjustment of weather schedules • Adjustment of production instructions • Pumping operational control • Limit modification of thermostats • Sectorization by zones • Adjustment of lighting schedules • Detection times setting • Shutdown of non-permanent systems • LED lighting • awareness campaign • Photovoltaic • Combustion heat recovery ONGOING • energy culture • equipment renewal	Ongoing	786.83

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 understand that my response will be shared with all requesting stakeholders	Response permission
Please select your submission options	Yes	Public

The European Climate Pact Submission

Please indicate your consent for CDP to showcase your disclosed environmental actions on the European Climate Pact website as pledges to the Pact.

Yes, we wish to pledge to the European Climate Pact through our CDP disclosure

Please confirm below

I have read and accept the applicable Terms