

## C0. Introduction

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### C0.1

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**(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 24,191 employees and a presence in around 17 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.
- **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. Dalaman as the main investor and private airport operator.
- **Energy :** 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

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**(C0.2) State the start and end date of the year for which you are reporting data and indicate whether you will be providing emissions data for past reporting years.**

**Reporting year**

**Start date**

January 1 2022

**End date**

December 31 2022

**Indicate if you are providing emissions data for past reporting years**

Yes

**Select the number of past reporting years you will be providing Scope 1 emissions data for**

3 years

**Select the number of past reporting years you will be providing Scope 2 emissions data for**

3 years

**Select the number of past reporting years you will be providing Scope 3 emissions data for**

3 years

### C0.3

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

- Australia
- Canada
- Chile
- Colombia
- France
- India
- Ireland
- Peru
- Poland
- Portugal
- Puerto Rico
- Saudi Arabia
- Slovakia
- Spain
- Turkey
- United Kingdom of Great Britain and Northern Ireland
- United States of America

**C0.4**

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

EUR

**C0.5**

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**(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**

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**(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**

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**C1.1**

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

Yes

**C1.1a**

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**(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 or committee	Responsibilities for climate-related issues
Chief Executive Officer (CEO)	<p>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.</p> <p>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.</p> <p>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.</p> <p>Annually, the last version of Ferrovial's Climate Strategy is approved, being in 2022 the last one. First, the Board of Directors approves the climate change strategy, and once approved, the CEO presents it to the General Shareholders' Meeting to receive feedback. This feedback is applied under the supervision and approval of the CEO and the Board.</p> <p>As an example of a decision approved by the CEO as part of the Board, in 2021 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. Considering the feedback received from investors and shareholders, and to be stricter with the 1.5° alignment, our "Deep Decarbonization Path" is under review to set new targets that must be ambitious and achievable within our possibilities and operational reality.</p> <p>Another of the initiatives approved by the CEO as part of the Board is to achieve the reduction targets endorsed by SBTi by 2030, 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.</p>

**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	<p>Overseeing and guiding employee incentives</p> <p>Reviewing and guiding strategy</p> <p>Overseeing and guiding the development of a transition plan</p> <p>Monitoring the implementation of a transition plan</p> <p>Monitoring progress towards corporate targets</p> <p>Reviewing and guiding the risk management process</p>	<Not Applicable>	<p>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.</p> <p>Board's oversight of climate related issues are carried in different processes which are addressed in all scheduled meetings:</p> <ol style="list-style-type: none"> <li>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. Proof of this is that the CEO, together with the Sustainability Director, and therefore, as part of the Board meetings, the "Deep Decarbonization Path" is under review to be stricter with our 1.5° target alignment.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol>

**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	<p>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.</p> <p>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.</p>	<Not Applicable>	<Not Applicable>

**C1.2**

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

**Position or committee**

Chief Executive Officer (CEO)

**Climate-related responsibilities of this position**

Developing a climate transition plan  
Implementing a climate transition plan  
Assessing climate-related risks and opportunities  
Managing climate-related risks and opportunities

**Coverage of responsibilities**

<Not Applicable>

**Reporting line**

Reports to the board directly

**Frequency of reporting to the board on climate-related issues via this reporting line**

More frequently than quarterly

**Please explain**

The Chief Executive Officer plays a very important role in climate change issues. His monthly agenda includes the monitoring and implementation of all the initiatives related to climate change. He is one of the parts that receive briefings from the Sustainability Committee and together with the Sustainability Director reviews the implementation of the Climate Change Strategy, the implementation of actions to achieve targets and the design of new goals to continue developing.

**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	Within the variable remuneration of employees, some company objectives and other personal objectives are classified, including climate commitments.

**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**

Chief Executive Officer (CEO)

**Type of incentive**

Monetary reward

**Incentive(s)**

Bonus - % of salary

**Performance indicator(s)**

Achievement of climate transition plan KPI  
Progress towards a climate-related target  
Achievement of a climate-related target  
Implementation of an emissions reduction initiative  
Reduction in absolute emissions  
Reduction in emissions intensity  
Company performance against a climate-related sustainability index (e.g., DJSI, CDP Climate Change score etc.)

**Incentive plan(s) this incentive is linked to**

Both Short-Term and Long-Term Incentive Plan

**Further details of incentive(s)**

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 decarbonization targets, emission reduction projects, review of objectives, or to stay in the main sustainability indexes.

**Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan**

The annual variable remuneration of the Board of Directors is linked to qualitative objectives and those related to environmental, social and corporate governance (ESG) factors, among which are the emission reduction objectives.

Approximately 30% of the number of objectives of the members of the Management Committee are ESG, and they represent an economic weight of 13% of their target variable remuneration (approximately 40% of their non-financial variable remuneration).

**Entitled to incentive**

Corporate executive team

**Type of incentive**

Monetary reward

**Incentive(s)**

Bonus - % of salary

**Performance indicator(s)**

Reduction in absolute emissions  
Reduction in emissions intensity  
Company performance against a climate-related sustainability index (e.g., DJSI, CDP Climate Change score etc.)

**Incentive plan(s) this incentive is linked to**

Both Short-Term and Long-Term Incentive Plan

**Further details of incentive(s)**

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.

**Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan**

Within the variable remuneration of employees, some company objectives and other personal objectives are classified.

For the Management Committee (Corporate Executive Team), remuneration is linked to the achievement of emission reduction targets and presence in the leader bands of indexes such as CDP, practices that contribute to the achievement of the commitments set.

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**Entitled to incentive**

Energy manager

**Type of incentive**

Monetary reward

**Incentive(s)**

Bonus - % of salary

**Performance indicator(s)**

Energy efficiency improvement  
Increased share of low-carbon energy in total energy consumption  
Increased share of renewable energy in total energy consumption  
Reduction in total energy consumption

**Incentive plan(s) this incentive is linked to**

Both Short-Term and Long-Term Incentive Plan

**Further details of incentive(s)**

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, one of the objectives is to achieve Ferrovial's energy reduction targets and projects of energy efficiency contracts.

**Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan**

Within the variable remuneration of employees, some company objectives and other personal objectives are classified.

For the Energy Manager, remuneration is linked to the achievement of emission reduction targets and presence in the leader bands of indexes such as CDP, practices that contribute to the achievement of the commitments set.

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**Entitled to incentive**

Environment/Sustainability manager

**Type of incentive**

Monetary reward

**Incentive(s)**

Bonus - % of salary

**Performance indicator(s)**

Reduction in absolute emissions  
Reduction in emissions intensity  
Company performance against a climate-related sustainability index (e.g., DJSI, CDP Climate Change score etc.)

**Incentive plan(s) this incentive is linked to**

Both Short-Term and Long-Term Incentive Plan

**Further details of incentive(s)**

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.

**Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan**

Within the variable remuneration of employees, some company objectives and other personal objectives are classified.

For our Sustainability Director, remuneration is linked to the achievement of emission reduction targets and presence in the leader bands of indexes such as CDP, practices that contribute to the achievement of the commitments set.

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## C2. Risks and opportunities

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### C2.1

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

Yes

**C2.1a**

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

	From (years)	To (years)	Comment
Short-term	0	3	the period corresponds with years 2022 to 2025
Medium-term	4	8	the period corresponds with years 2026 to 2030
Long-term	9	28	the period corresponds with years 2031 to 2050

**C2.1b**

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**(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**

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## (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.

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## 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 increase in costs due to current regulation, as reporting requirements, energy efficiency regulation, etc. As an example of the latter, some operations of Ferrovia 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, Ferrovia 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 Ferrovia's activity. This situation could drive to higher operating costs in the company. As an example, Ferrovia monitors the emerging carbon taxes and emissions trading schemes such as the EU ETS II (Emission Trading System of e European Union), which at the moment is applicable to the transport and maritime sectors.
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 Ferrovia 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	Ferrovia considers the legal risks associated with climate change are relevant and always are included in our analysis. Therefore, Ferrovia considers in its Ferrovia 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, Ferrovia 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	Ferrovia 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 Ferrovia'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	Ferrovia 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 Ferrovia 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, Ferrovia publishes individually the Climate Strategy, on top of the Annual Report, as well as other climate-related information in the most relevant ESG rankings. Ferrovia's CO2 emissions performance has improved over last years, positioning the firm as one of the most sustainable companies within our activity sectors. In this context, Ferrovia performance on CO2 should be considered as key for improving our reputation, and the ability to attract capital within SRI markets. Ferrovia 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 Ferrovia reputation, ratings, share value and revenues.
Acute physical	Relevant, always included	Ferrovia considers in its Ferrovia Risk Management system all possible climate-related natural catastrophic events. Ferrovia 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 increments 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 Ferrovia 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 increases 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)
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**Primary potential financial impact**

Increased capital expenditures

**Climate risk type mapped to traditional financial services industry risk classification**

<Not Applicable>

**Company-specific description**

[SITUATION] The set of extreme weather events that can cause flooding can impact the operating performance of the toll roads managed by the Ferrovia's subsidiary Cintra of infrastructure services. These events can cause physical damages on assets and infrastructure, leading to their closure either because they must be repaired or because they cannot operate. [TASK] In order to know the resilience of our assets, we have identified and assessed the physical hazards that may affect the infrastructures operated and controlled by Cintra, which are located in the USA (Texas, Virginia and North Carolina) and Spain, through different analyses. The studies have been 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. [ACTION] Following the results of the analyses, a set of preventive measures have been defined for Cintra's infrastructures since 2019. The adaptation programs and emergency plans take into account drainage system, ITS/ETCS and toll plazas, pavement, signalling, equipment and safety, slopes, embankments, tunnels... to ensure the resilience of infrastructures. Insurance policies are also purchased annually, to in the event of a risk occurring would cover repair costs and loss of income due



to stoppage of activity. [TIMELINE] Preventive measures are taken into account from the design of the infrastructures, and the emergency plans, as well as the renewal of weather risk insurance policies are renewed annually (last time in 2022 for Cintra infrastructures). The climate-risks analysis is periodically reviewed (last time in 2022) to ensure that the infrastructures in operation are adapted and future projects contemplate the necessary measures. [RESULT] As an example, one of our toll roads located in North Carolina in which flooding has been identified as one of the material risks. The damage in this road could cause material damages, resulting in serious traffic disruption and loss of revenues, so different actions have been defined: increase frequency of clearance of the drainage system, road realignment / raise of the platform, reinforcing of structures, increase maintenance of horizontal and vertical signalization, earthworks protection or slope reinforcement. Measures that reduce the potential financial impact that could result from the cost of repairing/reconditioning our roads in the event of flooding.

**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)**

41212129.5

**Potential financial impact figure – maximum (currency)**

61818194.25

**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 the Company 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 modeled 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 41,21 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 1,05330 \$/€ (source: Ferrovial’s integrated annual report 2022), total financial impact (minimum) would be 41.212.129,50 euros = 41,21 million euros.

- The maximum financial impact figure - estimated of the occurrence of the risks analyzed -extreme precipitations, flooding, and cyclone- will be 61,82 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 1,05330 \$/€ (source: Ferrovial’s integrated annual report 2022), total financial impact (maximum) would be 61.818.194,25 euros = 61,82 million euros.

**Cost of response to risk**

190347

**Description of response and explanation of cost calculation**

Generally speaking, Ferrovial's subsidiary Cintra of infrastructure services, adaptation plans for each toll road include several action lines:

- Since the desing of the project, application of preventive measures, considering climatic phenomena: drainage system suitable for heavy rainfall, protection of structures (bridges, tunnels), clearance of the drainage system earthwork protections, etc.
- Annually, 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.
- Annually, 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 190.347 €, broken down as shown below:

- Since 2014, 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.
- The annual cost of the insurance policy covering the risk of flooding is of 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 materialized, but all measures have already been taken to deal with the consequences of flooding should it occur.

- The concession of this road has been assigned for Ferrovial’s operation between 2019 and 2069, a period in which it is contemplated to monitor and update the adaptation measures established in the management protocols.

**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
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**Primary potential financial impact**

Decreased access to capital

### Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

### Company-specific description

[SITUATION] In the last years, ESG criteria seems to be gathering speed in the investment industry: ●Number of signatories for the Principles for Responsible Investment (PRI) increased with total Assets Under Management increasing from 6,5 tr in 2006 to 121,3 tr in 2022. ●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. -- Ferrovial has a significant percentage of shareholders classified as "sustainable investors", which are signatory of one or more ESG agreements: PRI, Net Zero Asser Managers, Net Zero Asset Owners or Climate Action 100. [TASK]We are aware that shareholders could react in case of not identifying a clear strategy with measures of progress with ESG criteria, and the value of the group's stocks could be affected in Ferrovial's investing portfolio activities. In order to respond to investor appetite in relation to ESG aspects, Ferrovial keeps abreast of the latest trends and requirements in sustainability and has developed a Sustainability Strategy aligned with those criteria which is reviewed, monitored, and updated on a regular basis. Climate issues are at the heart of investor concerns and within Ferrovial's priorities as part of its Sustainability Strategy. [ACTION] Focusing on climate change management, Ferrovial has a Climate Strategy within the framework of its Sustainability Strategy, aligned with the Taskforce on Climate-related Financial Disclosures recommendations, and annually revised (2022). It includes a decarbonization road map and actions to mitigate risks and potentiate opportunities regarding climate change.[TIMELINE]Ferrovial's Climate Strategy establishes actions that have been planned in different timelines. Our roadmap was set forth in base line years 2009 and 2012 to reduce emissions in Scopes 1, 2, & 3, and we are complying with the reduction goals for 2030 that were approved by the Science-Based Targets Initiative(SBTi). [RESULT] Ferrovial is complying with its roadmap towards decarbonization. Since 2009, we have been measuring 100% of the greenhouse-gas emissions, and the Group's decarbonization goals have been monitored on a sectoral analysis applicable to each business units, integrating Ferrovial's investing portfolio activities. Ferrovial's reduction targets have been established to: reduce Scope 1&2: - 35.3% in absolute terms and -42.9% in terms of intensity compared 2022 to 2009; - Scope 3: -20% compared 2022 to 2012.

### 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)

178005365.97

### Potential financial impact figure – maximum (currency)

623018780.88

### 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 SBTi 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 € 178.005.365,97; breakdown as follows:

CONCEPTS: Ferrovial share price (31/12/2022): 24,47€ / Number of shares: 727.443.261 / 1% Ferrovial share prices: 0,2447€

CALCULATION: 727.443.261 x 0,2447€ = €178.005.365,97

- The maximum cost- calculated is € 623.018.780,88; breakdown as follows:

CONCEPTS: Ferrovial share price (31/12/2022): 24,47€ / Number of shares: 727.443.261 / 3,5% Ferrovial share prices: 0,8565€

CALCULATION: 727.443.261 x 0,8565€ = €623.018.780,88

### 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 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 2023.

## Comment

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### C2.4

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#### (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

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#### (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

Markets

##### Primary climate-related opportunity driver

Use of public-sector incentives

##### Primary potential financial impact

Increased access to capital

##### Company-specific description

[SITUATION] Along with market demands, the European Union offers funds (NextGeneration EU funds) for those companies that, among other issues, are aligned with the ecological transition. [TASK] In order to access public funds, Ferrovial faces the challenge of adapting solutions that can contribute to the ecological transition. In this sense, Ferrovial is impacted in its construction activities, therefore seeks to improve the ecological efficiency measures of the buildings that it constructs and rehabilitates both, since design phases, as to the construction ones. [ACTION] Bioclimatic design criteria are applied in our Spain construction activities, as well as innovative techniques and materials to offer innovative and different solutions to its customers. [TIMELINE] We monitor the implementation of energy efficiency measures in the different phases of the project: 1. Design (short term), 2. construction (medium term) and 3. certification (long term).

1. 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.

2. In the rehabilitation 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 led lights and low-consumption bulbs.

3. As part of the project closure processes, we apply for certifications such as LEED or BREEM that validate the measures implemented in the projects.

[RESULT] The different efficiency measures implemented allow for reaching economic savings of approximately 43% and in 2022, 22 buildings got the LEED and BREEAM certifications, amongst other energy efficiency certifications.

In this regard, Ferrovial Construction 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 Construction 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 Construction 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

183810

##### Strategy to realize opportunity and explanation of cost calculation

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Access to the NextGenerationEU funds is 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, as well as implementing activities and measures aligned during project's development (for example, bioclimatic, LEED and BREAM experts).

In the specific case of the Construction business line (including rehabilitation) Ferrovia Construction assigned 3 full-time employees dedicated during 2022 to this function in Spain. Taking into account that these employees are resources that Ferrovia invests to access the funds and being the average remuneration 50.071 €, in the annual costs during 2022 was of 150.210 € (50.070 € X 3 people =150.210 €).

Other internal and external activities are added to this figure, such as performing regulation tracking activities (with an associated cost of 33.600), which contributes to materialise these kind of opportunities.

As a result, in 2022, Ferrovia has participated in the execution of 92 projects associated with rehabilitation of buildings; with a total cost of 183.810 € (150.210 € of average remuneration costs + 33.600 of regulation tracking activities).

## Comment

### Identifier

Opp2

### Where in the value chain does the opportunity occur?

Direct operations

### Opportunity type

Markets

### Primary climate-related opportunity driver

Access to new markets

### Primary potential financial impact

Increased access to capital

### Company-specific description

[SITUATION] Water is at the heart of sustainable development and is fundamental to socio-economic development, healthy ecosystems and human survival. It is also at the heart of climate change adaptation, serving as a crucial link between the climate system, human society and the environment. However, the critical water situation could make Spain one of the 33 countries with the most water supply problems in the world by 2040, according to a report by the World Resources Institute. As part of mitigation measures against the context described above, the NextGenerationEU funds aims to address future problems of water stress, security and quality of supply, and to adapt infrastructure to climate change.

[TASK] Ferrovia is aware of the climate change challenges that will create on a basic resource like water, and how this could impact directly in its business activity. There the relevance of looking for ways to improve water treatment plants efficiency, capacity and access to water services. Ferrovia works to offer water related solutions through its subsidiary Cadagua in Spain, (strategic subsidiary in water sector), business unit that could be improved and developed with more impact with the investment of public funds. [ACTION] Through the Cadagua subsidiary, Ferrovia is taking advantage of the business opportunities created by climate change by offering its cutting-edge and innovative water treatment services, and in the last five years the portfolio of services and investment opportunities in them have been expanded. [TIMELINE] Cadagua was founded in 1971; Since then, it has implemented measures to increasingly professionalize its services. In 1997 it was certified in ISO 9001 and in 2003 with ISO 14001 certification. In 2011 it began with the calculation of the carbon footprint and since 2016 we have designed methodology to measure the impact of our solutions. Currently (2020 - 2023) it is in the process of expansion due to the fact that more and more business opportunities arise. [RESULT] As part of the result that entails the development of new products and technologies, Ferrovia 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 Ferrovia 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, Ferrovia 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

100140

### 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 2022 were assigned 2 full-time employees dedicated to this function in Spain. Being the average remuneration 50.071 €. Taking into account that these employees are only resources that Ferrovia invests to access the funds, the total are 100,140 € (50.070€ X 2

people=100.140).

**Comment**

**C3. Business Strategy**

**C3.1**

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

**Row 1**

**Climate transition plan**

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

**Publicly available climate transition plan**

Yes

**Mechanism by which feedback is collected from shareholders on your climate transition plan**

Our climate transition plan is voted on at Annual General Meetings (AGMs)

**Description of feedback mechanism**

<Not Applicable>

**Frequency of feedback collection**

<Not Applicable>

**Attach any relevant documents which detail your climate transition plan (optional)**

**Explain why your organization does not have a climate 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		
<table border="1"> <tr> <td>Transition scenarios</td> <td>IEA NZE 2050</td> </tr> </table>	Transition scenarios	IEA NZE 2050	Company-wide	<Not Applicable>	<p>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).</p> <p>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.</p> <ul style="list-style-type: none"> <li>- For each country analyzed the variables and assumptions used have been the ones provided for the more granular region available in the scenario.</li> <li>- 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.</li> <li>- For energy demand and mix, macro-economic, demographic and technological variables and assumptions the qualitative and quantitative data of the scenario are assumed.</li> <li>- Impacts on prices in the value chain are consider, although the analysis conducted has not consider impacts on availability.</li> </ul> <p>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.</p>
Transition scenarios	IEA NZE 2050				

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Transition scenarios   IEA APS	Company-wide	<Not Applicable>	<p>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).</p> <p>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. - For each country analyzed the variables and assumptions used have been the ones provided for the more granular region available in the scenario.</p> <ul style="list-style-type: none"> <li>- 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.</li> <li>- For energy demand and mix, macro-economic, demographic and technological variables and assumptions the qualitative and quantitative data of the scenario are assumed.</li> <li>- Impacts on prices in the value chain are consider, although the analysis conducted has not consider impacts on availability.</li> </ul> <p>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.</p>
Transition scenarios   IEA STEPS (previously IEA NPS)	Company-wide	<Not Applicable>	<p>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).</p> <p>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.</p> <ul style="list-style-type: none"> <li>- For each country analyzed the variables and assumptions used have been the ones provided for the more granular region available in the scenario.</li> <li>- 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.</li> <li>- For energy demand and mix, macro-economic, demographic and technological variables and assumptions the qualitative and quantitative data of the scenario are assumed.</li> <li>- Impacts on prices in the value chain are consider, although the analysis conducted has not consider impacts on availability.</li> </ul> <p>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</p>
Physical climate scenarios   RCP 4.5	Company-wide	<Not Applicable>	<p>The scenario analysis based on physical risks considered as short, medium and long term time the following horizons:</p> <ul style="list-style-type: none"> <li>• Short-term: since present, with projections of climatic variables for the period 2010-2039.</li> <li>• Medium-term: since 2030, with projection of climatic variables for the period 2020-2049.</li> <li>• Long-term: since 2050, with projection of climatic variables for the period 2036-2065.</li> </ul> <ul style="list-style-type: none"> <li>- 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..</li> <li>- The scope of the analysis has focused on construction and use phase of all infrastructures.</li> <li>- 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.</li> <li>- 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.</li> </ul> <p>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.</p> <p>Ferrovial has developed "ADAPTARE", a methodology and tool for the identification and analysis of physical climate risks that can affect the company's activities. It considers the specifications of the EU Taxonomy and the IPCC projections for the short, medium and long term risks worldwide. ADAPTARE is able to tie in the potential financial impact on CAPEX, OPEX and INCN of the company with monetization curves adapted to the business.</p>
Physical climate scenarios   RCP 8.5	Company-wide	<Not Applicable>	<p>The scenario analysis based on physical risks considered as short, medium and long term time the following horizons:</p> <ul style="list-style-type: none"> <li>• Short-term: since present, with projections of climatic variables for the period 2010-2039</li> <li>• Medium-term: since 2030, with projection of climatic variables for the period 2020-2049.</li> <li>• Long-term: since 2050, with projection of climatic variables for the period 2036-2065.</li> </ul> <ul style="list-style-type: none"> <li>- 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..</li> <li>- The scope of the analysis has focused on construction and use phase of all infrastructures.</li> <li>- 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.</li> <li>- 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.</li> </ul> <p>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.</p> <p>Ferrovial has developed "ADAPTARE", a methodology and tool for the identification and analysis of physical climate risks that can affect the company's activities. It considers the specifications of the EU Taxonomy and the IPCC projections for the short, medium and long term risks worldwide. ADAPTARE is able to tie in the potential financial impact on CAPEX, OPEX and INCN of the company with monetization curves adapted to the business.</p>

### 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 OF FOCUS QUESTION 1: With the analysis of climate-related scenarios carried out, Ferrovial has been able to determine the potential impacts of policies, regulations and potential market trends for each business line and geography, concluding that the potential impacts differ widely between business lines.

Among other mitigation measures, the company is preparing the energy consumption model. In 2022 we have implemented two new self-consumption projects in Poland and the UK for the generation and self-consumption of electricity.

Especially regarding market trends, the analysis carried out concludes that the business lines most affected by the potential evolution over time of the market prices of key inputs and energy are Ferrovial Construcción, Budimex and Webber (the three construction subsidiaries).

In this sense, Ferrovial has decided to implemented new services, such as the development of a new photovoltaic plant in Seville - Spain since 2021.

Likewise, during 2022 we have developed different projects in our "energy infrastructures" and "energy solutions" business lines, where we have collaborated with companies and public administrations on projects such as:

- Promotion of a greenfield project focused on addressing technological dependency.
- Engineering and construction of generation, transmission and distribution plants, as well as energy efficiency services.
- Complete energy cycle, acting in the Generation, Transportation and Distribution of Renewable Energies and Energy Efficiency.

These projects are proof that the energy businesses are currently consolidating and Ferrovial plans to continue increasing its growth from these lines of business. To date, Ferrovial has expressed interest in five wind farms in the country with an installed capacity of 2,250 MW. Specifically, the company plans to build said infrastructures on the coasts of Lugo, Pontevedra, Gerona, Malaga and Gran Canaria.

RESULTS OF FOCUS QUESTION 2: With the analysis of climate-related scenarios carried out, Ferrovial has decided to analyze the adequacy of the service portfolio in all business lines, prioritizing attention to those that have a concession model where the Company is responsible for the infrastructure during all its life phases (such as Cintra, Ferrovial Airports and Ferrovial Energy Infrastructures) to identify if they are adapted from their design to deal with short-term meteorological phenomena based on the conditions and geographies in which the activity is carried out.

As a result of said analysis, we have identified that the majority of the infrastructure that the company builds and operates is resilient to the projected impacts of climate change and has been able to determine the resilience gap for each infrastructure.

In addition, medium and long-term budgetary and recovery measures have been included.

**C3.3**

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**(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	<p>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.</p> <p>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.</p>
Supply chain and/or value chain	Yes	<p>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 monitored and taken into account in strategic purchasing decisions, considering short and medium term time horizons.</p> <p>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. At the end of 2022, a total of 724 Ferrovial Construction suppliers were monitored, representing more than 60% of supplier turnover in Spain, USA and UK. The tool has reported a total of 393,034 supplier information obtained from the different websites and platforms it accesses.</p>
Investment in R&D	Yes	<p>In order to come up with solutions to reduce risks and strengthen opportunities in medium-long term Ferrovial accomplishes different R&amp;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.</p> <p>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.</p> <p>The Plan intends to develop three types of projects:</p> <ul style="list-style-type: none"> <li>• Disruptive: autonomous vehicles, urban logistics, hyperloop or aerial urban mobility.</li> <li>• Strategic innovation: in areas such sustainability, and to explore new technologies (autonomous and connected car, 5G, new payment methods, virtual reality or artificial intelligence).</li> <li>• Increasing innovation: short-term value with increases in profitability, operational efficiency or user and passenger experience.</li> </ul> <p>By 2022, this portfolio of innovation initiatives included more than 136 projects that involved an investment of approximately 75 million euros in R&amp;D. Climate-related R&amp;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.</p> <p>As part of the R&amp;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.</p>
Operations	Yes	<p>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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• 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 2022, 70% of the electricity consumed was produced from renewable sources.</li> <li>In line with Ferrovial's 2030 Sustainability Strategy, Budimex, the Polish Construction subsidiary, has signed up as a clean energy developer in Poland in 2022 through the acquisition of two companies that own the rights to develop, build and operate a wind power complex in Gniezno and a photovoltaic plant in Mszczonow.</li> <li>The facilities, which have Ready-to-Build status, have a combined capacity of 21 MW, with an estimated annual production of 25,500 MWh/year for the wind plant thanks to two wind turbines with a total capacity of 7 MW, and 15,700 MWh/year for the photovoltaic farm with the installation of 25,500 modules.</li> <li>• 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.</li> <li>• Inclusion of energy efficiency measures in the buildings, asphalt plants and work machinery.</li> </ul>

**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	<p>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&amp;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.</p> <p>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 2022, 70% 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.</p>

**C3.5**



(C3.5) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's climate transition?

	Identification of spending/revenue that is aligned with your organization's climate transition	Indicate the level at which you identify the alignment of your spending/revenue with a sustainable finance taxonomy
Row 1	Yes, we identify alignment with both our climate transition plan and a sustainable finance taxonomy	At both the company and activity level

C3.5a

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**(C3.5a) Quantify the percentage share of your spending/revenue that is aligned with your organization's climate transition.**

**Financial Metric**

CAPEX

**Type of alignment being reported for this financial metric**

Alignment with a sustainable finance taxonomy

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Objective under which alignment is being reported**

Climate change mitigation

**Amount of selected financial metric that is aligned in the reporting year (unit currency as selected in C0.4)**

146

**Percentage share of selected financial metric aligned in the reporting year (%)**

8.45

**Percentage share of selected financial metric planned to align in 2025 (%)**

80

**Percentage share of selected financial metric planned to align in 2030 (%)**

80

**Describe the methodology used to identify spending/revenue that is aligned**

The implantation of the EU taxonomy in a global infrastructure group has presented challenges which have been faced employing a top-down integrated focus reaching the minimum management unit i.e. active contract/service.

The percentage of CAPEX was determined by:

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: calculated as the total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

NOTE: Ferrovial has established a % alignment objective of CAPEX for year 2025, which has been approved by the Board and will be published in July 2023. For now, this objective is valid for 2025 and 2030, since progress and compliance will be reviewed on the first deadline set (2025).

**Financial Metric**

Revenue/Turnover

**Type of alignment being reported for this financial metric**

Alignment with a sustainable finance taxonomy

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Objective under which alignment is being reported**

Climate change mitigation

**Amount of selected financial metric that is aligned in the reporting year (unit currency as selected in C0.4)**

1889.2

**Percentage share of selected financial metric aligned in the reporting year (%)**

25.02

**Percentage share of selected financial metric planned to align in 2025 (%)**

60

**Percentage share of selected financial metric planned to align in 2030 (%)**

60

**Describe the methodology used to identify spending/revenue that is aligned**

The percentage of Turnover / INCN (Importe Neto de la Cifra de Negocio OR Net Amount Turnover) was determined by:

- Calculation of the eligible numerator: sum of the resulting product between the % associated with taxonomic activities identified in the Mitigation Annex I narratives with the consolidated INCN values of the analyzed companies.
- Calculation of the aligned numerator: sum of the resulting product between the % associated with the taxonomic activities identified in the descriptives of Annex I of Mitigation and that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards adjusted to the consolidated INCN values of the analyzed companies.
- Calculation of the denominator: book value of Ferrovial's total INCN, with reference to the total operating income in Note 2.1 of the Consolidated Financial Statements.

NOTE: Ferrovial has established a % alignment objective of the Turnover / INCN for year 2025, which has been approved by the Board and will be published in July 2023. For now, this objective is valid for 2025 and 2030, since progress and compliance will be reviewed on the first deadline set (2025).

**C3.5b**

**(C3.5b) Quantify the percentage share of your spending/revenue that was associated with eligible and aligned activities under the sustainable finance taxonomy in the reporting year.**

**Economic activity**

Electricity generation using solar photovoltaic technology

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

761579.71

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

0.01

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

100

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

0

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

57975447.08

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

3.35

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

100

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

0

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Type(s) of substantial contribution**

Activity enabling mitigation

**Calculation methodology and supporting information****CAPEX**

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovia companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

**OPEX:**

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovia has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€ ), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

Technical criteria for each analysis unit identified for the the activity Electricity generation from solar photovoltaic technology have been validated under the current regulation of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others) determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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**Economic activity**

Electricity generation from wind power

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

9760651.87

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

0.13

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

100

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

0

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

12089055.97

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

0.7

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

0.7

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

0

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Type(s) of substantial contribution**

Activity enabling mitigation

**Calculation methodology and supporting information****CAPEX**

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

**OPEX:**

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovial has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

Technical criteria for each analysis unit identified for the the activity Electricity generation from wind energy have been validated under the current regulation of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others) determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

**Economic activity**

Transmission and distribution of electricity

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

29589391.12

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

0.39

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

0.39

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

0

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

40571004.98

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

2.35

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

2.35

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

0

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

<Not Applicable>

**Type(s) of substantial contribution**

Activity enabling mitigation

**Calculation methodology and supporting information****CAPEX**

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

**OPEX:**

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovial has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

Technical criteria for each analysis unit identified for the the activity Electricity transmission and distribution have been validated under the current regulation of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others) determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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**Economic activity**

Cogeneration of heat/cool and power from bioenergy

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

7267529.23

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

0.1

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

0.1

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

0

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

0

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

<Not Applicable>

**Type(s) of substantial contribution**

Activity enabling mitigation

**Calculation methodology and supporting information**

CAPEX

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

OPEX:

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation

measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovial has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

#### Technical screening criteria met

Yes

#### Details of technical screening criteria analysis

Technical criteria for each analysis unit identified for the the activity Co-generation of heat/cold and electricity from bioenergy have been validated under the current regulation of the EU Taxonomy.

#### Do no significant harm requirements met

Yes

#### Details of do no significant harm analysis

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

#### Minimum safeguards compliance requirements met

Yes

#### Details of minimum safeguards compliance analysis

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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#### Economic activity

Construction, extension and operation of water collection, treatment and supply systems

#### Taxonomy under which information is being reported

EU Taxonomy for Sustainable Activities

#### Taxonomy Alignment

Taxonomy-aligned

#### Financial metric(s)

Turnover

CAPEX

OPEX

#### Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

127427686

#### Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year

1.69

#### Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year

1.69

#### Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year

0

#### Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

#### Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year

<Not Applicable>

#### Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)

185992.2

#### Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year

0.01

#### Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year

0.01

#### Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year

0

#### Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

#### Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year

<Not Applicable>

#### Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)



0

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

<Not Applicable>

**Type(s) of substantial contribution**

Activity enabling mitigation

**Calculation methodology and supporting information**

CAPEX

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovia companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

OPEX:

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovia has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

Technical criteria for each analysis unit identified for the the activity Construction, expansion and operation of water collection, treatment and supply systems have been validated under the current regulation of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovia complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovia has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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**Economic activity**

Construction, extension and operation of waste water collection and treatment

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

136933099.56

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

1.81

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

1.81

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

0

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

10864

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

0

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Type(s) of substantial contribution**

Activity enabling mitigation

**Calculation methodology and supporting information****CAPEX**

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovia companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

**OPEX:**

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovia has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

Technical criteria for each analysis unit identified for the the activity Construction, expansion and operation of wastewater collection and treatment systems have been validated under the current regulation of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others) determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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**Economic activity**

Collection and transport of non-hazardous waste in source segregated fractions

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

7814447.3

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

0.1

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

0.1

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

0

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

0

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

<Not Applicable>

**Type(s) of substantial contribution**

Activity enabling mitigation

**Calculation methodology and supporting information**

CAPEX

• Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.

• Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.

• Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

OPEX:

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovial has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

#### **Technical screening criteria met**

Yes

#### **Details of technical screening criteria analysis**

Technical criteria for each analysis unit identified for the the activity Collection and transportation of nonhazardous waste in source-separated fractions have been validated under the current regulation of the EU Taxonomy.

#### **Do no significant harm requirements met**

Yes

#### **Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

#### **Minimum safeguards compliance requirements met**

Yes

#### **Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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#### **Economic activity**

Composting of bio-waste

#### **Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

#### **Taxonomy Alignment**

Taxonomy-aligned

#### **Financial metric(s)**

Turnover

CAPEX

OPEX

#### **Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

6487545.22

#### **Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

0.09

#### **Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

0.09

#### **Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

0

#### **Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

#### **Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

#### **Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

0

#### **Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**  
0

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**  
<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**  
<Not Applicable>

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**  
0

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**  
0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**  
0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**  
0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**  
<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**  
<Not Applicable>

#### **Type(s) of substantial contribution**

Activity enabling mitigation

#### **Calculation methodology and supporting information**

##### **CAPEX**

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

##### **OPEX:**

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovial has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

#### **Technical screening criteria met**

Yes

#### **Details of technical screening criteria analysis**

Technical criteria for each analysis unit identified for the the activity Composting of biowaste have been validated under the current regulation of the EU Taxonomy.

#### **Do no significant harm requirements met**

Yes

#### **Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation

#### **Minimum safeguards compliance requirements met**

Yes

#### **Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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#### **Economic activity**

Material recovery from non-hazardous waste

#### **Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

#### **Taxonomy Alignment**

Taxonomy-aligned

**Financial metric(s)**

Turnover  
CAPEX  
OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

19976954.11

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

0.26

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

0.26

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

0

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

0

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

<Not Applicable>

**Type(s) of substantial contribution**

Activity enabling mitigation

**Calculation methodology and supporting information****CAPEX**

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovia companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

**OPEX:**

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovia has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

Technical criteria for each analysis unit identified for the the activity Material recovery from non-hazardous waste have been validated under the current regulation of the EU

Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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**Economic activity**

Landfill gas capture and utilization

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

576811.01

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

0.01

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

0.01

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

0

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

0

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

<Not Applicable>

## Type(s) of substantial contribution

Activity enabling mitigation

## Calculation methodology and supporting information

CAPEX

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

OPEX:

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovial has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

## Technical screening criteria met

Yes

## Details of technical screening criteria analysis

Technical criteria for each analysis unit identified for the the activity Landfill gas capture and utilization have been validated under the current regulation of the EU Taxonomy.

## Do no significant harm requirements met

Yes

## Details of do no significant harm analysis

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

## Minimum safeguards compliance requirements met

Yes

## Details of minimum safeguards compliance analysis

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

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Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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## Economic activity

Infrastructure for personal mobility, cycle logistics

## Taxonomy under which information is being reported

EU Taxonomy for Sustainable Activities

## Taxonomy Alignment

Taxonomy-aligned

## Financial metric(s)

Turnover

CAPEX

OPEX

## Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

7321807.43

## Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year

0.1

## Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year

0.1

## Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year

0

## Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

## Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year

<Not Applicable>

## Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)

25554.27



**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

0

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

<Not Applicable>

#### **Type(s) of substantial contribution**

Activity enabling mitigation

#### **Calculation methodology and supporting information**

CAPEX

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

OPEX:

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

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For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

#### **Technical screening criteria met**

Yes

#### **Details of technical screening criteria analysis**

Technical criteria for each analysis unit identified for the the activity Infrastructure for personal mobility, cycle logistics have been validated under the current regulation of the EU Taxonomy.

#### **Do no significant harm requirements met**

Yes

#### **Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

#### **Minimum safeguards compliance requirements met**

Yes

#### **Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

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#### **Economic activity**

Infrastructure for rail transport

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

121845521.1

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

16.14

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

16.14

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

0

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

29678456.36

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

1.72

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

1.72

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

0

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

<Not Applicable>

**Type(s) of substantial contribution**

Activity enabling mitigation

**Calculation methodology and supporting information**

CAPEX

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

OPEX:

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovial has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

Technical criteria for each analysis unit identified for the the activity Infrastructure for rail transportation have been validated under the current regulation of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

**Economic activity**

Infrastructure enabling low carbon water transport

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

28700526.05

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

0.38

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

0.38

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

0

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

69287.26

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

0

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

<Not Applicable>

**Type(s) of substantial contribution**

Activity enabling mitigation

**Calculation methodology and supporting information****CAPEX**

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

**OPEX:**

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For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

Technical criteria for each analysis unit identified for the the activity Infrastructure enabling low-carbon water transport have been validated under the current regulation of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

**Economic activity**

Low carbon airport infrastructure

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

131732020.24

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

1.74

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

1.74

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

0

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

251384.8

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

0.01

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

0.01

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

0

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

<Not Applicable>

**Type(s) of substantial contribution**

Activity enabling mitigation

**Calculation methodology and supporting information**

**CAPEX**

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
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For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178

**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

Technical criteria for each analysis unit identified for the the activity Low-carbon airport infrastructure have been validated under the current regulation of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

#### Economic activity

Construction of new buildings

#### Taxonomy under which information is being reported

EU Taxonomy for Sustainable Activities

#### Taxonomy Alignment

Taxonomy-aligned

#### Financial metric(s)

Turnover

CAPEX

OPEX

#### Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

86872151.18

#### Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year

1.15

#### Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year

1.15

#### Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year

0

#### Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

#### Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year

<Not Applicable>

#### Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)

186691

#### Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year

0.01

#### Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year

0.01

#### Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year

0

#### Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

#### Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year

<Not Applicable>

#### Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)

0

#### Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year

0

#### Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year

0

#### Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year

0

#### Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

#### Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year

<Not Applicable>

#### Type(s) of substantial contribution

Activity enabling mitigation

#### Calculation methodology and supporting information

CAPEX

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

OPEX:

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business

model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovial has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

#### **Technical screening criteria met**

Yes

#### **Details of technical screening criteria analysis**

Technical criteria for each analysis unit identified for the activity Construction of new buildings have been validated under the current regulation of the EU Taxonomy

#### **Do no significant harm requirements met**

Yes

#### **Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

#### **Minimum safeguards compliance requirements met**

Yes

#### **Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

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Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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#### **Economic activity**

Renovation of existing buildings

#### **Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

#### **Taxonomy Alignment**

Taxonomy-aligned

#### **Financial metric(s)**

Turnover

CAPEX

OPEX

#### **Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

9585049.87

#### **Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

0.13

#### **Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

0.13

#### **Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

0

#### **Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

#### **Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

14046

#### **Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

0

#### **Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

0

#### **Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

0

#### **Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

#### **Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

#### **Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

<Not Applicable>

#### **Type(s) of substantial contribution**

Activity enabling mitigation

#### **Calculation methodology and supporting information**

##### **CAPEX**

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

##### **OPEX:**

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovial has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

#### **Technical screening criteria met**

Yes

#### **Details of technical screening criteria analysis**

Technical criteria for each analysis unit identified for the the activity Renovation of existing buildings have been validated under the current regulation of the EU Taxonomy.

#### **Do no significant harm requirements met**

Yes

#### **Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

#### **Minimum safeguards compliance requirements met**

Yes

#### **Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others) determines the corporate position on these matters.

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Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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#### **Economic activity**

Installation, maintenance and repair of energy efficiency equipment

#### **Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

#### **Taxonomy Alignment**

Taxonomy-aligned

#### **Financial metric(s)**

Turnover  
CAPEX  
OPEX

#### **Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

46627120.31

#### **Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

0.62

#### **Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

0.62



**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**  
0

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**  
<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**  
<Not Applicable>

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**  
2592879.98

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**  
0.15

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**  
0.15

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**  
0

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**  
<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**  
<Not Applicable>

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**  
0

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**  
0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**  
0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**  
0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**  
<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**  
<Not Applicable>

#### **Type(s) of substantial contribution**

Activity enabling mitigation

#### **Calculation methodology and supporting information**

##### **CAPEX**

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

##### **OPEX:**

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovial has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

#### **Technical screening criteria met**

Yes

#### **Details of technical screening criteria analysis**

Technical criteria for each analysis unit identified for the the activity Installation, maintenance and repair of energy efficiency equipment have been validated under the current regulation of the EU Taxonomy.

#### **Do no significant harm requirements met**

Yes

#### **Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

#### **Minimum safeguards compliance requirements met**

Yes

#### **Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among

others)  
determines the corporate position on these matters.

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Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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#### **Economic activity**

Installation, maintenance and repair of instruments and devices for measuring, regulation and controlling energy performance of buildings

#### **Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

#### **Taxonomy Alignment**

Taxonomy-aligned

#### **Financial metric(s)**

Turnover

CAPEX

OPEX

#### **Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

11814685.99

#### **Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

0.16

#### **Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

0.16

#### **Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

0

#### **Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

#### **Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

2386479.43

#### **Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

0.14

#### **Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

0.14

#### **Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

0

#### **Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

#### **Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

#### **Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

0

#### **Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

0

#### **Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

0

#### **Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

#### **Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

<Not Applicable>

#### **Type(s) of substantial contribution**

Activity enabling mitigation

#### **Calculation methodology and supporting information**

CAPEX

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding

changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

OPEX:

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

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For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

Technical criteria for each analysis unit identified for the the activity Installation, maintenance and repair of instruments and devices to measure, regulate and control the energy efficiency of buildings have been validated under the current regulation of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

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Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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**Economic activity**

Installation, maintenance and repair of renewable energy technologies

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

1531385.03

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

0.02

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

0.02

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

0

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

0

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

<Not Applicable>

**Type(s) of substantial contribution**

Activity enabling mitigation

**Calculation methodology and supporting information****CAPEX**

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

**OPEX:**

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovial has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€ ), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

Technical criteria for each analysis unit identified for the the activity Installation, maintenance and repair of renewable energy technologies have been validated under the current regulation of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

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**Economic activity**

Electricity generation using solar photovoltaic technology

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

20148523.58

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

0.27

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

300319.29

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

0.02

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

0

**Type(s) of substantial contribution**

<Not Applicable>

**Calculation methodology and supporting information****CAPEX**

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

**OPEX:**

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovial has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

**Economic activity**

Electricity generation using concentrated solar power (CSP) technology

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

3159943.25

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

0.27

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

4640

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

0

**Type(s) of substantial contribution**

&lt;Not Applicable&gt;

**Calculation methodology and supporting information**

CAPEX

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed

companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.

- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.

- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

OPEX:

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovial has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

#### Technical screening criteria met

Yes

#### Details of technical screening criteria analysis

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

#### Do no significant harm requirements met

Yes

#### Details of do no significant harm analysis

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

#### Minimum safeguards compliance requirements met

Yes

#### Details of minimum safeguards compliance analysis

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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#### Economic activity

Electricity generation from wind power

#### Taxonomy under which information is being reported

EU Taxonomy for Sustainable Activities

#### Taxonomy Alignment

Taxonomy-eligible but not aligned

#### Financial metric(s)

Turnover

CAPEX

OPEX

#### Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

#### Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year

<Not Applicable>

#### Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year

<Not Applicable>

#### Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year

<Not Applicable>

#### Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

63481.86

#### Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year

0

#### Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

#### Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year

<Not Applicable>

#### Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year

<Not Applicable>

#### Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**  
3751.57

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**  
0

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**  
<Not Applicable>

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**  
<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**  
<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**  
<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**  
0

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**  
0

**Type(s) of substantial contribution**  
<Not Applicable>

**Calculation methodology and supporting information**  
CAPEX

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

OPEX:

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovial has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

**Technical screening criteria met**  
Yes

**Details of technical screening criteria analysis**

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

**Do no significant harm requirements met**  
Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**  
Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others) determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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**Economic activity**

Electricity generation from hydropower

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**



Turnover  
CAPEX  
OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

63723489.78

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

0.84

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

2621778.05

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

0.15

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

0

**Type(s) of substantial contribution**

<Not Applicable>

**Calculation methodology and supporting information**

**CAPEX**

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

**OPEX:**

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovial has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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**Economic activity**

Transmission and distribution of electricity

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

304264.53

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

16344.63

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

0

**Type(s) of substantial contribution**

<Not Applicable>

## Calculation methodology and supporting information

### CAPEX

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

### OPEX:

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovial has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

### Technical screening criteria met

Yes

### Details of technical screening criteria analysis

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

### Do no significant harm requirements met

Yes

### Details of do no significant harm analysis

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

### Minimum safeguards compliance requirements met

Yes

### Details of minimum safeguards compliance analysis

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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### Economic activity

District heating/cooling distribution

### Taxonomy under which information is being reported

EU Taxonomy for Sustainable Activities

### Taxonomy Alignment

Taxonomy-eligible but not aligned

### Financial metric(s)

Turnover

### Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

### Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year

<Not Applicable>

### Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year

<Not Applicable>

### Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year

<Not Applicable>

### Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

457882.17

### Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year

0.01

### Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

### Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year

<Not Applicable>

### Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

<Not Applicable>

**Type(s) of substantial contribution**

<Not Applicable>

**Calculation methodology and supporting information**

**CAPEX**

- Calculation of the eligible numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are related to assets or processes associated to economic activities that fit the taxonomy.
- Calculation of the aligned numerator: sum of the resulting product between the % associated to taxonomic activities with the CapEX values associated to the analyzed companies that have included investments in fixed assets that are being developed in compliance with the substantial contribution criteria, DNSH criteria and social safeguards.
- Calculation of the denominator: total CapEX of Ferrovial companies within the scope of the analysis, which includes tangible and intangible asset additions during the year before depreciation, amortization and possible new valuations, including those resulting from revaluations and impairments, corresponding to the relevant year, excluding changes in fair value. Additions to tangible and intangible assets resulting from business combinations were also included.

**OPEX:**

Article 8(2)(b) of Regulation (EU) 2020/852 limits the calculation of OpEx to non-capitalized direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of property, plant and equipment assets, by the company or a third party to whom activities are outsourced, and that are necessary to ensure the continued effective operation of such assets. Additionally, non-financial companies that apply national GAAP and do not capitalize right-of-use assets will include leasing costs in OpEx. When operating expenses are not material to the business model of non-financial companies, the standard allows the non-capitalized direct costs referred to above not to be reported, if the lack of materiality of the operating expenses in their business model is analyzed and explained.

Ferrovial has proceeded to the comparative calculation of its total operating costs and "taxonomic" expenses. Of the total operating costs for 2022 (6,824.277 M€), the OpEx denominator, as specified in the Regulation, represents 5.14% (351.023 M€), and is considered immaterial for reporting purposes.

For this reason, the OpEx table equals zero, in accordance with point 1.1.3.2. of Annex I of the Delegated Regulation (EU) 2021/2178.

**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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**Economic activity**

Cogeneration of heat/cool and power from bioenergy

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**

Turnover

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

2543696

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

0.03

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Type(s) of substantial contribution**

&lt;Not Applicable&gt;

**Calculation methodology and supporting information**

Accordingly, Ferrovial has deployed a specific Action Plan with several phases, starting with a process of understanding and interpretation of the taxonomy criteria involving the different business units, an internal training exercise and a compilation of information on taxonomic criteria involving all group companies included in the consolidation perimeter.

This financial consolidation perimeter has served to delimit the scope of the taxonomy exercise by linking the compliance percentages directly to the figures obtained in the financial consolidation process.

During this process, identified 26 activities of those carried out by Ferrovial included in Annex I of (RD) (EU) 2021/2139 of activities that contribute to climate change mitigation.

In order to ensure traceability and making an effort in the calculation of taxonomic indicators to ensure their robustness, during fiscal year 2022 specific taxonomy communication channels have been implemented and the collaboration of those responsible for each business analyzed has been sought (more than 300).

Due to the atomization of the company, in order to determine the eligibility of activities exhaustively, the analysis has been carried out at the level of the minimum management unit of the companies that consolidate in the Group, classifying each profit center under a single taxonomic activity and a single objective. This exercise has been automated in Ferrovial's accounting systems, which allows for better traceability of the data. In this sense, the financial and sustainability areas of the different Group companies have assigned the percentage of INCN, CapEX and OpEX that coincides with the description of the activities listed in the Delegated Climate Regulation based on the type of contracts, works or active services.

**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

determines the corporate position on these matters.

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Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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**Economic activity**

Construction, extension and operation of water collection, treatment and supply systems

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

30139496.83

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

0.4

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

212170.12

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

0.01

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

0

**Type(s) of substantial contribution**

<Not Applicable>

**Calculation methodology and supporting information**

Accordingly, Ferrovial has deployed a specific Action Plan with several phases, starting with a process of understanding and interpretation of the taxonomy criteria involving the different business units, an internal training exercise and a compilation of information on taxonomic criteria involving all group companies included in the consolidation perimeter.

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**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

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Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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**Economic activity**

Renewal of water collection, treatment and supply systems

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

1597067.91

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

0.02

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

55324.55

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

0

**Type(s) of substantial contribution**

&lt;Not Applicable&gt;

**Calculation methodology and supporting information**

Accordingly, Ferrovial has deployed a specific Action Plan with several phases, starting with a process of understanding and interpretation of the taxonomy criteria involving the different business units, an internal training exercise and a compilation of information on taxonomic criteria involving all group companies included in the consolidation perimeter.

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**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

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**Economic activity**

Construction, extension and operation of waste water collection and treatment

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

&lt;Not Applicable&gt;



**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**  
<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**  
<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**  
174752781.84

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**  
2.31

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**  
<Not Applicable>

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**  
<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**  
<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**  
<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**  
154875.2

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**  
0.01

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**  
<Not Applicable>

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**  
<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**  
<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**  
<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**  
0

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**  
0

**Type(s) of substantial contribution**  
<Not Applicable>

#### **Calculation methodology and supporting information**

Accordingly, Ferrovial has deployed a specific Action Plan with several phases, starting with a process of understanding and interpretation of the taxonomy criteria involving the different business units, an internal training exercise and a compilation of information on taxonomic criteria involving all group companies included in the consolidation perimeter.

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**Technical screening criteria met**  
Yes

#### **Details of technical screening criteria analysis**

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

**Do no significant harm requirements met**  
Yes

#### **Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**  
Yes

#### **Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others) determines the corporate position on these matters.

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Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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#### **Economic activity**

Renewal of waste water collection and treatment

#### **Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

#### **Taxonomy Alignment**

Taxonomy-eligible but not aligned

#### **Financial metric(s)**

Turnover

#### **Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

#### **Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

<Not Applicable>

#### **Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

13863.32

#### **Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

0

#### **Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

#### **Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

<Not Applicable>

#### **Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

#### **Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

#### **Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

<Not Applicable>

#### **Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

#### **Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

<Not Applicable>

#### **Type(s) of substantial contribution**

<Not Applicable>

#### **Calculation methodology and supporting information**

Accordingly, Ferrovial has deployed a specific Action Plan with several phases, starting with a process of understanding and interpretation of the taxonomy criteria involving the different business units, an internal training exercise and a compilation of information on taxonomic criteria involving all group companies included in the consolidation perimeter.

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**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

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**Economic activity**

Collection and transport of non-hazardous waste in source segregated fractions

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

132369460.14

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

1.75

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

30214.77

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

0

**Type(s) of substantial contribution**

<Not Applicable>

**Calculation methodology and supporting information**

Accordingly, Ferrovial has deployed a specific Action Plan with several phases, starting with a process of understanding and interpretation of the taxonomy criteria involving the different business units, an internal training exercise and a compilation of information on taxonomic criteria involving all group companies included in the consolidation perimeter.

This financial consolidation perimeter has served to delimit the scope of the taxonomy exercise by linking the compliance percentages directly to the figures obtained in the financial consolidation process.

During this process, identified 26 activities of those carried out by Ferrovial included in Annex I of (RD) (EU) 2021/2139 of activities that contribute to climate change mitigation.

In order to ensure traceability and making an effort in the calculation of taxonomic indicators to ensure their robustness, during fiscal year 2022 specific taxonomy communication channels have been implemented and the collaboration of those responsible for each business analyzed has been sought (more than 300).

Due to the atomization of the company, in order to determine the eligibility of activities exhaustively, the analysis has been carried out at the level of the minimum management unit of the companies that consolidate in the Group, classifying each profit center under a single taxonomic activity and a single objective. This exercise has been automated in Ferrovial's accounting systems, which allows for better traceability of the data. In this sense, the financial and sustainability areas of the different Group companies have assigned the percentage of INCN, CapEX and OpEX that coincides with the description of the activities listed in the Delegated Climate Regulation based on the type of contracts, works or active services.

**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

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Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

**Economic activity**

Composting of bio-waste

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

4036347.16

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

0.05

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

43170.83

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

0

**Type(s) of substantial contribution**

<Not Applicable>

**Calculation methodology and supporting information**

Accordingly, Ferrovial has deployed a specific Action Plan with several phases, starting with a process of understanding and interpretation of the taxonomy criteria involving the different business units, an internal training exercise and a compilation of information on taxonomic criteria involving all group companies included in the consolidation perimeter.

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**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

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**Economic activity**

Material recovery from non-hazardous waste

**Taxonomy under which information is being reported**

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**

Turnover

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

11262.34

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

0

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

<Not Applicable>

**Type(s) of substantial contribution**

<Not Applicable>

**Calculation methodology and supporting information**

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**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

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**Economic activity**

Infrastructure for personal mobility, cycle logistics

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

43591345.88

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

0.58

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

27494.96

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

0

**Type(s) of substantial contribution**

<Not Applicable>

### Calculation methodology and supporting information

Accordingly, Ferrovial has deployed a specific Action Plan with several phases, starting with a process of understanding and interpretation of the taxonomy criteria involving the different business units, an internal training exercise and a compilation of information on taxonomic criteria involving all group companies included in the consolidation perimeter.

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### Technical screening criteria met

Yes

### Details of technical screening criteria analysis

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

### Do no significant harm requirements met

Yes

### Details of do no significant harm analysis

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

### Minimum safeguards compliance requirements met

Yes

### Details of minimum safeguards compliance analysis

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### Economic activity

Infrastructure for rail transport

### Taxonomy under which information is being reported

EU Taxonomy for Sustainable Activities

### Taxonomy Alignment

Taxonomy-eligible but not aligned

### Financial metric(s)

Turnover

CAPEX

OPEX

### Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

### Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year

<Not Applicable>

### Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year

<Not Applicable>

### Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year

<Not Applicable>

### Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

39602864.49

### Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year

0.52

### Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

### Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year

<Not Applicable>

### Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year

<Not Applicable>

### Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year

<Not Applicable>



**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

214065.93

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

0.01

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

0

**Type(s) of substantial contribution**

&lt;Not Applicable&gt;

**Calculation methodology and supporting information**

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**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

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**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

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**Economic activity**

Infrastructure enabling low carbon water transport

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

17480592.93

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

0.23

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

470106.92

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

0.03

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

0

**Type(s) of substantial contribution**

<Not Applicable>

**Calculation methodology and supporting information**

Accordingly, Ferrovial has deployed a specific Action Plan with several phases, starting with a process of understanding and interpretation of the taxonomy criteria involving the different business units, an internal training exercise and a compilation of information on taxonomic criteria involving all group companies included in the consolidation perimeter.

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**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

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**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

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**Minimum safeguards compliance requirements met**

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**Details of minimum safeguards compliance analysis**

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#### **Economic activity**

Low carbon airport infrastructure

#### **Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

#### **Taxonomy Alignment**

Taxonomy-eligible but not aligned

#### **Financial metric(s)**

Turnover

CAPEX

OPEX

#### **Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

#### **Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

<Not Applicable>

#### **Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

12173428.34

#### **Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

0.16

#### **Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

#### **Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

<Not Applicable>

#### **Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

27156.19

#### **Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

0

#### **Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

#### **Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

<Not Applicable>

#### **Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

<Not Applicable>

#### **Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

0

#### **Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

0

#### **Type(s) of substantial contribution**

<Not Applicable>

#### **Calculation methodology and supporting information**

Accordingly, Ferrovial has deployed a specific Action Plan with several phases, starting with a process of understanding and interpretation of the taxonomy criteria involving the different business units, an internal training exercise and a compilation of information on taxonomic criteria involving all group companies included in the consolidation perimeter.

This financial consolidation perimeter has served to delimit the scope of the taxonomy exercise by linking the compliance percentages directly to the figures obtained in the financial consolidation process.

During this process, identified 26 activities of those carried out by Ferrovial included in Annex I of (RD) (EU) 2021/2139 of activities that contribute to climate change mitigation.

In order to ensure traceability and making an effort in the calculation of taxonomic indicators to ensure their robustness, during fiscal year 2022 specific taxonomy communication channels have been implemented and the collaboration of those responsible for each business analyzed has been sought (more than 300).

Due to the atomization of the company, in order to determine the eligibility of activities exhaustively, the analysis has been carried out at the level of the minimum management unit of the companies that consolidate in the Group, classifying each profit center under a single taxonomic activity and a single objective. This exercise has been automated in Ferrovial's accounting systems, which allows for better traceability of the data. In this sense, the financial and sustainability areas of the different Group companies have assigned the percentage of INCN, CapEX and OpEX that coincides with the description of the activities listed in the Delegated Climate Regulation based on the type of contracts, works or active services.

**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others) determines the corporate position on these matters.

The company has due diligence procedures for the ethical integrity of suppliers, customers, partners and candidates in order to prevent the commission of criminal acts, and carries out regular training activities to inform its staff, especially senior management, of all corporate policies and procedures.

Furthermore, Ferrovial has not received any convictions or sanctions for human rights violations, corruption or bribery, tax evasion or failure to comply with competition laws.

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**Economic activity**

Construction of new buildings

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**

Turnover  
CAPEX  
OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

527336858.1

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

6.98

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

8693786.19

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

0.04

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

0

**Type(s) of substantial contribution**

<Not Applicable>

**Calculation methodology and supporting information**

Accordingly, Ferrovial has deployed a specific Action Plan with several phases, starting with a process of understanding and interpretation of the taxonomy criteria involving the different business units, an internal training exercise and a compilation of information on taxonomic criteria involving all group companies included in the consolidation perimeter.

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**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

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**Economic activity**

Renovation of existing buildings

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

39389755.75

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

0.52

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

18213.38

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

0

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

&lt;Not Applicable&gt;

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

0

**Type(s) of substantial contribution**

&lt;Not Applicable&gt;

**Calculation methodology and supporting information**

Accordingly, Ferrovial has deployed a specific Action Plan with several phases, starting with a process of understanding and interpretation of the taxonomy criteria involving the different business units, an internal training exercise and a compilation of information on taxonomic criteria involving all group companies included in the consolidation perimeter.

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**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

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**Economic activity**

Installation, maintenance and repair of energy efficiency equipment

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

9889396.11

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

0.13

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

7914138.42

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

0.46

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

0

**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

0

**Type(s) of substantial contribution**

<Not Applicable>

**Calculation methodology and supporting information**

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**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

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**Economic activity**

Data processing, hosting and related activities

**Taxonomy under which information is being reported**

EU Taxonomy for Sustainable Activities

**Taxonomy Alignment**

Taxonomy-eligible but not aligned

**Financial metric(s)**

Turnover

CAPEX

OPEX

**Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)**

24395005.31

**Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year**

0.32

**Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**

105117.78

**Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year**

0.01

**Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year**

<Not Applicable>

**Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)**



**Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year**

0

**Type(s) of substantial contribution**

&lt;Not Applicable&gt;

**Calculation methodology and supporting information**

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**Technical screening criteria met**

Yes

**Details of technical screening criteria analysis**

The technical criteria have been applied for each unit of analysis identified according to the activities listed under the current regulations of the EU Taxonomy.

**Do no significant harm requirements met**

Yes

**Details of do no significant harm analysis**

The DNSH criteria for this activity have been validated according to the current EU Taxonomy regulation.

**Minimum safeguards compliance requirements met**

Yes

**Details of minimum safeguards compliance analysis**

Ferrovial complies with the minimum safeguards established in Articles 3 and 18 of the Taxonomy Regulation in relation to human rights, corruption, taxation and fair competition. In this regard, a body of policies (Human Rights Policy, Anti-Corruption Policy, Tax Compliance and Best Practices Policy and Competition Policy, among others)

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**C3.5c****(C3.5c) Provide any additional contextual and/or verification/assurance information relevant to your organization's taxonomy alignment.**

The information reported by Ferrovial in relation to the EU Taxonomy has been verified by a third party. As a reference, the opinion paragraph of the verifying entity is included:

*"Regulation (EU) 2020/852 of the European Parliament and the Council, June 18 2020, on the establishment of a framework to facilitate sustainable investments settles the obligation to disclose information on how and to what extent the company's activities are associated with economic activities that are considered aligned in relation to climate change mitigation and adaptation objectives for the first time for the financial year 2022, additionally to the information related to eligible activities required in financial year 2021. Consequently, comparative information about alignment has not been included in the accompanying Consolidated Management Report.*

*Additionally, information has been included, for which the Board of Directors of Ferrovial have chosen to apply the criteria that, in their opinion, best enable compliance with the new obligation and which are defined within the "Taxonomy" chapter of the accompanying Consolidated Management Report. Our conclusion has not been modified in relation to this matter."*

This information is public and can be consulted in the Verification Report of our Consolidated Management Report.

**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

**Is this a science-based target?**

Yes, and this target has been approved by the Science Based Targets initiative

**Target ambition**

2°C aligned

**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)**

424536

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

130588

**Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year total 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)**

555124

**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, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)**

<Not Applicable>

**Base year total 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 CO<sub>2</sub>e) [auto-calculated]**

**Scope 1 emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

381341

**Scope 2 emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

33045

**Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Total Scope 3 emissions in reporting year covered by target (metric tons CO<sub>2</sub>e)**

<Not Applicable>

**Total emissions in reporting year covered by target in all selected scopes (metric tons CO<sub>2</sub>e)**

414386

**Does this target cover any land-related emissions?**

Yes, it covers land-related and non-land related emissions (e.g. SBT approved before the release of FLAG target-setting guidance)

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

**Target status in reporting year**

Underway

**Please explain target coverage and identify any exclusions**

In absolute terms, the target is to reduce 32% by 2030 from 2009 base-year. By 2022 Ferrovial achieved a reduction of 140,739 tCO<sub>2</sub>e (140,739 tCO<sub>2</sub>e reduction of emissions in 2022 divided by 555,124 tCO<sub>2</sub>e emissions in 2009 base year = 25,35 %). In other words, 79,13% of the target was achieved (25,35 % of reduction divided by 32 % of target = 79,13% 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 CO<sub>2</sub>/kWh emission factor is zero. In 2022, Ferrovial Group consumed 70% 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>

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**Target reference number**

Abs 2

**Is this a science-based target?**

Yes, and this target has been approved by the Science Based Targets initiative

**Target ambition**

2°C aligned

**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, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)**

124282

**Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)**

560420

**Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)**

191948

**Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)**

5065

**Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)**

792

**Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)**

1405

**Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)**

686941

**Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)**

57368

**Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)**

2113068

**Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)**

<Not Applicable>

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

3741289

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

3741289

**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, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)**

100

**Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)**

100

**Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)**

100

**Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)**

100

**Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)**

100

**Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)**

100

**Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)**

100

**Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)**

100

**Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)**

100

**Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)**

<Not Applicable>

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

62

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

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

&lt;Not Applicable&gt;

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

&lt;Not Applicable&gt;

**Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)**

69525

**Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)**

454426

**Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)**

122540

**Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)**

3805

**Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)**

1245

**Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)**

0

**Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)**

498782

**Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)**

19224

**Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)**

1195960

**Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

**Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)**

&lt;Not Applicable&gt;

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

2365507

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

2365507

**Does this target cover any land-related emissions?**

No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

**% of target achieved relative to base year [auto-calculated]****Target status in reporting year**

Underway

**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 62% of yearly scope 3 emissions. From 2012 to 2022, Ferrovial has reduced covered scope 3 emissions by 1,375,782 tCO2eq. This divided by 3,741,289 tCO2eq (covered emissions in base year), results in a 36,77% emissions reduction. As the target was to reduce 20% of base year emissions, the target is 183,86% 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>

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**Target reference number**

Abs 3

**Is this a science-based target?**

No, but we are reporting another target that is science-based

**Target ambition**

<Not Applicable>

**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)**

424536

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

130588

**Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)**

<Not Applicable>



**Base year total 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)**

555124

**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, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)**

<Not Applicable>

**Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)**

<Not Applicable>

**Base year total 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]**

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

381341

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

33045

**Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)**

<Not Applicable>

**Total 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)**

414386

**Does this target cover any land-related emissions?**

No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

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

**Target status in reporting year**

Underway

**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) Provide details of your emissions intensity target(s) and progress made against those target(s).****Target reference number**

Int 1

**Is this a science-based target?**

Yes, and this target has been approved by the Science Based Targets initiative

**Target ambition**

2°C aligned

**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)**

&lt;Not Applicable&gt;

**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, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)**

&lt;Not Applicable&gt;

**Intensity figure in base year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)**

&lt;Not Applicable&gt;

**Intensity figure in base year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)**

&lt;Not Applicable&gt;

**Intensity figure in base year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)**

&lt;Not Applicable&gt;

**Intensity figure in base year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)**

&lt;Not Applicable&gt;

**Intensity figure in base year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)**

&lt;Not Applicable&gt;

**Intensity figure in base year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)**

&lt;Not Applicable&gt;

**Intensity figure in base year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)**

&lt;Not Applicable&gt;

**Intensity figure in base year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)**

&lt;Not Applicable&gt;

**Intensity figure in base year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)**

&lt;Not Applicable&gt;

**Intensity figure in base year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)**

&lt;Not Applicable&gt;

**Intensity figure in base year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)**

&lt;Not Applicable&gt;

**Intensity figure in base year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)**

&lt;Not Applicable&gt;

**Intensity figure in base year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)**

&lt;Not Applicable&gt;

**Intensity figure in base year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)**

&lt;Not Applicable&gt;

**Intensity figure in base year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)**

&lt;Not Applicable&gt;

**Intensity figure in base year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in base year for total 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, Category 1: Purchased goods and services covered by this Scope 3, Category 1: Purchased goods and services intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 2: Capital goods covered by this Scope 3, Category 2: Capital goods intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) covered by this Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution covered by this Scope 3, Category 4: Upstream transportation and distribution intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 5: Waste generated in operations covered by this Scope 3, Category 5: Waste generated in operations intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 6: Business travel covered by this Scope 3, Category 6: Business travel intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 7: Employee commuting covered by this Scope 3, Category 7: Employee commuting intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 8: Upstream leased assets covered by this Scope 3, Category 8: Upstream leased assets intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution covered by this Scope 3, Category 9: Downstream transportation and distribution intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 10: Processing of sold products covered by this Scope 3, Category 10: Processing of sold products intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 11: Use of sold products covered by this Scope 3, Category 11: Use of sold products intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products covered by this Scope 3, Category 12: End-of-life treatment of sold products intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 13: Downstream leased assets covered by this Scope 3, Category 13: Downstream leased assets intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 14: Franchises covered by this Scope 3, Category 14: Franchises intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Category 15: Investments covered by this Scope 3, Category 15: Investments intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Other (upstream) covered by this Scope 3, Other (upstream) intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3, Other (downstream) covered by this Scope 3, Other (downstream) intensity figure**

<Not Applicable>

**% of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total 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]**

**% 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)**

39.49

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

3.42

**Intensity figure in reporting year for Scope 3, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)**

<Not Applicable>

**Intensity figure in reporting year for total 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)**

42.91

**Does this target cover any land-related emissions?**

No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

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

**Target status in reporting year**

Underway

**Please explain target coverage and identify any exclusions**

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 2022, Ferrovial Group consumed 70 % 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.

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

**List the emissions reduction initiatives which contributed most to achieving this target**

<Not Applicable>

## C4.2

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### (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

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### (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)**

1202617

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

2.39

**Target year**

2025

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

100

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

70

**% of target achieved relative to base year [auto-calculated]****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 2022, Ferrovial consumed 70% of electricity from renewable sources (purchased with certificate or origin and produced by the company) (493,828 MWh from renewable sources divided by 713,078 MWh of total electricity consumption in 2020 = 70% electricity from renewable sources).

Ferrovial commits to have 100% electricity consumption obtained from renewable sources by 2025, this represent a 69,26% of the target achieved in 2022.

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

In 2022 Ferrovial has signed a contract so that, through the Energy Solutions area of its Construction division, a photovoltaic solar plant with a power of 200 megawatts peak is built in Badajoz (Spain) for more than 100 million euros. This new contract highlights the company's commitment to the decarbonisation of the economy, included in its Horizon 24 Plan.

The future plant will have 350,000 bifacial photovoltaic modules and will have an estimated annual production of 400 GWh, enough energy to supply 118,100 homes each year.

This same year, Ferrovial has expressed its interest in five wind farms in the country with an installed capacity of 2,250 MW. Specifically, the company plans to build said infrastructures on the coasts of Lugo, Pontevedra, Girona, Málaga and Gran Canaria, at a distance of between 11 and 30 kilometers from the coast.

**List the actions which contributed most to achieving this target**

<Not Applicable>

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## C4.2c

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**(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 two 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.

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	2761.88
To be implemented*	5	39640.95
Implementation commenced*	0	0
Implemented*	4	41858.38
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)**

514

**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 Construction 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)
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**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's Energy Solutions business unit. These services include energy management in municipal buildings and street lighting, as well as interventions as thermal insulation on buildings.

**Initiative category & Initiative type**

Low-carbon energy consumption	Low-carbon electricity mix
-------------------------------	----------------------------

**Estimated annual CO2e savings (metric tonnes CO2e)**

38367

**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 2022, Ferrovial consumed 137.175 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)
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**Estimated annual CO2e savings (metric tonnes CO2e)**

510.38

**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) Ferrovia 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.

**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 Ferrovia's business sectors over the coming decades. Ferrovia has been working on these issues since 2010 when it started with the Project "Ferrovia 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 Ferrovia 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	Ferrovia 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 Ferrovia) 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	Ferrovia has signed some voluntary agreements. For Ferrovia 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 2022, 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	Ferrovia 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, an acquisition

Yes, a divestment

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

Ferrovial Servicios

Dalaman

**Details of structural change(s), including completion dates**

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

Due to the departure of Ferrovial Services from the company's perimeter at the end of 2021, emissions data associated with the activity of this business have been excluded from the published historical data

**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 and past years' emissions been recalculated as a result of any changes or errors reported in C5.1a and/or C5.1b?**

	Base year recalculation	Scope(s) recalculated	Base year emissions recalculation policy, including significance threshold	Past years' recalculation
Row 1	Yes	Scope 1 Scope 2, location-based Scope 2, market-based	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%.	Yes

**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)**

424536

**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)**

136854

**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)**

130588

**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 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)**

124282

**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)**

5065

**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 Arney 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)**

686941

**Comment**

### 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)**

57368

**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)**

2113068

**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**

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**(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**

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**C6.1**

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**(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)**

381341

**Start date**

January 1 2022

**End date**

December 31 2022

**Comment**

**Past year 1**

**Gross global Scope 1 emissions (metric tons CO2e)**

399387

**Start date**

January 1 2021

**End date**

December 31 2021

**Comment**

**Past year 2**

**Gross global Scope 1 emissions (metric tons CO2e)**

435975

**Start date**

January 1 2020

**End date**

December 31 2020

**Comment**

**Past year 3**

**Gross global Scope 1 emissions (metric tons CO2e)**

424536

**Start date**

January 1 2009

**End date**

December 31 2009

**Comment**

## C6.2

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### (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

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

#### Reporting year

##### Scope 2, location-based

71411

##### Scope 2, market-based (if applicable)

33045

##### Start date

January 1 2022

##### End date

December 31 2022

##### Comment

#### Past year 1

##### Scope 2, location-based

79067

##### Scope 2, market-based (if applicable)

30536

##### Start date

January 1 2021

##### End date

December 31 2021

##### Comment

#### Past year 2

##### Scope 2, location-based

94388

##### Scope 2, market-based (if applicable)

39651

##### Start date

January 1 2020

##### End date

December 31 2020

##### Comment

#### Past year 3

##### Scope 2, location-based

136854

##### Scope 2, market-based (if applicable)

130588

##### 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, Scope 2 or Scope 3 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 CO<sub>2</sub>e)**

867951

#### **Emissions calculation methodology**

Average data 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, steel, 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 CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O emissions in units of CO<sub>2</sub>e (CO<sub>2</sub> equivalent). The GWP used for CO<sub>2</sub> is 1, for CH<sub>4</sub> is 21 and N<sub>2</sub>O 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.CO<sub>2</sub>/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 CO<sub>2</sub>eq 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 CO<sub>2</sub>e)**

761835

#### **Emissions calculation methodology**

Average data method  
Spend-based 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 CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O emissions in units of CO<sub>2</sub>e (CO<sub>2</sub> equivalent). The GWP used for CO<sub>2</sub> is 1, for CH<sub>4</sub> is 21 and N<sub>2</sub>O 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)

69525

### 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 CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O emissions in units of CO<sub>2</sub>e (CO<sub>2</sub> equivalent). The GWP used for CO<sub>2</sub> is 1, for CH<sub>4</sub> is 21 and N<sub>2</sub>O 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)

454426

### 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, steel, 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 calculate 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 CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O emissions in units of CO<sub>2</sub>e (CO<sub>2</sub> equivalent). The GWP used for CO<sub>2</sub> is 1, for CH<sub>4</sub> is 21 and N<sub>2</sub>O 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, steel, 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 CO<sub>2</sub>e)

122540

### 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 CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O emissions in units of CO<sub>2</sub>e (CO<sub>2</sub> equivalent). The GWP used for CO<sub>2</sub> is 1, for CH<sub>4</sub> is 21 and N<sub>2</sub>O 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 through 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.CO<sub>2</sub>/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 CO<sub>2</sub>e)

3805

### 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 CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O emissions in units of CO<sub>2</sub>e (CO<sub>2</sub> equivalent). The GWP used for CO<sub>2</sub> is 1, for CH<sub>4</sub> is 21 and N<sub>2</sub>O 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)

1254

### 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 CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O emissions in units of CO<sub>2</sub>e (CO<sub>2</sub> equivalent). The GWP used for CO<sub>2</sub> is 1, for CH<sub>4</sub> is 21 and N<sub>2</sub>O 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

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 CO<sub>2</sub>e. 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 CO<sub>2</sub>e)

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. Ferrovia's activity consists on providing services or to construct and to manage infrastructures in situ. Ferrovia 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 CO<sub>2</sub>e)

498782

### 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 Ferrovia. These emission factors used are in line with GHG Protocol Scope 3 Guidance and include total CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O emissions in units of CO<sub>2</sub>e. The GWP used for CO<sub>2</sub> is 1, for CH<sub>4</sub> is 21 and N<sub>2</sub>O 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 CO<sub>2</sub> 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.

## End of life treatment of sold products

### Evaluation status

Relevant, calculated

### Emissions in reporting year (metric tons CO<sub>2</sub>e)

19224

### 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 CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O emissions in units of CO<sub>2</sub>e (CO<sub>2</sub> equivalent). The GWP used for CO<sub>2</sub> is 1, for CH<sub>4</sub> is 21 and N<sub>2</sub>O 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.CO<sub>2</sub>/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 CO<sub>2</sub>e)

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 CO<sub>2</sub>e)

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 CO<sub>2</sub>e)

1195960

### 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 a 25% share. Ferrovial considers 25% of scope 1;2&3. To calculate emissions, HAH uses 2015 DEFRA Conversion Factors. (ii) HAH publishes 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 considers 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 factors were used. Data 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

<Not Applicable>

### Emissions in reporting year (metric tons CO<sub>2</sub>e)

<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

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

**Past year 1**

**Start date**

January 1 2021

**End date**

December 31 2021

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

1144190

**Scope 3: Capital goods (metric tons CO2e)**

191884

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

65458

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

552731

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

94059

**Scope 3: Business travel (metric tons CO2e)**

1964

**Scope 3: Employee commuting (metric tons CO2e)**

1673

**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)**

473640

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

59894

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

0

**Scope 3: Franchises (metric tons CO2e)**

0

**Scope 3: Investments (metric tons CO2e)**

1186539

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

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

**Comment**

**Past year 2**

**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)**

76367

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

476642

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

127603

**Scope 3: Business travel (metric tons CO2e)**

1159

**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)**

392929

**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)**

1180634

**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)**

124282

**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)**

5065

**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)**

686941

**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)**

2113068

**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	882943	Relevant biogenic carbon emissions come from Amey and Construction activities.

**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**

0.000055

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

414386

**Metric denominator**

unit total revenue

**Metric denominator: Unit total**

7551000000

**Scope 2 figure used**

Market-based

**% change from previous year**

15

**Direction of change**

Decreased

**Reason(s) for change**

Change in renewable energy consumption  
Other emissions reduction activities

**Please explain**

In 2022 Ferrovia reduced its emissions by 15% in terms of intensity compared to 2021.

This is the result of an increase in revenues as well as a significant decrease in emissions. Revenues have increased by 9,3%.

Some of the main initiatives that have been carried out during 2022 related to Ferrovia's emissions reductions are:

- Purchase of electricity from renewable sources: the company promotes the purchase of electricity with a guarantee of origin. In 2022, 70% of the electricity purchased was produced from renewable sources.
- Efficient vehicle fleet: hybrid and plug-in hybrid vehicles continue to be added to the fleet, resulting in a substantial and continuous reduction in emissions levels.

## 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	255498	IPCC Second Assessment Report (SAR - 100 year)
CH4	122049	IPCC Second Assessment Report (SAR - 100 year)
N2O	3814	IPCC Second Assessment Report (SAR - 100 year)

### C7.2

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

Country/area/region	Scope 1 emissions (metric tons CO2e)
Saudi Arabia	255
Australia	1662
Chile	19510
Colombia	2201
Slovakia	175
Spain	21333
Peru	439
Poland	43712
Portugal	480
United Kingdom of Great Britain and Northern Ireland	233843
United States of America	56012
Turkey	1296
Puerto Rico	423

**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)
Energy (Transchile)	14
Construction (Ferrovia Construction, Budimex, Webber, Cadagua)	144998
Corporation (Ferrovia Corporation)	53
toll roads (Cintra)	2918
Services (Amey,)	232062
Airports ( Dalaman)	1296

**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)	232062
Water treatment plants (Cadagua)	440
Infrastructure management (Cintra)	2918
Construction (Ferrovia Construction, Budimex, Webber)	144558
Corporation	53
Electric transmission line (Transchile)	14
Airports ( Dalaman)	1296

**C7.5**

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

Country/area/region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Australia	200	200
Chile	117	117
Colombia	27	25
Slovakia	97	102
Spain	28808	2728
Poland	19009	17816
Portugal	842	806
Puerto Rico	37	37
United Kingdom of Great Britain and Northern Ireland	8673	626
United States of America	5978	2961
Turkey	7624	7624

**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)	50859	22845
Corporation (Ferrovial Corporation)	319	319
Toll roads (Cintra)	5213	1631
Services (Amey)	7397	626
Airports ( Dalaman)	7624	7624

**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)	7397	626
Water treatment plants (Cadagua)	25947	413
Infrastructure management (Cintra)	5213	1631
Construction (Ferrovial Construction, Budimex, Webber)	24912	22432
Corporation	319	319
Airports ( Dalaman)	7624	7624

**C7.7**

**(C7.7) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?**

Yes

**C7.7a**

**(C7.7a) Break down your gross Scope 1 and Scope 2 emissions by subsidiary.**

**Subsidiary name**

Amey

**Primary activity**

Waste management

**Select the unique identifier(s) you are able to provide for this subsidiary**

No unique identifier

**ISIN code – bond**

<Not Applicable>

**ISIN code – equity**

<Not Applicable>

**CUSIP number**

<Not Applicable>

**Ticker symbol**

<Not Applicable>

**SEDOL code**

<Not Applicable>

**LEI number**

<Not Applicable>

**Other unique identifier**

<Not Applicable>

**Scope 1 emissions (metric tons CO2e)**

232062

**Scope 2, location-based emissions (metric tons CO2e)**

7397

**Scope 2, market-based emissions (metric tons CO2e)**

626

**Comment**

---

**Subsidiary name**

Budimex

**Primary activity**

Construction & building materials dealing & distribution

**Select the unique identifier(s) you are able to provide for this subsidiary**

No unique identifier

**ISIN code – bond**

<Not Applicable>

**ISIN code – equity**

<Not Applicable>

**CUSIP number**

<Not Applicable>

**Ticker symbol**

<Not Applicable>

**SEDOL code**

<Not Applicable>

**LEI number**

<Not Applicable>

**Other unique identifier**

<Not Applicable>

**Scope 1 emissions (metric tons CO2e)**

43712

**Scope 2, location-based emissions (metric tons CO2e)**

19009

**Scope 2, market-based emissions (metric tons CO2e)**

17816

**Comment**

---

**Subsidiary name**

Cadagua

**Primary activity**

Waste water management

**Select the unique identifier(s) you are able to provide for this subsidiary**

No unique identifier

**ISIN code – bond**

<Not Applicable>

**ISIN code – equity**

<Not Applicable>

**CUSIP number**

<Not Applicable>

**Ticker symbol**

<Not Applicable>

**SEDOL code**

<Not Applicable>

**LEI number**

<Not Applicable>

**Other unique identifier**

<Not Applicable>

**Scope 1 emissions (metric tons CO2e)**

440

**Scope 2, location-based emissions (metric tons CO2e)**

25947

**Scope 2, market-based emissions (metric tons CO2e)**

413

**Comment**

---

**Subsidiary name**

Cintra

**Primary activity**

Transportation infrastructure & other construction

**Select the unique identifier(s) you are able to provide for this subsidiary**

No unique identifier

**ISIN code – bond**

<Not Applicable>

**ISIN code – equity**

<Not Applicable>

**CUSIP number**

<Not Applicable>

**Ticker symbol**

<Not Applicable>

**SEDOL code**

<Not Applicable>

**LEI number**

<Not Applicable>

**Other unique identifier**

<Not Applicable>

**Scope 1 emissions (metric tons CO2e)**

2918

**Scope 2, location-based emissions (metric tons CO2e)**

5213

**Scope 2, market-based emissions (metric tons CO2e)**

1631

**Comment**

---

**Subsidiary name**

Dalaman

**Primary activity**

Aerospace

**Select the unique identifier(s) you are able to provide for this subsidiary**

No unique identifier

**ISIN code – bond**

<Not Applicable>

**ISIN code – equity**

<Not Applicable>

**CUSIP number**

<Not Applicable>

**Ticker symbol**

<Not Applicable>

**SEDOL code**

<Not Applicable>

**LEI number**

<Not Applicable>

**Other unique identifier**

<Not Applicable>

**Scope 1 emissions (metric tons CO2e)**

1296

**Scope 2, location-based emissions (metric tons CO2e)**

7624

**Scope 2, market-based emissions (metric tons CO2e)**

7624

**Comment**

---

**Subsidiary name**

Ferrovia construction

**Primary activity**

Construction &amp; building materials dealing &amp; distribution

**Select the unique identifier(s) you are able to provide for this subsidiary**

No unique identifier

**ISIN code – bond**

&lt;Not Applicable&gt;

**ISIN code – equity**

&lt;Not Applicable&gt;

**CUSIP number**

&lt;Not Applicable&gt;

**Ticker symbol**

&lt;Not Applicable&gt;

**SEDOL code**

&lt;Not Applicable&gt;

**LEI number**

&lt;Not Applicable&gt;

**Other unique identifier**

&lt;Not Applicable&gt;

**Scope 1 emissions (metric tons CO2e)**

70161

**Scope 2, location-based emissions (metric tons CO2e)**

4772

**Scope 2, market-based emissions (metric tons CO2e)**

3221

**Comment**

---

**Subsidiary name**

Ferrovia corporation

**Primary activity**

Home &amp; office wholesale

**Select the unique identifier(s) you are able to provide for this subsidiary**

No unique identifier

**ISIN code – bond**

&lt;Not Applicable&gt;

**ISIN code – equity**

&lt;Not Applicable&gt;

**CUSIP number**

&lt;Not Applicable&gt;

**Ticker symbol**

&lt;Not Applicable&gt;

**SEDOL code**

&lt;Not Applicable&gt;

**LEI number**

&lt;Not Applicable&gt;

**Other unique identifier**

&lt;Not Applicable&gt;

**Scope 1 emissions (metric tons CO2e)**

53

**Scope 2, location-based emissions (metric tons CO2e)**

319

**Scope 2, market-based emissions (metric tons CO2e)**

319

---

**Comment****Subsidiary name**

Webber

**Primary activity**

Construction &amp; building materials dealing &amp; distribution

**Select the unique identifier(s) you are able to provide for this subsidiary**

Please select

**ISIN code – bond**

&lt;Not Applicable&gt;

**ISIN code – equity**

&lt;Not Applicable&gt;

**CUSIP number**

&lt;Not Applicable&gt;

**Ticker symbol**

&lt;Not Applicable&gt;

**SEDOL code**

&lt;Not Applicable&gt;

**LEI number**

&lt;Not Applicable&gt;

**Other unique identifier**

&lt;Not Applicable&gt;

**Scope 1 emissions (metric tons CO2e)**

30685

**Scope 2, location-based emissions (metric tons CO2e)**

1131

**Scope 2, market-based emissions (metric tons CO2e)**

1395

**Comment**

---

**Subsidiary name**

Transchile

**Primary activity**

Energy services &amp; equipment

**Select the unique identifier(s) you are able to provide for this subsidiary**

No unique identifier

**ISIN code – bond**

&lt;Not Applicable&gt;

**ISIN code – equity**

&lt;Not Applicable&gt;

**CUSIP number**

&lt;Not Applicable&gt;

**Ticker symbol**

&lt;Not Applicable&gt;

**SEDOL code**

&lt;Not Applicable&gt;

**LEI number**

&lt;Not Applicable&gt;

**Other unique identifier**

&lt;Not Applicable&gt;

**Scope 1 emissions (metric tons CO2e)**

14

**Scope 2, location-based emissions (metric tons CO2e)**

0

**Scope 2, market-based emissions (metric tons CO2e)**

0

**Comment**

---

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 in emissions	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	12.209	Decreased	2.84	In 2022 we have started to generate and self-consume renewable energy both in Poland and in the UK. The development of renewable energies both in Poland and in the United Kingdom have allowed us to reduce our Scope 2 (location-based) emissions. During 2022, the photovoltaic park in Poland has produced 44.000 kWh, while that in the United Kingdom a total of 35.000 kWh (both generated and self-consumed by Ferrovial), which has allowed us to avoid around 12.209 tons of CO2. These 12.009 tons of CO2 represent 2,84% of Scope 1 + Scope 2 emissions from previous year (12.200 tCO2 / 429.923 tCO2 = 0,02839).
Other emissions reduction activities	2950.38	Decreased	0.7	Ferrovial has implemented energy efficiency and alternative vehicle programs that have resulted in savings of 2.950,38 tons of CO2 in 2022. These activities represent 0,7% the from Scope 1&2 emissions (2.950,38 tCO2 /414.386 tCO2 = 0,0007119).
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?**

Location-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	697318	697318
Consumption of purchased or acquired electricity	<Not Applicable>	137175	60903	198078
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>	70493	<Not Applicable>	70493
Total energy consumption	<Not Applicable>	207668	668221	875889

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**

75602

**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**

Coal used in construction activities.

## Oil

### Heating value

LHV

### Total fuel MWh consumed by the organization

606996

### 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

Fossil fuels used for mobile and stationary machinery are included, such as diesel, fuel, gasoline, kerosene and propane.

## Gas

### Heating value

LHV

### Total fuel MWh consumed by the organization

14720

### 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

Includes consumption of natural gas and LPG.

## 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**

697318

**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**

Ferrovial's total fuel consumption consists mainly of coal, oil and gas.

**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	70493	70493	70493	70493
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.**

**Country/area of low-carbon energy consumption**

United Kingdom of Great Britain and Northern Ireland

**Sourcing method**

Purchase from an on-site installation owned by a third party (on-site PPA)

**Energy carrier**

Electricity

**Low-carbon technology type**

Wind

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

4429

**Tracking instrument used**

REGO

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

United Kingdom of Great Britain and Northern Ireland

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

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

<Not Applicable>

**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.

**Country/area of low-carbon energy consumption**

Poland

**Sourcing method**

Purchase from an on-site installation owned by a third party (on-site PPA)

**Energy carrier**

Electricity

**Low-carbon technology type**

Hydropower (capacity unknown)

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

1358.47

**Tracking instrument used**

Contract

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Poland

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

No

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

<Not Applicable>

**Comment**

The energy provided by Towarowa Gielda Energii S.A. comes from different renewable sources (water, sun and wind).

---

**Country/area of low-carbon energy consumption**

Spain

**Sourcing method**

Purchase from an on-site installation owned by a third party (on-site PPA)

**Energy carrier**

Electricity

**Low-carbon technology type**

Wind

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

26099.55

**Tracking instrument used**

Contract

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Spain

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

Yes

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

2020

**Comment**

Energy that Ferrovial buys from a supplier.

---

**Country/area of low-carbon energy consumption**

Spain

**Sourcing method**

Purchase from an on-site installation owned by a third party (on-site PPA)

**Energy carrier**

Electricity

**Low-carbon technology type**

Small hydropower (<25 MW)

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

21134.21

**Tracking instrument used**

Contract

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Spain

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

Yes

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

1964

**Comment**

Energy that Ferrovial buys from a supplier.

---

**Country/area of low-carbon energy consumption**

Spain

**Sourcing method**

Purchase from an on-site installation owned by a third party (on-site PPA)

**Energy carrier**

Electricity

---

**Low-carbon technology type**

Small hydropower (<25 MW)

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

932.58

**Tracking instrument used**

Contract

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Spain

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

Yes

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

1999

**Comment**

Energy that Ferrovial buys from a supplier.

---

**Country/area of low-carbon energy consumption**

Spain

**Sourcing method**

Purchase from an on-site installation owned by a third party (on-site PPA)

**Energy carrier**

Electricity

**Low-carbon technology type**

Solar

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

4790.02

**Tracking instrument used**

Contract

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Spain

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

Yes

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

2020

**Comment**

Energy that Ferrovial buys from a supplier.

---

**Country/area of low-carbon energy consumption**

Spain

**Sourcing method**

Other, please specify (autogenerated)

**Energy carrier**

Electricity

**Low-carbon technology type**

Sustainable biomass

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

35789

**Tracking instrument used**

No instrument used

**Country/area of origin (generation) of the low-carbon energy or energy attribute**

Spain

**Are you able to report the commissioning or re-powering year of the energy generation facility?**

Yes

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

2021

**Comment**

Cadagua treatment plants:

Cogeneration plants have been implemented that produce thermal and electrical energy in the sludge thermal drying processes of the wastewater treatment plants managed by our business unit, Cadagua.

In turn, the biogas generated by the purification plants is used to generate electricity for self-consumption or sale in the event of a surplus.

---

(C8.2g) Provide a breakdown by country/area of your non-fuel energy consumption in the reporting year.

**Country/area**

Australia

**Consumption of purchased electricity (MWh)**

293

**Consumption of self-generated electricity (MWh)**

0

**Is this electricity consumption excluded from your RE100 commitment?**

<Not Applicable>

**Consumption of purchased heat, steam, and cooling (MWh)**

0

**Consumption of self-generated heat, steam, and cooling (MWh)**

0

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

---

**Country/area**

Chile

**Consumption of purchased electricity (MWh)**

279

**Consumption of self-generated electricity (MWh)**

0

**Is this electricity consumption excluded from your RE100 commitment?**

<Not Applicable>

**Consumption of purchased heat, steam, and cooling (MWh)**

0

**Consumption of self-generated heat, steam, and cooling (MWh)**

0

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

---

**Country/area**

Colombia

**Consumption of purchased electricity (MWh)**

116

**Consumption of self-generated electricity (MWh)**

0

**Is this electricity consumption excluded from your RE100 commitment?**

<Not Applicable>

**Consumption of purchased heat, steam, and cooling (MWh)**

0

**Consumption of self-generated heat, steam, and cooling (MWh)**

0

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

---

**Country/area**

Slovakia

**Consumption of purchased electricity (MWh)**

525

**Consumption of self-generated electricity (MWh)**

0

**Is this electricity consumption excluded from your RE100 commitment?**

<Not Applicable>

**Consumption of purchased heat, steam, and cooling (MWh)**

0

**Consumption of self-generated heat, steam, and cooling (MWh)**

0

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

---

**Country/area**

Spain

**Consumption of purchased electricity (MWh)**

97380

**Consumption of self-generated electricity (MWh)**

35789

---



Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

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

---

Country/area

France

Consumption of purchased electricity (MWh)

4.24

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

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

---

Country/area

Poland

Consumption of purchased electricity (MWh)

22356

Consumption of self-generated electricity (MWh)

44.01

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

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

---

Country/area

Portugal

Consumption of purchased electricity (MWh)

2997

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

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

---

Country/area

Puerto Rico

Consumption of purchased electricity (MWh)

81.73

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

Consumption of self-generated heat, steam, and cooling (MWh)

0

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

---

**Country/area**

United Kingdom of Great Britain and Northern Ireland

**Consumption of purchased electricity (MWh)**

42319

**Consumption of self-generated electricity (MWh)**

34659.8

**Is this electricity consumption excluded from your RE100 commitment?**

<Not Applicable>

**Consumption of purchased heat, steam, and cooling (MWh)**

0

**Consumption of self-generated heat, steam, and cooling (MWh)**

0

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

---

**Country/area**

United States of America

**Consumption of purchased electricity (MWh)**

13301

**Consumption of self-generated electricity (MWh)**

0

**Is this electricity consumption excluded from your RE100 commitment?**

<Not Applicable>

**Consumption of purchased heat, steam, and cooling (MWh)**

0

**Consumption of self-generated heat, steam, and cooling (MWh)**

0

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

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**C9. Additional metrics**

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**C9.1**

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

**Description**

Waste

**Metric value**

4138893

**Metric numerator**

ton of construction and demolition waste

**Metric denominator (intensity metric only)**

**% change from previous year**

2.21

**Direction of change**

Decreased

**Please explain**

The circular economy aims to keep the value of products, materials and resources in the economy for as long as possible, optimizing the consumption of materials and minimizing waste generation. It is also a solution to a problem that directly impacts the deterioration of the environment and allows us to identify new business opportunities.

For this reason, during 2022 Ferrovial has launched its Circular Economy Plan, presented to the Board of Directors. Its main lines are:

Promote the reuse and recycling of waste, prioritizing the minimization and recovery of waste. An annual target of 80% reuse of soils has been established, as well as 70% reuse of construction and demolition waste (CDW). In turn, the water treatment plants are committed to the valorization of sewage sludge with an annual target of 80% of the sludge generated for agricultural use, composting or thermal drying.

Promote an efficient use of resources by applying circularity criteria, as well as the use of recycled materials, either by reusing or recycling materials in activities or by managing the supply chain to acquire materials with recycled content.

Reducing the environmental impact of the company's activities. To this end, we are working to adopt the principles of the circular economy in all processes, products and services.

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C10. Verification

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C10.1

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(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-ferrovial-2022-ferrovial.pdf

**Page/ section reference**

pages 42-44

**Relevant standard**

ISAE 3410

**Proportion of reported emissions verified (%)**

100

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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 location-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-ferrovial-2022-ferrovial.pdf

**Page/ section reference**

pages 42-44

**Relevant standard**

ISAE 3410

**Proportion of reported emissions verified (%)**

100

---

**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-ferrovial-2022-ferrovial.pdf

**Page/ section reference**

pages 42-44

**Relevant standard**

ISAE 3410

**Proportion of reported emissions verified (%)**

100

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C10.1c

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**(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: Use of sold products
- Scope 3: End-of-life treatment of sold products

**Verification or assurance cycle in place**

Annual process

**Status in the current reporting year**

Complete

**Type of verification or assurance**

Limited assurance

**Attach the statement**

climate-strategy-ferrovial-2022-ferrovial.pdf

**Page/section reference**

pages 42-44

**Relevant standard**

ISAE 3410

**Proportion of reported emissions verified (%)**

100

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**C10.2**

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**(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**

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**(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)	International Standard on Assurance Engagements (ISAE 3410)	Greenhouse Gas Emissions inventory is part of the Non-financial statement of Ferrovial and is consolidated in the Climate Change Strategy, which is subject to an external verification according to the International Standard on Assurance Engagements (ISAE 3410) by an independent third party. ferrovial-integrated-annual-report-2022.pdf
C6. Emissions data	Year on year change in emissions (Scope 3)	International Standard on Assurance Engagements (ISAE 3410)	Greenhouse Gas Emissions inventory is part of the Non-financial statement of Ferrovial and is consolidated in the Climate Change Strategy, which is subject to an external verification according to the International Standard on Assurance Engagements (ISAE 3410) by an independent third party. ferrovial-integrated-annual-report-2022.pdf
C8. Energy	Energy consumption	International Standard on Assurance Engagements (ISAE 3410) issued by the International Auditing and Assurance Standards Board (IAASB) of the International Federation of Accountants (IFAC) and the guidelines for verifying Non-Financial Statement, issued by the Spanish Official Register of Auditors of Accounts (ICJCE) and in accordance with the AA1000AS V3 Standard	Energy consumption data is part of the Non-financial statement of Ferrovial, which has been formulated by the Board of Directors and is subject to an external verification according to the International Standard on Assurance Engagements (ISAE 3410) by an independent third party. ferrovial-integrated-annual-report-2022.pdf
C9. Additional metrics	Waste data	Assurance Engagements 3000 "Assurance Engagements Other than Audits or Reviews of Historical Financial Information" (ISAE 3000 Revised) issued by the International Auditing and Assurance Standards Board (IAASB) of the International Federation of Accountants (IFAC) and the guidelines for verifying Non-Financial Statement, issued by the Spanish Official Register of Auditors of Accounts (ICJCE) and in accordance with the AA1000AS V3 Standard	Waste data is part of the Non-financial statement of Ferrovial, which has been formulated by the Board of Directors and is subject to an external verification according to the International Standard on Assurance Engagements (ISAE 3000) by an independent third party. ferrovial-integrated-annual-report-2022.pdf
C5. Emissions performance	Progress against emissions reduction target	International Standard on Assurance Engagements (ISAE 3410)	Greenhouse Gas Emissions inventory is part of the Non-financial statement of Ferrovial and is consolidated in the Climate Change Strategy, which is subject to an external verification according to the International Standard on Assurance Engagements (ISAE 3410) by an independent third party. ferrovial-integrated-annual-report-2022.pdf
C5. Emissions performance	Financial or other base year data points used to set a science-based target	International Standard on Assurance Engagements (ISAE 3410)	Greenhouse Gas Emissions inventory is part of the Non-financial statement of Ferrovial and is consolidated in the Climate Change Strategy, which is subject to an external verification according to the International Standard on Assurance Engagements (ISAE 3410) by an independent third party. ferrovial-integrated-annual-report-2022.pdf
C7. Emissions breakdown	Change in Scope 1 emissions against a base year (not target related)	International Standard on Assurance Engagements (ISAE 3410)	Greenhouse Gas Emissions inventory is part of the Non-financial statement of Ferrovial and is consolidated in the Climate Change Strategy, which is subject to an external verification according to the International Standard on Assurance Engagements (ISAE 3410) by an independent third party. ferrovial-integrated-annual-report-2022.pdf
C7. Emissions breakdown	Change in Scope 2 emissions against a base year (not target related)	International Standard on Assurance Engagements (ISAE 3410)	Greenhouse Gas Emissions inventory is part of the Non-financial statement of Ferrovial and is consolidated in the Climate Change Strategy, which is subject to an external verification according to the International Standard on Assurance Engagements (ISAE 3410) by an independent third party. ferrovial-integrated-annual-report-2022.pdf
C7. Emissions breakdown	Change in Scope 3 emissions against a base year (not target related)	International Standard on Assurance Engagements (ISAE 3410)	Greenhouse Gas Emissions inventory is part of the Non-financial statement of Ferrovial and is consolidated in the Climate Change Strategy, which is subject to an external verification according to the International Standard on Assurance Engagements (ISAE 3410) by an independent third party. ferrovial-integrated-annual-report-2022.pdf

**C11. Carbon pricing**

**C11.1**

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

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

**C11.2**

**(C11.2) Has your organization canceled any project-based carbon credits within the reporting year?**

Yes

**C11.2a**

**(C11.2a) Provide details of the project-based carbon credits canceled by your organization in the reporting year.**

**Project type**  
Afforestation

**Type of mitigation activity**

Carbon removal

**Project description**

Ferrovial has funded the "Compensa" project, carried out in Torremocha de Jarama (Madrid), which seeks to recover the vegetation of an agricultural area lacking trees, converting it into a CO2 absorption forest. With its development, an area of 7.7 hectares has been reforested in the last three years with a total of more than 4,000 trees that will absorb about 2,000 tons of CO2 over the next 50 years.

**Credits canceled by your organization from this project in the reporting year (metric tons CO2e)**

40

**Purpose of cancellation**

Voluntary offsetting

**Are you able to report the vintage of the credits at cancellation?**

Yes

**Vintage of credits at cancellation**

2019

**Were these credits issued to or purchased by your organization?**

Issued

**Credits issued by which carbon-crediting program**

Other private carbon crediting program, please specify (OECC)

**Method(s) the program uses to assess additionality for this project**

Other, please specify

**Approach(es) by which the selected program requires this project to address reversal risk**

No risk of reversal

**Potential sources of leakage the selected program requires this project to have assessed**

Ecological leakage

**Provide details of other issues the selected program requires projects to address**

Ferrovial has obtained the 'Compenso' seal, granted by the Spanish Office for Climate Change (OECC), which recognizes the company's work to offset the emissions resulting from its activities.

**Comment**

The project is evaluated and validated by OECC (Spanish Office for Climate Change) through calculations of ex post and ex ante CO2 absorption.

Ex post: based on real mass data at a specific time. It allows knowing the estimation of the absorptions that the project has generated up to the moment of the calculation.

Ex ante: future calculations based on estimates of the growth of the species for the period of permanence. The absorptions that the project is expected to generate are known in advance.

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**Project type**

Wind

**Type of mitigation activity**

Carbon removal

**Project description**

Through the Electricity Generation project, based on Wind Energy in Gujarat (India), up to 10% of the emissions emitted will be progressively offset over the next four years.

**Credits canceled by your organization from this project in the reporting year (metric tons CO2e)**

9836

**Purpose of cancellation**

Voluntary offsetting

**Are you able to report the vintage of the credits at cancellation?**

Yes

**Vintage of credits at cancellation**

2017

**Were these credits issued to or purchased by your organization?**

Purchased

**Credits issued by which carbon-crediting program**

VCS (Verified Carbon Standard)

**Method(s) the program uses to assess additionality for this project**

Market penetration assessment

**Approach(es) by which the selected program requires this project to address reversal risk**

Monitoring and compensation

**Potential sources of leakage the selected program requires this project to have assessed**

Market leakage

**Provide details of other issues the selected program requires projects to address**

Project implemented in line with Ferrovial's "Deep Decarbonization Path". Through which emissions will be progressively offset from 2020 to 2050 to achieve neutrality.

**Comment**

For a complete evaluation, VCS has minimum requirements for safeguards that include social, environmental and economic aspects such as risk assessment and consultation with interest groups.

## C11.3

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

Yes

## C11.3a

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

#### Type of internal carbon price

Shadow price

#### How the price is determined

Price with material impact on business decisions

#### Objective(s) for implementing this internal carbon price

Change internal behavior

Drive low-carbon investment

Identify and seize low-carbon opportunities

#### Scope(s) covered

Scope 1

Scope 2

Scope 3 (upstream)

#### Pricing approach used – spatial variance

Differentiated

#### Pricing approach used – temporal variance

Evolutionary

#### Indicate how you expect the price to change over time

The price is expected to increase in the future, reaching on average 60€ in 2030, 114€ in 2040 and 173€ in 2050.

#### Actual price(s) used – minimum (currency as specified in C0.4 per metric ton CO2e)

60

#### Actual price(s) used – maximum (currency as specified in C0.4 per metric ton CO2e)

60

#### Business decision-making processes this internal carbon price is applied to

Operations

Risk management

Opportunity management

#### Mandatory enforcement of this internal carbon price within these business decision-making processes

Yes, for some decision-making processes, please specify (Project evaluation)

#### Explain how this internal carbon price has contributed to the implementation of your organization's climate commitments and/or climate transition plan

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 17 geographies where the company operates.

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.

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## C12. Engagement

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### C12.1

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#### (C12.1) Do you engage with your value chain on climate-related issues?

Yes, our suppliers

Yes, other partners in the value chain

### C12.1a

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**(C12.1a) Provide details of your climate-related supplier engagement strategy.**

**Type of engagement**

Engagement & incentivization (changing supplier behavior)

**Details of engagement**

Run an engagement campaign to educate suppliers about climate change

**% of suppliers by number**

4.07

**% total procurement spend (direct and indirect)**

80

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

98

**Rationale for the coverage of your engagement**

During 2022, we have evaluated 2.000 suppliers that are part of the Construction unit to carry out an environmental impact diagnosis, especially focused on energy consumption and certifications. These suppliers have been selected based on their assigned annual budget (suppliers with purchases greater than €1 million per year).

The selected group represents the 4,07% of 49.175 suppliers that Ferrovial had in 2022. In turn, they have been defined as strategic suppliers since they represent 80% of the annual purchasing budget of the Construction unit.

**Impact of engagement, including measures of success**

The objective of this program is to identify areas of opportunity to develop the best lines of action on the value chain and increasingly involve suppliers in Ferrovial's decarbonisation targets by engagement and incentivization through workshops .

Complementary to assessments, and as part of our commitment to educate suppliers on climate change, Ferrovial shares information with its strategic suppliers through the environmental management system implemented in its activities in order to promote better management and performance of its supply chain. For example, in 2022 we have given training workshops to the 100% of the suppliers selected (strategic suppliers that represent 4,07% of Ferrovial's value chain).

In this first phase, the program has allowed us to know the behavior of energy consumption and types of certifications that our suppliers have. In the next phases, measures will be designed to share our experience with them to help them decarbonise their activities. The Company is developing the following phases to strengthen the development of the supply chain and increase the percentage of impact with targets established in a timeline.

**Comment**

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C12.1d

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**(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's stakeholders that form part of the value chain (governments and public authorities, universities, analysts, the business sector, labor unions, the tertiary sector and society in general)

(a) Ferrovial method is to strengthen relationship with regulatory bodies and governments by taking part in workshops, task forces and workgroups.

(b) Strategy is focused on 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 consider 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.

(c) 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.

(i) 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 adherence to the Spanish Green Growth Group. Since 2015, Ferrovial presides Spanish Green Growth Group.

(d) 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.

(e) 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.

(f) 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

(g) In 2021, Ferrovial began to participate as a collaborator in the SBTi initiative in different phases of the Net-Zero Standard definition project and the development of the tool for calculating the emission reduction targets, which has made it possible to delve into the different decarbonization paths through the revision of the standard and the use of new tools.

(h) Recently, in 2022, Ferrovial has participated in the working group led by SEOPAN for the preparation of a sectoral technical guide on the "European taxonomy applied to road projects".

This sectoral guide is developed in the current context in which the European Union is promoting the implementation of the taxonomy for the evaluation of the sustainability of different economic activities and laying the foundations of its legal and regulatory framework (Delegated Regulation (EU) 2021/2139 of 06/04/2021, among others). Thus, configuring itself as a tool to redirect investments towards more sustainable projects and activities that meet the purposes and goals of sustainable development set by the EU in 2030, and achieve the objectives of the European Green Pact, which will lead to greater resilience of the economy, business and societies facing potential climate and environmental changes and impacts.

**C12.2**

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**(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**

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**(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

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**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**

**External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the climate**

Yes, our membership of/engagement with trade associations could influence policy, law, or regulation that may impact the climate

**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)**

climate-strategy-ferrovial-2022-ferrovial.pdf

**Describe the process(es) your organization has in place to ensure that your external engagement activities are consistent with your climate commitments and/or climate transition plan**

Corporate Governance policies 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>

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**C12.3b**

**(C12.3b) Provide details of the trade associations your organization is a member of, or 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 (Association of Construction Companies and Infrastructure Concessionaires (SEOPAN))

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

Consistent

**Has your organization attempted to influence their position in the reporting year?**

No, we did not attempt to influence their position

**Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position**

Ferrovial is a member of business representation organizations or foundations for commercial exchange between countries linked to the development of its activity or the geographical area in which it operates. Through its presence and collaboration with these organizations, the company aims to contribute to the progress and development of all those fields of action in which it is present.

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

0

**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

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**Trade association**

Other, please specify (Climate-KIC)

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

Consistent

**Has your organization attempted to influence their position in the reporting year?**

No, we did not attempt to influence their position

**Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position**

Ferrovial is a member of business representation organizations or foundations for commercial exchange between countries linked to the development of its activity or the geographical area in which it operates. Through its presence and collaboration with these organizations, the company aims to contribute to the progress and development of all those fields of action in which it is present.

The EIT Climate-KIC Governing Board brings together leaders from the public and private sector to support our work, where Ferrovial has a representative member.

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

0

**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

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**C12.4**

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**(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-ferrovial-2022-ferrovial.pdf

**Page/Section reference**

all

**Content elements**

- Governance
- Strategy
- Risks & opportunities
- Emissions figures
- Emission targets
- Other metrics

**Comment**

Ferrovial’s Climate Change Strategy 2022 includes information on governance, strategy, risk and opportunity management, targets, metrics, and evolution and how they relate to climate change, thus following the recommendations from the TCFD and the CDSB.

**Publication**

In mainstream reports, incorporating the TCFD recommendations

**Status**

Complete

**Attach the document**

ferrovial-integrated-annual-report-2022.pdf

**Page/Section reference**

page 160

**Content elements**

- Governance
- Strategy
- Risks & opportunities
- Emissions figures
- Emission targets
- Other metrics

**Comment**

Page 160 of the Integrated Annual Report includes a table with the location of contents suggested by the TCFD that could be consulted among the Ferrovial’s Integrated Annual Report.

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

**C12.5**

**(C12.5) Indicate the collaborative frameworks, initiatives and/or commitments related to environmental issues for which you are a signatory/member.**

	Environmental collaborative framework, initiative and/or commitment	Describe your organization’s role within each framework, initiative and/or commitment
Row 1	Science Based Targets Network (SBTN) UN Global Compact Other, please specify (Grupo Español para el Crecimiento Verde (GECV))	Ferrovial leads and is a part of the GECV, a group of leading spanish businesses aiming to create value through natural capital, a first step towards developing strategies which minimize the impact of human activity, as well as compensate and counter their effects in the environment.  In 2021, Ferrovial began to participate as a collaborator in the SBTi initiative in different phases of the Net-Zero Standard definition project and the development of the tool for calculating the emission reduction targets, which has made it possible to delve into the different decarbonization paths through the revision of the standard and the use of new tools.

**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 (Ferrovia'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 impacts and dependencies of its value chain on biodiversity?**

**Impacts on biodiversity**

**Indicate whether your organization undertakes this type of assessment**

No, but we plan to within the next two years

**Value chain stage(s) covered**

<Not Applicable>

**Portfolio activity**

<Not Applicable>

**Tools and methods to assess impacts and/or dependencies on biodiversity**

<Not Applicable>

**Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)**

<Not Applicable>

**Dependencies on biodiversity**

**Indicate whether your organization undertakes this type of assessment**

No, but we plan to within the next two years

**Value chain stage(s) covered**

<Not Applicable>

**Portfolio activity**

<Not Applicable>

**Tools and methods to assess impacts and/or dependencies on biodiversity**

<Not Applicable>

**Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)**

<Not Applicable>

C15.4

**(C15.4) Does your organization have activities located in or near to biodiversity- sensitive areas in the reporting year?**

Yes

C15.4a

**(C15.4a) Provide details of your organization’s activities in the reporting year located in or near to biodiversity -sensitive areas.**

**Classification of biodiversity -sensitive area**  
Other biodiversity sensitive area, please specify

**Country/area**  
Spain

**Name of the biodiversity-sensitive area**  
Arroyo Grande

**Proximity**  
Adjacent

**Briefly describe your organization’s activities in the reporting year located in or near to the selected area**  
Construction activities. Measures to protect the bed of the fines contributed by the runoff waters.

**Indicate whether any of your organization’s activities located in or near to the selected area could negatively affect biodiversity**  
Yes, but mitigation measures have been implemented

**Mitigation measures implemented within the selected area**  
Physical controls  
Operational controls

**Explain how your organization’s activities located in or near to the selected area could negatively affect biodiversity, how this was assessed, and describe any mitigation measures implemented**  
Ferrovial recognizes the key role played by biodiversity in the provision of services that support the economy and social welfare. For this reason, it has a recently approved Biodiversity Policy, integrated into the management system that governs the organizational and operational processes of all its contracts. This policy articulates the organization’s principles on:  

- Conservation and protection of species and natural ecosystems.
- Application of hierarchy criteria to mitigate negative impacts.
- Responsible use of natural resources.
- Combating deforestation.
- Application of nature-based solutions.
- Integration of natural capital in risk management.

**C15.5**

**(C15.5) 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 Land/water management Species management Education & awareness Other, please specify (Alliances and investment in projects and technology)

**C15.6**

**(C15.6) 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). )

**C15.7**

**(C15.7) 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 voluntary sustainability report or other voluntary communications	Content of biodiversity-related policies or commitments Governance Impacts on biodiversity Risks and opportunities Biodiversity strategy	Ferrovial Integrated Annual Report ferrovial-integrated-annual-report-2022.pdf

**C16. Signoff**

**(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.**

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

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

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

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

- Ditecpesa: is a company specializing in development, manufacture and sale of asphalt products.
- Edytesa: specializing in sliding formwork technology and lifting, movement and placement of large loads (heavy lifting).
- The structure pre-tensing business is operated via the company Tecpresa. This subsidiary was integrated into Edytesa in 2021.

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

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

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

- Maintenance of transport infrastructures, ensuring the most demanding quality and safety levels. The whole of the process is covered end-to-end, from needs-planning for vehicles and persons right up to the solution of all incidents.
- Environmental services to convert cities into sustainable environments: collection, recycling, treatment and transformation of waste into energy and new materials, management of green zones, street cleaning and conservation.
- Management of services and energy efficiency for buildings and facilities, optimizing costs and investments via the execution of bespoke, holistic solutions, from diagnostics to energy management itself.

In 2022 Michelin ask information about the contracts where Ferrovial construction has been your service provider. The current contracts ( all based in Spain) correspond to the construction of new buildings and the billing associated with these contracts amounts to €6,020,683.49. These contracts represent 0.12% of Ferrovial Construction's total turnover and 0.07% of the group's total turnover.

In terms of emissions this contracts represents 0.004% of the total GHG emissions from Ferrovial Group.

## SC0.1



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

	Annual Revenue
Row 1	7500000000

**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**

Michelin

**Scope of emissions**

Scope 1

**Scope 2 accounting method**

<Not Applicable>

**Scope 3 category(ies)**

<Not Applicable>

**Allocation level**

Business unit (subsidiary company)

**Allocation level detail**

This information provides f all the contract that Ferrovial Construction have with Michelin in Spain, 6 contracts with a turnover of 6.020.683,49 €. All based in Spain

**Emissions in metric tonnes of CO2e**

17.43

**Uncertainty (±%)**

5

**Major sources of emissions**

Mobile associated with fuel consumption in vehicles owned or controlled by the company.  
diesel machinery associated with fuel consumption in machinery owned or controlled by the company.

**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**

6020683.49

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

Other, please specify (€)

**Please explain how you have identified the GHG source, including major limitations to this process and assumptions made**

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

**SC1.2**

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

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

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

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

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

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

**SC1.3**

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

Allocation challenges	Please explain what would help you overcome these challenges
Other, please specify (Measures for energy efficiency)	<p>Since 2009, Ferrovial has measured 100% of greenhouse gas emissions from our activities around the world in order to reduce the carbon footprint. Global targets in the plan Horizon 2030 have been verified by the Science Based Target Initiative, aligned with the scenarios in the 2nd. Among the objectives lies our commitment to achieve a 32% reduction of scopes 1 and 2 by 2030. Using 2009 as the year of reference, this is equivalent to reducing emissions by 42.9% for every million euros of turnover. Likewise, we are committed to reducing emissions from scope 3 by 20% until 2030, using 2012 as a year of reference. Ferrovial works directly with some of its suppliers to reduce the emissions associated with its supply chain, as well as with customers. One of the challenges is to identify different customer contracts and invoices assigned to each resource.</p> <p>Ferrovial works to carry out continuous improvement of its information systems. In the construction area, a management tool was developed in which detailed information on each supplier can be accessed. The application allows to enter fuel costs, the quantities consumed for mobile and fixed equipment, and cost or energy consumption. This will reduce the uncertainty in the estimation of data. Then financial audit is conducted so the reliability of the data is high</p>

**SC1.4**

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

Yes

**SC1.4a**

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

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

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

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

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

**SC2.1**

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

**Requesting member**

Michelin

**Group type of project**

Other, please specify (Sustainability mobility plan)

**Type of project**

Other, please specify (Mobility Plan)

**Emissions targeted**

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

**Estimated timeframe for carbon reductions to be realized**

0-1 year

**Estimated lifetime CO2e savings**

10

**Estimated payback**

Cost/saving neutral

**Details of proposal**

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

In 2022 10 tCO2eq was avoided in the atmosphere in relation to the use of vehicles with alternative fuels, twice as many as the previous year. Development of technology and processes geared towards optimizing the avoidance of emissions. Inclusion of energy efficiency measures in buildings used as corporate headquarters.

**SC2.2**

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(SC2.2) Have requests or initiatives by CDP Supply Chain members prompted your organization to take organizational-level emissions reduction initiatives?

No

## SC4.1

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

Yes, I will provide data

## SC4.1a

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

100

## SC4.2a

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

**Name of good/ service**

Civil Works and Building Construction

**Description of good/ service**

Building construction is the process of preparing for and forming buildings and building systems. Construction starts with planning, design, and financing and continues until the structure is ready for occupancy. Ferroviaal Construction performs the following activities:

The design and construction of the types of works of: earthworks and perforating ;

bridges, viaducts and large structures; buildings;

railways;

hydraulic works ;

maritime works;

roads and runways;

crude

gaseous transporting works;

electrical installations;

mechanical installations;

special construction work,

The conservation and maintenance or roads, runways, motorways, highways, carriageways and railways.

**Type of product**

Final

**SKU (Stock Keeping Unit)**

Turnover ( million €)

**Total emissions in kg CO2e per unit**

17.43

**±% change from previous figure supplied**

0

**Date of previous figure supplied**

December 31 2022

**Explanation of change**

We dont have contracts with Michelin in 2021

**Methods used to estimate lifecycle emissions**

GHG Protocol Product Accounting & Reporting Standard

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## SC4.2b

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

**Name of good/ service**

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

**Please select the scope**

Scope 3

**Please select the lifecycle stage**

Energy/Fuel

**Emissions at the lifecycle stage in kg CO2e per unit**

3.59

**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 2022, 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 2022 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	1	<p>Ferrovial’s commitment is to lessen the environmental impact of its activities, by maintaining a preventive focus that benefits the environment and reduces the company’s global carbon footprint. As a potential supplier of low-emission infrastructures and services, Ferrovial’s proposals would have no credibility if they failed to include ambitious commitments to reduce its own carbon footprint. This aim covers 100% of activities, companies, and subsidiaries on a global scale. To achieve this commitment,</p> <p>Ferrovial has developed and implemented emission-reducing actions, both specific to each business area and of a general nature: Incorporation of energy efficiency criteria in procurement and sub-contracting of services, electricity procurement from certified renewable sources, use of alternative fuels, and increased use of alternative vehicles.</p> <p>Ferrovial initiated its Sustainable Mobility Strategy for employees in 2008 and it has been steadily extended to the main corporate offices. It is a groundbreaking experience in the business world. These plans have also included actions to improve vehicle fleets and training programs, and specific training to promote efficient driving.</p> <p>In 2022 10 tCO2eq was avoided in the atmosphere in relation to the use of vehicles with alternative fuels, twice as many as the previous year. Development of technology and processes geared towards optimizing the avoidance of emissions. Inclusion of energy efficiency measures in buildings used as corporate headquarter</p>	Completed	10

**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

**Please confirm below**

I have read and accept the applicable Terms