

VERIFICATION REPORT



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Translation of a report originally issued in Spanish. In the event of a discrepancy, the Spanish-language version prevails.

Independent Assurance Report on the Corporate Responsibility Information included in the 2017 Consolidated Management Report of Ferrovial

To the Board of Directors of Ferrovial S.A.

Scope of our work

We have performed the review, with a limited assurance, of the Corporate Responsibility Information (CRI) included in the 2017 Consolidated Management Report (CMR) of Ferrovial, S.A. and independent subsidiaries (hereinafter referred to as Ferrovial), the scope and coverage of which is defined in the "Reporting Principles" Appendix. Our work consisted of the review of:

- The adherence of the CRI to the Global Reporting Initiative (GRI) Sustainability Reporting Guidelines version 4 (hereinafter referred to as G4 Guidelines) and the reliability and adequacy of the contents proposed in the aforementioned guidelines for 2017 and also in the Construction and Real Estate Sector Supplement.
- The information provided in the CMR relating to the application of the principles of inclusivity, materiality and responsiveness set out in the *AccountAbility 1000 Assurance Standard* (AA1000AS).

Standards and verification procedures

We conducted our revision work in accordance with International Standard on Assurance Engagements Other than Audits or Reviews of Historical Financial Information (ISAE 3000) issued by the International Auditing and Assurance Standards Board (IAASB) of the International Federation of Accountants (IFAC) for the emission of limited assurance reports and the Guidelines for engagements relating to the review of Corporate Responsibility Reports issued by the Spanish Institute of Certified Public Accountants to achieve limited assurance. Also, we have applied AccountAbility 1000 Assurance Standard (AA1000AS), issued by AccountAbility to provide moderate assurance on the application of the principles established in the standard AA1000 and on the sustainability performance indicators (type 2 moderate assurance).

Our work consisted of making enquiries to management of Ferrovial, reviewing the processes of gathering and validating the data presented in the CMR, and carrying out the following analytical procedures and sample-based review tests:

- Meetings with Ferrovial personnel to ascertain the principles, systems and management approaches applied.
- Review of the 2017 meetings minutes of the Board of Directors, its Committees and Corporate Responsibility Committee.
- Review of the steps taken in relation to the identification and consideration of the stakeholders during the year and of the stakeholders' participation processes through the analysis of the available internal information and third-party reports.
- Analysis of the coverage, materiality and completeness of the CRI on the basis of the understanding of Ferrovial of its stakeholders' requirements defined in the "Reporting Principles" Appendix.
- Review of the information related to the management approaches applied to every area of corporate responsibility.
- Analysis of the adherence of the contents of the CRI to those recommended in the G4 Guidelines and verification that the indicators included in the CRI agree with those recommended by the GRI Guidelines.
- Review on a sample basis, of the quantitative and qualitative information relating to the GRI indicators and of the adequate compilation thereof based on the data furnished by the information sources of Ferrovial.

Responsibilities of Ferrovial management and of Deloitte

- The preparation and contents of the CMR is the responsibility of Ferrovial's Directors, who are also responsible for defining, adapting and maintaining the management and internal control systems from which the information is obtained.
- Our responsibility is to issue a limited assurance report based on the procedures applied in our review.
- This report has been prepared exclusively in the interest of Ferrovial in accordance with the terms and conditions of our Engagement Letter.
- We have complied our work with the independence and other ethical requirements of the Code of Ethics for Professional Accountants issued by the International Ethics Standards Board for Accountants, which is founded on fundamental principles of integrity, objectivity, professional competence and due care, confidentiality and professional behaviour.
- Deloitte maintains, in accordance with the International Standard on Quality Control 1 (ISQC 1), a global system of quality control including policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.
- The scope of a limited assurance is substantially less in scope than a reasonable assurance engagement; therefore, the security provided is also lower. This report cannot be understood as an audit report.
- Our team consisted of professionals with expertise on assurances of Corporate Responsibility Reports and, specifically, on economic, social and environmental performance and stakeholders' participation processes.

Conclusions

The "GRI-G4 Indicators" Appendix provides details of the contents reviewed and of the limitations in the scope of our work, and identifies any contents that do not cover all the areas recommended by the GRI Guidelines, including the contents of the Construction & Real Estate Sector Supplement. Based on the procedures performed and evidence obtained, except for the issues identified in the "GRI-G4 Indicators" Appendix, nothing has come to our attention that causes us to believe that:

- The CRI included in the CMR has not been prepared in all material aspects, including the reliability and adequacy of the contents, in accordance with the guidelines of the GRI G4.
- Ferrovial has not applied the principles of inclusivity, materiality and responsiveness as described in the "Reporting Principles" Appendix of the CMR, in accordance with standard AA1000:
 - ✓ Inclusivity: participation process for stakeholders that facilitates their involvement in the development of a responsible approach.
 - ✓ Materiality: the process of determining materiality requires an understanding of the important or relevant issues for Ferrovial and its stakeholders.
 - ✓ Responsiveness: specific actions and commitments related to the material issues identified previously.

Observations and recommendations

In addition, we have presented to Ferrovial our recommendations relating to the areas for improvement in the CR management and information and also in the application of the principles of inclusivity, materiality and responsiveness. The most significant recommendations, which do not modify the conclusions expressed in this report, are summarised as follows:

Inclusivity and materiality

Based on the biennial materiality study carried out in 2016 and the analysis of the results of the previous Strategic Corporate Responsibility Plan, Ferrovial developed a new Plan for the period 2017-2019, called Plan 20.19. This Plan is structured in six areas that develop different lines of action aimed at achieving the objectives set. In order to ensure a continuous adaptation of the Plan to the different businesses, it would be advisable that the materiality study which is planned for 2018 takes into consideration the main impacts of the geographies in which Ferrovial operates and, specifically, those that have recently joined the Group, as is the case of Australia. This analysis will also be useful to assign, within the 20.19 Plan, specific objectives and resources to each of the businesses in the different geographical areas and answer to the expectations of the stakeholders, both globally and locally.

Responsiveness

Ferrovial has been working for several years on the integration of financial and non-financial information in the Consolidated Management Report, anticipating in 2014 the fulfillment of the new requirements derived from the Non-financial Information and Diversity Directive, which has been transposed to the legal Spanish framework in 2017. In this financial year, Ferrovial has continued working on this integration, incorporating new information to make a progress in measuring its contribution of value, standing out the fiscal contribution by geographic area. Keeping the efforts in this line, and evolve towards indicators of economic and social impact, could contribute to improve the understanding of how Ferrovial distributes the value that generates among the different stakeholders.

Additionally, Ferrovial continues to improve the information related to accident rate, incorporating this year the accident data of subcontractors of Ferrovial Services. According to the relevance of this information to optimize the management in this area, it would be advisable to continue working on the integrity and reliability of this information and to expand it to the accident data of the managed infrastructures and their impact on users.

In terms of the environment, Ferrovial has continued to develop methodologies and case studies to improve the measurement of the impact of climate change on its businesses. The adherence of these methodologies in a systematic way in the developed projects, should serve in the future for the identification, evaluation and management of the risks and opportunities towards less emission-intensive businesses.



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Helena Redondo
Madrid, February 28th, 2018