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1.6 EXPECTED BUSINESS
PERFORMANCE 2019

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02 CONSOLIDATED FINANCIAL
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PHOTO: Workers from Shell's QGC business and Easternwell working together in Queensland's onshore natural gas business.

THE COMPANY PRESENTS ITS RESULTS IN ACCORDANCE WITH GENERALLY ACCEPTED ACCOUNTING STANDARDS (IFRS). IN ADDITION, IN THE MANAGEMENT REPORT AND CONSOLIDATED FINANCIAL STATEMENTS, THE MANAGEMENT PROVIDES OTHER FINANCIAL MEASURES THAT ARE NOT REGULATED UNDER THE IFRS, KNOWN AS APMS (ALTERNATIVE PERFORMANCE MEASURES), IN ACCORDANCE WITH THE GUIDELINES ISSUED BY THE EUROPEAN SECURITIES AND MARKETS AUTHORITY (ESMA). THE MANAGEMENT USES THESE APMS WHEN TAKING DECISIONS AND EVALUATING THE COMPANY'S PERFORMANCE. THE FOLLOWING ARE THE BREAKDOWNS REQUIRED BY THE ESMA FOR EACH APM IN RESPECT OF THEIR DEFINITION AND RECONCILIATION, AN EXPLANATION OF THEIR USE AND THEIR COMPARISON AND COHERENCE. MORE DETAILED INFORMATION IS PROVIDED ON THE CORPORATE WEBSITE.

EBITDA = GROSS OPERATING PROFIT

Definition: operating result before charges for fixed asset depreciation and amortisation.

Reconciliation: the company presents its EBITDA figure in its Consolidated Income Statement (see the Consolidated Income Statement in section 1.3 of Management Report and the Consolidated Financial Statements) as: Gross operating profit = Total Operating Income – Total Operating Expenses (excluding those relative to fixed assets depreciation and amortisation which are reported in a separate line).

Explanation of use: EBITDA provides an analysis of the operating results excluding depreciation and amortisation, as they are non-cash variables which can vary substantially from company to company depending on accounting policies and the accounting value of the assets. EBITDA is the best approximation to pre-tax operating cash flow and reflects cash generation before working capital variation. One uses EBITDA as a starting point to calculate cash flow, adding the variation in working capital. Finally, it is an APM indicator which is widely used by investors when evaluating businesses (multiples valuation), as well as by rating agencies and creditors to evaluate the level of debt, comparing EBITDA with net debt.

Comparisons: the company presents comparative figures with previous years.

Consistency: the criteria used to calculate EBITDA is the same as the previous year.

COMPARISON ("LIKE-FOR-LIKE GROWTH")

Definition: relative year-on-year variation in comparable terms of the figures for revenues, EBITDA and EBIT. The comparable is calculated by adjusting the present year and the previous one, in accordance with the following rules:

- Elimination of the exchange-rate effect, calculating the results of both periods at the rate in the current period.
- Elimination from the EBIT of both periods of the impact of fixed asset impairments and results from company disposals (corresponds with the

figure reported in the line "Impairments and disposals of fixed assets").

- In the case of company disposals and loss of control, the homogenisation of the operating result is undertaken by eliminating the operating results of the sold company when the impact occurred in the previous year, or if it occurred in the year under analysis, considering the same amount of months in both periods.
- Elimination in both periods of restructuring costs.
- In acquisitions of new companies which are considered material, elimination in the current period of the operating results derived from those companies, except in the case where this elimination is not possible due to the high level of integration with other reporting units (material companies are those where revenues represent $\geq 5\%$ of the reporting unit's revenues before the acquisition).
- Elimination in both periods of other non-recurrent impacts (mainly related to tax and human resources) considered relevant for a better understanding of the company's underlying results.
- Note: the new contracts in the Toll Roads division coming into operation are not considered acquisitions and thus are not adjusted in the comparable.

Reconciliation: comparable growth is set out in separate columns in the section 1.3 headed Business Performance, under the heading Key Figures in the Management Report.

Explanation of use: Ferrovial uses the comparable to provide a more homogenous measure of the underlying profitability of its businesses, excluding those non-recurrent elements which would induce a misinterpretation of the reported growth, impacts such as exchange-rate movements or changes in the consolidation perimeter which distort the comparability of the information. Additionally, it also allows the Company to present homogenous information, thus ensuring its uniformity, providing a better understanding of the performance of each of its businesses.

Comparisons: the comparable breakdown is only shown for the current period compared with the previous period.

Coherence: the criteria used to calculate the comparison "Like-for-like growth" is the same as the previous year.

FAIR VALUE ADJUSTMENTS

Definition: the adjustments to the Consolidated Income Statement related to results from changes in the fair value of derivatives and other financial assets and liabilities; impairment of assets and the impact of the two previous elements on 'profit sharing of companies accounted for using the equity method'.

Reconciliation: a detailed breakdown of the Fair Value Adjustments is included in the Consolidated Income Statement (see the Consolidated Income Statement in section 1.3 of Management Report and the Consolidated Financial Statements).

Explanation of use: The Fair Value Adjustments can be use-

ful for investors and financial analysts when evaluating the underlying profitability of the company, as they are capable of excluding elements that do not generate cash and which can vary substantially from one year to another because of the accounting method used to calculate the fair value.

Comparisons: the company presents comparisons of previous years.

Coherence: the criteria used to calculate the Fair Value Adjustments is the same as previous year.

NET CONSOLIDATED DEBT

Definition: this is the net balance of Cash and cash equivalents (including short and long term restricted cash), less short and long-term financial debts (bank borrowing and bonds), including the balance relating to exchange rate derivatives that cover both the issue of debt in currency other than the currency used by the issuing company and cash positions that are exposed to exchange rate risk.

Reconciliation: a detailed breakdown of the reconciliation of this figure is given in the note 5.2 Net Consolidated Debt and Net debt and corporate credit rating in the Management Report.

Explanation of use: this is a financial indicator used by investors, financial analysts, rating agencies, creditors and other parties to determine the company's debt position. In addition, Ferrovia breaks down its net debt into two categories:

- Net Debt of Infrastructure Projects. This is the ring-fenced debt which has no recourse to the shareholder or with recourse limited to the granted guarantees. Debt corresponding to the companies considered as a Project.
- Net debt ex-Projects. This is the net debt from Ferrovia's businesses, including holding companies in the Group and other businesses not classified as Project companies. The debt included in this calculation is mainly with recourse, and is thus the measure used by investors, financial analysts and rating agencies to assess the company's leverage, financial strength, flexibility and risks.

Comparisons: the company presents comparisons with previous years.

Coherence: the criterion used to calculate the net debt is the same as previous year.

ORDER BOOK

Definition: the income pending execution, which correspond to contracts which the Company has signed up to a certain date, and over which it has certainty on its future execution. The total income of a contract corresponds to the price agreed or fee which correspond to the goods delivery and/or provision of services which have been agreed. If the implementation of a contract has its financing still pending, the revenues of said contract will not be added to the order book until the financing has been completed. The order book is calculated by adding the contracts of the current year to the balance of the contract order book of the previous year, then eliminating the revenues which have already been recognised in the current year.

Reconciliation: the order book is presented under Key Figures under Services and Construction sections in the Management Report. There is no comparable financial measure in IFRS. However, a breakdown

of reconciliation with Construction and Services sales figures is provided in Note 2.1 of the Consolidated Financial Statements. This reconciliation is based on the order book value of a specific construction being comprised of its contracting value less the construction work completed, which is the main component of the sales figure. The difference between the construction work completed and the Construction and Services sales figure reported in Ferrovia's Financial Statements is attributable to the fact that consolidation adjustments, charges to JVs, sale of machinery, confirming income and other adjustments are made to the latter. In addition to contracts awarded and the construction work completed, the exchange rate of contracts awarded in foreign currency, rescissions (when a contract is terminated early) or changes to the scope are all aspects that also have an impact on the movement between the original order book (corresponding to the previous year) and the end order book (for the year in question), as shown in the tables at the end of this document. Management believes that the order book is a useful indicator in terms of the future income of the company, as the order book for a specific construction will be comprised of the final sale of said construction less the net construction work undertaken.

Explanation of use: Management believes the order book is a useful indicator with respect to the Company's future revenues.

Comparisons: the company presents comparisons with previous years.

Coherence: the criteria used to calculate the order book is the same as previous year.

WORKING CAPITAL VARIATION

Definition: measurement that explains the conciliation between the EBITDA and the operating cash flow before taxes. It is the result of the non-cash-convertible gross income primarily from changes in debt balance and commercial liabilities.

Reconciliation: in Note 5.3 Cash flow of the Consolidated Financial Statements, the company provides a reconciliation between the working capital variation on the balance (see description on Section 4 Working Capital of the Consolidated Financial Statements) and the working capital variation reported in the Cash Flow Statement.

Explanation of use: the working capital variation reflects the company's ability to convert EBITDA into cash. It is the result of company activities related with inventory management, collection from customers and payments to suppliers. It is useful for users and investors because it allows a measurement on the efficiency and short-term financial situation of the company.

Comparisons: the company presents comparative reports from previous years.

Coherence: the criteria employed for calculating the working capital variation is the same as the previous year.

TOTAL SHAREHOLDER RETURN

Definition: sum of the dividends received by shareholders, revaluation/depreciation of the shares and other payments such as

the delivery of shares or buy-back plans.

Reconciliation: the total shareholder return is presented under the share part of section 1.1 of the Management Report. There is a breakdown of the reconciliation with the shareholder return in the financial statements.

Explanation of use: it is a financial indicator used by investors and financial analysts, to evaluate the performance that shareholders have received throughout the year in exchange for their contribution in capital of the Company.

Comparisons: the company presents comparative reports from previous years.

Coherence: the criteria employed for calculating shareholder return is the same as the previous year.

MANAGED INVESTMENT

Definition: managed investment is presented under Toll Roads in section 1.2 of the Management Report. During the construction phase, it is the total investment to make. During the operating phase, this amount is increased by the additional investment. Projects are included after signing the contract with the corresponding administration (commercial close), on which date the provisional financing terms and conditions, which will be confirmed after the financial closing, are normally available. 100% of investment is considered for all projects, including those that are integrated by the equity method, regardless of Ferrovial's participation. Projects are excluded with criteria in line with the exit from the consolidation scope.

Reconciliation: Managed investments at the end of December 2018 came to 18,472 billion euros and are made up of 24 concessions in 9 countries. The composition of managed investments by asset type is as follows:

(1) Model projects Intangible Assets IFRIC 12 (in operation), 6.196 billion euros. The managed investment coincides with the gross investment balance in these projects included in the table in section 3.3.1 of the Consolidated Financial Statements: 7.364 billion euros from Ausol included in Spain Highways, 5.074 billion euros from NTE, NTE35W and LBJ included in USA Highways and 386 million euros from the Azores, included in Other Highways.

(2) Model projects Intangible Assets IFRIC 12 (under construction), 479 million euros corresponds to American highway I-77. As they are under construction, the balance at year-end only reflects the assets in construction as part of this project, which comes to 503 million euros, included in the table in section 3.3.1 of the Consolidated Financial Statements, in USA Highways, excluding future investment commitments.

(3) Model projects Accounts Receivable IFRIC 12 (in operation), 232 million euros. Includes the managed investment in Autema.

The balance at year-end comes to 669 million euros, including the long term and short term (see section 3.3.1 of the Consolidated Financial Statements) and, amongst others, financial remuneration of the accounts receivable, which is not considered an increase in the managed investment in the asset.

(4) Consolidation using the equity method, 11.565 billion euros. Includes both projects in operation and under construction that are consolidated using the equity method, such as 407ETR (3.063 billion euros of managed investment, 100%) or I-66 (2.642 billion euros, 100%). In the consolidated statement of financial position, these projects are included under Investments in associates, meaning the investment cannot be reconciled with the balance sheet.

Explanation of use: data useful by Management to indicate the size of the portfolio of managed assets.

Comparisons: no comparisons with previous years are itemized, though it is nevertheless a figure provided annually.

Coherence: the criteria employed for calculating the managed investment is the same as the previous year.

PROPORTIONAL RESULTS

Definition: this is the contribution to the consolidated results in the proportion of Ferrovial's ownership in the group subsidiaries, regardless to the applied consolidation method. This information is prepared to revenues, EBITDA and EBIT.

Reconciliation: a reconciliation between total and proportional figures is provided in the website to this document. This year also provides proportional results for both continued and discontinued operations (due to the reclassification of the Services Business as held for sale, see Note 1.1.3 Consolidated Financial Statements).

Explanation of use: the proportional results can be useful for investors and financial analysts to understand the real weight of business divisions in the operative results of the group, especially keeping in mind the weight of certain assets consolidated under the equity method as 407 ETR from Toronto and the airport of Heathrow. It is an indicator that other competitors with significant subsidiaries in infrastructure projects consolidated under the equity method present.

Comparisons: the company presents comparisons with previous years.

Coherence: the criteria used to calculate proportional results is the same as the previous year, however this is the first annual closing in which this information is presented and it is disaggregated between continued and discontinued operations. ⓘ



PHOTO: Heathrow Airport, London(United Kingdom).

CORPORATE POLICY

Ferrovial views corporate responsibility as a voluntary commitment to driving the economic, social and environmental development of the communities in which it operates. The Corporate Responsibility Policy is rooted in the principles of the Global Compact and internationally accepted agreements and resolutions governing CR-related matters. Ferrovial's Board of Directors is tasked with ensuring adherence to these principles, which the company has voluntarily embraced. The policy is available at www.ferrovial.com.

CORPORATE RESPONSIBILITY COMMITTEE

The Corporate Responsibility Committee is the nexus joining the business units and corporate divisions with the senior management. It reports on the results obtained and proposes actions to the Management Committee, while also informing the rest of the company of the approval of proposals and the results reported.

The Communications and CR Director chairs the CR Committee, which comprises representatives from all business units (Toll Roads, Airports, Construction and Services) and corporate divisions (Human Resources, General Secretary's Office, Occupational Health and Safety, Quality and the Environment, Risks, and Innovation).

This committee is tasked with monitoring the Strategic Corporate Responsibility Plan. The Chairman of the CR Committee reports annually to the Board of Directors.

Its functions can be summarized as follows:

- Developing, implementing and supervising the company's CR policies.
- Defining and monitoring the Strategic Corporate Responsibility Plan.
- Coordinating reporting processes: Annual Integrated Report and sustainability ratios.
- Reporting and application of CR legislation.
- Approving and monitoring projects and sponsorships.
- Monitoring recommendations following external verification.
- Advising other departments on matters relating to CR.

STRATEGIC CORPORATE RESPONSIBILITY PLAN (2017-2019)

In 2016, the Corporate Responsibility Committee defined Plan 20.19, which is valid for the 2017-2019 horizon. A series of qualitative and quantitative annualized indicators were determined for each of the proposed progress actions to take stock of the performance and level of compliance of each of them. The company uses a scorecard to monitor its performance.

Plan 20.19 is based on Ferrovial's conviction that CR is a strategic function relating to sustainability, competitiveness and reputation for the sake of generating long-term value for all stakeholders and society as a whole. It is also an essential tool for developing the business, building the trust of stakeholders and fulfilling medium- and long-term objectives.

The 20.19 Plan will cement Ferrovial's position as a leading economic, social and environmental company, consolidating the progress it has made in the field of corporate responsibility. It was designed to make Ferrovial a benchmark in the field, particularly regarding the attainment of the UN Sustainable Development Goals, with which the company is fully aligned, though mainly in relation to goals 6 (clean water and sanitation), 9 (industry, innovation and infrastructure) and 11 (sustainable cities and communities).

The objectives are also aligned with its business objectives, allowing the company to extend them across the Ferrovial value chain, ranging from customers through to suppliers. The 20.19 Plan is structured around six areas, each comprising various courses of action that are broken down in turn into specific, measurable and quantifiable objectives.

These areas are as follows:

- Ethics and integrity.
- Corporate governance.
- People.
- The environment.
- Society.
- Innovation.

In 2018, the following progress was made in relation to each of the areas of action of Plan 20.19:

Area of action	Lines of action	Highlights for 2018
Ethics and Integrity	Continuing to guarantee ethical behavior and ensure respect for human rights.	<ul style="list-style-type: none"> Two new online courses were launched, covering the Code of Ethics and Prohibited Conducts. Ferrovial is a member of the Forética Cluster for Transparency, Good Governance and Integrity, allowing it keep up to date with all the latest trends and developments.
Corporate Governance	Integrating corporate responsibility criteria into management and continuing to guarantee transparency while adapting to the latest regulatory developments.	<ul style="list-style-type: none"> The due diligence process for the ethical integrity of suppliers has now been approved and a report given to the Board on the main advances made in CR. A new independent director has joined the Board, replacing a non-executive director. The Annual Corporate Governance Report shows that the company is compliant with most of the recommendations contained in the Good Governance Code of Listed Companies (57 out of 59 that are applicable). A new materiality study has been conducted, showing the results by region.
People	Guaranteeing a flexible, safe and healthy work environment, nurturing talent and employability and promoting an inclusive and open culture.	<ul style="list-style-type: none"> The main accident indicators (severity and frequency) continue to fall. Numerous well-being initiatives are under way at all the business units to improve employability mainly through training, while nurturing talent among the new generations. The company continues to champion an inclusive and open culture through specific training activities for recruiters and middle managers, among other actions.
The environment	Reducing the carbon footprint, the water footprint, the impact on biodiversity and promoting the circular economy.	<ul style="list-style-type: none"> The carbon footprint continues to decline in relative terms, meeting the proposed objectives. Meanwhile, Ferrovial has developed a tool to incorporate "no net loss" criteria into the company's activities.
Society	Achieving the best quality standards, reinforcing ethical criteria in purchasing activity and systemizing the measurement of social impacts.	<ul style="list-style-type: none"> Two pilot tests have been run for the SROI methodology developed in previous years.
Innovation	Promoting entrepreneurship and innovative solutions	<ul style="list-style-type: none"> The company has stepped up its investment in innovation when compared with previous years, thus strengthening the open innovation model. It has launched the fourth edition of Zuritanken to foster a culture of innovation among employees.

By the end of 2019, the company will analyze the degree of compliance with the objectives established for the plan as a whole, and new courses of action will be defined for Plan 20.22, covering the 2020-2022 horizon. 

SCOPE OF THE INFORMATION

Ferrovial comprises the parent company, Ferrovial S.A., and its subsidiaries. For more detailed information on the companies included in the scope, please see the Consolidated Annual Financial Statements.

In 2018, the company carried out various corporate operations that led to changes to the scope, including the acquisition of companies, the awarding of new contracts and the start of new businesses. Company restructurings also took place. For more information, see page 38-63 on businesses evolution.

CONSOLIDATION PROCESS

The reporting process extends to all companies over which Ferrovial has economic control, meaning a stake of greater than 50%. In these cases, 100% of the information is reported.

Likewise, and following the indications contained in the Sustainability Reporting Standards of the GRI Guidelines, Ferrovial provides information on indicators and material aspects "outside the organization", so long as the data are of sufficient quality and always separately. Ferrovial considers that the most significant impacts relate to the 407 ETR toll road in Canada and the airports in the United Kingdom, at which its stake falls short of 50%.

TRACEABILITY

Ferrovial guarantees the traceability of information relating to corporate responsibility thanks to the reporting system it set up in 2007, enabling it to obtain detailed information down to individual company level while allowing for partial consolidation by region or business. In 2018, it conducted an in-depth review of the information requested to bring the system in line with the reporting requirements of its different stakeholders.

In 2018, the reporting system allowed the company to gather 322 quantitative and qualitative indicators at 127 companies, thanks to the collaboration of over 200 users.

RESTATING OF THE INFORMATION

In 2018 there were a number of company perimeter changes that might affect the comparability of the data contained in the report, although they are not considered particularly relevant. To guarantee the maximum transparency and comparability of the

data, the body of the report indicates when an indicator from previous years has been modified or presents significant changes that affect the comparability of the information.

STAKEHOLDERS

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.

The company considers stakeholders to include any individuals or social groups with a legitimate interest and who are affected by the company's current or future activities. This definition includes stakeholders that form part of the company's value chain (shareholders, employees, investors, clients and suppliers) and that are therefore considered partners in the development of the businesses, and also external stakeholders (governments and public authorities, the media, analysts, the business sector, labor unions, the tertiary sector and society in general), starting with the local communities in which the company operates.

This relationship is dynamic, seeing as though the landscape in which the company operates is changing more rapidly than ever. Ferrovial's business is highly dependent on relationships with the public authorities of the countries in which it operates. Ferrovial holds decision-making positions at organizations that promote corporate responsibility in Spain and abroad, such as Fundación SERES, Forética, the Spanish Global Compact Network and the Spanish Quality Association (AEC). In 2018, Ferrovial was appointed chairman of the Spanish Green Growth Group.

Ferrovial is known for its absolute political neutrality, carrying out business for public authorities and private clients alike in the countries where it operates. The company does not make cash or in-kind contributions to political parties or electoral candidates. However, Ferrovial does belong to business organizations and foundations for the commercial exchange of knowledge and information between countries in its sphere of activity or in the regions where it operates. By belonging to these organizations, the company is aiding in the progress and development of all the fields of action it pursues.

Ferrovial's approach to the principles contained in the report is discussed further in the specific section on materiality. For more information on the AA1000 and GRI standards, see page 124 on GRI indicators.

MATERIAL ISSUES

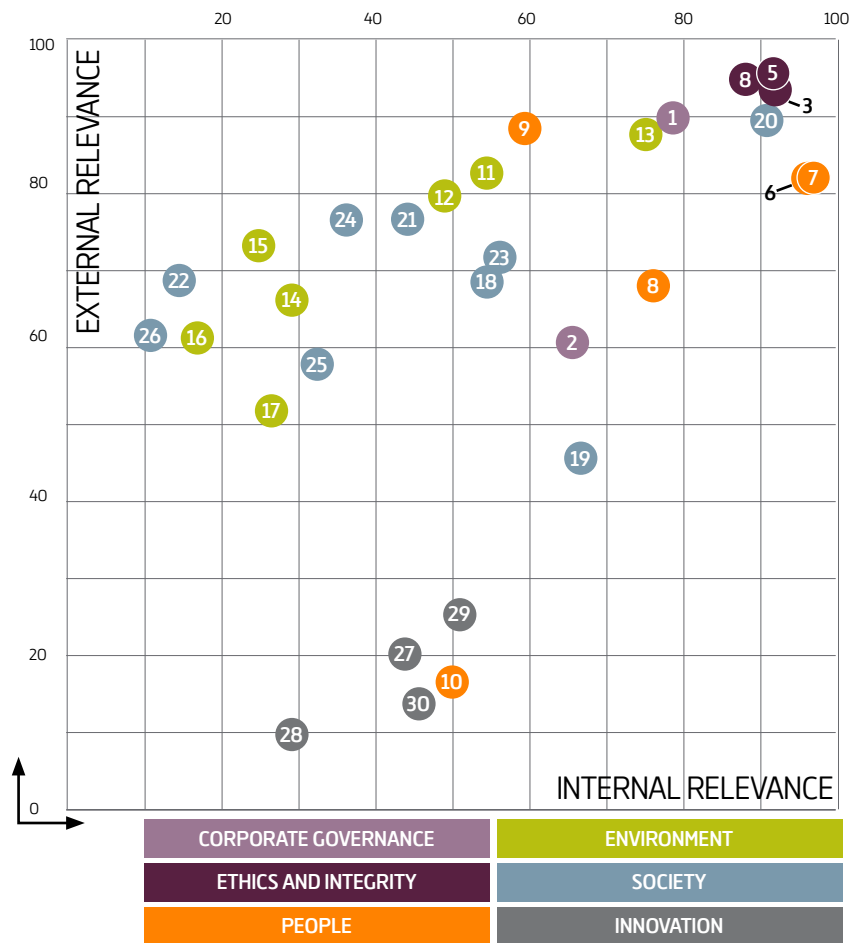
Ferrovial believes that an issue is material when it could have a substantial impact on the opinions or decisions of stakeholders, affecting its ability to address existing needs without compromising future generations.

Ferrovial conducted a new materiality analysis in 2018 as part of its two-year update process. The main change is the expansion of the consultation process carried out among the company's main stakeholders in regions considered business priorities (United States, Canada, United Kingdom, Australia, Spain and Poland), yielding separate results for each of these. While this report contains only the global materiality matrix, the company is fully aware of the matters considered most material in each country.

The analysis process was implemented in various stages:

- Identification and validation of relevant matters. By examining various relevant sources of information (GRI, Sustainability Accounting Standards Board (SASB), World Economic Forum, media coverage, consultations with socially responsible investors, etc.), the company was able to identify the main trends and most material matters for the sector in which it operates. After obtaining the initial list of material issues, the main corporate directors agreed upon the final list of 30 key material matters, which are grouped into six subject areas related to Plan 20.19.
- Determining internal materiality. The company's executive officers were asked to complete an online survey and to score the material matters previously identified, which were then sorted accordingly based on the scores awarded.
- Determining external materiality. The same survey completed by the executive officers was sent to the main stakeholders in each of the countries, and then sorted again based on the scores awarded.
- Prioritization. The result of graphically crossing internal and external materiality, as shown on the materiality matrix.

The materiality analysis revealed that the most material issues for Ferrovial are those relating to ethics and integrity and occupational health and safety. ②



1. Incorporating best practices into the Board of Directors.
2. Ensuring a director remuneration policy aligned with external law and regulations and the company's own interests.
3. Having suitable compliance programs in place to help prevent the perpetration of criminal acts.
4. Setting up communication channels for reporting unethical practices.
5. Respecting human rights in all countries where the company operates and having this permeate the entire value chain.
6. Guaranteeing a safe and healthy working environment for all employees under the "harm-free workplace" principle.
7. Reducing the occupational accidents ratio.
8. Upholding the rights of employees.
9. Promoting a flexible, diverse, inclusive and non-discriminatory working environment.
10. Providing training in digital skills to keep knowledge permanent refreshed and up-to-date.
11. Reducing the environmental impact of company activities.
12. Sustainable waste management.
13. Assessing and controlling risks to prevent environmental accidents.
14. Mitigation: public commitments to reduce greenhouse gas emissions.
15. Identifying risks and opportunities in relation to climate change.
16. Determining the water footprint of the company's operations and rolling out actions to ensure more efficient use of the resource.
17. Determining the impact on ecosystems and biodiversity and applying the "no net loss" principle.
18. Making channels of communication available to customers and providing grievance resolution processes.
19. Determining the level of customer and user satisfaction with the infrastructures and services provided by Ferrovial.
20. Guaranteeing the safety and security of users and of the infrastructure itself.
21. Having a global procurement policy that integrates suppliers in accordance with the company's ethical principles.
22. Appraising suppliers by determining their sustainability risk.
23. Implementing mechanisms to monitor contractors in relation to health and safety and human rights.
24. Measuring the social, economic and environmental impact of the company's activities.
25. Having a social action strategy aligned with business objectives.
26. Offering information on the company's tax strategy and contributions by country.
27. Planning and developing an innovation strategy to guide the company's investments.
28. Accelerating innovative activity through the global innovation ecosystem (start-ups, research centers, universities, etc.).
29. Incorporating state-of-the-art technology into Ferrovial's assets to help maximize their value.
30. Adopting a dual approach to innovation that strengthens the business' competitive edges while pursuing a long-term vision.

SCORECARD

SHAREHOLDERS

	2016	2017	2018
Revenue (M€)	-	5,152	5,737
Operating cash flow excluding concessionaires (M€)	995	999	572
Dividends received (M€) ⁽¹⁾	544	520	520

EMPLOYEES

	2016	2017	2018
Workforce at year-end	96,001	95,978	92,113
Total average churn rate (%)	5.11%	12.67%	8.18%
Frequency rate	15.0	13.6	12.2
Severity rate	0.33	0.31	0.29

CUSTOMERS

	2016	2017	2018
Portfolio by business unit (M€)	33,519	32,063	30,376
- Services	24,431	20,918	19,411
- Construction	9,088	11,145	10,965
Investment in R&D (M€)	48	47	48
User satisfaction with Managed Lanes (NTE and LBJ) (%)	80%/91%	75%	>80%
HAH passenger experience (scale 1-5)	4.2	4.2	4.15
Certified activity (ISO 9001)	91%	89%	88%

SOCIETY

	2016	2017	2018
Renewal of presence on sustainability indexes: DJSI, Vigeo FTSE4Good, MSCI, STOXX	✓	✓	✓
Carbon intensity: direct and indirect greenhouse gases emissions in relative terms (tCO ₂ eq /M€ ²)	-59%	-57%	-54%
Beneficiaries of potable water and sanitation projects ⁽³⁾	191,759	212,605	213,713
Taxes (M€) ⁽⁴⁾	-	2,075	2,127

(1) In scrip dividend and share buyback.

(2) Scope 1 & 2 since 2009. Data before 2018 have not been recalculated as a results of entries and exits from the perimeter.

(3) Data accumulated since 2008 (18 projects performed in Colombia, Peru, Mexico, Tanzania, Ethiopia, Uganda and Ghana).

(4) Taxes accrued, paid and collected (cash flow criteria).

CONTENTS OF NON-FINANCIAL INFORMATION STATEMENTS ABOUT NON-FINANCIAL INFORMATION AND DIVERSITY

Contents of Law 11/2018			GRI standard	Location / direct response
Business Model	Description of the group's business model	A brief description of the group's business model, including its business environment, organization and structure, the markets in which it operates, its objectives and strategies, and the main factors and trends that may affect its future evolution	102-2, 102-4, 102-6, 102-7, 102-15	Chapter Ferrovial in two minutes, pages 10-18 Chapter Strategy and Value Creation, pages 21-35
Policies	Policies applied by the group	Policies applied by the group, including the due diligence procedures applied to identify, assess, prevent and mitigate significant risks and impacts, and to verify and control, as well as the measures that have been adopted	103-2, 103-3	Chapter Ethics and Integrity, pages 74-75
Main risks	Main risks related to these issues linked to the group's activities	Main risks related to those issues linked to the group's activities, including, where relevant and proportionate, its commercial relations, products or services that may have negative effects in those areas, and how the group manages those risks, explaining the procedures used to identify and evaluate them in accordance with the national, European or international reference frameworks for each subject. This should include information on the impacts that have been identified, giving a breakdown of these impacts, in particular on the main risks in the short, medium and long term	102-11, 102-15.	Chapter Risks, pages 89-92
Information on environmental matters		Current and foreseeable impacts of the company's activities on the environment and, as the case may be, on health and safety	102-15, 102-29, 102-31	Chapter on the Environment; Reducing the Environmental Impact section on page 80.
		Procedures for environmental assessment or certification	102-11, 102-29 y 102-30	Chapter on Quality, page 73.
		Resources dedicated to environmental risk prevention	102-29	A total 542 people currently work at the Quality and Environment departments of Ferrovial and its subsidiaries, generating an approximate cost of 26.95 ME.
		Applying the principle of precaution	102-11	Chapter on Risks, page 89. Annual Corporate Governance Report, risks section
		Amount of provisions and guarantees for environmental risks	307-1	See Note 6.3 to the Consolidated Annual Financial Statements, page 220-221.
	Pollution	Measures to prevent, reduce or repair CO2 emissions that seriously impact the environment.	103-2, 302-4, 302-5, 305-5, 305-7	Chapter on the Environment, page 80, and appendix to GRI Indicators, page 133.
		Measures to prevent, reduce or repair emissions that generate atmospheric pollution (including noise and light pollution)	416-1	Chapter on Quality, page 73.
	Circular economy and waste prevention and management	Waste prevention, recycling, reuse and other forms of waste recovery and elimination measures	103-2, 301-1, 301-2, 301-3, 303-3, 306-1, 306-2, 306-3	Chapter on the Environment, page 80.
		Actions to combat food wastage	N/A	Due to the nature of the company's business activities, this indicator is not considered material.
	Sustainable use of resources	Consumption and supply of water in compliance with local limitations	303-1, 303-2, 303-3	Chapter on the Environment, Water Footprint section, page 80.
		Consumption of raw materials and measures in place to ensure more efficient use of raw materials	301-1, 302-2, 302-3	Appendix to GRI Indicators, page 132. Chapter on the Environment, Circular Economy section, page 80.
		Direct and indirect energy consumption and measures in place to improve energy efficiency and use of renewable energies	302-1, 302-2, 302-3, 302-4 and 302-5	Appendix to GRI Indicators, page 132.
	Climate change	Important aspects relating to the greenhouse gas emissions generated by the company's activities (including both goods and services)	305-3	Chapter on the Environment, Climate Strategy section, page 78.
		Measures in place to adapt to the consequences of climate change	102-15, 103-2, 201-2, 305-5	Chapter on the Environment, Climate Strategy section, page 78.
		Goals for reducing greenhouse gas emissions in the medium and long run and measures put in place to reduce greenhouse gas emissions	103-2	Chapter on the Environment, Climate Strategy section, page 78 and chapter on Airports, page 28.
	Protecting biodiversity	Measures put in place to conserve or restore biodiversity	304-1, 304-2 and 304-3	Chapter on the Environment, Biodiversity and Natural Capital section, page 80.
		Impact caused by activities and operations in protected areas	304-1, 304-2 and 304-4	Chapter on the Environment, Biodiversity and Natural Capital section, page 80.

Contents of Law 11/2018		GRI standard	Location / direct response
Information on social matters and employees	Total number and distribution of employees by gender, by age, by country and job category	102-7, 102-8, 405-1	Chapter on People page 65. Appendix to GRI Indicators, page 131 and 134.
	Total number and distribution of employment contract by type	102-8	Appendix to GRI Indicators, page 131.
	Annual average of open-ended contracts, temporary contracts and part-time contracts by gender, by age, by job category	102-8	Appendix to GRI Indicators, page 134. Ferrovial's information systems do not compile this type of information by age. It will be available, however, in future editions of this report. The total workforce and turnover rate are represented by age.
	Number of dismissals by gender, by age, by job category	401-1	Appendix to GRI Indicators, page 134.
	Average remuneration and trends, broken down by gender, by age, by job category	405-2	Appendix to GRI Indicators, page 134. Ferrovial's information systems do not compile this type of information by age. It will be available, however, in future editions of this report. The average and median remuneration are broken down by geography, which are the management indicators commonly used in the group.
	Salary gap	405-2	Chapter on People, page 65-66, and appendix to indicators, page 134.
	Remuneration for similar work positions or average remuneration at the company	202-1	Table of GRI standards, indicator 202-1, page 125.
	Average remuneration of board members and executives (including variable pay, per diem allowances, compensation and severance, payments to long-term pension and savings schemes and any other remuneration, broken down by gender)	102-35, 102-36, 201-3	Chapter on Remuneration, pages 98 and Directors' Remuneration Report.
	Implementation of job disconnection policies	402-1, 402-2	Ferrovial is developing an internal policy in relation to digital disconnection in the workplace. The working group created to establish practical and effective measures to ensure business continuity and provide the necessary technological means for compliance is made up of the Privacy Office, the Compliance and Legal Advice Department, the Human Resources Department and Security together with the legal representation of the workers.
	Disabled employees		
	Organization of working hours	102-8	The company has the tools to adapt working time management to business needs and the demands of employees, with the aim of improving both the business competitiveness and the well-being of its staff allowing a company-oriented culture to be generated to results. In addition, it facilitates the adoption of measures of flexibility and conciliation according to the needs of each employee attending to their life cycles. Chapter on People, page 64-65.
	Absenteeism in hours		Appendix to GRI Indicators, page 134.
	Measures to improve the work-life balance of employees and to ensure an appropriate balance between mother and father	401-3	Chapter on People, page 65.
	Occupational health and safety conditions	103-2	Chapter on Health and Safety, page 67-68.
	Workplace accidents, especially frequency and severity, as well as occupational diseases, broken down by gender.	403-2, 403-3	Appendix to GRI Indicators, page 134. Ferrovial draws no distinction by gender when compiling injury rates, since its health and safety measures apply equally across the company, with no difference whatsoever between gender

Contents of Law 11/2018		GRI standard	Location / direct response	
Information on social matters and employees	Labor relations	Enabling and organizing dialog with employees (including procedures for reporting, consulting and negotiating with employees)	102-43, 402-1, 403-1	Chapter on Human Rights, page 76-77.
		Percentage of employees covered by collective bargaining agreement, by country	102-41	Chapter on Human Rights, page 77, and table on GRI Indicators, page 125.
		List of collective agreements (especially in the field of occupational health and safety)	403-1, 403-4	The number of company collective agreements signed in 2018 was 41. In the signed agreements, there are provisions, articles, chapters or even specific titles for issues related to occupational risk prevention (occupational health and safety), giving compliance and adaptation to the legal provisions contained in the Occupational Risk Prevention Law, law 31/1995, of November 8. Nevertheless, in the negotiations held this year, occupational risk prevention matters were not substantially modified, although all the obligations that existed in the different collective agreements have been renewed.
	Training	Policies implemented in the field of training	404-2	Chapter on People, page 65.
		Total number of training hours by job category.	404-1	Appendix to GRI Indicators, page 134.
	Accessibility	Universal accessibility for people	103-2	Chapter on Human Rights, page 76.
	Equality	Measures put in place to champion equal treatment and opportunities between women and men	103-2	Chapter on Human Rights, page 77.
		Equality plans (Chapter III of Organic Law 3 of March 22, 2007, on the effective equality between women and men)	103-2	Chapter on Human Rights, page 77.
		Measures put in place to foster employment	103-2, 404-2	Chapters on People, Human Rights and Local Community, pages 65, 76 and 84-85, respectively.
		Protocols against sexual and gender-based harassment	103-2	Chapter on Human Rights, page 76-77.
		Policy against discrimination in all its forms and, as the case may be, integration of protocols against sexual and gender-based harassment	103-2	Chapter on Human Rights, page 76-77.
		Protocols against discrimination in all its forms and, as the case may be, to ensure the proper management of diversity	103-2, 406-1	Chapter on People, page 64-65.
	Information on respect for human rights	Implementation of due diligence processes on the subject of human rights	414-2	Chapter on Human Rights, page 76.
Preventing the risk of committing human rights breaches and, as the case may be, measures to mitigate, manage and repair possible abuses committed		410-1, 412-1	Chapter on Ethics and Integrity, page 74.	
Reports of cases where human rights have been breached		102-17, 419-1, 411-1	Chapter on Human Rights, page 76-77, and chapter on ethics and integrity page 74 and 75.	
Promoting and observing the fundamental conventions of the International Labor Organization governing respect for freedom of association and the right to collective bargaining, eliminating discrimination in the workplace and when hiring, eradication of forced labor and the effective eradication of child labor		103-2	Chapter on Human Rights, page 76-77.	
Information on the fight against corruption and bribery	Measures put in place to prevent corruption and bribery	103-2	Chapter on Ethics and Integrity, page 74-75.	
	Anti-money laundering measures	103-2	Chapter on Ethics and Integrity, page 74-75.	
	Contributions to foundations and non-profit entities	103-2, 201-1, 203-2, 415-1	Chapter on Community, page 84-85.	

Contents of Law 11/2018		Standar GRI	Location / direct response
Information on society	The impact of the company's business on employment, local development and the natural environment	203-1, 203-2, 204-1, 413-1, 413-2	Chapter on Community, page 84-85.
	Relations with agents from the local communities and forms of dialog with such associations and people	102-43, 413-1	All projects undertaken by Ferrovial require a preliminary environmental impact assessment. In some cases, the performance of the project may generate certain impacts on the local communities where they are carried out. Where this is the case, the company ensures two-way dialog and explains to the affected communities the possible implications of each phase of the project. It also sets up communication channels to collect grievances, suggestions and complaints. The company also carries out a two-year consultation process with its stakeholders as part of its materiality study, and provides an Ethics Channel on its website, which is available to absolutely everyone.
	Company commitments to sustainable development		
	Association or sponsorship actions	102-13, 203-1, 201-1	All donation, sponsorship, patronage and association ventures are scrutinized in strict accordance with the company's own internal Procedure for approving and monitoring sponsorship, patronage and donation projects. In 2018, the company engaged in sponsorship action to promote art, culture, innovation and education. The company belongs to SEOPAN and various associations from the construction and infrastructure sectors both at home and abroad.
	Inclusion of a procurement policy that champions social issues, gender equality and environmental protection	103-3	Chapter on the Supply Chain, section on Comprehensive Supplier Management, page 82-83.
	Making its social and environmental responsibility values part of its relations with suppliers and subcontractors	102-9, 308-1, 308-2, 407-1, 409-1, 414-1, 414-2	Chapter on the Supply Chain, section on Comprehensive Supplier Management, page 82-83.
	Oversight systems, audits and troubleshooting processes	308-1, 308-2, 414-2	Chapter on the Supply Chain, section on Comprehensive Supplier Management, page 82-83.
	Measures to improve the health and safety of consumers	416-1, 416-2, 417-1	Chapter on Health and Safety, section on Road Safety, page 66 - 67.
	Reporting and whistleblowing systems and grievances received and resolved	418-1	Chapter on Quality, page 72 - 73.
	Profits obtained by country	201-1	Note 2.10 to the Consolidated Annual Financial Statements, page 174.
Tax information	Taxes paid on profits	201-1	Chapter on Responsible Tax Management, page 86.
	Public subsidies and aid received	201-4	Note 6.1 to the Consolidated Annual Financial Statements, page 217.

TASK FORCE ON CLIMATE-RELATED FINANCIAL DISCLOSURES (TCFD)

The content of this Integrated Annual Report follows the recommendations of the TCFD. Readers can use this table to locate the content suggested by the initiative.

CONTENTS		LOCATION
GOVERNANCE	Describe the Board's oversight of climate related risks and opportunities.	<ul style="list-style-type: none"> • Chapter on Corporate Governance, page 78. • Section on Climate Change Strategy, page 96.
	Describe management's role in assessing and managing climate-related risks and opportunities.	<ul style="list-style-type: none"> • Chapter on Risks, page 89-92. • Section on Climate Change Strategy, page 78.
STRATEGY	Describe the climate-related risks and opportunities the organization has identified over the short, medium and long term.	<ul style="list-style-type: none"> • Chapter on Strategy, page 78. • Section on risks and opportunities relating to climate change, page 92. • Chapter on Risks, page 92.
	Describe the impact of climate-related risks and opportunities on the organization's businesses, strategy and financial planning.	<ul style="list-style-type: none"> • Section on Climate Strategy, page 95. <p>See also each section related to each of Ferrovial's divisions, at pages 21-35.</p>
	Describe the resilience of the organization's strategy, taking into consideration different future climate scenarios, including a 2°C or lower scenario.	<ul style="list-style-type: none"> • Section of risks and opportunities relating to climate change, page 78.
RISKS	Describe the organization's processes for identifying and assessing climate-related risks.	<ul style="list-style-type: none"> • Chapter on Risks, page 89-92. • Section on risks and opportunities relating to climate change, page 78.
	Describe the organization's processes for managing climate-related risks.	<ul style="list-style-type: none"> • Chapter on Risks, page 89-92. • Section on risks and opportunities relating to climate change, page 78.
	Describe how processes for identifying, assessing and managing climate-related risks are integrated into the organization's overall risk management.	<ul style="list-style-type: none"> • Chapter on Risks, page 89-92. • Section on risks and opportunities relating to climate change, page 78.
METRICS	Disclose the metrics used by the organization to assess climate-related risks and opportunities in line with its strategy and risk management process.	<ul style="list-style-type: none"> • Chapter on Risks, page 89-92. • Section on risks and opportunities relating to climate change, page 78.
	Disclose Scope 1, Scope 2 and, if appropriate, Scope 3 greenhouse gas emissions, and the related risks.	<ul style="list-style-type: none"> • Chapter on the Environment, page 79. • Annex on indicators under GRI Standards, page 133.
	Describe the targets used by the organization to manage climate-related risks and opportunities and performance against targets.	<ul style="list-style-type: none"> • Chapter on the Environment, page 78.

GRI STANDARDS INDICATORS

GRI 101 Foundation 2018
DISCLOSURES GENERAL (GRI 102: CONTENIDOS GENERALES 2018)

ORGANIZATION PROFILE	Page/Direct Reference	Scope
102-1 Name of the organization	Note 1.1. of Ferrovial's Consolidated Financial Statements 2018	Ferrovial
102-2 Activities, brands, products, and services	11, 24-35	Ferrovial
102-3 Location of headquarters	Note 1.1. of Ferrovial's Consolidated Financial Statements 2018	Ferrovial
102-4 Location of operations	12	Ferrovial
102-5 Ownership and legal form	Note 1.1. of Ferrovial's Consolidated Financial Statements 2018	Ferrovial
102-6 Markets served	12	Ferrovial
102-7 Scale of the organization	12, 14, 15, 64-65 and Appendix	Ferrovial
102-8 Information on employees and other workers	14, 64-65, 118 and Appendix	Ferrovial
102-9 Supply Chain	82-83 and Appendix	Ferrovial
102-10 Significant changes to the organization and its supply chain	Note 1.1.2 and 1.1.3 Ferrovial's Consolidated Financial Statements 2018	Ferrovial
102-11 Precautionary Principle or approach	89-92	Ferrovial
102-12 External Initiatives	116	Ferrovial
102-13 Membership of associations	116	Ferrovial
STRATEGY	Page/Direct Reference	Scope
102-14 Statement from senior decision-maker	7	Ferrovial
102-15 Key impacts, risks, and opportunities	7, 21-23, 89-92	Ferrovial
ETHICS AND INTEGRITY	Page/Direct Reference	Scope
102-16 Values, principles, standards, and norms of behavior	17, 74-75, 84-85	Ferrovial
102-17 Mechanisms for advice and concerns about ethics	74-75	Ferrovial
GOVERNANCE	Page/Direct Reference	Scope
102-18 Governance structure	95-97 Section C of Ferrovial's Annual Corporate Governance Report 2018	Ferrovial
102-19 Delegating authority	114 Section C of Ferrovial's Annual Corporate Governance Report 2018	Ferrovial
102-20 Executive-level responsibility for economic, environmental, and social topics	114 Section C of Ferrovial's Annual Corporate Governance Report 2018	Ferrovial
102-21 Consulting stakeholders on economic, environmental, and social topics	116-117	Ferrovial
102-22 Composition of the highest governance body and its committees	95-97 Section C of Ferrovial's Annual Corporate Governance Report 2018	Ferrovial
102-23 Chair of the highest governance body	95-97 Sections C.1.2 y C.1.3 of Ferrovial's Annual Corporate Governance Report 2018	Ferrovial
102-24 Nominating and selecting the highest governance body	95-97 Sections C.1.19 of Ferrovial's Annual Corporate Governance Report 2018	Ferrovial
102-25 Conflicts of interest	74-75 Section D.6 of Ferrovial's Annual Corporate Governance Report 2018	Ferrovial
102-26 Role of highest governance body in setting purpose, values, and strategy	95-96	Ferrovial
102-27 Collective knowledge of highest governance body	The Board of Directors is informed annually regarding environmental management issues for the company, as well as regarding monitoring of the corporate responsibility strategic plan. Furthermore, the Board, directly or via its committees, remains abreast of a series of issues on which it is required to make decisions. These include approving policies on a wide range of issues.	Ferrovial
102-28 Evaluating the highest governance body's performance	Sections C.1.19 to C.1.21 of Ferrovial's Annual Corporate Governance Report 2018	Ferrovial

102-29	Identifying and managing economic, environmental, and social impacts	95-96 Section E of Ferrovial's Annual Corporate Governance Report 2018	Ferrovial
102-30	Effectiveness of risk management processes	95-96 Section E of Ferrovial's Annual Corporate Governance Report 2018	Ferrovial
102-31	Review of economic, environmental, and social topics	95-96 Section E of Ferrovial's Annual Corporate Governance Report 2018	Ferrovial
102-32	Highest governance body's role in sustainability reporting	114	Ferrovial
102-33	Communicating critical concerns	114	Ferrovial
102-34	Nature and total number of critical concerns	114	Ferrovial
102-35	Remuneration policies	98-99	Ferrovial
102-36	Process for determining remuneration	98-99	Ferrovial
102-37	Stakeholders' involvement in remuneration	98-99	Ferrovial
102-38	Annual total compensation ratio	ver Appendix	Ferrovial
102-39	Percentage increase in annual total compensation ratio	ver Appendix	Ferrovial
STAKEHOLDERS ENGAGEMENT		Page/Direct Reference	Scope
102-40	List of stakeholder groups	116	Ferrovial
102-41	Collective bargaining agreements	77 and table of contents of non-Financial Information Statements	Ferrovial
102-42	Identifying and selecting stakeholders	2, 11, 24, 80, 114, 116 y 117	Ferrovial
102-43	Approach to stakeholder engagement	114, 116 y 117	Ferrovial
102-44	Key topics and concerns raised	114, 116 y 117	Ferrovial
REPORTING PRACTICE		Page/Direct Reference	Scope
102-45	Entities included in the consolidated financial statements	Appendix II of Ferrovial's Consolidated Financial Statements 2018	Ferrovial
102-46	Defining report content and topic Boundaries	116-117	Ferrovial
102-47	List of material topics	117	Ferrovial
102-48	Restatements of information	116	Ferrovial
102-49	Changes in reporting	116	Ferrovial
102-50	Reporting period	Fiscal year 2018	Ferrovial
102-51	Date of most recent report	Fiscal year 2017	Ferrovial
102-52	Reporting cycle	Annual	Ferrovial
102-53	Contact point for questions regarding the report	Back cover	Ferrovial
102-54	Claims of reporting in accordance with the GRI Standards	2, 116, 130 y 138-141	Ferrovial
102-55	GRI content index	124-130	Ferrovial
102-56	External assurance	138-141	Ferrovial

GRI STANDARD			
Materiality	Indicator	Page/Direct Reference	Scope
THEMATIC CONTENTS			
Economic Performance			
GRI 103: Management approach	103-1 Explanation of the material topic and its Boundary	116-117	Ferrovial
	103-2 The management approach and its components	10-15	Ferrovial
	103-3 Evaluation of the management approach	10-15	Ferrovial
GRI 201: Economic Performance 2018	201-1 Direct economic value generated and distributed	See Appendix to GRI Indicators	Ferrovial
	201-2 Financial implications and other risks and opportunities due to climate change	78-80, 92 Risks and opportunities are disclosed in the Carbon Disclosure Project report, which is publicly-available on the CDP website. Information for 2018 will be made available during 2019.	Ferrovial
	201-3 Defined benefit plan obligations and other retirement plans	Note 6.6.4 of Ferrovial's Consolidated Financial Statements 2018 Note 6.2 of Ferrovial's Consolidated Financial Statements 2018	Ferrovial
	201-4 Financial assistance received from government	Note 6.1 of Ferrovial's Consolidated Financial Statements 2018 Note 6.4 of Ferrovial's Consolidated Financial Statements 2018	Ferrovial

GRI STANDARD			
Materiality	Indicator	Page/Direct Reference	Scope
Market Presence			
GRI 202: Market presence 2018	202-1 Ratios of standard entry level wage by gender compared to local minimum wage	The relationship between entry level wage and the local minimum wage in relevant countries by gender (Men/Women) is as follows: Spain 1.54/1.54 United Kingdom: 1.00/1.00 United States: 1.27/1.27 Poland: 1.43/1.26 Chile: 1.04/1.04	Ferrovial
	202-2 Proportion of senior management hired from the local community	In 2018, the proportion of senior management hired from the local community was 87.5%.	Ferrovial
Indirect economic impacts			
GRI 203: Indirect economic impacts 2018	203-1 Infrastructure investments and services supported	84-85	Ferrovial
	203-2 Significant indirect economic impacts	21, 64, 66, 68, 76, 78, 82-86	Ferrovial
Procurement Practices			
GRI 204: Procurement practices 2018	204-1 Proportion of spending on local suppliers	Local suppliers represented 92% of total number of suppliers. Suppliers which are not centralized and locally contracted are classified as local suppliers.	Ferrovial
Anti-corruption			
GRI 205: Anti-corruption 2018	205-1 Operations assessed for risks related to corruption	74-75	Ferrovial
	205-2 Communication and training about anti-corruption policies and procedures	74-75	Spain
	205-3 Confirmed incidents of corruption and actions taken	74-75	Ferrovial
Anti-competitive			
GRI 206: Anti-competitive 2018	206-1 Legal actions for anti-competitive behavior, anti-trust, and monopoly practices	In 2018, two cases and litigations related to monopoly practices were open. Note 6.3 of Ferrovial's Consolidated Financial Statements 2018 Note 6.5 of Ferrovial's Consolidated Financial Statements 2018	Ferrovial
ENVIRONMENTAL MATERIAL ASPECTS			
Management approach			
GRI 103: Management approach	103-1 Explanation of the material topic and its Boundary	116-117	Ferrovial
	103-2 The management approach and its components	88-90	Ferrovial
	103-3 Evaluation of the management approach	88-90	Ferrovial
Materials			
GRI 301: Materials 2017	301-1 Materials used by weight or volume	See Appendix to GRI Indicators. It is given information about the most representative used material for each division. The most significant material could change every year, so it is not comparable.	Ferrovial
	301-2 Recycled input materials used	See Appendix to GRI Indicators	Ferrovial
	301-3 Reclaimed products and their packaging materials	The activity of the company does not include the production of goods destined for sale with packaging	Ferrovial
Energy			
GRI 302: Energy 2018	302-1 Energy consumption within the organization	See Appendix to GRI Indicators	Ferrovial
	302-2 Energy consumption outside of the organization	Energy use from consumption of fuels, electricity and losses due to electricity transport stood at 2,165,902 GJ.	Ferrovial
	302-3 Energy intensity	Energy intensity is 659.11 GJ/net revenues	Ferrovial
	302-4 Reduction of energy consumption	Energy consumption reduced 29.83% compared to 2017.	Ferrovial
	302-5 Reductions in energy requirements of products and services	78-80	Ferrovial
Water			
GRI 303: Water 2018	303-1 Water withdrawal by source	Reported data in 2018 include estimations based on the best available information at the date of closing this report. Main consumptions are estimated based on the average water prices by country. See Appendix to GRI Indicators.	Ferrovial
	303-2 Water sources significantly affected by withdrawal of water	Water withdrawal requires an authorization whereby the volume of water withdrawn is restricted. It must always be below the maximum limits established by the competent authority. This is why it is considered that, in accordance with these authorizations, the water withdrawn by Ferrovial does not affect the hydric resource significantly	Ferrovial
	303-3 Water recycled and reused	The consumption of recycled and reused water stood at a 150,793.73 m³. 2018 data include the best estimation available at the date of closing this report.	Ferrovial

GRI STANDARD			
Materiality	Indicator	Page/Direct Reference	Scope
Biodiversity			
GRI 304: Biodiversity 2018	304-1 Operational sites owned, leased, managed in, or adjacent to, protected areas and areas of high biodiversity value outside protected areas	During 2018, Ferrovial has been working on 29 projects which were under an Environmental Impact Statement or equivalent figure (9 of them had an environmental conditioning), depending on each country's legal framework	Ferrovial
	304-2 Significant impacts of activities, products, and services on biodiversity	Most significant impacts on biodiversity has been assessed through Environmental Impact Statements or equivalent figures, depending on each country's legal framework. Furthermore, they are taken compensative actions arising from these statements when applicable.	Ferrovial
	304-3 Habitats protected or restored	Ferrovial performs the ecological restoration of the habitats affected by the construction and operation of its infrastructures in accordance with the provisions of current regulations in each country, adding improvements over the minimum requirements when it is possible, and ecological restoration criteria which could ensure better results on a long-term basis.	Ferrovial
	304-4 IUCN Red List species and national conservation list species with habitats in areas affected by operations	See Appendix to GRI Indicators	Ferrovial
Emissions			
GRI 305: Emissions 2018	305-1 Direct (Scope 1) GHG emissions	78-80. See Appendix to GRI Indicators	Ferrovial
	305-2 Energy indirect (Scope 2) GHG emissions	78-80. See Appendix to GRI Indicators	Ferrovial
	305-3 Other indirect (Scope 3) GHG emissions	78-80. See Appendix to GRI Indicators. Scope 3 emissions are limited to the described scope on the table 305-3 on the Appendix to GRI Indicators.	See Appendix to GRI Indicators
	305-4 GHG emissions intensity	GHG emissions intensity reached 74.13 tCO ₂ /INCN (M€)	Ferrovial
	305-5 Reduction of GHG emissions	See Appendix to GRI Indicators	Ferrovial
	305-6 Emissions of ozone-depleting substances (ODS)	Not relevant as Amey no longer has operational control over those centres that use refrigeration units which use refrigerants with fluorinated or ozone depleting substances base.	Ferrovial
	305-7 Nitrogen oxides (NOX), sulfur oxides (SOX), and other significant air emissions	See Appendix to GRI Indicators	Ferrovial
Effluents and Waste			
GRI 306: Effluents y waste 2018	306-1 Water discharge by quality and destination	The total wastewater discharge stood at 903,564.28 m ³ . Water discharge information was calculated based on standard indicators of water discharge of certain activities published by various sources. Therefore, this information does not represent real measurements of water discharge.	Ferrovial
	306-2 Waste by type and disposal method	Page 78 - 80. See Appendix to GRI Indicators. 2018 data include estimations according to the best available information at the time of preparing this report.	Ferrovial
	306-3 Significant spills	During 2018 no significant spills have been recorded.	Ferrovial
	306-4 Transport of hazardous waste	Ferrovial doesn't have cross-border waste transport at any of its business units.	Ferrovial
	306-5 Water bodies affected by water discharges and/or runoff	In the projects developed by Ferrovial in 2018, 16 had high-quality water courses in their vicinity.	Ferrovial Agroman US Corp., Ferrovial Agroman Australia, Ferrovial Agroman Canadá, Inc.
Environmental Compliance			
GRI 307: Environmental Compliance 2018	307-1 Non-compliance with environmental laws and regulations	The total amount of fines paid in the year due to breach of environmental legislation in 2018 stood at € 90,750, €12,000 of them coming from past years' breaches. This amount does not include associated civil liability (compensation). Note 6.3 and Note 6.5.1 of Ferrovial's Consolidated Financial Statements 2018	Ferrovial
Supplier Environmental Assessment			
GRI 308: Supplier Environmental Assessment 2018	308-1 New suppliers that were screened using environmental criteria	Pags. 82-83	Ferrovial
	308-2 Negative environmental impacts in the supply chain and actions taken	(See pag. 82-83) In Construction, the negative environmental impacts had by the supply chain are evaluated, identifying potential risks and standard work. The measures adopted range from expulsion from the project and/or rejection of the supplier, to warnings that improvements are required in less serious cases.	Ferrovial
SOCIAL MATERIAL ASPECTS			
Management approach			
GRI 103: Management Approach	103-1 Explanation of the material topic and its Boundary	116-117	Ferrovial
	103-2 The management approach and its components	64-67	Ferrovial
	103-3 Evaluation of the management approach	64-67	Ferrovial

GRI STANDARD			
Materiality	Indicator	Page/Direct Reference	Scope
Employment			
GRI 401: Employment 2018	401-1 New employee hires and employee turnover	See Appendix to GRI Indicators	Ferrovial
	401-2 Benefits provided to full-time employees that are not provided to temporary or part-time employees	Social benefits for each country and business are offered equally to full-time employees and part-time employees. In some cases, employees need to have held their posts for at least one year to be eligible for certain social benefits.	Ferrovial
	401-3 Parental leave	Ferrovial does not consider this a risk, as the countries where it operates have protectionist legislation in place for such matters. Such information is therefore not subject to specific managerial procedures.	Ferrovial
Labor Relations			
GRI 402: Labor Relations 2018	402-1 Minimum notice periods regarding operational changes	Ferrovial complies with the advance notice periods established in labor legislations or those enshrined, if applicable, in the collective agreements pertinent to each business, with no corporate advance notice periods having been established.	Ferrovial
Occupational Health and Safety			
GRI 403: Occupational Health and Safety 2018	403-1 Workers representation in formal joint management-worker health and safety committees	See Appendix to GRI Indicators	Ferrovial
	403-2 Types of injury and rates of injury, occupational diseases, lost days, and absenteeism, and number of work-related fatalities	See Appendix to GRI Indicators. Information concerning contractors is only included in the calculation of the overall variation frequency index.	Ferrovial
	403-3 Workers with high incidence or high risk of diseases related to their occupation	Risk of developing occupational diseases is detected through risk assessments conducted by the Safety and Health Department and controlled through the health surveillance, where relevant relevant protocols according to the risk exposure of the workers are defined and applied.	Ferrovial
	403-4 Health and safety topics covered in formal agreements with trade unions	The agreements in this matter covered with the trade-union organizations are developed through sector agreements that specifically regulate matters such areas as training and information, collective protection, work teams, etc.	Ferrovial
Training and education			
GRI 404: Training and education 2018	404-1 Average hours of training per year per employee	See Appendix to GRI Indicators	Ferrovial
	404-2 Programs for upgrading employee skills and transition assistance programs	All training and development programs are aimed at improving the employability of the candidate. In the case of early retirement or restructuring plans (e.g. redundancy packages), specific training plans may be negotiated as part of other outplacement plans.	Ferrovial
	404-3 Percentage of employees receiving regular performance and career development reviews	The percentage of employees receiving regular assessments of Ferrovia's performance and professional development is 30%.	Ferrovial
Diversity and Equality of Opportunities			
GRI 405: Diversity and equality of opportunities 2018	405-1 Diversity of governance bodies and employees	See Appendix to GRI Indicators Section C of Annual Corporate Governance Report 2018	Ferrovial
	405-2 Ratio of basic salary and remuneration of women to men	See Appendix to GRI Indicators	Ferrovial
No discrimination			
GRI 406: No discrimination 2018	406-1 Incidents of discrimination and corrective actions taken	75. Information about complaints received through the Corporate Whistleblowing Channel in Spain is given.	Ferrovial
Freedom of association			
GRI 407: Freedom of association 2018	407-1 Operations and suppliers in which the right to freedom of association and collective bargaining may be at risk	76-77	Ferrovial
Child Labor			
GRI 408: Child Labor 2018	408-1 Operations and suppliers at significant risk for incidents of child labor	76-77	Ferrovial
Forced or compulsory labor			
GRI 409: Forced or compulsory labor 2018	409-1 Operations and suppliers at significant risk for incidents of forced or compulsory labor	76-77	Ferrovial
Forced or compulsory labor			
GRI 410: Security practices 2018	410-1 Percentage of security personnel trained in the organization's human rights policies or procedures that are relevant to operations	Security guards at Ferrovia's offices are hired via a company that certifies that said personnel have received the due training.	Ferrovia headquarters
Rights of indigenous people			
GRI 411: Rights of indigenous people 2018	411-1 Incidents of violations involving rights of indigenous peoples	During 2018 there hasn't been detected incidents of violations involving rights of indigenous people. Identified controversies are described on page 75.	Ferrovial
Human Rights Assessment			
GRI 412: Human Rights Assessment 2018	412-1 Operations that have been subject to human rights reviews or impact assessments	76-77 During 2018, Ferrovia has not done specific reviews to evaluate the impact on Human Rights' matters additional to those on health and safety and compliance.	Ferrovial
	412-2 Employee training on human rights policies or procedures	75	Ferrovial
	412-3 Significant investment agreements and contracts that include human rights clauses or that underwent human rights screening	74, 76-77, 82-83	Ferrovial

GRI STANDARD			
Materiality	Indicator	Page/Direct Reference	Scope
Local Communities			
GRI 413: Local Communities 2018	413-1 Operations with local community engagement, impact assessments, and development programs	84-85	Ferrovial
	413-2 Operations with significant actual and potential negative impacts on local communities	During 2018, there has not been detected situations in which Ferrovial activities had caused a negative impact on local communities.	Ferrovial
Supplier Social Assessment			
GRI 414: Supplier Social Assessment 2018	414-1 New suppliers that were screened using social criteria	82-83	Ferrovial
	414-2 Negative social impacts in the supply chain and actions taken	82-83	Ferrovial
Public Policy			
GRI 415: Public Policy 2018	415-1 Political contributions	74-75, 116	Ferrovial
Customer Health and Safety			
GRI 416: Customer Health and Safety 2018	416-1 Assessment of the health and safety impacts of product and service categories	72-73	Ferrovial
	416-2 Incidents of non-compliance concerning the health and safety impacts of products and services	In 2018, 102 cases and litigation related to the safety of workers, subcontractors and users were open. Note 6.3 of Ferrovial's Consolidated Financial Statements 2018 Note 6.5 of Ferrovial's Consolidated Financial Statements 2018	Ferrovial
Marketing and labeling			
GRI 417: Marketing and labeling 2018	417-1 Requirements for product and service information and labeling	72-73	Ferrovial
	417-2 Incidents of non-compliance concerning product and service information and labeling	There has not been identified non-compliance incidents on this subject	Ferrovial
	417-3 Incidents of non-compliance concerning marketing communications	There has not been identified non-compliance incidents on this subject	Ferrovial
Customer Privacy			
GRI 418: Customer Privacy 2018	418-1 Substantiated complaints concerning breaches of customer privacy and losses of customer data	There has not been identified non-compliance incidents on this subject	Ferrovial
Socioeconomic Compliance			
GRI 419: Socioeconomic Compliance 2018	419-1 Non-compliance with laws and regulations in the social and economic area	Note 6.3 of Ferrovial's Consolidated Financial Statements 2018 Note 6.5 of Ferrovial's Consolidated Financial Statements 2018	Ferrovial

REPORTING PRINCIPLES

AA1000 Standard

The standard is based on three fundamental principles:

- **Inclusiveness:** This principle analyzes whether the company has identified and understood the relevant aspects of its sustainable performance and presents sufficient information in terms of quality and quantity. For more information, please refer to the "Material Issues" section in this chapter.
- **Materiality:** The information must be the information required by the stakeholders. In other words, it ensures disclosure of all those material aspects whose omission or distortion could influence its stakeholders' decisions or actions. For more information, please refer to the GRI Standards Indicators Table.
- **Responsiveness:** This report includes the information relating to Ferrovial's response to stakeholder expectations.

GRI Standards Guidelines

The GRI Guidelines principles are:

- Establishing report contents:

- **Materiality:** Aspects that reflect the significant social, environmental and economic impacts had by the organization or those that could have a substantial influence on stakeholder decisions.
- **Stakeholder engagement:** Identifying stakeholders and describing in the report how their expectations and interests have been addressed.
- **Sustainability context:** Presenting the company's performance within the broader context of sustainability.
- **Completeness:** Coverage should enable stakeholders to assess the performance of the reporting organization.

- Establishing the quality of the report:

- **Balance:** The report must reflect both the positive and the negative aspects of the company's performance.
- **Comparability:** Stakeholders should be able to compare the information over time and with other companies.
- **Accuracy:** The published information must be accurate and detailed.
- **Clarity:** The information must be presented in a way that is clear and accessible to everyone.
- **Reliability:** The information must be of high quality and it should establish the company's materiality.



PHOTO: Lublin University (Poland).

APPENDIX TO GRI STANDARDS

102-8. INFORMATION ON EMPLOYEES AND OTHER WORKERS

Number of employees at year end by type of working day and gender

	Total		2017	2018
Full – time	78,316	Men	62,901	60,221
		Women	18,533	18,095
Partial – time	13,797	Men	5,064	4,817
		Women	9,480	8,980

Number of employees at year end by type of contract and gender

	Total		2017	2018
Temporary contract	18,125	Men	16,422	13,118
		Women	5,731	5,007
Undefined contract	73,988	Men	51,543	51,920
		Women	22,282	22,068

Average number of employees by type of contract, category and gender

	Permanent		Temporary		Total		Total
	Men	Women	Men	Women	Men	Women	
Directors	2.0	0.0	0.0	0.0	2.0	0.0	2.0
Senior Management	10.0	2.0	0.0	0.0	10.0	2.0	12.0
Directives	483.4	81.3	12.4	0.3	495.8	81.6	577.4
Graduates	8,809.3	3,088.0	1,275.3	622.2	10,084.7	3,710.2	13,794.8
Administratives	3,136.6	3,793.1	394.1	658.6	3,530.7	4,451.7	7,982.3
Technicians and Operators	39,571.6	15,342.5	13,455.8	4,167.0	53,027.4	19,509.5	72,536.9
TOTAL	52,012.9	22,306.9	15,137.7	5,448.0	67,150.6	27,754.9	94,905.5

Number of employees at year end by region and gender

	2017	2018		
		Men	Women	Total
Spain	42,616	26,153	15,892	42,045
United Kingdom	16,996	12,065	4,291	16,356
Others	11,409	8,917	1,433	10,350
USA+CANADA	4,024	4,165	703	4,868
Poland	6,403	5,297	1,437	6,734
Australia	14,530	8,441	3,319	11,760
TOTAL	95,978	65,038	27,075	92,113

102-9. SUPPLY CHAIN

Due to the diverse nature of Ferrovial's activities, the supply chains are different for each. Around 97% of suppliers are concentrated in Construction and Services, registering the largest volumes of orders. The Global Purchase Committee, composed of the highest representatives of business purchases, coordinates this activity, looking for possible synergies and sharing best practices.

In the Construction area, the vast majority of purchases are destined for works in progress at any time. A small part goes to the offices, departments and services that support the execution of the same. The supply chain is made up of suppliers (manufacturers and distributors) and subcontractors. The specific characteristics of the construction supply chain are: high number of suppliers; degree of significant subcontracting, which varies depending on the type and size of the work and the country in which it is carried out; high percentage of local suppliers, since the sector is closely linked to the country / area in which each work is executed; very diverse supplier typology, from large multinationals with global implantation and highly technified, to small local suppliers (mainly subcontractors) for less qualified jobs; and need to adapt to the requirements of each local market.

In the Services business, the supply chain includes all the main and secondary suppliers (suppliers of raw materials, industrial supplies or energy, suppliers of capital goods, machinery and finished product) as well as the subcontractors and service providers involved in the company's activities, evaluating them to ensure adequate training. In Spain, from the Procurement and Fleet department, guidelines are drawn up for the different business areas regarding contracting with third parties and all the critical suppliers involved in the provision of services and supply of products for the company are managed. In the international part, each country has its procurement procedure, based on the Global Procurement Procedure defined by the Global Procurement Committee. In the United Kingdom, the typology of the supply chain is very diverse due to the wide range of activities that are carried out.

102-38. ANNUAL TOTAL COMPENSATION RATIO

	2016	2017	2018
TOTAL Ferrovial	195.44	133.63	103.18
USA	12.54	7.70	5.79
Spain	34.97	33.78	32.59
Poland	23.08	24.76	27.93
United Kingdom	23.85	25.79	23.78
Australia	48.31	8.72	13.03
Chile	19.80	14.54	15.12

Note indicators 102-38 and 102-39: 1) in the salary of the highest paid person, the 8-year apportionment of the Stock Options Plan has been considered. 2) The total average annual compensation of the staff only consider salaries and wages.

102-39. PERCENTAGE INCREASE IN ANNUAL TOTAL COMPENSATION RATIO

	2016	2017	2018
TOTAL Ferrovial	32.43%	48.79%	20.07%
USA	-0.23%	25.94%	36.36%
Spain	8.60%	10.44%	3.93%
Poland	8.45%	13.04%	2.99%
United Kingdom	27.61%	-15.93%	2.68%
Australia	-	89.15%	-55.5%
CHILE	24.60%	-1.85%	-15.54%

102-41. COLLECTIVE BARGAINING AGREEMENTS

	Total workforce	Employees represented	%
Spain	42,045	41,597	99%
United Kingdom	16,356	5,387	33%
Others	10,350	2,540	25%
USA+CANADA	4,868	508	10%
Poland	6,734	5,061	75%
Australia	11,760	8,795	75%
TOTAL	92,113	63,888	69%

201-1. DIRECT ECONOMIC VALUE GENERATED AND DISTRIBUTED

GENERATED ECONOMIC VALUE (M€)	2017	2018
a) Revenue:		
Turnover	5,152	5,737
Other operating revenue	1	2
Financial revenue	36	72
Disposals of fixed assets	47	95
Income carried by the equity method	175	240
TOTAL	5,411	6,146

DISTRIBUTED ECONOMIC VALUE (M€)		
b) Consumption and expenses ⁽¹⁾		
Consumption	818	985
Other operating expenses	2,905	3,324
c) Payroll and employee benefits		
Personnel expenses	915	945
d) Financial expenses and dividends		
Dividends to shareholders	218	240
Treasury share repurchase ⁽²⁾	302	280
Financial expenses	305	287
e) Taxes		
Corporate income tax	38	19
Total	5,501	6,080
RETAINED ECONOMIC VALUE (M€)	-90	66

1) The Group's social action expenses, together with the Foundation's expenses, are set out in Community chapter

(2) Reduction of capital by amortization of treasury shares. For more information, note 5.1 Shareholders' Equity of Consolidated Annual Accounts

301-1. MATERIALS USED BY WEIGHT OR VOLUME

	2016	2017	2018
Paper (kg)	748,106	719,591	616,444
Timber (m³)	63,946	54,059	48,131
Bitumen (t)	195,585	223,755	268,994
Concrete (t)	6,571,997	6,415,640	6,858,266
Corrugated steel (t)	263,270	200,664	162,558

302-1. ENERGY CONSUMPTION WITHIN THE ORGANIZATION

		2016	2017	2018
Fuels used by stationary and mobile sources (total) (GJ)	Diesel	6,029,033	6,085,079	5,196,171
	Fuel	37,269	78,994	98,703
	Gasoline	558,854	472,599	464,416
	Natural Gas	2,224,776	3,039,568	262,902
	Coal	276,998	390,225	570,558
	Kerosene	15,116	21,434	20,246
	Propane	19,458	18,467	27,732
Electricity consumption from non-renewable sources (GJ)	LPG	16,945	11,540	6,600
	Services	425,063	456,571	465,574
	Construction	424,230	421,327	342,583
	Toll Roads	90,602	66,489	50,693
	Corporation	4,549	4,501	4,073
	Airports	30	30	2
	Services	173,015	154,964	227,537
Electricity consumption from renewable sources (GJ)	Construction	356,723	447,483	448,834
	Toll Roads	4,090	4,049	4,009
	Corporation	0	0	0
	Airports	0	0	0

301-2. RECYCLED INPUT MATERIALS USED

	2016	2017	2018
Total recycled materials (t)	2,083,333	767,186	2,317,542

302-1. ENERGY CONSUMPTION WITHIN THE ORGANIZATION

ENERGY PRODUCED (GJ)	2016	2017	2018
Electric power for recovery of biogas	369,675	354,039	329,473
Thermal energy by biogas valorisation	197,104	202,812	261,406
Electric power generated in water treatment plants	41,405	110,464	113,380
Electric power generated in thermal drying	262,051	286,657	352,379
Electric power generated in waste incineration			598,836
TOTAL	870,235	953,972	1,655,474

302-2. ENERGY CONSUMPTION OUTSIDE OF THE ORGANIZATION

		2016	2017	2018
Consumption of energy acquired, by primary sources (GJ)	Coal	789,452.68	746,608.70	1,012,286.14
	Diesel	100,317.96	87,398.44	90,076.52
	Gas	624,181.76	653,127.36	457,585.15
	Biomass	58,461.75	54,845.22	101,151.39
	Waste	9,919.31	9,079.89	13,253.30
	Others	396,758.42	342,346.99	491,549.39

303-1. WATER WITHDRAWAL BY SOURCE

	2016*	2017	2018
Water Consumption (m3)	5,405,901	6,434,740	6,767,800

(*) Data from 2016 has been adjusted according to the best data available in 2017

304-4. IUCN RED LIST SPECIES AND NATIONAL CONSERVATION LIST SPECIES WITH HABITATS IN AREAS AFFECTED BY OPERATIONS

Species (scientific name)	Common name	IUCN Red List	Others
<i>Gambelia sila</i>	Blunt-nosed leopard lizard	EN	(Federal and State - Endangered, California fully protected)
<i>Vulpes macrotis mutica</i>	San Joaquin kit fox	LC	State Threatened, Federally Endangered (ESA)
<i>Ammodramus nelsoni</i>	San Joaquin antelope squirrel	EN	State Threatened
<i>Cambarus Howardi</i>	Chattahoochee Crayfish	LC	Protected under the Georgia Endangered Wildlife Act
<i>Sayornis Phoebe</i>	eastern phoebe	LC	Protected under Migratory Bird Treaty Act of 1918.
<i>Myotis septentrionalis</i>	Northern Long-eared Bat	LC	Federally listed as endangered and state-listed as endangered in Virginia. Threatened by the USFWS. Listed under section 4(d) of the Endangered Species Act
<i>Alasmidonta heterodon</i>	Dwarf Wedge Mussel	EN	
<i>Ptilimnium nodosum</i>	Harperella		(Natural Serve)
<i>Glyptemys insculpta</i>	Wood turtle	EN	
<i>Alasmidonta Varicosa</i>	Brook floater	VU	
<i>Chioglossa lusitanica</i>	Salamandra rabilarga	VU	
<i>Margaritifera margaritifera</i>	Mejillón de río / Freshwater pearl mussel	EN	
<i>Cedrela odorata</i>	Cedro americano / Spanish Cedar	VU	
<i>Pteropus poliocephalus</i>	Grey Headed Flying Fox	VU	
<i>Mixophyes iteratus</i>	Giant Barred Frog	EN	
<i>Phascogaleos cinereus</i>	Koala	VU	
<i>Pseudophryne australis</i>	Red crowned toadlet	VU	
<i>Delma torquatta</i>	Collared delma	LC	Listed under EPBC Act.
<i>Apium repens</i>	Apio rastrero	VU	
<i>Mustela lutreola</i>	Visón europeo	CR	
<i>Otis tarda</i>	Avutarda	VU	
<i>Neophron percnopterus</i>	Alimoche común	EN	

305-1. DIRECT (SCOPE 1) GHG EMISSIONS (TCO2 EQ)

EMISSIONS BY COMPANY	2009 (base year)	2016	2017	2018
Budimex	27,744	42,687	55,008	77,094
Cadagua	18,669	803	1,010	720
FASA	61,287	110,315	116,525	81,326
Webber	55,532	40,204	36,221	40,664
Ferrovial Corporation	375	317	298	260
Cintra	3,145	2,633	2,171	2,220
Amey	252,999	221,644	215,380	216,716
Broadspectrum	98,015	98,015	98,294	62,539
Ferrovial Services	393,932	289,585	336,302	316,606
Trasnchile	41	41	41	30
TOTAL	911,740	806,243	861,251	798,175

EMISSIONS BY SOURCE	2009 (base year)	2016	2017	2018
Refrigerant	185	79	8	136
Stationary	257,927	297,499	312,558	287,278
Heating	3,794	4,564	4,302	5,477
Machinery	254,133	292,935	308,256	281,801
Mobile	382,178	336,658	332,990	307,211
Difuse	271,450	172,008	215,695	203,549
TOTAL	911,740	806,243	861,251	798,175

Biogenic CO ₂ (tCO ₂ /eq)	2009 (base year)	2016	2017	2018
Construction	768	59,288	50,717	51,935
Services	729,776	740,990	733,487	736,842
TOTAL	730,544	800,278	784,205	788,777

305-2. ENERGY INDIRECT (SCOPE 2) GHG EMISSIONS (TCO2 EQ)

EMISSIONS BY COMPANY	2009 (base year)	2016	2017	2018
Budimex	19,921	17,323	17,154	18,446
Cadagua	44,552	17,665	14,087	11,131
FASA	13,647	10,725	17,741	10,723
Webber	10,023	6,259	6,661	6,112
Ferrovial Corporation	521	386	382	345
Cintra	12,538	11,106	7,920	5,944
Amey	14,291	5,202	2,563	2,524
Broadspectrum	27,946	27,946	44,106	55,434
Ferrovial Services	15,049	19,553	18,435	12,376
Trasnchile	4	4	4	0
TOTAL tCO ₂ eq	158,492	116,168	129,052	123,036

305-3 OTHER INDIRECT GHG EMISSIONS (SCOPE 3)

Below are the activities, products and services subject to scope 3 calculations:

- Purchased goods and services: Includes emissions related to the life cycle of materials bought by Ferrovial that have been used in products or services offered by the company. This includes emissions derived from the purchase of paper, wood, water and other significant materials (concrete and asphalt), described in the indicator 301-1. Data from subcontractors are not included.
- Capital goods: Includes all upstream emissions (i.e. cradle-to-gate) from the production of capital goods bought or acquired by the company in the year, according to information included Consolidated Financial Statements.
- Fuel and energy related activities: This section includes the energy required for producing the fuel and electricity consumed by the company and electricity lost during transport.
- Upstream transportation and distribution: Includes emissions from the transport and distribution of the main products acquired over the year.
- Waste generated in operations: Emissions under this heading are linked to waste generated by the company's activities reported in 2018.
- Business travel: Includes emissions associated with business travel: train, plane and taxi, reported by the main travel agency that the group works with in Spain.
- Employee commuting: This includes emissions from journeys made by employees commuting from their homes to central offices in Spain.
- Investments: This calculates emissions linked to investments in British airports. Data for 2018 is not available as of the report release date, and therefore emission figures for 2017 are used.
- Use of sold products: Ferrovial calculates emissions generated by use of land transport infrastructure managed by Cintra.
- End of life treatment of sold products: This category includes emissions from the elimination of waste generated at the end of the useful lives of products sold by Ferrovial in the reporting year. Only emissions derived from products reported in the "purchased goods and services" category are taken into account.
- Upstream leased assets: Includes emissions related to the consumption of electricity at client buildings where maintenance and cleaning services, as well as consumption management, are provided by Amey.

	2012 (base-year)	2016	2017	2018
Business travel	6,606	9,117	8,181	8,334
Capital Goods	569,407	354,953	288,004	313,290
Employee commuting	792	3,183	3,221	1,821
End of life treatment of sold products	52,703	44,605	39,245	37,456,00
Fuel and energy related activities	191,927	200,325	219,335	178,902
Purchased goods and services	743,192	503,274	461,150	489,189
Upstream leased	1,405	0	0	0
Upstream transportation and distribution	461,487	418,962	407,580	434,112
Use of sold product	641,031	622,625	555,585	587,563
Waste generated in operations	212,976	231,225	269,766	232,326
Investments	805,044	641,053	566,067	566,067
TOTAL	3,686,569	3,029,321	2,818,135	2,849,059

305-5. REDUCTION OF GHG EMISSIONS

	2016	2017	2018
EMISSIONS AVOIDED BY SORTING AND BIOGAS CAPTURE			
Greenhouse gas avoided by sorting (t CO ₂ eq)	594,121	699,498	659,059
Greenhouse gas avoided by biogas capture (t CO ₂ eq)	795,586	729,724	815,778
EMISSIONS AVOIDED THROUGH POWER GENERATION			
In landfills (t CO ₂ eq)	33,509	32,060	29,626
At water treatment plants (t CO ₂ eq)	25,739	33,684	39,511
At waste treatment plants (t CO ₂ eq)			56,560
EMISSIONS PREVENTED BY PURCHASING ELECTRICITY FROM RENEWABLE SOURCES			
Electricity bought from third parties (t CO ₂ eq)	31,964	36,923	51,076
TOTAL	1,480,920	1,531,889	1,651,610

305-7. NITROGEN OXIDES (NOX). SULFUR OXIDES (SOX). AND OTHER SIGNIFICANT AIR EMISSIONS					
	NOx (t)	CO (t)	COVNM (t)	SOx (t)	Particles (t)
Emissions from boilers	134.68	53.28	12.58	169.25	33.33
Emissions caused by motor vehicles	1,113.44	1,775.55	241.26	0.00	148.98
Emissions caused by electricity	61.87	24.78	0.48	92.50	5.39
	NOx (g/kg)	CO (g/kg)	COVNM (g/kg)	SOx (g/kg)	Particles (g/kg)
Emissions caused by mobile equipment used in construction works	2,624.03	11,779.43	1,146.61	-	38.16

306-2. WASTE BY TYPE AND DISPOSAL METHOD

	2016	2017	2018
Waste produced from construction and demolition (m³)	1,628,147	1,439,795	2,344,504
Total soil from excavation (m³)	19,759,576	27,612,500	19,363,051
Topsoil reused (m³)	558,310	1,458,280	922,936
Material sent to landfill outside the worksite (m³)	1,447,743	5,287,068	528,749
Materials reused at worksite (m³)	11,692,839	15,498,439	14,336,346
Materials sent to other worksite or authorized landfill (m³)	6,060,683	5,368,713	3,575,020
Hazardous waste (t)	27,602	27,943	18,419
Non-hazardous waste (t)*	627,897	683,842	766,285

* Non-hazardous waste data of 2018 include 161.74 t of waste managed and not produced.

CRE6. PERCENTAGE OF THE ORGANIZATION OPERATING IN VERIFIED COMPLIANCE WITH AN INTERNATIONALLY RECOGNIZED HEALTH AND SAFETY MANAGEMENT SYSTEM			
	2016	2017	2018
Percentage of the organización certified in compliance with a health and safety management system	85	85	83

CREB. TYPE AND NUMBER OF CERTIFICATIONS, CLASSIFICATIONS AND LABELLING SYSTEMS REGARDING THE SUSTAINABILITY OF NEW CONSTRUCTIONS, MANAGEMENT, OCCUPATION AND RECONSTRUCTION.

Over 2018 work was performed on the following projects seeking to obtain certification

Location	Description	Certification
DIR. MADRID EDIFICACIÓN	CENTRO DE ENSEÑANZA UNIVERSITARIA IESE	LEED Certification
DIR. MADRID EDIFICACIÓN	NAVE ARIANE 6 Y URBANIZACIÓN AIRBUS GETAFE	BREEAM Certification
DIR. MADRID EDIFICACIÓN	NAVE VALFONDO MARCHAMALO	LEED Certification V4
DIR. MADRID EDIFICACIÓN	EDIFICIO DE OFICINAS PPE. VERGARA	LEED Certification
DIR. CATALUÑA	POLIDEPORTIVO LA PEIRA BCN	LEED Certification
DIR. CHILE	CONSTRUCCIÓN FACULTAD ADMINISTRACIÓN Y ECONOMÍA. UNIVERSIDAD SANTIAGO	CES Certification
DIR. CHILE	CONSTRUCCIÓN CENTRO PODER JUDICIAL PUENTE ALTO.	LEED Certification
Oddział Budownictwa Ogólnego Wschód w Warszawie	Ghelamco_Kapelanka	BREEAM Certification

Energy certifications obtained in Spain

Description	Area	Class
AMP. Y REF.C.SALUD CARBONERO SG	CASTILLA Y LEÓN	B
EDIFICIO CASTELLANA, 66	MADRID	A
VDAS VITBOX LAS TABLAS	MADRID	B
EDIF. STARBOX EBROSA LAS TABLAS	MADRID	B
ORDEN HOSPITALARIA SAN JUAN DE DIOS - HOSPITAL INFANTIL SAN RAFAEL	MADRID	B
33 VIVIENDAS EL JUNCAL, ALCOBENDAS	MADRID	B
AMP. HOSPITAL VIRGEN DE LA CARIDAD	MURCIA	B
41 VDAS. SAN JUAN DE LA CRUZ	MADRID	B
OFICINAS CORPORATIVAS REAL MADRID	MADRID	A
EDIFICIO ALFAHUIR	VALENCIA	B
COMPL. TUR. SIETE FUENTES	EXTREMADURA	B
CEIP LA ADRADA	CASTILLA Y LEÓN	A
REHABILITACIÓN EDIFICIO FERNANDO VI MADRID	MADRID	B
CENTRO CÍVICO DE ZABALGANA	BASQUE COUNTRY	A
CENTRO SANTANDER TOTTA	LISBON	B
EDIF. PREFABRICADOS SKR-01 CARTAGENA	MURCIA	B/C
CENTRO FORMACIÓN ADULTOS GORNAL ACTIVA	CATALONIA	A

401-1. NEW EMPLOYEE HIRES AND EMPLOYEE TURNOVER

Average turnover rate disclosed by gender category and age

Turnover		Voluntary			Involuntary*			Total		
		White Collars	Blue Collars	Total	White Collars	Blue Collars	Total	White Collars	Blue Collars	Total
Men	< 30	0.20%	0.81%	1.01%	0.04%	0.53%	0.57%	0.24%	1.34%	1.59%
	30-45	0.44%	1.41%	1.85%	0.13%	0.93%	1.06%	0.57%	2.34%	2.91%
	> 45	0.15%	0.91%	1.06%	0.14%	0.79%	0.93%	0.30%	1.70%	1.99%
Women	< 30	0.12%	0.24%	0.36%	0.04%	0.10%	0.13%	0.16%	0.34%	0.49%
	30-45	0.18%	0.31%	0.49%	0.08%	0.18%	0.26%	0.27%	0.50%	0.76%
	> 45	0.08%	0.21%	0.28%	0.03%	0.15%	0.18%	0.11%	0.36%	0.47%
TOTAL		1.17%	3.89%	5.06%	0.47%	2.68%	3.15%	1.64%	6.57%	8.21%

* Total involuntary leaves in 2018 were 2,990.

In 2018, the total number of new hires was 21,700, which corresponds to a total hiring rate of 23.56% in relation to the staff at the end of the year. By gender, the breakdown is as follows:

	Men	Women	TOTAL
Hiring Rate	16.46%	7.10%	23.56%

GLOBAL AVERAGE RETRIBUTION BY CATEGORY 2018

Category	Average workforce 2018	Total real retribution (average*) 2018
White Collar	15,637	55,103 €
Blue Collar	79,269	35,334 €
Total	94,906	

* Exchange rate have to be considered.

403-1. WORKERS REPRESENTATION IN FORMAL JOINT MANAGEMENT-WORKER HEALTH AND SAFETY COMMITTEES

	2016	2017	2018
Percentage of total workforce represented in formal joint management-worker health and safety committees	61.2	63.4	70.2

403-2. TYPES OF INJURY AND RATES OF INJURY, OCCUPATIONAL DISEASES, LOST DAYS, AND ABSENTEEISM, AND NUMBER OF WORK-RELATED FATALITIES

	2016	2017	2018
Frequency rate	15.00	13.6	12.2
Frequency rate including subcontractors	11.81	10.8	10.0
Severity index	0.33	0.31	0.29
Absenteeism rate	4.31	5.28	5.66*
Occupational disease frequency index	0.40	0.56	0.44

Frequency Rate = number accidents involving absence * 1,000,000 / No. hours worked

Severity Index = No. days lost * 1,000 / No. hours worked

Note: in 2018 there were five fatal accidents of employees and three of contractor workers.

* The total number of absenteeism hours in 2018 were 9.77 million.

404-1. AVERAGE HOURS OF TRAINING PER YEAR PER EMPLOYEE

	2016	2017	2018	Hours per employee
Corporate	24,128	26,079	34,342	83.97
Construction	121,855	195,515	192,331	11.94
Services	539,636	613,381	606,195	8.11
Toll Roads	24,871	18,950	21,087	32.39
Real Estate	304	2,064	1,145	7.58
Airports	1,475	1,091	1,941	34.05
TOTAL	712,268	857,079	857,041	9.30

Training hours in Spain, 37% of total, were distributed by categories as follows: 1% directives; 34% graduates; 11% administratives; and 54% technicians and operators.

405-1. DIVERSITY OF GOVERNANCE BODIES AND EMPLOYEES

		2018					Total
		Directives	Graduates	Administratives	Technicians	Subtotal	
Corporate	Men	64	139	29	3	235	409
	Women	11	125	38	0	174	
Construction	Men	156	5,166	361	7,934	13,617	16,108
	Women	8	1,913	369	201	2,491	
Services	Men	181	4,687	2,851	42,932	50,651	74,737
	Women	39	1,607	3,678	18,762	24,086	
Toll Roads	Men	47	160	30	198	435	651
	Women	10	109	49	48	216	
Real Estate	Men	9	50	1	3	63	151
	Women	1	81	4	2	88	
Airports	Men	0	37	0	0	37	57
	Women	0	13	7	0	20	
TOTAL	Men	457	10,239	3,272	51,070	65,038	92,113
	Women	69	3,848	4,145	19,013	27,075	

405-2. RATIO OF BASIC SALARY AND REMUNERATION OF MEN TO WOMEN

Gender Salary Gap analysis segmented by country. This analysis have been performed on 92.57% of the real workforce as of December 31, 2018

	Gender	% of employees	Median salary	Mean salary	% of gender pay gap (median)	% of gender pay gap (mean)
Spain	Men	62%	28,033 €	32,941 €	14.16%	14.84%
	Women	38%	24,063 €	28,051 €		
United Kingdom	Men	74%	£26,907	£31,706	38.18%	37.41%
	Women	26%	£16,633	£19,845		
Australia	Men	73%	69,006 AUD	83,248 AUD	28.20%	23.91%
	Women	27%	49,545 AUD	63,344 AUD		
USA	Men	86%	\$57,487	\$68,512	-5.93%	3.76%
	Women	14%	\$60,894	\$65,937		
Poland	Men	78%	80,751 zł	103,616 zł	-4.78%	5.29%
	Women	22%	84,610 zł	98,139 zł		
Chile	Men	91%	12,989,776 CLP	16,076,403 CLP	14.82%	12.81%
	Women	9%	11,064,370 CLP	14,016,384 CLP		
Portugal	Men	63%	9,631 €	11,826 €	13.77%	31.15%
	Women	37%	8,305 €	8,142 €		



GLOSSARY OF TERMS

ACI: Airports Council International (ACI) is the only global trade representative of the world's airports. Established in 1991, ACI represents airport's interests with Governments and international organizations such as ICAO; develops standards, policies and recommends practices for airports, and provides information and training opportunities to raise standards around the world. This section provides you with information on the structure and background of ACI.

AGS: Aberdeen, Glasgow and Southampton. AGS Airports is the United Kingdom-based owner of Aberdeen, Glasgow and Southampton Airports. The company was formed in September 2014 by Ferrovial and Macquarie Group. The company acquired Aberdeen, Glasgow and Southampton Airports in December 2014 from Heathrow Airport Holdings.

ASQ: Airport Service Quality Survey. The Airport Service Quality is the world-renowned and globally established global benchmarking programme measuring passengers' satisfaction whilst they are travelling through an airport. The programme provides the research tools and management information to better understand passengers' views and what they want from an airport's products and services.

BIM: It is a collaborative work methodology for the creation and management of a construction project (both building and infrastructure). Its objective is to centralize all project information in a digital information model created by all its agents. The use of BIM goes beyond the design phases, encompassing the execution of the project and extending throughout the life cycle of the building, allowing its management and reducing operating costs.

BWI: Business Water Index. Business Water Index is related to the consumption of water and its discharge carried out in activities developed by Ferrovial.

CAA: Civil Aviation Authority. The Civil Aviation Authority is the statutory corporation which oversees and regulates all aspects of civil aviation in the United Kingdom. The CAA is a public corporation of the Department for Transport established by the British Parliament in 1972 and an independent aviation regulator.

CAC: Audit and Control Committee. The Audit and Control Committee is composed of two independent directors and one external director. It is responsible for the supervision of accounts, internal audit, financial information and risk control.

DBFOM: Design, Building, Finance, Operation and Maintenance.

CDP: Carbon Disclosure Project. CDP is an organisation based in the United Kingdom which supports companies and cities to disclose the environmental impact of major corporations. It aims to make environmental reporting and risk management a business norm, and drive disclosure, insight and action towards a sustainable economy.

CIO: Chief Information and Innovation Officer. A chief innovation officer (CINO) or chief technology innovation officer (CTIO) is a person in a company who is primarily responsible for managing the process of innovation and change management in an organization,

as well as being in some cases the person who originates new ideas but also recognizes innovative ideas generated by other people.

CNMV: Comisión Nacional del Mercado de Valores. The National Securities Market Commission (CNMV) is the body responsible for the supervision and inspection of Spanish securities markets and the activity of all those involved in them. The aim of the CNMV is to ensure the transparency of Spanish securities markets and the correct formation of prices, as well as the protection of investors.

CSIC: Consejo Superior de Investigaciones Científicas. The Spanish National Research Council (CSIC) is the largest public institution dedicated to research in Spain and the third largest in Europe. Belonging to the Spanish Ministry of Economy and Competitiveness through the Secretary of State for Research, Development and Innovation, its main objective is to develop and promote research that will help bring about scientific and technological progress, and it is prepared to collaborate with Spanish and foreign entities in order to achieve this aim.

DJSI: The Dow Jones Sustainability Indices (DJSI) launched in 1999, are a family of indices evaluating the sustainability performance of thousands of companies trading publicly and a strategic partner of the S&P Dow Jones Indices. They are the longest-running global sustainability benchmarks worldwide and have become the key reference point in sustainability investing for investors and companies alike. The DJSI is based on an analysis of corporate economic, environmental and social performance, assessing issues such as corporate governance, risk management, branding, climate change mitigation, supply chain standards and labor practices.

FTSE4Good: The FTSE4Good Index Series is designed to measure the performance of companies demonstrating strong Environmental, Social and Governance (ESG) practices.

EBITDA: Earnings Before Interest, Taxes, Depreciation, and Amortization. The Earnings Before Interest, Taxes, Depreciation, and Amortization (EBITDA) is an accounting measure calculated using a company's net earnings, before interest expenses, taxes, depreciation, and amortization are subtracted, as a proxy for a company's current operating profitability (i.e., how much profit it makes with its present assets and its operations on the products it produces and sells, as well as providing a proxy for cash flow).

FRM: Ferrovial Risk Management. The Ferrovial Risk Management (FRM) is an identification and assessment process, supervised by the Board of Directors and the Management Committee, which is implemented in all business areas. This process makes it possible to forestall risks; once they have been analyzed and assessed based on their potential impact and likelihood, the most appropriate management and protection measures are taken, depending on the risk nature and location.

GECV: Grupo Español de Crecimiento Verde. The Spanish Group of Green Growth is a business association whose objective is to transfer to society and to public administration its vision of a model of economic growth which is compatible with the efficient use of natural resources.

GHG: Greenhouse Gas. A greenhouse gas is a gas in an atmosphere that absorbs and emits radiant energy within the thermal infrared range.

GRI: Global Reporting Initiative. GRI helps businesses and governments worldwide understand and communicate their impact on critical sustainability issues such as climate change, human rights, governance and social well-being. This enables real action to create social, environmental and economic benefits for everyone. The GRI Sustainability Reporting Standards are developed with true multi-stakeholder contributions and rooted in the public interest.

GWT: Global Water Tool. The Global Water Tool (GWT) is a free, publicly available resource for identifying corporate water risks and opportunities which provides easy access to and analysis of critical data. It includes a workbook (data input, inventory by site, key reporting indicators, metrics calculations), a mapping function to plot sites with datasets, and a Google Earth interface for spatial viewing.

GOP: Gross Operating Profit (RBE): See EBITDA.

HAH: Heathrow Airport Holdings. Heathrow Airport Holdings Limited, formerly BAA is the United Kingdom-based operator of Heathrow Airport. It was formed by the privatisation of the British Airports Authority as BAA plc as part of Margaret Thatcher's moves to privatise government-owned assets. BAA plc was bought in 2006 by a consortium led by Ferrovial.

IAGC: Informe Anual de Gobierno Corporativo.

IFRS: NIIF. International Financial Reporting Standards, usually called the IFRS Standards, are standards issued by the IFRS Foundation and the International Accounting Standards Board (IASB) to provide a common global language for business affairs so that company accounts are understandable and comparable across international boundaries.

IRR: Internal Rate of Return. Internal Rate of Return (IRR) is a metric used in capital budgeting to estimate the profitability of potential investments. Internal rate of return is a discount rate that makes the net present value (NPV) of all cash flows from a particular project equal to zero.

IoT: Internet of Things. The Internet of things (IoT) is the network of physical devices, vehicles, home appliances and other items embedded with electronics, software, sensors, actuators, and network connectivity which enables these objects to connect and exchange data.

ILO: International Labour Organization. The International Labour Organization (ILO) is a United Nations agency dealing with labour problems, particularly international labour standards, social protection, and work opportunities for all.

ISO: International Organization for Standardization. ISO is an independent, non-governmental international organization with a membership of 162 national standards bodies. Through its members, it brings together experts to share knowledge and develop voluntary, consensus-based, market relevant International Standards that support innovation and provide solutions to global challenges.

Managed Lanes: assets developed by Ferrovial in the United States, consisting of a lane or toll lanes in addition to those already existing, in which a minimum speed is guaranteed to its users. The rates are adjusted to the traffic conditions, thereby regulating access levels.

MBA: The Master of Business Administration (MBA or M.B.A.) is a master's degree in business administration (management).

MIT: Massachusetts Institute of Technology is an educational institution focused on excellence and research and founded in Boston, Massachusetts (USA), in 1861. The mission of the Massachusetts Institute of Technology is to advance knowledge and educate students in science, technology, and other areas of scholarship. The Institute is an independent, coeducational, privately endowed university, organized into five Schools (architecture and planning; engineering; humanities, arts, and social sciences; management; and science). It has some 1,000 faculty members, more than 11,000 undergraduate and graduate students, and more than 130,000 living alumni.

OMEGA: Optimization of Equipment Maintenance and Asset Management.

P3: Public-Private Partnership. A public-private partnership (P3, 3P or P3) is a cooperative arrangement between two or more public and private sectors, typically of a long-term nature. Governments have used such a mix of public and private endeavors throughout history, for instance, in order to develop infrastructure projects.

PAB: Private Activity Bonds. Tax-exempt bonds issued by or on behalf of local or state government for the purpose of providing special financing benefits for qualified projects. The financing is most often for projects of a private user, and the government generally does not pledge its credit. These bonds are used to attract private investment for projects that have some public benefit. There are strict rules as to which projects qualify. This type of a bond results in reduced financing costs because of the exception of federal tax.

RCE: Risk Control Effectiveness.

SDG: Sustainable Development Goals. The Sustainable Development Goals (SDGs) are a collection of 17 global goals set by the United Nations. The SDGs cover a broad range of social and economic development issues. These include poverty, hunger, health, education, climate change, gender equality, water, sanitation, energy, environment and social justice.

SBTi: Science Based Targets. Science-based targets provide companies with a clearly defined pathway to future-proof growth by specifying how much and how quickly they need to reduce their greenhouse gas emissions.

STEM: Science, Technology, Engineering and Maths. This term is typically used when addressing education policy and curriculum choices in schools to improve competitiveness in science and technology development.

TCFD: Task Force on Climate-related Financial Disclosures. The FSB Task Force on Climate-related Financial Disclosures (TCFD) develops voluntary, consistent climate-related financial risk disclosures for use by companies in providing information to investors, lenders, insurers, and other stakeholders. The Task Force considers the physical, liability and transition risks associated with climate change and what constitutes effective financial disclosures across industries.

TSR (RTA): Total Shareholder Return. Total shareholder return (TSR) (or simply total return) is a measure of the performance of different companies' stocks and shares over time. It combines share price appreciation and dividends paid to show the total return to the shareholder expressed as an annualized percentage.

USPP: US Private Placement. The US Private Placement ("USPP") market is a US private bond market which is available to both US and non US companies. The principle attraction of this market is that it provides an alternative source of liquidity from the traditional bank market without the need for a formal credit rating and reporting requirements which are a pre-requisite of the public bond markets.

UTE: Unión Temporal de Empresas.

WAI: Water Access Index. The Water Access Index (WAI), related to water supply projects within the Social Action Program.

WBCSD: World Business Council For Sustainable Development. WBCSD is a global, CEO-led organization of over 200 leading businesses working together to accelerate the transition to a sustainable world.

WFM: Water Footprint Assessment Manual. The manual covers a comprehensive set of definitions and methods for water footprint accounting. It shows how water footprints are calculated for individual processes and products, as well as for consumers, nations and businesses. It includes methods for water footprint sustainability assessment and a library of water footprint response options.

WRI: World Resources Institute. The World Resources Institute (WRI) is a global research non-profit organization that was established in 1982. The organization's mission is to promote environmental sustainability, economic opportunity, and human health and well-being. WRI partners with local and national governments, private companies, publicly-held corporations, and other non-profits, and offers services including global climate change issues, sustainable markets, ecosystem protection, and environmental responsible governance services.

WTI: Water Treatment Index. The Water Treatment Index is related to the impact of the water treatment activity on resources (WWTP, Wastewater Treatment Plant, iWWT, Industrial Wastewater Treatment Plant, PWTP, Potable Water Treatment Plant, and SWDF, Seawater Desalination Facilities). ❶



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

INDEPENDENT LIMITED ASSURANCE REPORT

To the Shareholders of Ferrovial, S.A.,

In accordance with Article 49 of the Spanish Commercial Code, we have performed the verification, with a scope of limited assurance, of the 2018 Consolidated Management Report (CMR), which contains the Consolidated Non-Financial Information Statement (NFIS) for the year ended 31 December 2018 of Ferrovial, S.A. and subsidiaries ("Ferrovial" or "the Group"), which forms part of Consolidated Management Report of Ferrovial.

The CMR includes information, additional to that required by current Spanish corporate legislation relating to non-financial reporting and by the Global Reporting Initiative Standards for sustainability reporting in their comprehensive option ("GRI standards"), that was not the subject matter of our verification. In this regard, our work was limited solely to verification of the information identified in the tables of the Appendix of the CMR "GRI Standard Indicators" and the table of "Contents of Non-Financial Statements".

Responsibilities of the Directors

The preparation and content of the Ferrovial Group's CMR are the responsibility of the Board of Directors of Ferrovial. The NFIS included in the CMR was prepared in accordance with the content specified in current Spanish corporate legislation, with GRI standards in their comprehensive option, and with the standards established in the AA1000APS issued by Accountability, as well as other criteria described as indicated for each matter in the table of "Contents of Non-Financial Statements" in the Appendix to the CMR.

These responsibilities of the Board of Directors also include the design, implementation and maintenance of such internal control as is determined to be necessary to enable the CMR and the NFIS to be free from material misstatement, whether due to fraud or error.

The directors and the management of Ferrovial are also responsible for defining, implementing, adapting and maintaining the management systems from which the information necessary for the preparation of the CMR and the NFIS is obtained.

Our Independence and Quality Control

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

Our firm applies International Standard on Quality Control 1 (ISQC 1) and, accordingly, maintains a comprehensive system of quality control including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

Our engagement team consisted of professionals who are experts in reviews of non-financial information and, specifically, in information about economic, social and environmental performance.

Our Responsibility

Our responsibility is to express our conclusions in an independent limited assurance report based on the work performed.

We conducted our review in accordance with the requirements established in International Standard on Assurance Engagements (ISAE) 3000 Revised, Assurance Engagements other than Audits or Reviews of Historical Financial Information, currently in force, issued by the International Auditing and Assurance Standards Board (IAASB) of the International Federation of Accountants (IFAC), and with the guidelines published by the Spanish Institute of Certified Public Accountants on attestation engagements on regarding non-financial information statements. Also, we have applied AccountAbility's AA1000 Assurance Standard (2008) (AA1000AS) to provide moderate assurance on the application of the principles established in standard AA100APS and on the sustainability performance indicators (type 2 moderate assurance).

The procedures performed in a limited assurance engagement vary in nature and timing from, and are less in extent than for a reasonable assurance engagement and, consequently, the level of assurance provided is also lower.

Our work consisted in requesting information from management and the various units of Ferrovial that participated in the preparation of the CMR, which includes the NFIS, reviewing the processes used to compile and validate the information presented in the CMR, and carrying out the following analytical procedures and sample-based review tests:

- Meetings held with Ferrovial personnel to ascertain the business model, policies and management approaches applied, and the main risks relating to these matters, and to obtain the information required for the external verification.
- Analysis of the scope, relevance and completeness of the contents included in the CMR based on the materiality analysis performed by Ferrovial and described in the "Reporting Principles" in the Appendix of the CMR, also taking into account the contents required under current Spanish corporate legislation.
- Analysis of the processes used to compile and validate the data presented in the 2018 CMR.
- Review of the information relating to risks and the policies and management approaches applied in relation to the material matters described in the "Reporting Principles" in the Appendix of the CMR.
- Verification, by means of sample-based review tests, of the information relating to the contents identified in the "GRI Standard Indicators" and the table of "Contents of Non-Financial Statements" in the Appendix to the CMR, and the appropriate compilation thereof based on the data furnished by Ferrovial's information sources.
- Obtainment of a representation letter from the directors and management.

Conclusion

Based on the procedures performed and the evidence obtained, no matters have come to our attention that causes us to believe that:

- A) the non-financial data included in the table "GRI Standard Indicators" of 2018 CMR's Appendix corresponding to the year ended 31 December 2018 has not been prepared, in all material respects, in accordance with the GRI standards in their comprehensive option.
- B) Ferrovial's NFIS for the year ended 31 December 2018 was not prepared, in all material respects, in accordance with the content specified in current Spanish corporate legislation and in keeping with the criteria of the selected GRI standards, as well as other criteria described as indicated for each matter in the table of "Contents of Non Financial Information Statements" in the Appendix to the CMR.
- C) Ferrovial did not apply in the preparation of the CMR the principles of inclusivity, materiality and responsiveness as described in the Appendix to the CMR, in accordance with AA1000 APS (2008), namely:
 - Inclusivity: Ferrovial has developed a stakeholder participation process, enabling stakeholders to be considered in the development of a responsible approach.
 - Materiality: the materiality determination process is geared towards identifying and understanding the issues that are material or significant for Ferrovial and its stakeholders.
 - Responsiveness: Ferrovial responds, through specific actions and commitments, to the material issues identified.

Other information

The calculation of scope 3 greenhouse gas (GHG) emissions and water footprint, given their nature, is subject to high uncertainty. The calculations have been carried out according to the methodology and estimations specified in the CMR, based on the available information. A change in the parameters of the estimates could have an impact on the total amount of emissions and water footprint presented.

Pursuant to the provisions of the AA1000AS 2008, we presented to management of Ferrovial our recommendations relating to the areas for improvement in management and non-financial information and, specifically, to the application of the principles of inclusivity, materiality and responsiveness. Following is a summary of the most significant observations and recommendations, which do not modify the conclusions expressed in this report.

Inclusivity and materiality

Ferrovial's Plan 20.19 will end in 2019, and Ferrovial should work on evaluating the degree of compliance with that Plan and on defining its Strategic Corporate Responsibility Plan 2020-2022 (Plan 20.22). This Plan will be the framework to set the targets of the Group's business areas and units. Therefore, it is highly recommended that specific resources are assigned to the fulfillment of each target, and that a robust monitoring system is designed, in order to evaluate the contribution of the CR Plan to the Business Plan, to the management of sustainability risks and opportunities and to the Sustainable Development Goals.

On the other hand, during 2018 Ferrovial has carried out a new materiality analysis, extending its scope to the main geographical areas where the Group operates (USA, Canada, United Kingdom, Australia, Spain and Poland), thus incorporating the vision of local Management about local stakeholders' expectations. In order to continue improving, it would be advisable that Ferrovial continues to deepen and adapt direct consultation methods to the specific stakeholders involved in the business value chain, implementing a systematic and periodic process.

Responsiveness

Ferrovial has been working over the last four years on the integration of financial and non-financial information in the Consolidated Management Report, anticipating in many aspects the requirements stemming from Law 11/2018 on Non-financial Information and Diversity. The evolution of the non-financial information standards (GRI and AA1000) focuses on improving data quality and on including impact indicators which implies that Ferrovial should therefore continue to work on developing economic and social impact indicators that quantify the value that Ferrovial brings to its different stakeholders.

Regarding environmental information, Ferrovial has continued to work on the systematization of the water footprint calculation. Considering the difficulty involved in measuring that footprint and its impact, it would be positive to make an effort to improve the measurement and estimations of that information, so that can be used for the effective management of water resources in each project.

With regards to tax information, during 2018 Ferrovial has reported for the second consecutive year the taxes collected and paid by country. Given the complexity of the reporting process and the consolidation of this information, Ferrovial should continue to strengthen internal controls to assure the quality of the information and compliance with the established reporting deadlines.

Lastly, it is worth highlighting that the periodicity of internal reports of certain non-financial indicators has increased since 2017, specifically health and safety indicators of Ferrovial's own personnel. In this regard, it is advisable to continue improving the frequency of this reporting by including other areas, increasing its scope and including key information for Ferrovial's business, such as the one related to the safety of the infrastructures managed by the Group's companies.

DELOITTE, S.L.



Helena Redondo

February 28th, 2019



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