



2008 First Quarter Results

BAA Update

Operational review

Q5 Analysis

CTO, Nicolás Villen



*Joined Ferrovial in 1993
Industrial Engineer
MBA Columbia University
MSc University of Florida*

CEO Ferrovial Aeropuertos, Íñigo Meirás



*Joined Ferrovial in 1992
Degree in Law
MBA Instituto de Empresa
CEO Ferrovial Services until 2007*

- **2008 First Quarter Results**

- B A A Update
 - Operational review
 - Q5 Analysis

Main highlights

Euro appreciation versus GBP (14%) and USD (16%) hits accounting results

Impact on BAA / Amey / US Tollroads

BAA

Higher operating (T5) and security costs

Accelerated depreciation (T1, T2)

Accounting impact (non-cash) of financial instruments valuations

Stock option equity swaps

Interest rate hedge instruments

Slowdown of domestic construction (-14%)

Double digit backlog growth in Construction and Services

Q1 2008 - Key figures

Profit & Loss	Mar-08	Mar-07	D%	Proforma*
Revenues	3,245	3,407	-5%	3%
EBITDA	557	636	-12%	-6%
EBIT	288	350	-18%	
Financial result	-559	-472	-19%	
Derivatives	-157	36		
Financing costs	-402	-508		
Other income	292	473	-38%	
NET PROFIT	79	450	-83%	7%
Balance Sheet	Mar - 08	Dec - 07		
Net consolidated debt	29,177	30,265	-4%	
Backlog	Mar - 08	Mar - 07		
Construction	9,281	8,362	11%	
Services	10,087	8,986	12%	

* Proforma P&L excluding disposals, forex exchange impact and hedge instruments

Net debt position March 2008

“Recourse debt”

€ 2.3 Bn

(2.7x EBITDA

Construction, Services
& Dividends)



1Q08 investment
€389Mn

	Mar-08	Dec-07
Construction	-1,839	-1,876
Services	1,378	1,328
Holding - others	783	477
NDP Group ex-infrastructures (a)	322	-72
Ferrovial Infraestructuras	2,085	2,182
Cintra S.A.	-134	-173
NDP Infrastructure holdings (b)	1,951	2,009
NDP ex infrastructure projects c = (a+b)	2,272	1,937
BAA	16,982	17,808
Other airports	28	28
Highways	8,252	8,743
Tubelines & other Amey's concessions	1,643	1,750
NDP infrastructure projects (d)	26,905	28,328
Net debt position (c+d)	29,177	30,265

“Non - recourse debt”

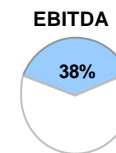
€ 26.9 Bn



NDP: Net debt position

Airports - BAA

World leader operator



Accounting impact of:

- ✓ **Euro strength vs GBP (14%)**
- ✓ **Higher security costs (GBP 32Mn)**
- ✓ **Higher operating costs (T5), (GBP 24Mn)**
- ✓ **Airlines relocation costs (GBP 24Mn)**
- ✓ **Accelerated depreciation, (GBP 21Mn)**

□ **Potential Industrial Building Allowance (IBA) abolition:**
Possible accounting impact of €1,200 Mn lower profit

	Mar-08	Δ%	Proforma*
Sales	725.6	-14.1%	9%
EBITDA	211.8	-32.1%	-23%
Margin %	29.2%	(36.9%)	
EBIT	45.6	-70.3%	-76%

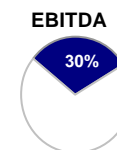
**2008 - 2013 tariffs to offset
higher costs over Q5 period**

Proforma* -£	Mar-08	Mar-07	Δ%
Opex	352.8	265.3	+33%

* Proforma excluding forex exchange impact and Budapest, WDF, APP, Budapest and Australian Airports disposals

Toll roads & car parks (CINTRA)

World-wide presence



Double digit organic growth (Sales & EBITDA)

EBITDA maximization strategy

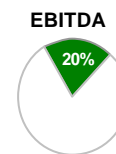
Mar-08/07	ETR-407	Indiana	Skyway
EBITDA*	12.1%	8.6%	16.8%
Traffic	4.6%	-6.1%	-8.9%

(*) - Local currency

	Mar-08	Δ%
Sales	255.8	12.5%
EBITDA	169.5	15.3%
Margin %	66.3%	160 bps

Financing program

ETR 407	CAD	550Mn
Greece	Euro	401Mn
Texas (SH130)	USD	1,358Mn



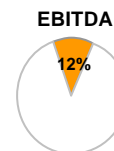
- *Double digit order book growth*
- *Euro strength hits accounting results*
- *Profitability improvement at Swissport*

	Mar-08	Δ%	ex-forex
Sales	1,156.5	3.4%	9.8%
EBITDA	109.9	3.4%	9.7%
Margin %	9.5%	0 bps	
EBIT	71	6.0%	13.5%
Margin %	6.1%	10 bps	
Backlog	10,087	12%	

Amey: strong underlying performance

Amey (GBP)	Mar-08	Δ%
Sales	381.5	12.6%
EBITDA	35.9	15.9%
Margin %	9.4%	20 bps

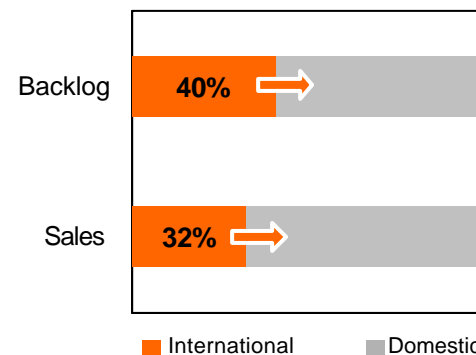
Balancing domestic exposure



- *Double digit orderbook growth*
- *Lower domestic activity (-14%)*
- *Sustainable profitability (08)*

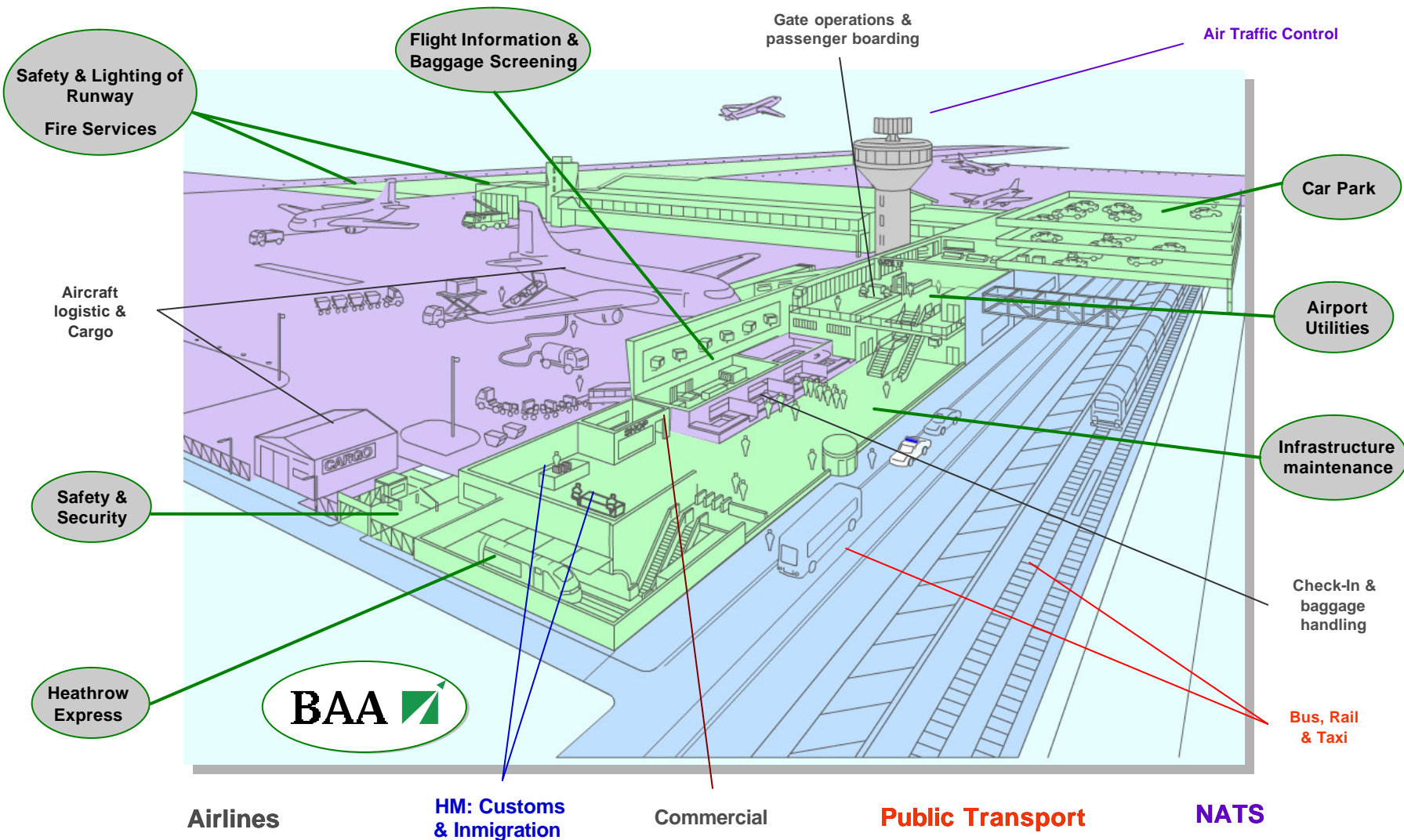
	Mar-08	Δ%
Sales	1,119.3	-8.1%
EBITDA	67.6	-10.8%
Margin %	6.0%	-20 bps
EBIT	53.1	-8.8%
Margin %	4.7%	-10 bps
Backlog	9,281	11%

Growing international contribution



- 2008 First Quarter Results
- **BAA Update**
 - ▶ **Operational review**
 - Q5 Analysis

Who does what



Security Queue Performance 2008

Queues below 10 minutes				
	LHR ex Trf	LHR + Trf	Gatwick	Stansted
Jan	100%	99%	99%	98%
Feb	99%	98%	99%	97%
Mar	99%	98%	98%	99%
Apr	99%	98%	99%	100%

Queues below 5 minutes				
	LHR ex Trf	LHR + Trf	Gatwick	Stansted
Jan	92%	91%	98%	86%
Feb	86%	87%	94%	74%
Mar	82%	83%	90%	81%
Apr	95%	93%	95%	84%

Security Queue Performance – Heathrow

Year		2007		2008	
	% Queuing within	5 mins	10 mins	5 mins	10 mins
February	Heathrow Overall	70%	92%	87%	98%
	Heathrow CSA	73%	93%	86%	99%
	Heathrow TR	59%	87%	88%	96%
March	Heathrow Overall	64%	89%	83%	98%
	Heathrow CSA	68%	92%	83%	99%
	Heathrow TR	45%	72%	83%	96%
April	Heathrow Overall	77%	95%	93%	98%
	Heathrow CSA	81%	97%	95%	99%
	Heathrow TR	56%	83%	88%	98%

It's not about costs, it's about Quality of Service

Daily Security Performance

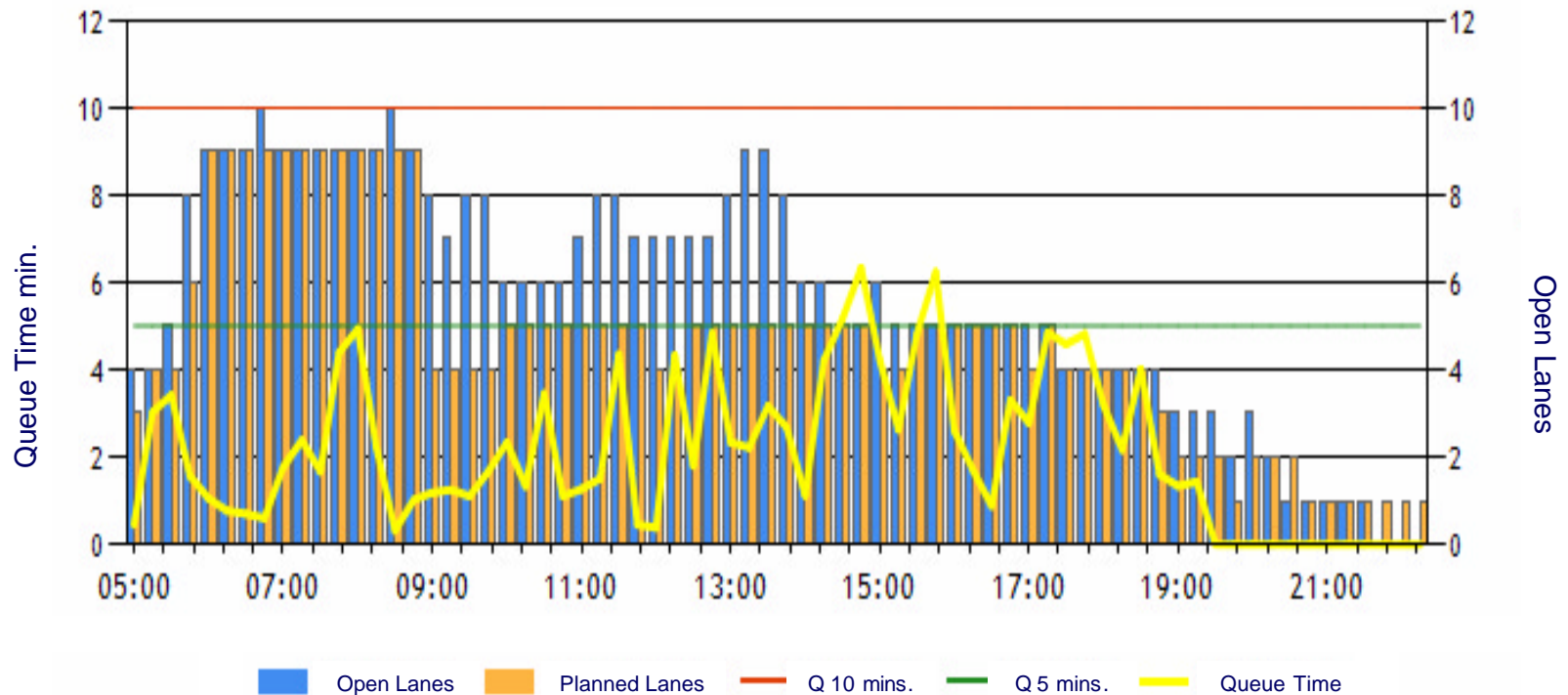
Monday, 12th May 2008

Security Key Indicators		% Queue Times <5 min	% Queue Times <10 min	Max Queue Time
Heathrow	Terminal 1 DCS	100	100	4
	Terminal 1 ICS	100	100	3
	Terminal 1 PREM	100	100	5
	Terminal 2 CSA	100	100	5
	Terminal 3 CSA	100	100	4
	Terminal 4 CSA	91	100	8
	Terminal 5 CSA North	96	100	6
	Terminal 5 CSA South	99	100	7
	Terminal 3 XFR	89	100	9
	Terminal 4 XFR	90	100	9
Gatwick	North North CSA	96	99	15
	South South CSA	89	97	11
Stansted	Main Terminal CSA	82	100	9
Glasgow	Main Terminal DCS	100	100	0
	Main Terminal East Pier	100	100	0
	Main Terminal ICS	100	100	0
Edinburg	Main Terminal CSA	100	100	0
Aberdeen	Main Terminal CSA	100	100	0
Southampton	Main Terminal CSA	100	100	0

Daily Security Performance

Monday, 12th May 2008

Heathrow Terminal 5 T5A CSA North Queue Time and Lanes



Net total (Headcount)

	Aug. 2006	Apr. 2008	Variance	
HEATHROW	1.950	3.474	1.524	78%
GATWICK	707	1.242	535	76%
STANSTED	301	758	457	152%
GLASGOW	70	185	115	164%
EDINBURGH	161	204	43	27%
ABERDEEN	82	127	45	55%
SOUTHAMPTON	54	80	26	48%
TOTAL	3.325	6.070	2.745	83%

Security Lanes

Increase in security lanes

	LHR	LGW	STN	GLA	EDI	ABZ	SOU	TOTAL
August 2006	55	24	17	8	6	2	2	114
Easter 2008	67	26	17	10	10	3	3	136
April 2008	86(*)	38	21	10	10	3	3	171
Increase by Easter	22%	8%	0%	25%	67%	50%	50%	19%
Increase by April	56%	58%	24%	25%	67%	50%	50%	50%

(*) Opening T5 impact included (17 more lanes)

“Fix the basics” Program

- Main objective of the program: improve the passengers experience in BAA airports
- Across the seven UK airports, £33m was spent on over 1,000 separate projects
- Main works: painting, cleaning, tiles and carpets removal, enhancement of lighting, refurbishment of more than 40 toilet facilities at the three London airports etc.

2007	Costs	# Projects
LHR	20,5	354
LGW	6,7	492
STN	3,7	95
Total	30,9	941

“Simplification” Program

- Continuing progress made on the simplification program initiated summer 2007



- On the 21th April further emphasis is put in the simplification program with the announcement of changes to the LHR senior management structure:
 - Recognizing the scale of Heathrow and the importance of approaching LHR to BAA executive committee
 - Focusing on ongoing process of improvement aimed to be a more efficient and effective organization



Frontline airport operations are not directly affected

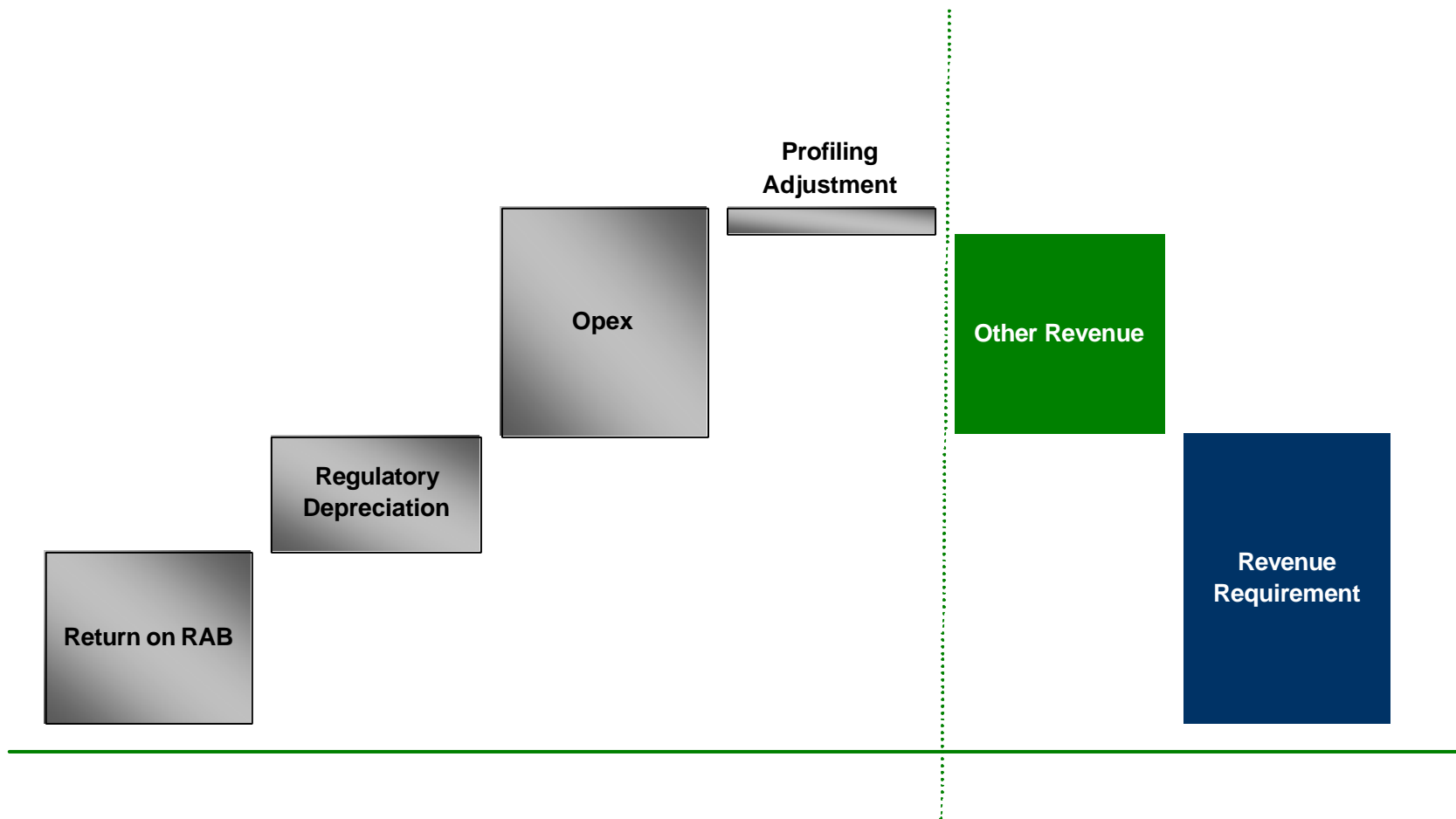
- 2008 First Quarter Results

- **BAA Update**

- Operational review

- ▶ **Q5 Analysis**

Building Blocks: Setting a “single till” price control



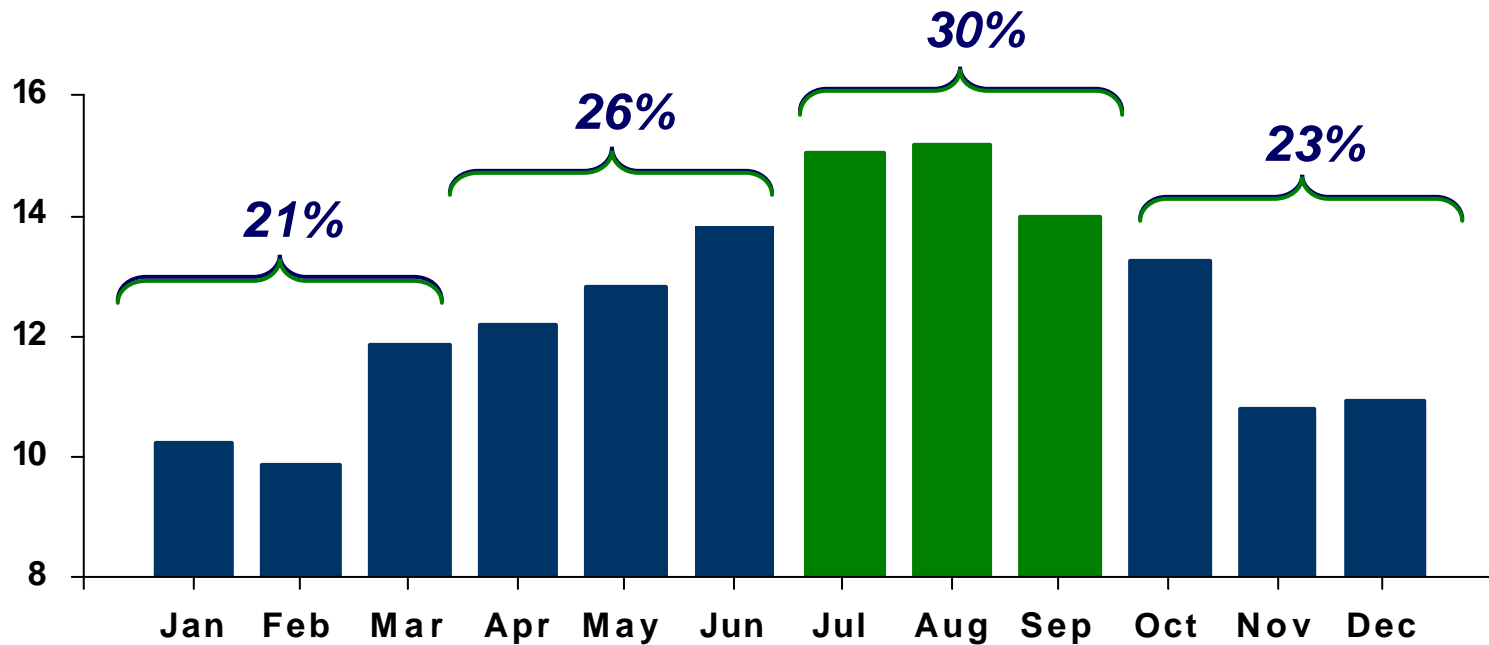
Passenger forecast 2008 – 2012

		2008	2009	2010	2011	2012	CAGR
HAL	<i>m pax</i>	69,9	72,0	74,0	75,8	77,7	2,7%
GAL	<i>m pax</i>	35,1	35,6	35,9	36,9	37,3	1,5%
STN	<i>m pax</i>	22,7	23,3	24,4	26,2	28,1	5,5%
TOTAL	<i>m pax</i>	127,7	130,9	134,4	138,9	143,2	2,9%

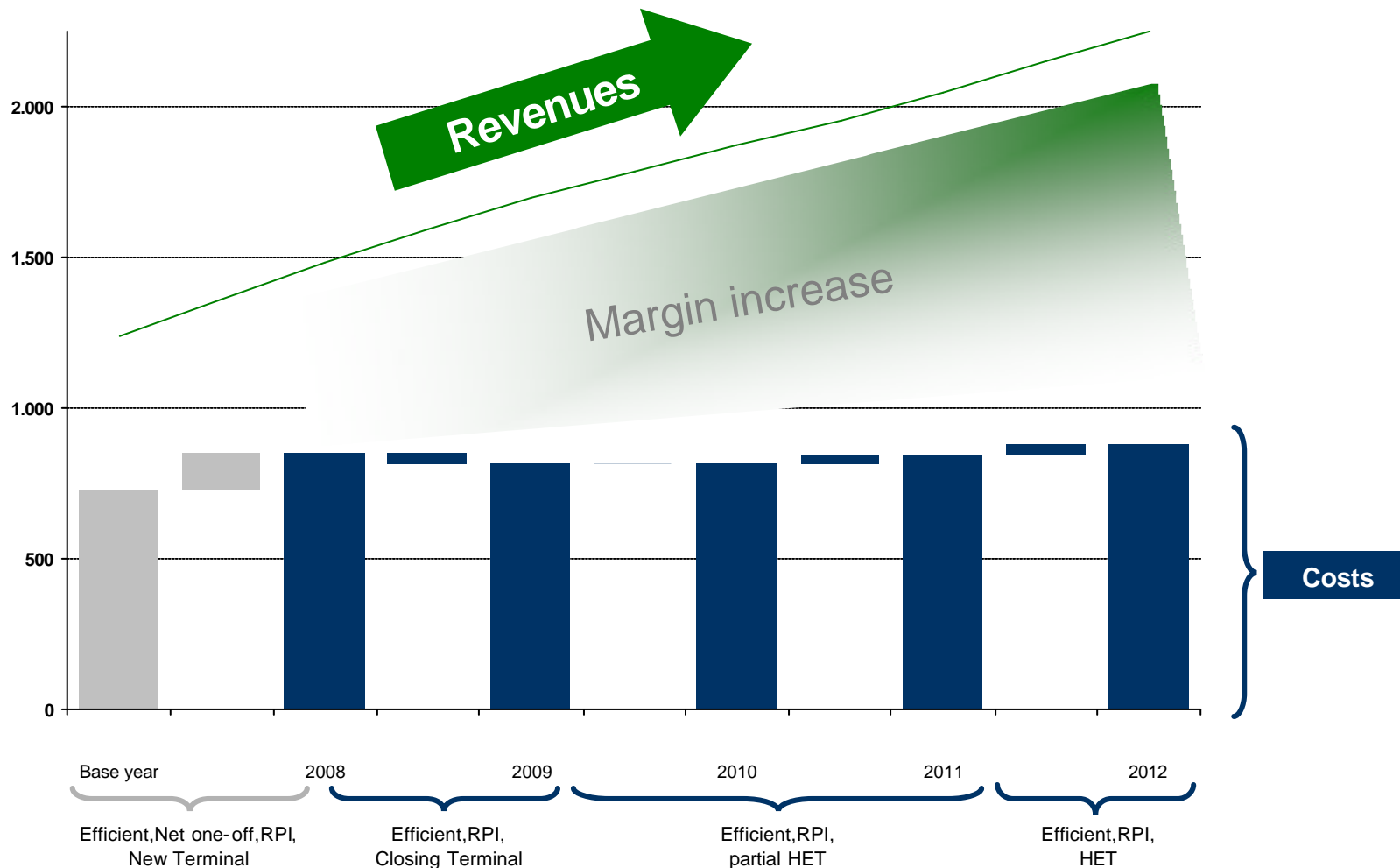
HAL	<i>% YoY</i>	2,9%	3,1%	2,8%	2,4%	2,5%
GAL	<i>% YoY</i>	-0,2%	1,2%	1,0%	2,6%	1,3%
STN	<i>% YoY</i>	-4,7%	2,8%	4,8%	7,2%	7,3%
TOTAL	<i>% YoY</i>	0,6%	2,5%	2,7%	3,3%	3,1%

Seasonality Total BAA 2007

Total Passengers BAA



Quinquenium Evolution - Heathrow



Profit and Loss forecast

Nominal £m Calendar Year	2008 (e)	2009 (e)	2010 (e)	2011 (e)	2012 (e)	CAGR
HEATHROW AIRPORT						
Revenues	1.485	1.698	1.871	2.050	2.255	11,0%
EBITDA	632	887	1.056	1.204	1.377	21,5%
<i>Margin%</i>	43%	52%	56%	59%	61%	
EBIT	172	434	583	712	848	49,0%
<i>Margin%</i>	12%	26%	31%	35%	38%	34%
GATWICK AIRPORT						
Revenues	470	491	516	552	580	5,4%
EBITDA	165	194	210	232	249	10,7%
<i>Margin%</i>	35%	39%	41%	42%	43%	
EBIT	98	129	142	160	164	13,7%
<i>Margin%</i>	21%	26%	27%	29%	28%	
BAA						
Revenues	2.684	2.806	3.077	3.364	3.674	8,2%
EBITDA	1.066	1.356	1.583	1.809	2.053	17,8%
<i>Margin%</i>	40%	48%	51%	54%	56%	
EBIT	448	721	919	1.125	1.327	31,2%
<i>Margin%</i>	17%	26%	30%	33%	36%	

(e) estimated figures

Economic Regulation of Airports, UK

DfT Guidelines

Review of the Economic Regulation

- ✓ No changes in Q5 at Heathrow, Gatwick and Stansted (from April 1st 2009)
- ✓ Improve passenger experience
- ✓ Provide the right incentives to deliver the necessary investment
- ✓ Ensure owners of UK airports are able to finance the investment
- ✓ Address the wider environmental impacts of aviation on airport development
- ✓ Identify and learn from best practice from the regulatory frameworks in other industries and the Government better regulation strategy

Disclaimer

The information provided is based on all available information. Whilst care has been taken in collating the financial information neither Ferrovial, ADIL or BAA make any representation as to the accuracy of statements, estimates and projections with respect to its anticipated performance. Such statements, estimates and projections reflect various assumptions made by Ferrovial, ADIL and BAA concerning anticipated results, which assumptions may or may not prove to be correct. Actual results may vary materially and adversely from the projected results contained herein and may depend upon future events some of which are not within the control of Ferrovial, ADIL or BAA. Neither Ferrovial, ADIL or BAA assumes any responsibility for the accuracy and validity of the projections or for the provision of any updates should any change or update be made in the future.

The information and opinions contained in this document are not intended to be a comprehensive study and should not be relied on or treated as a substitute for specific advice



THANK YOU

INVESTOR RELATIONS DEPARTMENT

C/ Príncipe de Vergara, 135
28002 MADRID (Spain)
Tlf: +34 91 586 27 30
Fax: +34 91 586 28 69
e-mail: ir@ferrovial.es
website: www.ferrovial.com