FERROVIAL, S.A. & SUBSIDIARIES

Management Report

January -September 2021 results

28 October 2021

ferrovial

For a world on the move

DISCLAIMER

9M 2021 financial information included in this report has been impacted by the COVID-19 outbreak, mainly since the second half of March 2020. Given the uncertainty regarding the speed and extent of the resumption in activity, it is not possible to predict how the health crisis will affect Ferrovial Group's performance in 2021, especially in relation to asset impairment tests, fair value of discontinued activities or provisions for onerous contracts. Ferrovial will continue to closely monitor trading conditions and further evidence on wider economic impacts.

This report may contain forward-looking statements about the Company. These statements are based on financial projections and estimates as well as their underlying assumptions, statements regarding plans, objectives and expectations, which refer to estimates regarding, among others, future growth in the different business lines and the global business, market share, financial results and other aspects related to the activity and situation of the Company. Such forward-looking statements do not represent, by their nature, any guarantees of future performance and are subject to risks and uncertainties, and other important factors that could cause actual developments or results to differ from those expressed in these forward-looking statements. Other than in accordance with its legal or regulatory obligations, the Company does not undertake to update or revise any forward-looking statement to reflect any changes in events, conditions or circumstances on which any statement is based.

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Ferrovial results January - September 2021

Strong growth from US Managed Lanes traffic, 407 ETR steady traffic recovery with mobility restrictions unchanged since mid-July, Airports still impacted by restrictions and solid performance at Contracting activities in 9M 2021.

- **NTE & NTE35W showed a solid recovery after the surge in COVID cases during the summer**. In September, NTE 35W & NTE's traffic levels were above September 2019 (+11% & +8% respectively) while LBJ keeps improving but still below (-22% vs. 2019). Higher toll rates & a higher proportion of heavy vehicles led to even stronger performance in revenues and average revenues per transaction in 9M 2021 in all MLs: NTE 35W +15%, NTE +12% & LBJ +6% vs 9M 2020. During the 9M 2021, Ferrovial received EUR49mn dividends from NTE & LBJ.
- **407 ETR traffic improved in 3Q 2021 despite the Province has remained in stage 3 of the re-opening since mid-July (monthly traffic in Sept'21 -21.5% vs. 2019)**. A higher proportion of heavy vehicles and the higher prices (prices increased in February 2020) have led to a better performance of revenue per trip (+5% vs. 9M 2020). **At the October Board meeting, CAD300mn of dividends for 4Q 2021 were approved.** No dividend was distributed in 9M 2021 (CAD562.5mn in 9M 2020, EUR159mn for Ferrovial).
- **Passenger recovery begins to take off as travel restrictions ease**: Heathrow -46.4% & AGS -30.8% in 9M 2021. The CAA approved in April a GBP300mn interim RAB restatement. This adjustment falls far short to, at a minimum, immediately restore regulatory depreciation in line with UK regulatory principles. In October 2021 CAA published its Initial Proposal for H7, including a conclusion on the RAB adjustment proposed by Heathrow, stating that no further RAB adjustment is appropriate. In August, Heathrow received the approval of a waiver of the Heathrow Finance ICR covenant for financial year 2021 from its creditors.
- **Solid performance from Construction:** EBIT mg 2.4% vs. 0.6% in 9M 2020 (which included -EUR45mn impact from COVID19). **Especially strong performance by Budimex** (7.2% EBIT mg), including EUR15mn of margin from works for the divested Real Estate division previously eliminated in consolidation (excluding this impact: 6.0% EBIT mg vs. 4.4% in 9M 2020).
  - **Sale of non-core assets as of 9M 2021** (EUR528mn from divestments), including Budimex Real Estate (EUR330mn post transaction cost), URBICSA (EUR17mn), Figueras (EUR42mn), Nalanda (EUR17mn) and SCC, Recycled Aggregates within Webber (USD140mn).
- **Services registered a solid operating performance with higher activity levels mainly in UK & Spain, and a continued increase in profitability** (8.0% EBITDA mg), with Spain reaching 12.5% EBITDA mg above 9M 2019 levels (11.5%) & Amey (5.0% in 9M 2021).

Strong financial situation: high liquidity levels reaching EUR6,423mn and solid net cash position ex-infrastructure (EUR1,830mn).

Ferrovial's capital allocation:
- **Higher exposure to I-66:** acquisition of an additional 5.704% stake, reaching a 55.704% stake
- Ferrovial has submitted an offer for a **potential acquisition of c.24.9% of IRB** (Indian listed company)
- **Additional Treasury stock of up to EUR200mn** approved by the Board

REPORTED P&L

(EUR million)	SEP-21	SEP-20
REVENUES	**4,807**	**4,636**
EBITDA	**439**	**231**
Period depreciation	-185	-177
Disposals & impairments	25	-36
EBIT*	**279**	**18**
FINANCIAL RESULTS	**-245**	**-213**
Equity-accounted affiliates	-236	-310
EBT	**-202**	**-505**
Corporate income tax	-28	5
NET PROFIT FROM CONTINUING OPERATIONS	-230	-500
NET PROFIT FROM DISCONTINUED OPERATIONS	248	-11
CONSOLIDATED NET INCOME	**18**	**-511**
Minorities	-118	-2
NET INCOME ATTRIBUTED	**-100**	**-513**

(*) EBIT after impairments and disposals of fixed assets.

CONSOLIDATED EBITDA

(EUR million)	SEP-21	SEP-20	VAR.	LfL
Toll Roads	266	197	35.4%	42.9%
Airports	-14	-12	-13.0%	-10.7%
Construction	187	104	78.9%	81.6%
Others	0	-58	99.6%	99.4%
Total EBITDA	**439**	**231**	**89.8%**	**85.9%**

PROPORTIONAL EBITDA

(EUR million)	SEP-21	SEP-20	LfL
Toll Roads	384	315	21.9%
Airports	20	64	-68.8%
Construction	187	104	80.0%
Others	0	-41	99.4%
Total EBITDA	**590**	**442**	**33.5%**

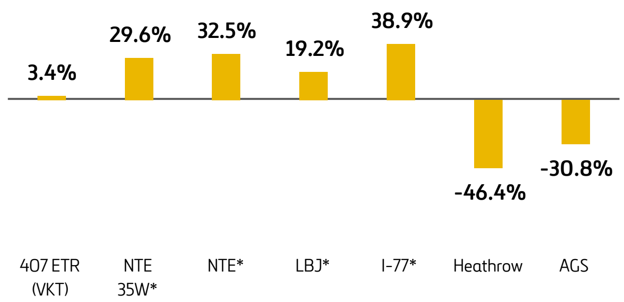
Like-for-like figures.

NET CASH POSITION

(EUR million)	SEP-21	DEC-20
NCP ex-infrastructures projects	1,830	1,991
NCP infrastructures projects	-4,708	-4,532
Toll roads	-4,469	-4,216
Others	-239	-316
Total Net Cash /(Debt) Position	**-2,879**	**-2,541**

NCP: Net cash position. Includes discontinued operations

TRAFFIC PERFORMANCE vs 9M 2020



*Transactions

COVID-19 IMPACT

More than a year after the WHO declared COVID-19 as a global pandemic, advances towards herd immunity on the back of vaccination roll-outs have allowed the various countries in which Ferrovial operates to partially or entirely lift mobility and economic activity restrictions which were in place practically since the beginning of the pandemic. This has allowed improvements in the recovery of demand for Ferrovial's activities, although unevenly among the different businesses. Infrastructure assets were highly impacted where restrictions to mobility, stay-at-home orders and quarantines remained in place. A reduction of these restrictions had a very positive impact on the performance of our main toll roads. As for the impact on the contracting activities it has not been material in 9M 2021. Airports has been the division most heavily impacted from COVID-19 given the restrictions which are still in place for air travel, although these are starting to ease in 3Q 2021.

Throughout COVID-19 pandemic, Ferrovial has and continues to undertake, all necessary measures to safeguard the health and safety of its employees and clients as its main priority.

The Company remains focused on keeping a strong financial position and working on value creating investment opportunities. As of September 2021, liquidity ex-infrastructure level stood at EUR6,423mn, including EUR962mn available liquidity lines. Net cash ex-infrastructure stood at EUR1,830mn (including discontinued operations).

Operationally, the COVID-19 pandemic has impacted Ferrovial's activities in 9M 2021, especially on air and road traffic where mobility restrictions remained present:

- **Toll Roads:** traffic started the year strongly impacted by COVID-19 pandemic across all assets, due to a new surge in cases, but it has been recovering as mobility restrictions were lifted, although at different pace.
  - **Texas Managed Lanes:** a steady recovery in traffic was observed since March, due to the ease in mobility restrictions, partially offset by a COVID cases surge during the summer. Traffic reached pre-pandemic levels (2019) in NTE & NTE 35W back in March 2021 and remained above in September, while LBJ keeps improving. In 9M 2021, traffic growth in Managed Lanes was as follows: NTE +32.5%, LBJ +19.2% and NTE35W +29.6% in 9M 2021 (vs. 9M 2020).
  - In Toronto, the **407 ETR** traffic in 9M was impacted by multiple stay-at-home orders but it has shown improvements since June, when the Ontario province entered the phased Reopening process, although the mobility restriction remained unchanged since mid-July. **In 9M 2021, 407 ETR traffic increased by +3.4% vs. 9M 2020**.
- **Airports:** traffic has been strongly impacted by COVID-19 in 9M 2021 due to border closures, quarantine measures and other mobility restriction regulations:
  - **Heathrow:** passengers fell by -46.4% in 9M 2021. Following the success of the vaccine rollout, Heathrow has seen a steady build in traffic over 3Q, as travel restrictions are eased and testing requirements are simplified.

    Heathrow continues to operate aiming to keep costs at a minimum, in order to preserve liquidity and protect its financial position, while ensuring safety and security remain as its first and non-negotiable priorities. Cost reduction initiatives led opex down by -16.5% in 9M 2021 vs 9M 2020. Additionally, Heathrow's capex was reduced from GBP370mn 9M 2020 to GBP170mn 9M 2021.
  - **AGS** have also seen a strong impact in their traffic levels (-30.8% 9M 2021), partially offset by 2Q and 3Q 2021 passenger levels being substantially higher than in 2020. AGS reduced its opex by -GBP5mn net savings vs 9M 2020.
- **Construction and Services**: no material impact in production from COVID-19 in 9M 2021.

The impact on Cash flow of COVID-19 is measured on the reduction in dividends received by main infrastructure assets; mainly Heathrow and 407 ETR that did not pay dividends in 9M 2021, vs EUR222mn from 407 ETR & EUR86mn from Heathrow in 9M 2019 (pre-COVID).

CONSOLIDATED RESULTS (SERVICES DISCONTINUED ACT.)

- **Revenues:** reached EUR4,807mn (+8.4% LfL) on higher Construction revenues (+4.9% LfL) and Toll Roads (+35.4% LfL).
- **EBITDA:** EUR439mn (+85.9% LfL) vs EUR231mn in 9M 2020 impacted by the -EUR39mn provision related to the corporate restructuring plan.

DIVIDENDS FROM PROJECTS

Total dividends received from projects reached EUR76mn in 9M 2021 (vs EUR217mn in 9M 2020):

- **407 ETR**: no dividends were paid to shareholders in 9M 2021 (CAD562.5mn in 9M 2020, EUR159mn for Ferrovial). At the October Board meeting, CAD300mn of dividends for 4Q 2021 were approved.
- **Texas Managed Lanes**: EUR49mn were received by Ferrovial from NTE (EUR21mn) and LBJ (EUR27mn) compared with no dividends in 9M 2020.
- **Heathrow**: dividend payments are not permitted until RAR is below 87.5% under the current 2020 waiver conditions. In 9M 2020, HAH distributed GBP100mn (EUR29mn for Ferrovial).
- **Other toll roads**: EUR8mn (EUR18mn in 9M 2020).
- **Services**: EUR13mn dividends from projects (EUR9mn 9M 2020).
- The dividends remaining (EUR2mn) refer to dividends from Construction and Waste Treatment in UK.

M&A TRANSACTIONS

- **Divestment of Infrastructure Services business in Spain, agreed after 9M 2021 results closing (October):** Ferrovial has reached an agreement to sell its Infrastructure Services business in Spain to Portobello Capital as part of the divestment of Ferrovial Services. The deal, which covers the infrastructure maintenance and upkeep and the facility management businesses, represents an EV of c.EUR186mn and the implied equity value at December 2021 is estimated to be c.EUR171mn. The price will be supplemented by earn-outs of around EUR50mn, based on compliance with certain requirements following completion of the transaction. On the sale completion date, Ferrovial will acquire a 24.99% stake in the acquiring company. The investment amounts to approximately EUR20mn, depending on the final price to be paid by the buyer. The completion of the transaction is subject to the usual conditions in this type of transactions and is expected to take place in 1Q 2022. It is expected that the transaction, excluding the earn-outs, will not have a relevant impact on the consolidated accounts of Ferrovial, since the book value of this business is similar to estimated equity value at December 2021.

  Ferrovial Services' Infrastructure area reported EUR822mn in revenue in 2020 and EUR29mn in EBITDA, and it had a order book of EUR1,565mn in 9M 2021.
- **Offer for the acquisition of a maximum of 24.90% in the share capital of IRB, after 9M 2021 results closing.** On October 26th, 2021, Ferrovial, through its subsidiary Cintra, has submitted an offer for a potential acquisition of a maximum of 24.90% of the shares of the Indian listed company IRB Infrastructure Developers Ltd, the investment would be a maximum of EUR364.64mn. This acquisition would be through subscription of shares issued through a preferential allotment. IRB is a leading player in the Indian market, where it manages 23 projects and around 2,000 kilometers of toll road. The completion of the operation is subject to Cintra, IRB and Virendra D. Mhaiskar (and his family and holding company), IRB's majority shareholder,

execute a definitive agreement regarding the transaction, which must subsequently be approved by the shareholders of the entity in a general meeting and cleared by the competent authorities and lenders. The final completion is projected to take place in the first quarter of 2022. If the deal is completed, Cintra will become a key minority shareholder with representation on the Board, but it will not grant Cintra controlling rights over IRB Infrastructure Developers. Cintra will also support the company's development and transfer its extensive international experience in managing toll roads and analyzing new investment opportunities.

- **I-66 Stake increase**. In September, Ferrovial agreed the acquisition of an additional 5.704% in I-66, increasing its stake to 55.704%. The value of the transaction accounts to EUR159mn, assuming an estimated closing date of 31 December 2021. Ferrovial will invest EUR31mn additional as part of its commitment of additional equity injections until the completion of construction corresponding to that 5.704%. The closing of the transaction is subject to obtaining the administrative and financing entities approvals. The acquisition of control of the concession company implies the recognition of an estimated capital gain before deferred taxes for Ferrovial for an approximate amount of EUR1,023mn, as the previously acquired 50% stake has to be valued at fair value. Additionally, by taking control of the concession company, the complete project debt would be integrated into Ferrovial's consolidated balance sheet, which is estimated to be EUR1,780mn as of 31 December 2021.
- **Divestment of Environmental activity in Spain & Portugal agreed in July**: agreement reached with PreZero International GmbH (Group Schwarz) for the sale of the environmental activity in Spain & Portugal for an EV of EUR1,133mn & an implied equity value EUR950mn. The transaction is expected to close in 4Q 2021, following the approval by Competition authorities in late October, and the final price will be adjusted depending on Completion Accounts. The environmental business in Spain and Portugal generated in 2020 an EBITDA of approx. EUR130mn ex-IFRS 16 (including depreciation expense of c.EUR11mn), split into EUR101mn from ex-projects and EUR29mn from projects (which generate normalized annual dividends of c.EUR10mn). The estimated, post-tax capital gains, based on the business' Book Value as of December 31st 2020, is approximately EUR317mn.
- **SCC (Southern Crushed Concrete) asset sale:** in June 2021, Ferrovial reached an agreement to sell its recycled aggregates activity at Webber for USD140mn. The transaction has been approved in 3Q 2021, implying a capital gain of EUR13mn.
- **Portuguese toll roads sale:** following the company's asset rotation strategy for mature concessions, Ferrovial sold stakes in two Portuguese availability-based PPP roads. On September 14th, 2020, Ferrovial reached an agreement, through Cintra, to sell its 49% stake in Norte Litoral and its 48% stake in Via do Infante (Algarve), to DIF Capital Partners, for EUR172mn. As part of the agreement Cintra will hold a management contract for both assets. Ferrovial received EUR100mn from the sale process in 2020. Norte Litoral sale was completed in July for EUR47mn. There are EUR25mn pending to complete the sale.
- **Budimex sale of real estate business:** on February 22nd, 2021, Ferrovial's construction subsidiary in Poland, Budimex, agreed the sale of its real estate business, which was classified as discontinued activity. In June, the sale materialized at the agreed price PLN1,513mn (EUR330mn, post transaction costs), implying a capital gain pre-tax & minorities of EUR131mn.
- **Prisiones Figueras and URBICSA sale:** in December 2020, an agreement was reached with Aberdeen Infrastructure (Holdco) IV B.V to sell 100% of the Group's holding in Concesionaria de Prisiones Figueras & 22% of URBICSA for EUR42mn and EUR17mn respectively. As of September 30th, both transactions have been completed.
- **Nalanda sale:** in March 2021, Ferrovial agreed to sell its 19.86% share of Nalanda Global (digital platform for documentation management) to PSG for EUR17mn. The deal was completed in 9M 2021.

RESULTS BY DIVISION

Toll roads: revenues increased by +35.4% LfL and EBITDA by +42.9% LfL. EBITDA stood at EUR266mn.

Texas Managed Lanes traffic was impacted by COVID-19 in the beginning of the year, but showed a solid recovery once mobility restrictions were eased in March and after the COVID cases surge during the summer. In addition, winter storms in February and heavy rainfall during May also took their toll. Our assets reported strong results compared to 9M 2020:

- **NTE**: reported revenues of USD132mn (+47.3%), helped by a higher contribution of heavy vehicles and higher toll rates. EBITDA reached USD115mn (+51.6%). EBITDA margin of 87.2% (+248 basis points).
- **NTE 35W**: reached revenues of USD102mn (+48.5%), also helped by more heavy traffic weight and higher toll rates. EBITDA reached USD86mn (+50.0%) with an EBITDA margin of 84.1% (vs 83.3% in 9M 2020).
- **LBJ**: posted revenues of USD96mn (+24.9%). EBITDA reached USD78mn (+33.2%) with 81.3% EBITDA mg (76.2% in 9M 2020).

I-77 Managed Lanes revenues reached USD25mn (+89.7% vs. 9M 2020) as a result of increasing congestion in the area despite a surge in COVID-19 cases during the summer. Traffic reached pre-COVID-19 levels back in June. EBITDA reached USD13mn with an EBITDA margin of 53.1% (22.8% in 9M 2020).

407 ETR revenues reached CAD714mn increasing by +4.6% given the steady recovery in traffic volumes as restrictions ease, higher proportion of heavy vehicles and higher toll rates since February 2020. EBITDA reached CAD599mn (+7.3%) with 83.9% EBITDA mg.

Airports: Heathrow & AGS accounted through equity consolidation.

- **Heathrow** revenues fell by -26.9% and adjusted EBITDA -54.8% at Heathrow SP. During 3Q, Heathrow saw an increase in traffic vs. 2Q reflecting the recent recovery in passengers due to the reopening of international travel. In 3Q, Heathrow received the approval from creditors on its request for a waiver of the Heathrow Finance ICR covenant for 2021. Heathrow has further increased liquidity to GBP4.1bn cash, sufficient to meet all forecast needs into 2025 under current base case traffic forecast or until February 2023 in an extreme no revenue scenario.
- **AGS** revenues decreased by -8.7% vs 9M 2020 driven by lower traffic across three airports. EBITDA reached -GBP11mn (+14.6% vs 9M 2020), offsetting lower revenues with opex reductions. In June 2021, the Amend & Extend of its debt facility was completed with GBP20mn of injection and further commitment of GBP30mn (figures at 100%). As of September 30th, 2021, total liquidity, including committed equity, reached GBP52mn.

Construction: revenues were up +4.9% LfL, 84% international. EBIT reached EUR107mn, vs. EUR25mn in 9M 2020. EBIT margin reached 2.4% in 9M 2021. The order book reached its record high at EUR12,297mn (+10.0% LfL), not including pre-awarded contracts of around EUR380mn.

Services (discontinued operations): net income from Services included in discontinued operations stood at EUR134mn, which includes a positive result from Services business in Spain of EUR134mn in 9M 2021 (without amortization, as per IFRS 5), EUR8mn from UK Services and a negative impact from fair value adjustments in International Services (-EUR9mn).

FINANCIAL POSITION

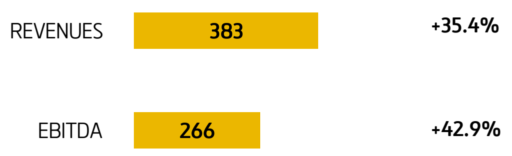
EUR1,830mn net cash ex-infrastructure projects (including discontinued operations) vs EUR1,991mn in December 2020. Net debt of infrastructure projects reached EUR4,708mn (EUR4,532mn in December 2020). Net consolidated debt reached EUR2,879mn (EUR2,541mn in December 2020).

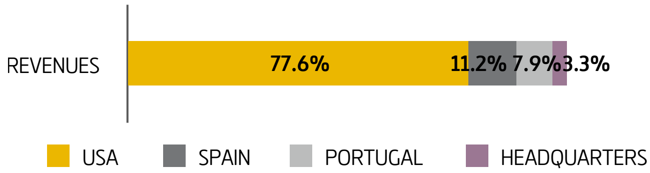
SUSTAINABILITY HIGHLIGHTS

Sustainability remains at the core of our strategy. In 9M 2021:

- **Ferrovial acquired a ready-to-build 50MW Photovoltaic Solar Park for self-consumption** in Seville (Spain) from InfraRed. This acquisition will facilitate the process to achieve the target on renewable energy supply included in its Sustainability goals.
- **Heathrow's focus remains to champion the role of sustainable aviation fuel (SAF):** All the flights between Glasgow and Heathrow during COP 26 will be powered by SAF
- Ferrovial appointed **2 new Board Directors** (May 2021) Alicia Reyes & Hildegard Wortmann. The Board now counts with 30% of female Board members, 75% of independent members.
- Ferrovial has been one of the first companies in the world to include **Climate Strategy & GHG emissions reduction plan in its AGM** in 2021, to be voted by its shareholders. Both approved with over 96% votes in favor.
- Ferrovial's **Supplier Code of Ethics** was published in website, with the basic principles to be followed by suppliers in their commercial relationship with Ferrovial.
- **AGS Airports launched its new sustainability strateg**y with roadmap to net neutrality by mid-2030s. Strategy is integrated into the United Nations' SDGs focusing on social progress, economic growth and environmental protection as its main pillars.
- **Ferrovial participated in the new edition of the South Summit 2021**, the largest event aimed at the entrepreneurial and startup ecosystem in southern Europe.
- During 9M 2021 **Ferrovial has reinforced its positioning in all main sustainability indices:** Dow Jones Sustainability Index (DJSI), FTSE4Good, Carbon Disclosure Project (A for Climate Change, A for Water Security & B for Forests), MSCI (A), VIGEO (Euronext-Vigeo Eurozone 120 & Europe 120), STOXX, ISS ESG Prime, GRESB (A+) & Bloomberg Gender-Equality Index.
- **Awards**: AECA (Spanish Accounting & Business Admin Association) recognized Ferrovial's business transparency and SEAL (Sustainability, Environmental Achievement & Leadership) Awards named Ferrovial as one of the World's Most Sustainable Companies in 2020.

Toll roads





407 ETR (43.23%, equity-accounted)

COVID-19

In early 2020, COVID-19 was confirmed in multiple countries across the world and, on March 11, 2020, the WHO declared it a pandemic. To help contain the spread of the virus, the Ontario Province has declared multiple stay-at-home orders, intermittent lockdowns and re-openings. The **developments on COVID-19 related restrictions in 2021 for the Province** are:

- **Apr 8**: Ontario Province entered in stay-at-home-order.
- **Jun 2:** stay-at-home order ended, since then, the region entered in a Reopening Plan based on vaccination rates & key public health care indicators. Provincial Gov. announced that remote learning will continue for the remainder of the school year.
- **Jun 11: Step 1**, focused on resuming outdoor activities with smaller crowds (up to 10 people).
- **Jun 30: Step 2,** with 70% of adults with 1st dose and 20% fully vaccinated. Further expands outdoor activities and limited indoor services (non-essential retail to 25% capacity).
- **Jul 16: Step 3** (70-80% with 1st dose and 25% fully) expands access to indoor settings.

While 407 ETR initially experienced significant declines in traffic since the onset of COVID-19 pandemic, a **gradual improvement in traffic volumes has been observed with each stage of the re-opening**. 407 ETR expects further improvements in traffic volumes.

The COVID-19 pandemic and resulting economic contraction continue to have an impact on demand for highway travel in the GTA. Despite lower revenues, 407 ETR maintained sufficient liquidity to satisfy all financial obligations in 2020 and expects to maintain sufficient liquidity to satisfy all of its financial obligations in 2021.

TRAFFIC

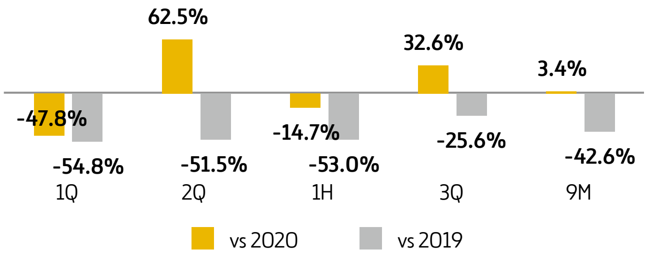
	SEP-21	SEP-20	VAR.
Avg trip length (km)	21.90	21.10	3.8%
Traffic/trips (mn)	53.67	53.85	-0.3%
VKTs (mn)	1,175	1,136	3.4%
Avg Revenue per trip (CAD)	13.14	12.52	5.0%

VKT (Vehicle kilometers travelled)

In 9M 2021, VKTs grew by 3.4%. 407 ETR experienced significant declines in traffic volumes on the back of the COVID-19 pandemic impact, with stay-at-home orders and restrictions to mobility in effect for 1H 2021. Since 2Q 2021, traffic levels have been recovering notably as a result of the phased reopening of businesses, outdoor activities and public spaces across the Province, coupled with a less severe impact of mobility restrictions when compared to 2020. In 3Q 2021, VKTs increased by +32.6% vs 3Q 2020, on the back of Ontario Province moving into its third stage of re-opening with additional restrictions being lifted (July 16th), along with the positive impact from schools reopening for in-person attendance in September. The recovery in any case has been dampened by employers' decision to keep most of their workforce at home. Most businesses are waiting for the new year to assess return to office policies.

Monthly traffic performance

The Province declared the first Stay-at-Home order to face the spread of COVID-19 on March 17th, 2020, followed by intermittent lockdowns and re-openings; therefore, monthly traffic performances in 2021 vs. 2020 are not entirely comparable.

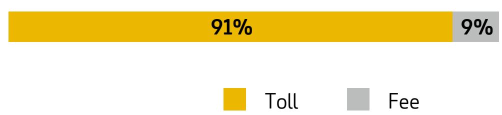


P&L

(CAD million)	SEP-21	SEP-20	VAR.
Revenues	714	683	4.6%
EBITDA	599	559	7.3%
EBITDA margin	83.9%	81.8%	

Results for 100% of 407 ETR

Revenues breakdown



Revenues were up by +4.6% in 9M 2021, reaching CAD714mn.

- **Toll revenues** (91% of total): +4.1% to CAD650mn, primarily due to improved traffic volumes resulting from further easing of COVID-19-related restrictions. Average revenue per trip increased +5.0% vs. 9M 2020.
- **Fee revenues** (9% of total) CAD64mn (+9.5%) due to the removal of the temporary suspension of lease fees, late payment charges and initial License Plate Denial notification fees that were in place during 2020.

OPEX -7.5%, due to lower customer operations costs from lower staffing costs, lower bank charges and lower billing costs and a lower provision for doubtful accounts, coupled with lower general and administration costs and lower highway operations expenses due to favorable weather conditions. This was offset by higher systems operations expenses resulting from higher consulting and licensing costs related to the 407 ETR's Enterprise Resource Planning ("ERP") project.

EBITDA +7.3%, as a result of higher traffic volumes and revenues due the easing of pandemic related restrictions during 9M 2021. EBITDA margin was 83.9% vs 81.8% in 9M 2020.

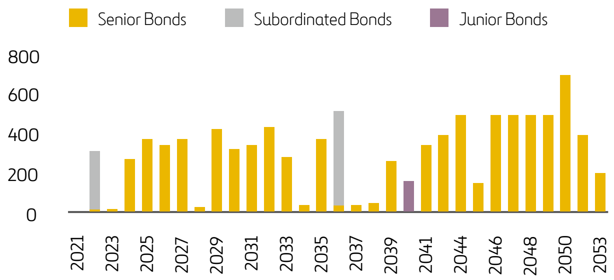
Dividends: No dividends paid to shareholders in 9M 2021 (CAD562.5mn in 9M 2020, EUR159mn for Ferrovial). At the October Board meeting, a CAD300mn dividend was approved for 4Q 2021.

Net debt at end of September: CAD8,228mn (average cost of 4.11%). 59% of debt matures in more than 15 years' time. Upcoming bond maturity dates are CAD11mn in 2021, CAD319mn in 2022 and CAD20mn in 2023.

407 ETR credit rating

- **S&P:** "A" (Senior Debt), "A-" (Junior Debt) & "BBB" (Subordinated Debt), with stable outlook, issued on 8 June 2021.
- **DBRS:** "A" (Senior Debt), "A low" (Junior Debt) & "BBB" (Subordinated Debt), all trends remain negative, issued on 17 June 2021.

407 ETR bond maturity profile



407 ETR Toll Rates

Toll rates have remained unchanged since February 2020, when 407 ETR implemented a new seasonal toll structure to address customer travel patterns and to manage overall traffic flow along 407 ETR, while optimizing its revenues. Given the impact of COVID-19, 407 ETR did not implement the changes included in the seasonal toll rates aside from the February 2020 increase.

Schedule 22

Due to the COVID-19 pandemic and related Province-wide shutdowns and stay-at-home orders, traffic on Highway 407 ETR has been significantly lower and minimum traffic thresholds cannot be achieved as prescribed under Schedule 22.

407ETR and the Province are in agreement that the COVID-19 pandemic is considered a Force Majeure event under the provisions of the Concession and Ground Lease Agreement, and therefore the 407ETR is not subject to Schedule 22 payments for 2020 and until the end of the Force Majeure event.

The 407ETR and the Province are also in agreement that the Force Majeure event terminates when the traffic volumes on Highway 407 ETR reach pre-pandemic levels (measured as the average of 2017 to 2019), or when there is an increase in toll rates or user charges.

Upon the termination of the Force Majeure event, the 407ETR will be subject to a Schedule 22 payment, if applicable, commencing the subsequent year.

TEXAS MANAGED LANES (USA)

In 9M 2021, traffic in the Texan Managed Lanes (MLs) was impacted by mobility restrictions until March 10th, when Texas fully reopened, adverse weather conditions including winter storms in February (all three concessions were closed for 7 days) and heavy rain during May (which was 60% more than the average of May 2020), and a surge in COVID-19 cases during the summer.

On March 10th, Texas Governor issued an Executive Order lifting the mask mandate & increasing capacity of all businesses and facilities in the state to 100%. Currently, there is no major COVID-19 related policy that directly relates to mobility. As of September 31st 2021, in Dallas-Fort Worth fully vaccination rate ranges at 48% - 58% (accounting for all residents including children).

There has been a sustained recovery since the reopening, with a slowdown observed in summer (especially in August) due to a spike in COVID-19 cases in Texas. However, traffic has shown a solid recovery. NTE35W & NTE's traffic were above September 2019 levels (pre-COVID-19) in September 2021 (+11% & +8%, respectively) while LBJ keeps improving but still below (-22% vs. 2019). All MLs posted solid average revenues per trip NTE 35W +15.3%, NTE +11.5% and LBJ +5.7%. The revenues of the three MLs already practically reached or exceeded pre-COVID-19 levels.

NTE 1-2 (63.0%, globally consolidated)

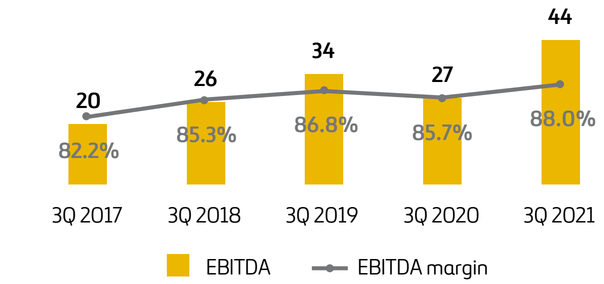
In 9M 2021, traffic increased by +32.5% already above pre-COVID-19 levels, following a strong recovery since 2Q given the full reopening in Texas since mid-March, partially offset by the severe weather conditions in February and May and a surge in COVID-19 cases during the summer. The traffic showed a solid recovery in September after a slower recovery pace in August, as the overall COVID situation improved. In September, there have been more mandatory mode events than February 2020 (pre-COVID-19). Additionally, the midday traffic volumes and PM peaks at NTE are already higher than pre-COVID levels.

	SEP-21	SEP-20	VAR.
Transactions (mn)	24	18	32.5%
Revenues (USD mn)	132	90	47.3%
EBITDA (USD mn)	115	76	51.6%
EBITDA margin	87.2%	84.8%	

The **average toll rate** per transaction reached USD5.5 vs. USD4.9 in 9M 2020 (+11.5%) positively impacted by higher proportion of heavy vehicles (toll multiplier 2x - 5x) and higher toll rates. This led to **Revenues** reaching USD132mn or +47.3% vs. 9M 2020.

EBITDA reached USD115mn (+51.6% vs. 9M 2020). EBITDA margin of 87.2% (+248 basis points vs. 9M 2020).

NTE QUARTERLY EBITDA EVOLUTION



NTE net debt reached USD1,152mn in September 2021 (USD1,232mn in December 2020), at an average cost of 4.12%.

Credit rating

	PAB	Bonds
Moody's	Baa2	Baa2
FITCH	BBB	

LBJ (54.6%, globally consolidated)

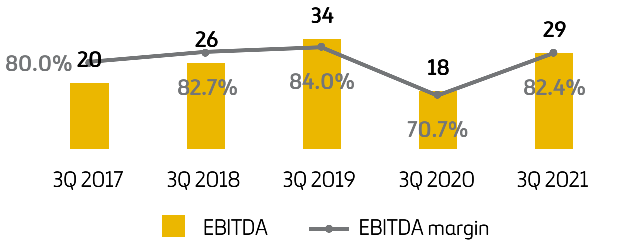
In 9M 2021, traffic increased by +19.2%, on the back of a steady recovery since 2Q given the full reopening in Texas in mid-March, partially offset by the severe weather conditions in February and May, and a surge in COVID-19 cases during the summer.

	SEP-21	SEP-20	VAR.
Transactions (mn)	27	23	19.2%
Revenues (USD mn)	96	77	24.9%
EBITDA (USD mn)	78	58	33.2%
EBITDA margin	81.3%	76.2%	

The **average revenue per transaction** reached USD3.6 in 9M 2021 vs. USD3.4 in 9M 2020 (+5.7%) positively impacted by higher proportion of heavy vehicles (toll multiplier 2x - 5x) and higher toll rates. This, together with higher traffic led to **Revenues** reaching USD96mn (+24.9% vs. 9M 2020).

EBITDA reached USD78mn (+33.2% vs. 9M 2020) with an EBITDA margin of 81.3% (76.2% in 9M 2020).

LBJ QUARTERLY EBITDA EVOLUTION



LBJ net debt amounted to USD1,641mn in September 2021 (USD1,660mn in December 2020), at an average cost of 4.14%.

Credit rating

	PAB	TIFIA
Moody's	Baa2	Baa2
FITCH	BBB-	BBB-

NTE 35W (53.7%, globally consolidated)

In 9M 2021, NTE 35W traffic increased by +29.6% reaching traffic figures above pre-COVID-19 levels given the positive effects of ramp-up and heavy vehicles resilience along with the solid recovery since 2Q given the full reopening in Texas since mid-March, partially offset by the severe weather conditions in February and May and a surge in COVID-19 cases during the summer. The traffic showed a recovery during September with the traffic well above pre-COVID-19 levels during the afternoon peak and midday.

	SEP-21	SEP-20	VAR.
Transactions (mn)	26	20	29.6%
Revenues (USD mn)	102	69	48.5%
EBITDA (USD mn)	86	57	50.0%
EBITDA margin	84.1%	83.3%	

Average revenue per transaction reached USD3.9 in 9M 2021, vs. USD3.4 in 9M 2020 (+15.3%), positively impacted by higher proportion of heavy vehicles (toll multiplier 2x - 5x) and higher toll rates. These, together with traffic increase, led to **Revenues** reaching USD102mn (+48.5% vs. 9M 2020).

EBITDA reached USD86mn (+50.0% vs. 9M 2020) with an EBITDA margin of 84.1% (vs 83.3% in 9M 2020).

NTE 35W net debt reached USD900mn in September 2021 (USD915mn in December 2020), at an average cost of 4.86%, including NTE 3C.

Credit rating

	PAB	TIFIA
Moody's	Baa3	Baa3
FITCH	BBB-	BBB-

NTE 3C (53.7%, globally consolidated-under construction)

Development, design, construction and operation of Seg. 3C:

- Construction of 2 managed lanes in each direction, c.6.7 miles from north of US 81/287 to Eagle Pkwy.
- Reconstruction of existing general-purpose lanes.
- Construction of access ramps & frontage roads.
- Construction of IH820/I-35W managed lanes direct connector.
- Installation of Intelligent Transportation System "ITS" & tolling systems.

Duration: concession term ends 2061

Operation & Maintenance (O&M) and toll collection: exclusive right and obligation to operate, maintain, repair and collect tolls.

- Tolls collected by North Texas Tollway Authority are in line with tolling agreement with TxDOT. TxDOT assumes collection risk.

I-77 (65.1%, globally consolidated)

North Carolina lifted all restrictions, including the mask mandate in most circumstances, on May 14th. North Carolina has experienced in September the highest number of new COVID-19 cases since February. However, as COVID-19 trends have improved in the area, traffic has returned quickly.

In 9M 2021, traffic increased by 38.9% as the state has been easing mobility restrictions throughout the period. The traffic reached pre-COVID-19 levels by the end of June.

	SEP-21	SEP-20	VAR.
Transactions (mn)	20	14	38.9%
Revenues (USD mn)	25	13	89.7%
EBITDA (USD mn)	13	3	n.s.
EBITDA margin	53.1%	22.8%	

The **average revenue per transaction** reached USD1.2 in 9M 2021 vs. USD0.8 in 9M 2020 (+46.0%).

Revenues reached USD25mn (89.7% vs. 9M 2020) as a result of the traffic returning quickly as COVID trends improved.

EBITDA reached USD13mn with an EBITDA margin of 53.1% (22.8% in 9M 2020).

I-77 net debt reached USD263mn in September 2021 (USD272mn in December 2020), at an average cost of 3.67%.

Credit rating

	PAB	TIFIA
FITCH	BBB-	BBB-
DBRS	BBB	BBB

I-66 (50.0% eq. consolidated; global consolidation once 5.7% additional stake acquisition is approved)

In September, Ferrovial agreed the acquisition of an additional 5.704% in I-66, increasing its stake to 55.704%. The value of the transaction accounts to EUR159mn, assuming an estimated closing date of 31 December 2021. Ferrovial will invest EUR31mn additional as part of its commitment of additional equity injections until the completion of construction corresponding to that 5.704%. The closing of the transaction is subject to obtaining the administrative and financing entities approvals. The acquisition of control of the concession company implies the recognition of an estimated capital gain for Ferrovial for an approximate amount of EUR1.023mn, as the previously acquired 50% stake has to be valued at fair value. Additionally, by taking control of the concession company, the complete project debt would be integrated into Ferrovial's consolidated balance sheet, which is estimated to be EUR1,780mn as of 31 December 2021.

OTHER TOLL ROADS

Ferrovial's portfolio includes a number of toll roads which are, mainly, availability projects located in countries with low government bond yields (Spain, Portugal and Ireland) and long duration. Among the availability projects with no traffic risk or equivalent to availability projects held by Ferrovial are: A-66, Algarve (until sale completion), M3, M8 and Toowoomba.

- **Spain:** traffic in 9M 2021 was impacted by the restrictive measures adopted by governments to face the pandemic. However, since late April, traffic improved as Catalonia and Andalusia lifted their regional lockdowns. Traffic was also positively impacted by the preference for domestic destinations during summer holidays and a strong vaccination rate, resulting in lower COVID-19 cases. When compared to 9M 2019, pre-pandemic levels, traffic in Autema was -23.1%, while traffic in Ausol I and Ausol II was -27.0% and -26.5%, respectively.
- **Portugal:** on January 15th, 2021, a new lockdown was approved that was in place for the entire 1Q. Since the end of March, mobility restrictions started to ease, with the State of Emergency lifted on April 30th and traffic in Algarve recovering since then. Since August 1st, traffic recovery was steeper as all the mobility measures were lifted and vaccination pace was extremely fast. In Azores, the regional government has been applying selective lockdowns depending on the virus evolution of each municipality. Since July, there is no restrictions in place. In 9M 2021, traffic decreased -25.0% in Algarve and -6.1% in Azores, when compared to 9M 2019.
- **Ireland:** On December 24th, 2020, the government approved the maximum level of restrictions, which has been in place for the entire 1Q. Through 2Q, there has been a steady process of reopening, which translated in improving traffic trends and since July, without significant mobility restrictions in place, traffic has stabilized around -5% vs 2019. In 9M 2021, M4 was down -20.0% and -18.3% in M3, when compared to 9M 2019.

ASSETS UNDER DEVELOPMENT

(EUR million)	INVESTED CAPITAL	PENDING COMMITTED CAPITAL	NET DEBT 100%	CINTRA SHARE
Global Consolidation				
Intangible Assets		**-74**	**-867**	
NTE35W*		-74	-867	53.7%
Equity Consolidated				
Intangible Assets	**-263**	**-584**	**-1,806**	
I-66	-263	-584	-1,806	50.0%
Financial Assets	**-112**	**-29**	**-1,999**	
Ruta del Cacao	-54	-2	-216	30.0%
Silvertown Tunnel	0	-27	-566	22.5%
Bratislava	-30	0	-828	35.0%
OSARs	-28	0	-389	50.0%

(*) Capital invested & committed refers to Seg. 3C. Net debt 100%: includes all 3 seg.

- **NTE35W Segment 3C (Texas, USA):** The project involves the construction of 2 managed lanes in each direction of the c.6.7miles. Construction works have already started, and the toll road is expected to open at the end of 2023. The concession will end in 2061. Design and construction works are 44% complete.
- **I-66 (Virginia, USA):** the project includes the construction of 35km on I-66 (between Route 29, close to Gainesville, and the Washington DC ring road, I-495, in Fairfax County). The construction period will run until December 2022, and the concession is granted for 50 years from the commercial agreement closing. Design & construction works are 75% complete.
- **Ruta del Cacao (Colombia):** 152 km, out of which 81 km are new toll road, construction of 16 bridges, 2 viaducts and 2 tunnels with a combined length of 6km. This is a 25-year concession. Design and construction works 81% completed as of September 2021.
- **Brastislava (Slovakia):** 59km highway comprising a 4-6 lane beltway south of Bratislava (D4) and a 4-lane highway (R7) from downtown Bratislava towards the south-east. This is a 30-year concession. Design and construction works are 99% completed.
- **OSARs (Melbourne, Australia):** an availability payment project with a concession term of 22.5 years, comprising the improvement and maintenance of a road network in Melbourne. The design and construction works are 99.8% complete.
- **Silvertown tunnel (London, UK)**: an availability payment project with a concession term of 25 years. A 1.4 km twin bore road tunnel which will be built under the River Thames. The works are expected to be completed in 2025. Design and construction works are 47% complete.

TENDERS PENDING

In the US we are actively following several projects in Texas, Georgia, Virginia, Colorado, Louisiana and Pennsylvania. These projects have different degrees of development and are expected to come to market in the coming months. Some of them include Managed Lanes schemes.

Apart from the US, Cintra is active in other markets of interest such as UK, Chile, Colombia, Peru and Australia.

Airports

Airports contributed -EUR286mn to Ferrovial's equity accounted result in 9M 2021, vs. -EUR364mn in 9M 2020.

- **HAH:** -EUR269mn in 9M 2021 (-EUR321mn in 9M 2020) due to the negative impact of COVID-19.
- **AGS:** -EUR20mn in 9M 2021 (-EUR44mn in 9M 2020) following IFRS28, as of September 2021, Ferrovial has integrated negative results from AGS due to additional shareholder funds injected in June 2021, on the back of the Amend & Extend of its debt facility.

In terms of distributions to shareholders:

- **HAH:** dividends from Heathrow are not permitted until RAR is below 87.5%. Dividends distributed in 1Q 2020 amounted to GBP100mn (EUR29mn for Ferrovial).
- **AGS:** has not paid dividends in 9M 2021. No dividends allowed for the duration of the Amend & Extend .

HEATHROW SP (25%, equity-accounted) – UK

COVID-19 & Heathrow's response

Given the resumption of international travel following the success of the vaccine rollout and the reopening of borders, Heathrow has seen a steady build in traffic over 3Q. Heathrow expects demand to continue to increase following recent announcements to simplify travel rules and ease testing requirements, making international travel simpler, cheaper and less stressful for all passengers. Whilst the steps Heathrow has taken to protect the business over the previous 18 months make Heathrow a more efficient and resilient organization, putting sustainability at the center of the plans.

Safety and security remain as first and non-negotiable priorities. As passenger numbers start to increase, some social distancing measures will be gradually removed in a phased, controlled manner and following appropriate risk assessments. Face coverings and hygiene measures, however, will remain in place. Heathrow will continue working together to keep everyone safe and build confidence in flying so the benefits of global travel can continue well after COVID-19.

Heathrow continues to operate with costs at the lowest possible and safe level. Since the crisis started in March 2020, Heathrow implemented early and decisive management actions to reduce costs such as organizational changes, renegotiating our suppliers' contracts, and utilizing the government furlough scheme. Due to management actions to protect the business, **average monthly cash burn has reduced by c.50% in 9M 2021** (GBP88mn in 9M 2021 vs GBP170mn in 9M 2020). As Heathrow moves into the recovery phase, the operating costs are expected to increase with the scale up of operations to meet increasing demand and the end of the furlough scheme.

The costs initiatives implemented throughout 2020 drove a **16.5% cost reduction in 9M 2021 vs 9M 2020, and 31.4% vs 9M 2019**. Similarly, the capital plan remains reduced to preserve Heathrow's cash position and focused on projects that ensure the airport's safety and resilience. **Heathrow's capex reduced by -54%** (GBP170mn spent in 9M 2021 vs. GBP370mn in 9M 2020).

Despite a much more challenging market backdrop, given the COVID-19 pandemic, continued confidence and support for its credit enabled Heathrow to raise GBP1.6bn of debt to date in 2021 across the capital structure in bond format, including further GBP200mn raised following the end of the quarter. **Heathrow continues benefiting from a strong liquidity position with GBP4.1bn of cash available** to the business, providing sufficient cash to meet all payment obligations into 2025 under current base case traffic forecast, or at least 15 months or until February 2023 in the extreme no revenue scenario.

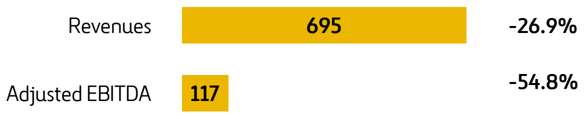
Traffic

Passenger numbers were down -46.4% in 9M 2021. Following the success of the vaccine rollout, Heathrow has seen a steady build in traffic over 3Q, as travel restrictions are eased and testing requirements are simplified.

The steady build in passenger numbers and further lifting of travel restrictions puts Heathrow on the path to recovery. To ensure that Heathrow can meet this demand, Heathrow has been operating with two runways since early Summer and T2, T3 and T5 are operational.

Million passengers	SEP-21	SEP-20	VAR.
UK	1.0	1.2	-13.2%
Europe	4.9	8.4	-42.1%
Intercontinental	4.3	9.4	-54.6%
Total	**10.2**	**19.0**	**-46.4%**

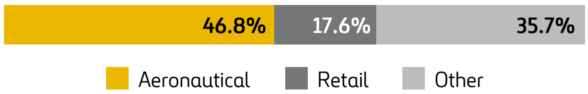
P&L



Revenues: -26.9% in 9M 2021 to GBP695mn.

- **Aeronautical:** -38.7% vs 9M 2020. The decline in aeronautical revenue is predominantly due to reduced passenger numbers and fewer aircraft movements. In 3Q, Heathrow saw an increase vs 2Q reflecting the recent recovery in passenger numbers due to the reopening of international travel.
- **Retail:** -38.1% vs 9M 2020, driven by reduced passenger numbers and the mix of retail service available due to governmental restrictions on non-essential shops in the first five months of the year.
- **Other revenues:** +10.7% vs 9M 2020. Other regulated charges increased by +48.5% predominantly due to increased revenue from the Airport Cost Recovery Charge introduced in February 2021. Higher prices have been published for certain Other Regulated Charges (ORCs) such as baggage on the General notice effective from August 2021 which also drives an increase in revenue. Heathrow Express saw a -56.5% decline in revenue due to fewer passengers. Property and other revenue decreased -10.8% although the decrease has been protected by actions taken by management such as targeted rental alleviation and minimizing tenant vacations.

Contribution to revenues:



Adjusted operating costs (ex-depreciation & amortization and exceptional): -16.5% to GBP578mn (GBP692mn in 9M 2020).

Adjusted EBITDA -54.8% to GBP117mn (GBP259mn in 9M 2020).

HAH net debt: the average cost of Heathrow's external debt was 2.53%, including all the interest-rate, exchange-rate, accretion and inflation hedges in place (2.09% in December 2020).

Heathrow SP reprofiled its swap portfolio and secure interest savings in 2021 while traffic recovers.

(GBP million)	SEP-21	DEC-20	VAR.
Loan Facility (ADI Finance 2)	861	820	5.0%
Subordinated	2,290	2,313	-1.0%
Securitized Group	17,557	16,606	5.7%
Cash & adjustments	-4,152	-3,949	5.1%
Total	**16,555**	**15,790**	**4.8%**

The table above relates to FGP Topco, HAH's parent company.

Financial Ratios: At September 30th, 2021, Heathrow SP and Heathrow Finance continue to operate within required financial ratios.

As of 30 September 2021, a forecasting event and trigger event have occurred in relation to the forecast Interest Cover Ratios (ICRs) for Class A and Class B debt for the financial year ending 31 December 2020. As a result, a distribution lock-up is in place within Heathrow SP and will have no adverse effect on Heathrow SP's creditors.

During 3Q 2021, Heathrow successfully agreed a further ICR covenant waiver for the period ended 31 December 2021. This follows the agreement of a waiver for the ICR covenant and an amendment to the RAR covenant from Heathrow Finance creditors which resulted in no breach occurring in relation to the financial year ended 31 December 2020.

Heathrow has sufficient liquidity to meet all our forecast needs until at least February 2023 under the extreme stress-test scenario of no revenue, or well into 2025 under its traffic forecast. This includes forecast operational costs and capital investment, debt service costs, debt maturities and repayments. This liquidity position takes into account GBP4.1bn in cash resources as well as undrawn debt and liquidity at Heathrow Finance plc as at 30 September 2021.

Regulatory Asset Base (RAB): at 30th September 2021, the RAB reached GBP17,060mn (GBP16,492mn in December 2020).

Sustainable growth

Heathrow continues working on the review and update of its sustainability plan, Heathrow 2.0, adapting it for the new reality Heathrow will focus on delivering outcomes that align with the most material colleague, community and environmental issues for the airport.

Decarbonizing the aviation sector remains a key priority of Heathrow's sustainable growth plan.

Following the first delivery of SAF into Heathrow's main fuel supply in June, a SAF-fuelled 'perfect flight' departed from Heathrow to Glasgow in September and further SAF deliveries are expected in 4Q, demonstrating a real sense of momentum building. Also focussed on cutting carbon in the air, Heathrow continues to lead an Innovate UK funded 'Future Flight' project called NAPKIN which is modelling the introduction of hydrogen and electric aircraft into UK aviation and developing scenarios for airport infrastructure and operational requirements. An interim report is due in the next quarter.

In July Heathrow responded to the DfT's 'Jet Zero' Net Zero Aviation Consultation, calling for the most ambitious policy on Sustainable Aviation Fuel (SAF), involving both an escalating supply mandate to be introduced by 2025, rising to at least 10% by 2030, and complemented with a price support mechanism to generate greater demand.

On October, 19th, the UK Government published its Net Zero Strategy. It adds further momentum, including progress on important areas to the airport such as bringing forward the decarbonization of the power system to 2035 and further funding for the transition to zero emissions vehicles (ZEVs). For aviation, Heathrow is pleased to see an 'ambition' for 10% SAF by 2030. Which is essentially what Heathrow has been calling for, an ambitious, but achievable target. There was also financial support, including GBP180mn towards new UK production and a GBP400mn fund between the UK Government and the Bill Gates Foundation to support first-of-a-kind SAF production.

The World Economic Forum's 'Clean Skies for Tomorrow' and the Prince of Wales' Sustainable Markets Initiative (SMI) continue to coordinate net zero 'high ambition' coalitions for aviation towards a global net zero target at ICAO 2022 and pressing for urgent support for SAF to enable its achievement.

Finally, the UK Government can show real leadership in decarbonizing aviation at COP26, by committing to an escalating mandate to realize the 10% SAF ambition, complemented by a price support mechanism to make SAF more affordable for airlines and consumers. Together this package of policy will accelerate the transition to Sustainable Aviation Fuel in the UK, which will protect the benefits of flying for future generations.

Key regulatory developments

H7 and CAA consultations - The CAA published three key documents relating to the regulation of Heathrow in 1H 2021:

- Response to Heathrow's request for a COVID-19 related RAB adjustment.
- Working paper on Q6 capital expenditure and early expansion costs.
- Way Forward document. This document sets out the CAA's initial assessment of Heathrow's RBP and provides further thinking on key policy issues for the H7 period.

In response to CAA, Heathrow expressed its concern regarding its policy on financeability and its recognition of the impact of COVID-19 on Heathrow's position. Heathrow welcomed the CAA's GBP300mn adjustment to Heathrow's RAB, but noted that, at less than 10% of over GBP3bn losses suffered since the onset of the COVID-19 pandemic, it was insufficient to mitigate the financial pressures Heathrow face as a business under regulation. The first update to December 2020 Revised Business Plan (RBP), which Heathrow submitted to the CAA in June 2021, was built around two scenarios: a 'Low' Adjustment' scenario implementing only the CAA's interim GBP300mn RAB adjustment and a 'Full Adjustment' scenario with a full RAB adjustment as requested by Heathrow applied as part of the CAA's H7 decision. Heathrow evidenced that its plan in the 'Full Adjustment' scenario – with a lower H7 average charge and greater ability to invest in the airport – is clearly in the best interests of consumers.

On October 19th, Heathrow received the CAA's Initial Proposals for H7 period, to which Heathrow will submit a formal response on December, 17th, following an eight-week consultation period. The CAA's Initial Proposals set out the following draft policy positions for H7 price control:

- A range of cost and revenue forecasts leading to an upper quartile H7 charge of £34.60 (2020p) and a lower quartile estimate of £24.50 (2020p)
- Three potential capital expenditure plans ranging from GBP1.6bn to GBP3bn
- No further RAB restatement beyond the GBP300mn already recognized
- A pre-tax WACC range of between 7.09% and 4.38%
- A new traffic risk sharing mechanism and mechanisms to deal with asymmetric risk and cost uncertainty
- Proposals for an ex-ante capital efficiency framework with an incentive of between 20% and 30%
- Movement towards an outcomes-based service quality framework

Whilst the CAA has recognized that with fewer passengers travelling airport charges need to increase, there needs to be further recognition of the critical role of private investment from a financeability perspective. To encourage further investment and maintain sustainable levels of passenger service and resilience, the CAA needs to build confidence that investors will earn a fair return in H7 and see a recovery of all the investment efficiently incurred.

Alongside responding to the Initial Proposals, Heathrow will also be submitting the second update to its December 2020 RBP in mid-December 2021. This will include updated H7 passenger and financial forecasts to reflect the changes that Heathrow has seen since its first RBP update in June 2021, as well as providing updates to the consumer insights that its plans are grounded in. This second update will ensure that the CAA has the most up to date evidence base available as it progresses towards its Final Proposals in 2022.

Under its current timetable, the CAA is planning to publish its Final Proposals for the H7 period in 1Q-2Q 2022, with license modifications for the H7 period coming into force at end of 1H 2022.

2022 Airport Charges Consultation - The price control condition in Heathrow's license, which is used to calculate the annual yield per passenger, expires on 31 December 2021 - meaning it does not apply for 2022. The CAA is currently considering the price conditions that will apply between 2022 and 2026 and this process is anticipated to complete in 2Q 2022 – this means that there is no charge set by the CAA for this interim period at the start of 2022.

Heathrow was required to publish its 2022 charges consultation document on September 1st, 2021, under Airport Charges Regulations 2011. With the CAA not having reached a decision by the launch of the consultation, Heathrow has consulted based on using the 2022 yield set out in its first RBP update in June 2021 to set its airport charges for 2022.

The airport charge is the profiled 2022 charge set out in Heathrow's first RBP update (£35.81 (2018p), which converts to £39.85 in out turn prices). Heathrow has also made an adjustment through the K-factor to reflect the yield concentration seen in 2020, taking the proposed 2022 yield to £37.64.

The CAA has since provided its view on the charge for 2022 as part of its Initial Proposals.

Following Heathrow's consultation and as part of its Initial Proposals, the CAA also set out its intention to set a 'holding cap' for Heathrow's 2022 airport charges. It is therefore proposing to set a £29.50 (2020p) charge per passenger for 2022 which represents the mid-point between its proposed upper and lower quartile charges for the H7 period. The CAA's proposal is subject to consultation, with responses due on 17 November.

Heathrow Expansion

Currently, Heathrow's focus is on working to safely restart international travel and trade to help kick start the UK's economic recovery. However, when demand returns to pre-COVID levels, meeting that demand as the UK's hub airport will be essential to a country with global and levelling up ambitions. Heathrow will continue to consult with investors, Government, airline customers and regulators on its next steps.

Brexit

Following the UK's departure from the EU on January 1st, 2021, flights can continue without disruption between the UK and EU. From a border perspective, the UK's Border Operating Model outlines a phased approach for cargo to limit immediate changes at the UK border. In September, the UK Government revised this timeline again, with checks on imports being required from January 1st, 2022, as opposed to July 1st, 2022. EU citizens can continue to use electronic gates at immigration upon arrival into the UK. Heathrow has been working with Government and UK Border Force to manage changes to border and passenger processes, including the end of using EU ID cards to enter the UK. From October 1st, 2021, unless they hold Settled Status, EU arrivals must now present their passport at the UK border. Heathrow has been working with the Government and industry to support an open and trading Global Britain post-Brexit. Heathrow is asking Government to ensure any issues at the border are minimized, managed and adequately resourced.

Outlook

The outlook for traffic and adjusted EBITDA performance in 2021 remains consistent with the guidance published in Heathrow's June Investor Report on 11 June 2021.

No covenant breaches are forecast across the wider Group. In August, creditors at Heathrow Finance approved the waiver of the ICR covenant for financial year 2021 given the limited headroom available.

Heathrow's liquidity position remains strong with GBP4,106mn of cash as of 30 September 2021, which provides sufficient cash to meet all payment obligations into 2025 under base case traffic forecast or until February 2023 in the extreme no revenue scenario.

Updated financial forecasts for 2021 and 2022 will be detailed in the next Investor Report due to be published in December.

AGS (50%, equity-accounted) – UK

AGS response to COVID-19: AGS Airports continue to be significantly impacted by the unprecedented disruption to air travel following the spread of COVID-19 pandemic in March 2020 and subsequent emergence of new COVID-19 variants in 2021, which resulted in further travel restrictions and a full UK lockdown in January 2021. Although the UK Government announced easing restrictions, these would not be in force until October 2021. The main focus of AGS during these times has been to ensure the health and safety of all its employees, business partners and airport passengers. AGS Airports have taken a number of health measures to provide a safe environment at the three airports.

AGS Airports diminished the passenger reduction by managing its cost base and operating on a reduced minimum, including:

- Organizational transformation.
- Adoption of the Furlough Scheme both for employees and outsourced services.
- Rates waiver ratified by Scottish Parliament (Aberdeen & Glasgow).
- Contract renegotiation and volume related savings.
- Removal of all non-essential costs.

Capital expenditure has been deferred or cancelled, except for safety and compliance required investments.

Financial covenants: In June 2021, AGS completed negotiations regarding amending and extending its debt facility with unanimous approval from all lenders. Under the aforementioned agreement, AGS's debt will now mature in June 2024.

As part of the A&E, AGS 's shareholders have committed to inject funds in a net the amount of GBP20mn into the Group, with an additional GBP30mn commitment (at 100%).

Traffic: number of passengers fell by -30.8% (2.0mn passengers) across the three airports driven by tightened government restrictions and quarantine measures. The negative performance can be mainly attributed to 1Q 2021 vs 1Q 2020 passenger levels prior to COVID-19 impact and Flybe collapse, partially offset by 2Q and 3Q 2021 passenger levels being substantially higher than in 2020. Aberdeen traffic has been more resilient to COVID-19 vs other UK airports due to passengers related to Oil & Gas industry. On 3Q 2021, domestic passengers were dramatically up by +153.9% and international passengers increased by +36.2% vs. 3Q 2020.

Million passengers	SEP-21	SEP-20	VAR.
Glasgow	1.1	1.7	-38.6%
Aberdeen	0.8	0.8	-9.8%
Southampton	0.2	0.3	-44.5%
Total AGS	**2.0**	**2.8**	**-30.8%**

Revenues decreased by -8.7% to GBP52mn driven by the reduced passenger volume across the three airports. EBITDA reached -GBP11mn (+14.6% vs 9M 2020), driven by the aforementioned decrease in revenues partially offset by a program of opex reduction. In line with traffic, the negative performance vs. 2020 can be mainly attributed to 1Q in isolation. Partially offset by the revenue improvement in 2Q and 3Q 2021 compared to same period in 2020.

Following the successful A&E process in June in a net amount of GBP20mn, the liquidity position, including committed shareholder funds, amounts to GBP52mn as at 30 September 2021.

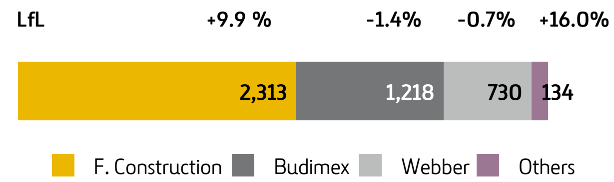
AGS net bank debt stood at GBP716mn at 30 September 2021.

Construction

Revenues +4.9% LfL, mainly on the back of the COVID-19 impact on revenues in 9M 2020 given the stoppages and the slowdown of works. International revenues accounted for 84%, focused on North America (39%) and Poland (29%).

COVID-19 impact has not been material compared to the volume of activity both in revenues and profitability, in line with previous quarters.

9M 2021 revenue (EUR4,395mn) and change LfL vs 9M 2020:



In 9M 2021, Construction **EBIT** stood at EUR107mn vs. EUR25mn in 9M 2020, with a significant improvement from Budimex. EBIT mg 2.4% (including EUR13mn capital gain from SCC divestment) vs. 0.6% in 9M 2020 (including EUR45mn of negative impact from COVID-19).

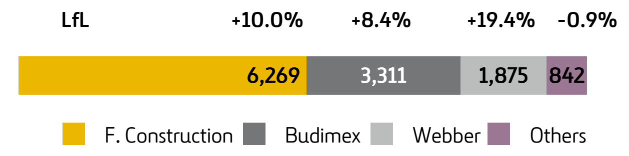
Detail by subdivision:

- **Budimex:** Revenues decreased by -1.4% LfL due to a different mix in execution contracts, in line with expectations. 7.2% EBIT margin vs 4.4% in 9M 2020 with EBIT +63.2% LfL, showing a substantial improvement. The extraordinarily high margin includes the emergence of the result in Budimex's consolidated financial statements for internal works between the Construction division and the Real Estate division prior to the sale (EUR15mn). Excluding this extraordinary effect, EBIT would have reached EUR73mn, maintaining the strength shown of last quarters (EBIT mg exc. one-off 6.0% vs. 4.4% in 9M 2020). The Real Estate activity has been classified as discontinued activity since 1Q 2021, and its contribution is excluded from Budimex results for 9M 2021 and 9M 2020.
- **Webber:** revenues remained steady (-0.7% LfL), as large projects entered into high execution phase, such as the I-10 San Bernard and Loop 12, offsetting the decrease in revenues of Non-Residential Construction and the aggregate recycling activity. EBIT margin increased extraordinarily to 4.1% in 9M 2021 vs 2.4% in 9M 2020, broadly due to the sale of the aggregate recycling activity.
- **Ferrovial Construction:** revenues grew by +9.9% LfL due to the impact of COVID-19 in 9M 2020. EBIT stood at -EUR20mn (-EUR56mn in 9M 2020) showing a major improvement, partly due to the removal of estimated losses from COVID-19 in 2020, and partly due to the profitability improvement in projects underway in various geographies. Profitability has been negatively impacted by production delays in projects in Atlanta (I-285) due to adverse weather and Houston (Grand Parkway). Additionally, EBIT included the internal fees of onerous contracts in US, these costs cannot be provisioned by accounting rules, reaching -EUR32mn.
- **Others:** Infrastructure Maintenance Services in USA and Canada will remain within the perimeter of Ferrovial as part of the Construction business following the Services divestment decision. The business recorded EUR9mn of EBIT with 6.4% EBIT mg in 9M 2021.

9M 2021 EBIT & EBIT margin & change LfL vs 9M 2020:

SEP-21	EBIT	LfL	EBIT mg
Budimex	88	63.2 %	7.2%
Webber	30	72.5 %	4.1%
F. Construction	-20	n.s.	-0.9%
Others	9	39.9 %	6.4%
Total EBIT	**107**	**n.s.**	**2.4%**

9M 2021 Order book & LfL change vs December 2020:



Record high order book reaching EUR12,297mn (10.0% LfL compared to December 2020). The civil works segment remains the largest segment (77%) and continues to adopt highly selective criteria when participating in tenders. The international order book accounts for 86% of the total.

The percentage of the construction order book (excluding Webber, Budimex and others) from projects with Ferrovial reached 22% in 9M 2021 (37% in December 2020).

The order book figure at September 2021 does not include pre-awarded contracts or contracts pending commercial or financial agreement, which amount to EUR380mn, mainly from Budimex.

DIVESTMENTS

Budimex sale of real estate business: on February 22nd, 2021, Ferrovial's construction subsidiary in Poland, Budimex, agreed the sale of its real estate business (Budimex Nieruchomości), which was classified as discontinued activity. In June, the sale materialized at the agreed price PLN1,513mn (EUR330mn, post transaction costs), implying a capital gain pre-tax & minorities of EUR131mn.

Sale of Prisiones Figueras and URBICSA: in December 2020 an agreement was reached with Aberdeen Infrastructure (Holdco) IV B.V to sell 100% of the Group's holding in Concesionaria de Prisiones Figueras & 22% of URBICSA for EUR42mn and EUR17mn respectively. As of September 30th, both transactions has been completed.

Nalanda sale: in March 2021, an agreement to sell Ferrovial's 19.86% share of Nalanda Global (digital platform for documentation management) to PSG for EUR17mn. The deal has been completed in 9M 2021.

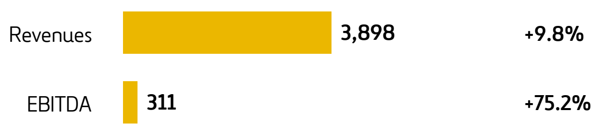
SCC (Southern Crushed Concrete) asset sale: in June 2021 Ferrovial reached an agreement to sell its recycled aggregates activity at Webber for USD140mn. The transaction has been approved in 3Q 2021, implying a capital gain of EUR13mn.

Services (discontinued operations)

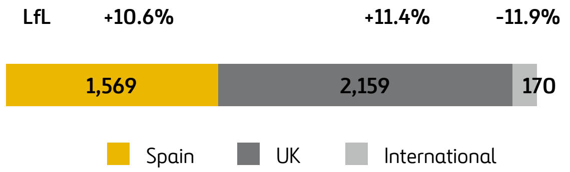
Ferrovial remains committed to the divestment of the business, although the process is experiencing delays given the macroeconomic uncertainty due to COVID-19. The first milestone in the divestment process was reached with the sale of Broadspectrum in 2020. In addition, in July 2021, Ferrovial reached an agreement with PreZero International GmbH (Group Schwarz) for the sale of the environmental activity in Spain & Portugal for an EV of EUR1,133mn & an implied equity value EUR950mn. The transaction is expected to close in 4Q 2021, following the approval by Competition authorities in late October.

In October 2021, after 9M 2021 results closing, Ferrovial has reached an agreement to sell its Infrastructure Services business in Spain to Portobello Capital for an EV of c.EUR186mn and the implied equity value at December 2021 is estimated to be c.EUR171mn. The price will be supplemented by earn-outs of around EUR50mn, based on compliance with certain requirements following completion of the transaction. On the sale completion date, Ferrovial will acquire a 24.99% stake in the acquiring company. The investment amounts to approximately EUR20mn, depending on the final price to be paid by the buyer.

In line with Ferrovial's commitment to divest Services, the division has been classified as "held for sale" however, in order to provide an analysis of the division, the main figures of the Services results are detailed below, excluding Broadspectrum figures in 2020 following its sale in June 2020.



9M 2021 revenues by activity & change LfL vs 9M 2020:



In 9M 2021, revenues increased by +9.8% LfL and EBITDA reached EUR311mn (+75.2% LfL vs 9M 2020) without a COVID-19 material impact during 9M 2021. By geographies, Amey and Spain led the increase in profitability with +162.8% and +48.4% LfL respectively.

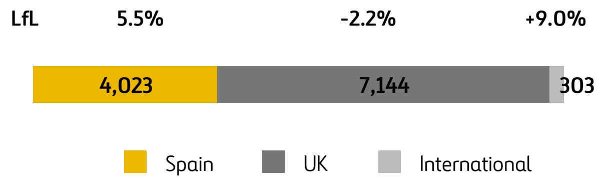
Spain: Revenues were up by +10.6% LfL due to the COVID-19 impact in 9M 2020 and the recovery of services to the transport sector after the effects of the pandemic, along with increased activity in hospitals and industrial activity. The Environment business also showed a positive evolution, based on the higher volume of tons in waste treatment plants, and the increase in industrial and hospital waste management. All these effects had also an impact in terms of profitability, EBITDA increased by +48.4% LfL and EBITDA margin stood at 12.5% (9.1% in 9M 2020), showing a profitability higher than 9M 2019 (11.5%).

International: Revenues decreased by -11.9% LfL on the back of the COVID-19 impact on the Oil & Gas activity of N. America, partially offset by higher activity in Chile due to the start of new mining maintenance contracts in the last months of 2020. EBITDA increased by +51.7% LfL on the back of higher activity in Chile. The Infrastructure Maintenance Services in USA has been excluded from Services International division as it will remain within the perimeter of Ferrovial as part of the Construction business.

UK: Revenues increased by +11.4% LfL mainly due to new road contracts in the Transport area and higher activity in Rail and Maintenance with the Ministries of Defense and Justice. Profitability was also positively impacted with EBITDA increasing +162.8% LfL, with an EBITDA margin of 5.0% vs 1.3% in 9M 2020.

The Services order book (EUR11,471mn) increased by 0.7% LfL vs December 2020 (EUR11,122mn).

9M 2021 Order book & LfL change vs December 2020:



DISCONTINUED OPERATIONS

Ferrovial classified all of its services activities as "discontinued operations" as of 31 December 2018. In accordance with IFRS 5, the classification of the Services business activities to discontinued operations continues at the date of this report.

The result from Services discontinued operations stood at EUR134mn, which includes a positive result from Services business in Spain of EUR134mn in 9M 2021 (without amortization, as per IFRS 5), EUR8mn from UK Services and a negative impact from fair value adjustments in International Services (-EUR9mn).

The current situation of the COVID-19 introduces uncertainty regarding the assessment of fair value of these assets. The current assessment could change depending on the evolution of the pandemic. Ferrovial will continue to closely monitor the impact of COVID-19 on discontinued activities fair value as far as a higher evidence about the impact of the outbreak in these activities is obtained.

The Waste Treatment activity in UK has been reclassified as continuing activity from June 2021, the comparable information for 2020 has been restated, in accordance with the provisions of IFRS5. Although Ferrovial will continue with its divestment process in the future, it is foreseeable that it will take longer than 12 months since one plant is reaching construction end and others are increasing availability in the following months.

In addition, it has been excluded from the scope of Services sale, the contract for the conservation and operation of the section of the A2 highway which is remunerated as a shadow toll concession, also reclassified as a continuing activity.

Both activities are included in Others, having a contribution at EBITDA level: Waste Treatment in UK (-EUR12mn in 9M 2021 and -EUR20mn in 9M 2020) and A2 highway (EUR23mn in 9M 2021 and EUR20mn in 9M 2020).

Consolidated P&L

(EUR million)	SEP-21	SEP-20
REVENUES	**4,807**	**4,636**
EBITDA	**439**	**231**
Period depreciation	-185	-177
Disposals & impairments	25	-36
EBIT	**279**	**18**
Financial Result	**-245**	**-213**
Financial Result from infrastructure projects	-223	-196
Financial Result from ex-infrastructure projects	-22	-17
Equity-accounted affiliates	-236	-310
EBT	**-202**	**-505**
Corporate income tax	-28	5
NET PROFIT FROM CONTINUING OPERATIONS	**-230**	**-500**
NET PROFIT FROM DISCONTINUED OPERATIONS	**248**	**-11**
CONSOLIDATED NET INCOME	18	-511
Minorities	-118	-2
NET INCOME ATTRIBUTED	**-100**	**-513**

Revenues at EUR4,807mn (+8.4% LfL) on the back of higher Construction revenues (+4.9% LfL) and Toll Roads (+35.4% LfL).

EBITDA: EUR439mn (EUR231mn in 9M 2020 which was impacted by -EUR39mn provision related to the corporate restructuring plan).

Depreciation: +4.6% in 9M 2021 (+17.5% LfL) to -EUR185mn.

Impairments and fixed asset disposals: EUR25mn in 9M 2021 related to Construction divestments in URBICSA (EUR17mn) and Nalanda (EUR17mn) compared to -EUR36 in 9M 2020, including the impairment applied to Autema (-EUR43mn), partially offset by EUR7mn on the back of the regularization of Zity stakes held by Ferrovial and Renault.

Financial result: higher financial expenses in 9M 2021 vs 9M 2020.

- **Infrastructure projects:** -EUR223mn expenses (-EUR196mn in 9M 2020) mainly on the back of the negative performance of Autema's ILS derivative given the increase in inflation (mark to market change ILS), partially offset by lower expenses following LBJ's refinancing (September 2020). Autema has a negative carrying value but financing is non-recourse. Thus the current holding (-EUR154mn) is expected to reverse upon exit.
- **Ex-infrastructure projects:** -EUR22mn of financial expenses 9M 2021 (-EUR17mn in 9M 2020), due to lower remuneration of the cash position due to lower interest vs 2020, and higher gross debt. Results on derivatives were neutral (EUR1mn income) with the positive impact of equity swaps linked to share payment plans and US inflation swaps compensating CAD options that hedge dividends. The hedges on the equity swaps linked to payment plans led to +EUR7mn in 9M 2021 (-EUR15mn in 9M 2020), due to the positive performance of the share price as compared with its negative performance in 2020:

DATE	CLOSING PRICE (€)
31-Dec-19	26.97
30-Sep-20	20.41
31-Dec-20	22.60
30-Sep-21	25.23

Equity-accounted result at net profit level, equity-accounted companies contributed -EUR236mn after tax (-EUR310mn in 9M 2020).

(EUR million)	SEP-21	SEP-20	VAR.
Toll Roads	**48**	**44**	**10.4%**
407 ETR	32	25	28.8%
Others	16	19	-14.0%
Airports	**-286**	**-364**	**21.4%**
HAH	-269	-321	15.9%
AGS	-20	-44	53.5%
Others	3	0	n.s.
Construction	**0**	**0**	**n.s.**
Others	**2**	**10**	**-79.9%**
Total	**-236**	**-310**	**24.1%**

REVENUES

(EUR million)	SEP-21	SEP-20	VAR.	LfL
Toll Roads	383	298	28.6%	35.4%
Airports	6	6	1.1%	6.4%
Construction	4,395	4,259	3.2%	4.9%
Others	23	73	-68.5%	149.1%
Total Revenues	**4,807**	**4,636**	**3.7%**	**8.4%**

EBITDA

(EUR million)	SEP-21	SEP-20	VAR.	LfL
Toll Roads	266	197	35.4%	42.9%
Airports	-14	-12	-13.0%	-10.7%
Construction	187	104	78.9%	81.6%
Others	0	-58	99.6%	99.4%
Total EBITDA	**439**	**231**	**89.8%**	**85.9%**

EBIT*

(EUR million)	SEP-21	SEP-20	VAR.	LfL
Toll Roads	179	121	48.7%	59.2%
Airports	-15	-14	-9.9%	-8.6%
Construction	107	25	n.s.	n.s.
Others	-17	-77	77.5%	-172.5%
Total EBIT	**254**	**54**	**n.s.**	**222.6%**

*EBIT before impairments and disposals of fixed assets

Tax: the corporate income tax for 9M 2021 amounted to -EUR28mn (vs EUR5mn for 9M 2020). There are several impacts to be considered when calculating the effective tax rate; among which the material and/or significant ones are:

- Equity-accounted companies' profit must be excluded, as it is already net of tax (-EUR236mn).
- Losses and tax credits that, following accounting prudence criteria, do not imply the recognition of the full tax credits for future years (EUR91mn).

Excluding the aforementioned adjustments in the tax result, and adjusting for the impact from previous years spending (-EUR8mn), the resulting effective corporate income tax rate is 19%.

Net income from continuing operations stood at -EUR230mn in 9M 2021 (-EUR500mn in 9M 2020). This result includes a series of impacts, notable among which were:

- Fair value adjustments for derivatives: -EUR90mn (-EUR66mn in 9M 2020), primarily impacted by the negative evolution of HAH's derivatives.
- Negative impact from Autema ILS derivative due to the increase in inflation rate (-EUR33mn).
- 9M 2020 was impacted by HAH & AGS extraordinary impacts, due to change in UK Income Tax Rate, fixed assets write-off and restructuring plans given COVID-19 impact, and the one-off cost related to the restructuring plan carried out by Ferrovial.

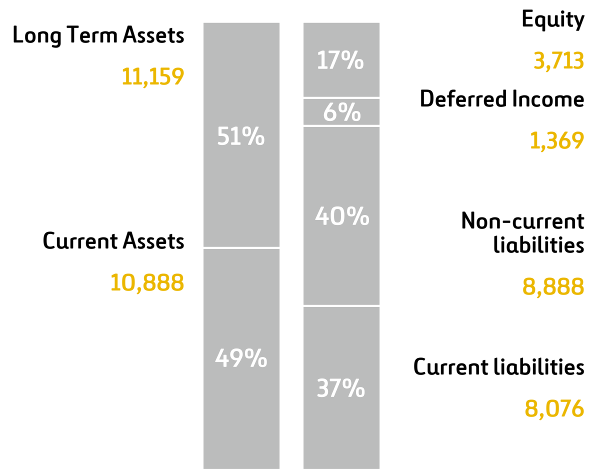
Net income from discontinued operations stood at EUR248mn including the discontinued operations from Services activities (EUR134mn) and Budimex's Real Estate business (EUR114mn).

Consolidated Balance Sheet

(EUR million)	SEP-21	DEC-20
FIXED AND OTHER NON-CURRENT ASSETS	**11,159**	**10,799**
Consolidation goodwill	167	220
Intangible assets	120	96
Investments in infrastructure projects	6,706	6,355
Property	0	2
Plant and Equipment	330	323
Right-of-use assets	153	136
Equity-consolidated companies	1,877	1,727
Non-current financial assets	930	856
Long term investments with associated companies	226	163
Restricted Cash and other non-current assets	641	654
Other receivables	63	39
Deferred taxes	555	609
Derivative financial instruments at fair value	321	475
CURRENT ASSETS	**10,888**	**12,314**
Assets classified as held for sale	3,625	3,592
Inventories	376	700
Trade & other receivables	1,442	1,349
Trade receivable for sales and services	1,090	1,010
Other receivables	352	339
Taxes assets on current profits	49	108
Other short term financial assets	26	0
Cash and other temporary financial investments	5,350	6,493
Infrastructure project companies	214	148
Restricted Cash	35	33
Other cash and equivalents	179	115
Other companies	5,136	6,345
Derivative financial instruments at fair value	20	72
TOTAL ASSETS	**22,047**	**23,113**

(EUR million)	SEP-21	DEC-20
EQUITY	**3,713**	**3,805**
Capital & reserves attrib to the Company´s equity holders	3,051	3,165
Minority interest	662	640
Deferred Income	**1,369**	**1,281**
NON-CURRENT LIABILITIES	**8,888**	**9,587**
Pension provisions	4	4
Other non current provisions	390	446
Long term lease debts	107	93
Financial borrowings	7,602	8,084
Financial borrowings on infrastructure projects	5,449	5,192
Financial borrowings other companies	2,153	2,892
Other borrowings	65	62
Deferred taxes	393	451
Derivative financial instruments at fair value	327	447
CURRENT LIABILITIES	**8,076**	**8,440**
Liabilities classified as held for sale	2,533	2,504
Short term lease debts	50	68
Financial borrowings	1,438	1,678
Financial borrowings on infrastructure projects	86	48
Financial borrowings other companies	1,352	1,630
Derivative financial instruments at fair value	114	52
Trade and other payables	2,854	3,095
Trades and payables	1,480	1,430
Other non commercial liabilities	1,374	1,665
Liabilities from corporate tax	77	93
Trade provisions	1,010	950
TOTAL LIABILITIES & EQUITY	**22,046**	**23,113**

CONSOLIDATED BALANCE SHEET



GROSS CONSOLIDATED DEBT*

Gross debt SEP-21	EX-INFRA	INFRA	CONSOLIDATED
Gross debt (EUR mn)	-3,631	-5,672	-9,304
% fixed	91.0%	97.9%	95.2%
% variable	9.0%	2.1%	4.8%
Average rate	0.9%	4.6%	3.1%
Average maturity (years)	3	20	13

*Includes discontinued operations

CONSOLIDATED FINANCIAL POSITION*

(EUR million)	SEP-21	DEC-20
Gross financial debt	**-9,304**	**-10,085**
Gross debt ex-infrastructure	-3,631	-4,640
Gross debt infrastructure	-5,672	-5,445
Gross Cash	**6,425**	**7,544**
Gross cash ex-infrastructure	5,461	6,631
Gross cash infrastructure	964	913
Total net financial position	**-2,879**	**-2,541**
Net cash ex-infrastructure	1,830	1,991
Net debt infrastructure	-4,708	-4,532
Total net financial position	**-2,879**	**-2,541**

*Includes discontinued operations

Ex-infrastructure Net Financial Position & Cash Flow (including discontinued operations)

NET CASH POSITION (EUR)

Gross cash	5.5bn
Gross debt	-3.6bn
Net cash position	1.8bn

DEBT MATURITIES (EUR mn)

501	565	7	2,454
2021*	2022	2023	> 2024

(*) In 2021, ex-infrastructure debt includes outstanding ECP (Euro Commercial Paper), which at 30 September 2021 had a carrying amount of EUR500mn, with an average rate of -0.39%.

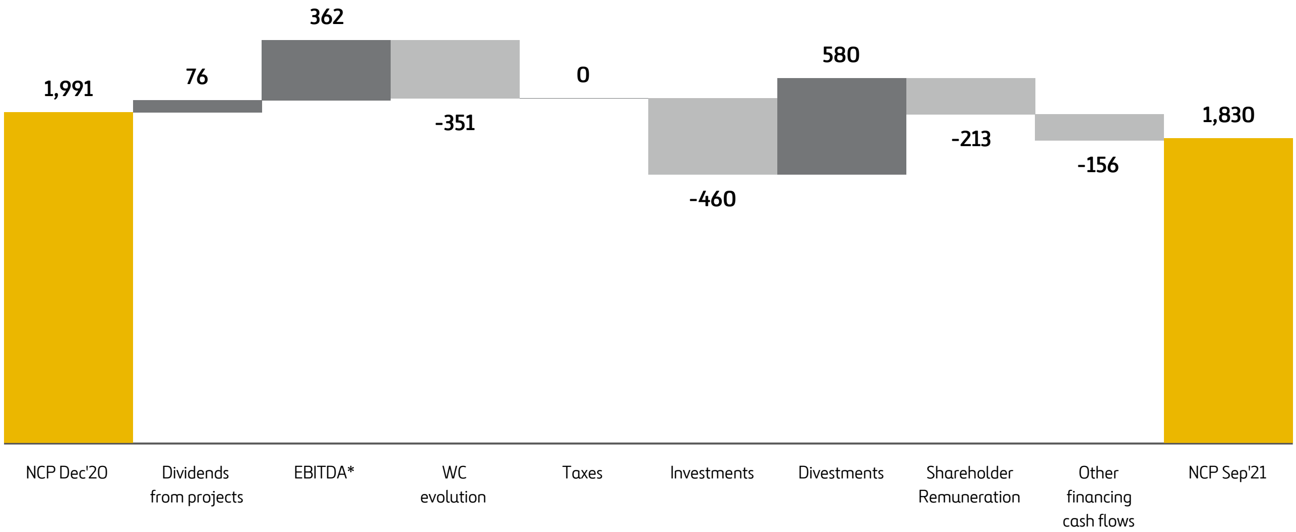
LIQUIDITY (EUR mn)

Total cash	UNDRAWN LINES
5,461	962
TOTAL LIQUIDITY	6,423

RATING

Standard & Poor's	BBB / stable
Fitch Ratings	BBB / stable

CASH FLOW COMPONENTS (including discontinued operations)



* EBITDA excludes contribution from projects but it includes EBITDA from Services. .

Net cash position (NCP) excluding infra projects: stood at EUR1,830mn in September 2021 vs EUR1,991mn in December 2020. The main drivers of this change were:

- **Project dividends:** EUR76mn vs. EUR217mn in 9M 2020, impacted by lower dividends or no dividends from main assets. Toll Roads dividends reached EUR57mn (EUR177mn in 9M 2020), including EUR49mn from Managed Lanes in 9M 2021. No dividends were distributed from Airports (EUR29mn from Heathrow in 9M 2020). Services dividends were EUR13mn in 9M 2021 (EUR9mn Services dividends in 9M 2020).
- **EBITDA:** EUR362mn (vs EUR80mn in 9M 2020) which includes EUR262mn from Services.
- **Working capital evolution** stood at -EUR351mn in 9M 2021 (-EUR59mn in 9M 2020), including the -EUR63mn application (cash out), as of September 2021, of the non-cash Construction Provision registered in 1Q 2019.
- **Net Investment** reached EUR119mn in 9M 2021 vs EUR222mn in 9M 2020. Investments reached -EUR460mn in 9M 2021 (-EUR144mn in 9M 2020), most noteworthy of which was the -EUR223mn invested in the I-66 Managed Lanes project. Divestments reached EUR580mn in 9M 2021 (EUR366mn in 9M 2020) mostly related to the sale of non-core assets in Construction (EUR528mn) including Budimex Real Estate, URBICSA, Figueras, Nalanda and SCC, Recycled Aggregates within Webber.
- **Shareholder Remuneration:** -EUR213mn in 9M 2021 above -EUR124mn in 9M 2020, including -EUR201mn from the treasury share repurchase program in 9M 2021.
- **Other financing cash flows:** includes other cash flow movements, such as forex impact (EUR42mn) mainly from USD from advanced payments in construction to pay for expenses in such currency and derecognition of Budimex Real Estate business upon sale.

The net cash position at the end of September (EUR1,830mn) includes the net cash from Services (EUR253mn).

Appendix I – Segmented Information

TOLL ROADS – GLOBAL CONSOLIDATION

(EUR million)	TRAFFIC (ADT)			REVENUES			EBITDA			EBITDA MARGIN		NET DEBT 100%	
Global consolidation	**SEP-21**	**SEP-20**	**VAR.**	**SEP-21**	**SEP-20**	**VAR.**	**SEP-21**	**SEP-20**	**VAR.**	**SEP-21**	**SEP-20**	**SEP-21**	**SHARE**
NTE*	24	18	32.5%	111	79	39.7%	97	67	43.8%	87.2 %	84.8 %	-1,033	63.0%
LBJ*	27	23	19.2%	80	68	18.4%	65	52	26.3%	81.3 %	76.2 %	-1,467	54.6%
NTE 35W*/**	26	20	29.6%	86	61	40.9%	72	51	42.2%	84.1 %	83.3 %	-867	53.7%
I-77*/***	20	14	38.9%	21	11	79.9%	11	3	n.s.	53.1 %	22.8 %	-231	65.1%
TOTAL USA				**298**	**220**	**35.5%**	**245**	**172**	**42.2%**			**-3,597**	
Autema	14,454	12,533	15.3%	43	42	2.8%	37	36	3.6%	87.0 %	86.4 %	-609	76.3%
TOTAL SPAIN				**43**	**42**	**2.8%**	**37**	**36**	**3.6%**			**-609**	
Azores	10,223	8,591	19.0%	21	18	18.8%	18	15	22.5%	87.7 %	85.1 %	-269	89.2%
Via Livre				9	9	2.6%	2	2	14.5%	18.9 %	16.9 %	7	84.0%
TOTAL PORTUGAL				**30**	**27**	**13.3%**	**20**	**17**	**21.7%**			**-263**	
TOTAL HEADQUARTERS				**12**	**10**	**24.3%**	**-36**	**-28**	**-28.5%**				
TOTAL TOLL ROADS				**383**	**298**	**28.6%**	**266**	**197**	**35.4%**	**69.5 %**	**66.0 %**	**-4,469**	

* Traffic in millions of transactions. ** NTE 35W includes contribution from NTE3C (under construction). Capital invested & committed: Segment 3C/Net debt 100%: includes all 3 segments.
***Ferrovial agreed the acquisition of an additional 15%, increasing its stake to 65.1% (November 2020).

TOLL ROADS – EQUITY-ACCOUNTED

(EUR million)	TRAFFIC (ADT)			REVENUES			EBITDA			EBITDA MARGIN		NET DEBT 100%	
Equity accounted	**SEP-21**	**SEP-20**	**VAR.**	**SEP-21**	**SEP-20**	**VAR.**	**SEP-21**	**SEP-20**	**VAR.**	**SEP-21**	**SEP-20**	**SEP-21**	**SHARE**
407 ETR (VKT mn)	1,175	1,136	3.4%	479	446	7.4%	402	365	10.1%	83.9%	81.8%	-5,605	43.2%
M4	28,618	25,678	11.4%	19	17	11.0%	10	9	7.3%	50.4%	52.1%	-63	20.0%
M3	34,245	31,929	7.3%	13	16	-14.0%	8	10	-14.8%	62.9%	63.5%	-74	20.0%
A-66 Benavente Zamora				17	18	-4.8%	15	16	-5.4%	88.9%	89.4%	-154	25.0%
Serrano Park				4	3	23.3%	3	-1	n.s	67.1%	-35.1%	-32	50.0%
Algarve	13,086	11,410	14.7%	23	25	-10.3%	20	22	-9.8%	87.7%	87.3%	-65	20.0%
Norte Litoral*	23,176	21,931	5.7%	21	30	-30.1%	18	26	-30.1%	87.4%	87.3%	-87	20.0%
Toowoomba				19	16	19.4%	4	3	41.1%	20.8%	17.6%	-227	40.0%

* Norte Litoral sale was completed in July 2021. Traffic up to September 2021. P&L 2021 until July and P&L 2020 up to September.

MAIN TOLL ROADS (P&L)

407 ETR

(CAD million)	SEP-21	SEP-20	VAR.
Revenues	714	683	4.6%
EBITDA	599	559	7.3%
EBITDA margin	83.9%	81.8%	
EBIT	525	485	8.2%
EBIT margin	73.5%	71.0%	
Financial results	-341	-327	-4.1%
EBT	184	158	16.8%
Corporate income tax	-49	-41	-20.1%
Net Income	135	117	15.7%
Contribution to Ferrovial equity accounted result (EURmn)	32	25	28.8%

LBJ

(USD million)	SEP-21	SEP-20	VAR.
Revenues	96	77	24.9%
EBITDA	78	58	33.2%
EBITDA margin	81.3%	76.2%	
EBIT	58	39	48.8%
EBIT margin	60.5%	50.8%	
Financial results	-53	-81	34.8%
Net Income	5	-42	112.4%
Contribution to Ferrovial*	2	-20	111.7%

* Contribution to Net profit. 54.6% stake (EURmn)

NTE

(USD million)	SEP-21	SEP-20	VAR.
Revenues	132	90	47.3%
EBITDA	115	76	51.6%
EBITDA margin	87.2%	84.8%	
EBIT	93	58	59.5%
EBIT margin	70.3%	65.0%	
Financial results	-38	-38	-0.2%
Net Income	55	20	169.6%
Contribution to Ferrovial*	29	11	155.6%

* Contribution to Net profit. 62.97% stake (EURmn)

NTE 35W

(USD million)	SEP-21	SEP-20	VAR.
Revenues	102	69	48.5%
EBITDA	86	57	50.0%
EBITDA margin	84.1%	83.3%	
EBIT	68	43	59.4%
EBIT margin	66.3%	61.8%	
Financial results	-32	-30	-5.7%
Net Income	36	12	195.6%
Contribution to Ferrovial*	16	6	180.2%

* Contribution to Net profit. 53.67% stake (EURmn)

I-77

(USD million)	SEP-21	SEP-20	VAR.
Revenues	25	13	89.7%
EBITDA	13	3	n.s.
EBITDA margin	53.1 %	22.8%	
EBIT	9	0	n.s.
EBIT margin	36.8 %	-2.6%	
Financial results	-9	-8	-3.3%
Net Income	0	-9	105.5%
Contribution to Ferrovial*	0	-4	106.8%

*Contribution to Net profit. 65.10% stake (EURmn)

AIRPORTS (P&L)

Heathrow SP & HAH

	Revenues			EBITDA			EBITDA margin		
(GBP million)	SEP-21	SEP-20	VAR.	SEP-21	SEP-20	VAR.	SEP-21	SEP-20	VAR. (bps)
Heathrow SP	**695**	**951**	**-26.9%**	**117**	**259**	**-54.8%**	**16.8%**	**27.1%**	**-1,026**
Exceptionals & adjs	1	0	129.7%	6	-185	103.1%	88.6%	n.a.	n.a.
Total HAH	**696**	**952**	**-26.9%**	**123**	**74**	**67.0%**	**17.6%**	**7.7%**	**992**

HAH

(GBP million)	SEP-21	SEP-20	VAR.	LfL
Revenues	696	952	-26.9%	-26.9%
EBITDA	123	74	67.0%	-53.0%
EBITDA margin	17.6%	7.7%		
Depreciation & impairments	-633	-566	12.0%	-12.0%
EBIT	-511	-492	-3.8%	-67.8%
EBIT margin	-73.4%	-51.7%		
Financial results	-979	-751	-30.3%	-17.4%
EBT	-1,490	-1,244	-19.8%	-36.8%
Corporate income tax	138	107	29.0%	n.s.
Net income	-1,351	-1,136	-18.9%	n.s.
Contribution to Ferrovial equity accounted result (EUR mn)	-269	-321	15.9%	n.s.

AGS

(GBP million)	SEP-21	SEP-20	VAR.
Total Revenues AGS	**52**	**57**	**-8.7%**
Glasgow	24	29	-17.5%
Aberdeen	22	22	-0.5%
Southampton	6	6	7.0%
Total EBITDA AGS	**-11**	**-13**	**14.6%**
Glasgow	-8	-8	-6.5%
Aberdeen	1	2	-11.3%
Southampton	-5	-7	36.6%
Total EBITDA margin	**-21.4%**	**-23.0%**	**n.s.**
Glasgow	n.s.	-26.6%	n.s.
Aberdeen	n.s.	7.6%	n.s.
Southampton	n.s.	-120.3%	n.s.

CONSTRUCTION

CONSTRUCTION	SEP-21	SEP-20	VAR.	LfL
Revenues	4,395	4,259	3.2%	4.9%
EBITDA	187	104	78.9%	81.6%
EBITDA margin	4.2%	2.5%		
EBIT	107	25	n.s.	n.s.
EBIT margin	2.4%	0.6%		
Order book*	12,297	11,025	11.5%	10.0%

BUDIMEX	SEP-21	SEP-20	VAR.	LfL
Revenues	1,218	1,266	-3.8%	-1.4%
Construction	1,128	1,243	-9.2%	-7.2%
FB Serwis	123	97	27.4%	30.6%
Others	-33	-74		
EBITDA	112	77	45.1%	49.0%
EBITDA margin	9.2 %	6.1 %		
EBIT	88	56	58.8%	63.2%
Construction	58	47	24.9%	27.7%
FB Serwis	17	12	45.0%	48.6%
Others	13	-3		
EBIT margin	7.2 %	4.4 %		
Order book*	3,311	3,083	7.4%	8.4%

WEBBER	SEP-21	SEP-20	VAR.	LfL
Revenues	730	776	-5.9%	-0.7%
EBITDA	48	40	21.5%	28.9%
EBITDA margin	6.6 %	5.1 %		
EBIT	30	19	61.5%	72.5%
EBIT margin	4.1 %	2.4 %		
Order book*	1,875	1,486	26.2%	19.4%

F. CONSTRUCTION	SEP-21	SEP-20	VAR.	LfL
Revenues	2,313	2,096	10.3%	9.9%
EBITDA	7	-30	122.0%	n.s.
EBITDA margin	0.3 %	-1.4%		
EBIT	-20	-56	64.1%	n.s.
EBIT margin	-0.9 %	-2.7%		
Order book*	6,269	5,561	12.7%	10.0%

OTHERS	SEP-21	SEP-20	VAR.	LfL
Revenues	134	121	10.0%	16.0%
EBITDA	19	17	13.9%	20.1%
EBITDA margin	14.5%	14.0%		
EBIT	9	6	32.7%	39.9%
EBIT margin	6.4%	5.3%		
Order book*	842	896	-6.0%	-0.9%

EBIT before impairments and disposals of fixed assets

SERVICES

SERVICES**	SEP-21	SEP-20	VAR.	LfL
Revenues	3,898	3,549	9.8%	9.8%
EBITDA	311	161	92.9%	75.2%
EBITDA margin	8.0 %	4.5 %		
Order book*	11,471	11,122	3.1%	0.7%

SPAIN	SEP-21	SEP-20	VAR.	LfL
Revenues	1,569	1,466	7.0%	10.6%
EBITDA	195	133	47.0%	48.4%
EBITDA margin	12.5%	9.1%		
Order book*	4,023	3,813	5.5%	5.5%

UK	SEP-21	SEP-20	VAR.	LfL
Revenues	2,159	1,885	14.5%	11.4%
EBITDA	108	25	n.s.	162.8%
EBITDA margin	5.0%	1.3%		
Order book*	7,144	7,008	1.9%	-2.2%

INTERNATIONAL	SEP-21	SEP-20	VAR.	LfL
Revenues	170	198	-13.7%	-11.9%
EBITDA	8	3	145.5%	51.7%
EBITDA margin	4.5%	1.6%		
Order book*	303	300	0.8%	9.0%

* Construction and Services Order book compared to December 2020.
**Excluding Broadspectrum figures in 2020, following the completion of the sale in June 2020.

Appendix II – Exchange rate movements

Exchange rates expressed in units of currency per Euro, with negative variations representing euro depreciation and positive variations euro appreciation.

	EXCHANGE RATE LAST (BALANCE SHEET)	CHANGE 2021/2020	EXCHANGE RATE MEAN (P&L)	CHANGE 2021/2020
GBP	0.8596	-6.1%	0.8627	-2.6%
US Dollar	1.1571	-0.9%	1.1923	5.5%
Canadian Dollar	1.4680	-5.9%	1.4921	-2.6%
Polish Zloty	4.6093	-2.5%	4.5482	-5.3%
Australian Dollar	1.6042	2.3%	1.5831	2.5%

Appendix III – Events after 9M 2021 results closing

Ferrovial informs that its subsidiary Cintra has submitted an offer for the acquisition of a maximum of 24.90% in the share capital of the Indian entity IRB Infrastructure Developers Ltd.

On October 26th, 2021, Ferrovial, through its Cintra subsidiary, has submitted an offer for a potential acquisition of a maximum of 24.90% of the shares of the Indian listed company IRB Infrastructure Developers Ltd, the investment would be a maximum of EUR364.64mn (assuming an exchange rate of 1 EUR = 87.216 INR). This acquisition would be through subscription of shares issued through a preferential allotment. IRB Infrastructure Developers is a leading player in the Indian market, where it manages 23 projects and around 2,000 kilometers of toll road.

The completion of the operation is subject to Cintra, IRB Infrastructure Developers and Virendra D. Mhaiskar (and his family and holding company), IRB´s majority shareholder, execute a definitive agreement regarding the transaction, which must subsequently be approved by the shareholders of IRB Infrastructure Developers Ltd.'s in a general meeting and cleared by the competent authorities and lenders. The final completion is projected to take place in the first quarter of 2022.

If the deal is completed, Cintra will become a key minority shareholder with representation on the Board, but it will not grant Cintra controlling rights over IRB Infrastructure Developers. Cintra will also support the company's development and transfer its extensive international experience in managing toll roads and analyzing new investment opportunities.

Divestment agreed of Infrastructure Services business in Spain.

In October, Ferrovial has reached an agreement to sell its Infrastructure Services business in Spain to Portobello Capital as part of the divestment of Ferrovial Services. The deal, which covers the infrastructure maintenance and upkeep and the facility management businesses, represents an EV of c.EUR186mn and the implied equity value at December 2021 is estimated to be c.EUR171mn. The price will be supplemented by earn-outs of around EUR50mn, based on compliance with certain requirements following completion of the transaction. On the sale completion date, Ferrovial will acquire a 24.99% stake in the acquiring company. The investment amounts to approximately EUR20mn, depending on the final price to be paid by the buyer.

The completion of the transaction is subject to the usual conditions in this type of transactions and is expected to take place in 1Q 2022. It is expected that the transaction, excluding the earn-outs, will not have a relevant impact on the consolidated accounts of Ferrovial, since the book value of this business is similar to the estimated equity value at December 2021 indicated above.

Ferrovial Services' Infrastructure area reported EUR822mn in revenue in 2020 and EUR29mn in EBITDA, and it had a order book of EUR1,565mn in 9M 2021.

Appendix IV – Legal disputes

SH-130 legal proceedings: Toll roads and construction

As indicated in the 2020 financial statements, there were two lawsuits for claims filed by the current partners of the concession company for this project: a lawsuit before the Texas courts against Ferrovial companies, Cintra and Ferrovial Construcción, and an arbitration before the CCI against Ferrovial Construcción companies.

The disputes between the claimant and defendants related to the SH-130 have been both solved through an agreement between the parties.

Appendix V – Shareholder remuneration

The company held its AGM on 9th April 2021. The AGM approved two capital increases, by means of the issuance of new ordinary shares, with no issue premium, of the same class and series as those at present in circulation, charged to reserves.

These increases form part of the shareholder remuneration system known as the "Ferrovial Scrip Dividend", which the company introduced in 2014. The purpose of the program is to offer Ferrovial's shareholders the option, at their choice, of receiving free new shares in Ferrovial, though without altering cash payments to its shareholders, as they can alternatively opt to receive a cash payment by means of selling the free rights received against the shares they already own to Ferrovial (or selling them in the market).

The first of the scrip issues (equivalent to the 2020 complementary dividend) took place in May 2021,with the following result:

Scrip Dividend details	JUN-21
Guaranteed set price to purchase rights	0.197
Rights per share	120
% shareholders chose shares as dividends	91.95 %
% shareholders chose cash as dividends	8.05 %
Number of new shares issued	5,615,714
Number of rights purchase	59,016,522

At the Board Meeting held on October 26th, 2021, the terms of the second scrip issue were set (equivalent to the 2021 interim dividend). The number of free rights required to receive one new share (87), the fixed price at which it guarantees to buy the rights (EU0.305 per right) and the timetable for the transaction.

SHARE BUY-BACK

On 25th February 2021, the Board of Directors of Ferrovial resolved to implement a buy-back program of the company's own shares, in accordance with the authorization granted by the AGM held on 5th April 2017 under item ten of its agenda.

The Buy-Back Program will be executed under the following terms:

- Purpose: reduce the share capital of Ferrovial, subject to the prior approval of the AGM.
- Maximum net investment: EUR320mn or 22 million shares, 3% of Ferrovial's share capital as of the date thereof.
- Duration: 10th March 2021 - 3rd December 2021.

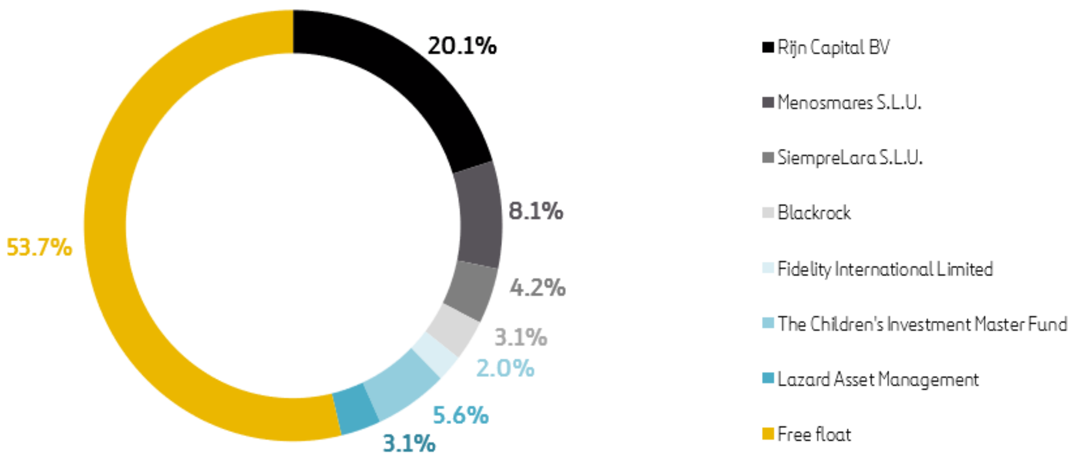
The AGM held on 9th April 2021 approved a share capital reduction by means of redemption of a maximum of 22 million of Ferrovial's own shares, representing 3% of the company's share capital.

Ferrovial held 8,804,709 own shares at end-September 2021, of which 8,144,284 shares were acquired in 2021, under the share buy-back program, and are due to be amortized over the course of 2021, along with the following shares acquired under the share buy-back program. Ferrovial's share capital figure as of 30 September 2021 amounted to EUR147,703,618 all fully subscribed and paid up. The share capital comprises 738,518,090 ordinary shares of one single class, each with a par value of twenty-euro cents (EUR0.20).

On October 26th, 2021, the Board approved the terms of a discretionary stock repurchase program of up to EUR200mn in the Board Meeting.

Appendix VI – Shareholder Structure

SHAREHOLDER STRUCTURE (CNMV) 30 SEPTEMBER 2021



Appendix VII – Alternative Performance Measures

The company presents its results in accordance with generally accepted accounting standards (IFRS). In addition, in this Financial Report, the management provides other non-IFRS regulated financial measures, called APMs (Alternative Performance Measures) according to the directives of European Securities and Markets Authority (ESMA). Management uses those APMs in decision-taking and to evaluate the performance of the company. Below there are details of disclosures required by the ESMA on definition, reconciliation, explanation of use, comparisons and consistency of each APM. More detailed information is provided on the corporate web page: https://www.ferrovial.com/en/ir-shareholders/financial-information/quarterly-financial-information/. Additionally, on this web page the reconciliation of the comparable "like for like growth", order book and proportional results are provided.

EBITDA = Gross operating result

- **Definition:** operating result before charges for fixed asset and right of use of leases depreciation and amortization.
- **Reconciliation:** the company presents the calculation of EBITDA in the Consolidated P&L as: Gross Operating Profit = Total Operating Revenues – Total Operating Expenses (excluding those relative to fixed assets and right of use assets depreciation and amortization which are reported in a separate line).
- **Explanation of use:** EBITDA provides an analysis of the operating results, excluding depreciation and amortization, 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. Therefore, we use 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, by 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.

COMPARABLE ("LIKE-FOR-LIKE GROWTH" LfL)

- **Definition:** relative year-on-year variation in comparable terms of the figures for revenues, EBITDA, EBIT and order book. 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 homogenization 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 number of months in both periods.
  - Elimination of the restructuring costs, in both periods.
  - 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 whose revenues represent ≥5% of the reporting unit's revenues before the acquisition).
  - In the case of changes in the accounting model of a specific contract or asset, when material, the homogenization is undertaking by applying the same accounting model to the previous year operating result.
  - 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.
  - With respect to the Services division, which is presented in the Consolidated Profit and Loss Account as discontinued operations, in order to better explain the business performance, in the Management Report it has been included a separated breakdown of Revenues, EBITDA and Order book, in spite of being classified as discontinued operations.
  - 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:** the comparable growth is presented in separate columns on Business Performance of the Interim Management Report and its reconciliation in the Appendix of this document.
- **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.
- **Consistency:** the criteria used to calculate the comparable "Like-for-like growth" is the same as the previous year, except for the following adjustment that was included exclusively in 2019: Related to the implementation of IFRS 16, and for a better comparison of EBITDA and operating profit against 2018, in which IFRS 16 was not implemented, the new Standard accounting impact was undone, reversing the adjustment for financial cost and amortization of right of use and recognizing a higher operating cost for leases, as if the new standard had not been applied in 2019.

CONSOLIDATED NET DEBT

- **Definition:** this is the net balance of Cash and cash equivalents (including short and long-term restricted cash), and other current financial assets, minus short and long-term financial debt (bank debt and bonds), including the balance related 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. The lease liability (due to the application of the new IFRS 16 standard) is not part of the Consolidated Net Debt.
- **Reconciliation:** a detailed breakdown of the reconciliation of this figure is given in the section headed Net Debt in the Interim Financial 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, Ferrovial 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 guarantees issued. This is the debt corresponding to infrastructure project companies.

- **Net debt ex-infrastructure projects.** This is the net debt of Ferrovial's other businesses, including the group holding companies and other companies that are not considered infrastructure projects. 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.
- **Consistency:** the criterion used to calculate the net debt figure is the same as the previous year.

EX INFRASTRUCTURE LIQUIDITY

- **Definition:** is the sum of the cash and cash equivalents ex infrastructure projects and the committed short and long term credit facilities undrawn by the end of the period, corresponding to credits granted by financial entities which may be drawn by the Company within the terms, amount and other conditions agreed in the contract.
- **Reconciliation:** a detailed breakdown of the reconciliation of this figure is given in the Interim 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 liquidity to cope with any commitment.
- **Comparisons:** the company does not present comparisons with previous years as it is not considered relevant information
- **Consistency:** this criterion is established for the first time to explain the liquidity of the Group.

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 from a contract corresponds to the agreed price or rate corresponding to the delivery of goods and/or the rendering of the contemplated services. If the execution of a contract is pending the closure of financing, the income from said contract will not be added to the order book until financing is closed. The order book is calculated by adding the contracts of the actual year to the balance of the contract order book at the end of the previous year, less the income recognized in the current year.
- **Reconciliation:** the order book is presented under Key figures under Services and Construction sections of the Interim Management Report. There is no comparable financial measure in IFRS. The reconciliation between total figures and the proportional figures is included in the Appendix provided in the web. 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 Ferrovial'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, rescission (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 Appendix of this document available on the Web. 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:** The Management believes that the order book is a useful indicator with respect to the future income of the Company, due to the order book for a specific work will be the final sale of said work less the work executed net at source.
- **Comparisons:** the company presents comparisons with previous years.
- **Consistency:** the criteria used to calculate order book is the same as the previous year.

PROPORTIONAL RESULTS

- **Definition:** the Ferrovial proportional results are calculated as described below:
  - Infrastructure divisions (Toll Roads and Airports): the proportional results include the infra projects consolidated results in the proportion of Ferrovial's ownership in those projects, regardless to the applied consolidation method.
  - Rest of divisions: the proportional results include the figures reported in the consolidated profit and loss account, as the difference of applying the proportional method would not be relevant.

  This information is prepared for Revenues and EBITDA.
- **Reconciliation:** a reconciliation between total and proportional figures is provided in the web.
- **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.
- **Consistency:** the criteria used to calculate proportional results is the same as the previous year.